

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

DECISIONS taken at the meeting held on Thursday, 18 June 2026 commencing at 10.30 am and finishing at 13:30 pm.

Present:

Voting Members: Councillor Gareth Epps – in the Chair

Other Members in Attendance: Councillor Dan Levy (Agenda Items 5, 6 & 11)
Councillor Judy Roberts (Agenda Item 14)

Officers: Jack Ahier (Senior Democratic Services Officer), Jodie Clarke (Senior Project Manager), Paul Fermer (Director of Environment and Highways), Anthony Hulsman (Head of Property Operations), Daniel Mowlem (Senior Engineer), Chloe Kirby (Senior Engineer – Central), Anthony Kirkwood (Vision Zero Team Leader), Clever Safurawu (Engineer), Abdul Waraich (Project Manager), Andy Warren (Senior Project Manager), James Whiting (Team Leader – TRO's and Schemes), Phil Whitfield (Head of Network Management), Stewart Wilson (Place Planning Team Leader – Central).

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 decided as set out below. Except as insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports [agenda, reports and schedule/additional documents], copies of which are attached to the signed Minutes.

21/26 DECLARATIONS OF INTEREST (Agenda No. 1)

There were none.

22/26 QUESTIONS FROM COUNTY COUNCILLORS (Agenda No. 3)

There were none.

23/26 PETITIONS AND PUBLIC ADDRESS (Agenda No. 2)

There were several requests to address the meeting, with some speakers speaking on multiple items. A list of speakers can be seen below:

Item 5: Car Parking at County Hall

- Cllr Dan Levy
- Danny Yee

Item 6: Oxfordshire Micromobility Scheme Contract

- Cllr Dan Levy
- Danny Yee

Item 7: Proposed Crossings, Traffic Calming and Cycleways – Abingdon Road, Culham

- City Cllr Katherine Miles
- Danny Yee
- Robin Tucker

Item 8: Proposed Traffic Calming – Eastern Bypass Road, Oxford

- Danny Yee

Item 11: A40 Access to Witney – Traffic Management Orders

- Cllr Dan Levy

Item 12: Headington Market, Oxford – TRO Amendments

- Hamid Hussain

Item 14: Westminster Way, Botley – Proposed Permit Parking Area

- Cllr Judy Roberts
- District Cllr Emily Smith
- Danny Yee

Item 15: Shrivenham Parking Review 2026

- Kath Law

Item 19: Langford Lane, Kidlington – Proposed 30mph Extension

- Danny Yee

Item 20: Proposed 20mph Speed Limit – Compton Beauchamp

- Robin Tucker (on all 20mph schemes)

24/26 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

There were no minutes of previous meetings to approve.

25/26 CAR PARKING AT COUNTY HALL

(Agenda No. 5)

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 proposal related to the adoption of a car parking policy for County Hall, restricting parking to operational need, Blue Badge holders and officers or elected members with short-term health or accessibility requirements.

The Chair agreed that the policy should be communicated clearly to elected members and others, including the reasons for the change and the need for the County Council to set an example in relation to travel into Oxford City Centre.

The Chair confirmed that the policy was intended to be implemented during the summer, following appropriate notice, if approved.

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

RESOLVED to:

- a) Approve the adoption of the County Hall Car Parking Policy;**
- b) Delegate authority to the Director for Property and Assets to implement and manage the policy, including allocation and review of parking spaces in line with the policy principles;**
- c) Note that parking provision at County Hall will be limited to operational need, Blue Badge holders, and for officers and elected members with short term health or accessibility requirements.**

26/26 OXFORDSHIRE MICROMOBILITY SCHEME CONTRACT

(Agenda No. 6)

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 scheme would support mobility in more built-up areas and that effective parking management would be important to minimise inconvenience while enabling people to travel around Oxford and surrounding areas.

The Chair also noted the proposed expansion into parts of central Oxfordshire, outside of Oxford, and the proposed e-bike trials in Bicester and Science Vale.

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

RESOLVED to:

- a) Delegate authority to the Director of Environment and Highways to award the Oxfordshire Micromobility Scheme contract.**
- b) Authorise officers, working with the successful e-scooter and e-bike provider, to implement the Oxfordshire Micromobility Scheme contract including**

undertaking a future consultation to expand e-scooter operations across central Oxfordshire.

27/26 PROPOSED CROSSINGS, TRAFFIC CALMING AND CYCLEWAYS - ABINGDON ROAD, CULHAM

(Agenda No. 7)

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

Officers confirmed that the scheme had not yet completed the detailed design phase and that matters such as the width of the shared-use facility, the buffer zone and safe access to Tollgate Road could be reviewed during that process, with engagement continuing with user groups, including Europa School and cycling groups.

The Chair noted that the scheme was funded through Section 106 contributions and formed part of the accelerated delivery programme and welcomed the clear benefits for walking and cycling outlined in the report.

The Chair asked if further consideration could be given to a potential 20mph speed limit on Tollgate Road to further facilitate the objectives of the scheme, subject to consultation with the relevant Parish Council. Officers stated that they would take that away.

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

RESOLVED to:

- a) **Toucan' Crossing to be located on the A415 Abingdon Road, west of the signalised junction with Tollgate Road.**
- b) **Side Road Entry Treatment (SRET) traffic calming feature to be located at the A415 junction with Thame Lane.**
- c) **Conversion of a section of existing footway on Tollgate Road (in advance of the new 'Toucan' Crossing) to a new shared use foot & cycleway.**
- d) **Delegate the approval of the final design of the scheme to the Director of Environment & Highways in consultation with the Cabinet Member for Transport.**

28/26 PROPOSED TRAFFIC CALMING - EASTERN BYPASS ROAD, OXFORD

(Agenda No. 8)

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

Officers confirmed that the buff-coloured surfacing had been included over the crossing as part of the detailed design and noted that the point about consistency would be followed up. Officers also confirmed that the developer had agreed to deliver the segregated crossing over the junction and that officers would review whether there were any planned proposals on either side of the access point.

The Chair noted that the scheme related to a development at the BMW plant and that the proposed measures would improve conditions for all road users at the side road entry point. The Chair also noted the importance of further liaison on surfacing and detailed design issues.

The Chair noted that the proposal was LTN 1/20 compliant and that these proposals would try to link in with Movement and Place Plans; and Local Walking and Cycling Infrastructure Plans despite funding constraints.

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

RESOLVED to:

- a) Approve the construction of a new 'Side Road Entry Treatment' (SRET) traffic calming feature with associated shared-use foot & cycleway at the Gate 5 access to the BMW Mini Plant, as advertised.**

29/26 PROPOSED TRAFFIC CALMING - TOWNSEND ROAD, SHRIVENHAM

(Agenda No. 9)

The Chair introduced the item to the meeting.

Officers explained that the scheme related to a historic development obligation requiring the developer to deliver traffic calming measures on Townsend Road. Officers confirmed that alternative forms of traffic calming had been explored over a considerable period of time, but that technical constraints, including drainage, accesses and the nature of the road, meant that speed cushions remained the only deliverable option.

It was confirmed that the schemes were developer funded. Officers also noted that if the scheme was to be approved, monitoring would take place after its implementation to take account of any issues.

The Chair noted the concerns raised by the Parish Council, the local County Councillor and residents, including concerns about the potential impact of speed cushions on nearby properties, vibrations and the suitability of the measures on a bus route.

Officers explained that the cushions would be bus-friendly, formed from tarmac with a slower gradient, and could be monitored after installation. Officers also confirmed that the position of the cushions could be reviewed to avoid conflict with nearby accesses.

The Chair observed that there was clear support for other elements of the traffic calming package, including gateway treatments, dragon's teeth road markings and a Speed Indicator Device, and that these measures could proceed independently of the speed cushions.

The Chair concluded that there was a difficult balance between the need to reduce vehicle speeds and the concerns raised through the consultation. In view of concerns, the Chair agreed to amend the recommendations to defer the speed cushions element to allow for further engagement and approve the other elements of the scheme.

Officers committed to further engagement with the Parish Council and local County Councillor.

The Chair thanked officers for their work and agreed to defer recommendation a) as set out below and approve amended recommendation b).

RESOLVED:

- a) **Defer the construction of three pairs of speed cushion traffic calming features on Townsend Road in Shrivenham, as advertised.**
- b) **Approve the traffic calming measures consisting of dragon's teeth on the approach to the new '30mph' speed gateway and a new Speed Indicator Device, as advertised.**

30/26 STATION APPROACH ROAD, BANBURY - PROPOSED ANPR ENFORCEMENT

(Agenda No. 10)

The Chair introduced the item to the meeting

Officers confirmed that the bus gate had already been put in place and that the decision before the Cabinet Member related to whether ANPR enforcement should be introduced.

Officers explained that monitoring had shown significant non-compliance with the existing restrictions and that ANPR enforcement had been included within the project funding.

The Chair noted that the bus gate formed part of the wider scheme to improve access to Banbury Station and support bus and rail integration. The Chair also noted the concerns raised about wayfinding around the station and asked officers to review signage with relevant partners, which officers agreed to.

Officers confirmed that the level of non-compliance raised concern that the route could become a rat run and that the proposal met the relevant criteria for ANPR enforcement.

The Chair considered that allowing prohibited vehicles to use the bus gate would create undesirable consequences for safety and traffic management around the station.

The Chair noted there was no objection to the scheme from the local County Councillor or Banbury Town Council.

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

RESOLVED to:

- a) **Approve the use of ANPR cameras to help enforce the Bus Gate/Lane on the Station Approach Road (North) in Banbury, as advertised.**

31/26 A40 ACCESS TO WITNEY - TRAFFIC MANAGEMENT ORDERS

(Agenda No. 11)

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

Officers confirmed that the proposed 60mph speed limit was recommended due to the length of the slip roads and to assist vehicles joining and leaving the A40 whilst noting potential noise and air quality benefits.

The Chair noted that the eastern end of the Witney bypass was a fast section of road and that the proposed measures would support safe operation of the new junction.

The Chair also noted that the no entry restrictions were intended to prevent vehicles travelling the wrong way onto the dual carriageway.

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, as advertised:

a) **New 60mph speed limits (in place of the existing National Speed Limits) on the A40 Witney bypass, and lengths on the various adjoining 'on' & 'off' slip roads.**

b) **New 40mph speed limits (in place of the existing National Speed Limits) on the B4022 Oxford Hill, High Cogges Road, and South Leigh Road.**

c) **New No Entry restriction on the A40 Eastbound off slip road at its junction with the B4022 Oxford Hill,**

d) **New Clearway restrictions ('Stopping prohibited at all times') on the new A40 Eastbound off-slip & A40 Westbound on-slip roads.**

32/26 HEADINGTON MARKET, OXFORD – TRO AMENDMENTS

(Agenda No. 12)

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

The Chair referenced the support from the local County Councillor, and Headington Action Group, who had funded the scheme.

The Chair noted that the report included two elements: amendments to support the operation of Headington Market on Saturdays and a proposed parking change on Gladstone Road.

Officers explained that the current arrangement for the market required regular bay suspensions, which incurred costs and created uncertainty for the market. The proposed amendment would formalise the market arrangement on Saturdays while allowing the parking bays to operate as currently for the remainder of the week.

Officers confirmed that the proposed removal of the bay on Gladstone Road related to provision of private access and aligned with the Council's broader transport priorities by reducing on-street parking demand.

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

RESOLVED to:

- a) **Approve the proposed dual use ('Limited waiting Mon Fri 7am-8pm & Sat 4pm 8pm, 30 mins, no return 1 hour' and 'Market Traders only Sat 6am-4pm' bay in Kennett Road (west side), as advertised.**
- b) **Approve the proposed dual use ('Limited waiting Mon Fri 8am-6.30pm & Sat 4pm-6.30pm, 1 hour, no return 1 hour' and 'Market Traders only Sat 6am-4pm') bay in New High Street, as advertised.**
- c) **Approve the proposed dual-use ('Loading only Mon-Fri 7am-8pm & Sat 4pm-8pm, 1 hour, no return 1 hour' and 'Market Traders only Sat 6am - 4pm') bays on the north and south side of London Road, as per the intended operational hours (see paragraph 30).**
- d) **Approve the proposed removal of the shared use parking bay and replacement with new 'No Waiting At Any Time' (double yellow lines) adjacent to the No. 45 Gladstone Road, as advertised.**

33/26 PROPOSED NO WAITING RESTRICTIONS - OXFORD SCIENCE PARK PRIMARY SUBSTATION, GRENOBLE RD, LITTLEMORE

(Agenda No. 13)

The Chair introduced the item to the meeting.

Officers explained that the proposed restrictions related to development taking place at the western end of Grenoble Road and were required to support safe access and visibility.

The Chair noted the objection received but confirmed that the proposed restrictions were as a result of planning conditions.

The Chair noted that, while Blue Badge holders may in some circumstances be able to park on double yellow lines for a limited period, the location did not appear to be a logical or appropriate place for such parking.

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

RESOLVED to:

- a) Approve the introduction of new 'No Waiting at Any Time' parking restrictions (Double Yellow Lines) on the eastern side of Grenoble Road at Greater Leys, as advertised.**

34/26 WESTMINSTER WAY, BOTLEY - PROPOSED PERMIT PARKING AREA

(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 noted the support of the local County Councillor and local District Councillor in deferring the proposed resident parking scheme.

Officers clarified that a deferred item could only be reconsidered within the scope of the statutory consultation already undertaken and that roads not included within the original consultation area could not be added to the proposal without undertaking a new consultation process. There was a statutory time limit of two years from the date of advertisement within which the current proposal would need to be determined.

Officers noted that the proposed cycle parking at Elms Parade had been funded through Section 106 contributions and referenced work undertaken to support holistic transport objectives.

The Chair noted the strong support expressed for the introduction of double yellow lines and cycle parking and supported its introduction.

The Chair recognised that it would be difficult to properly assess parking demand before the redevelopment was more fully occupied and therefore supported the officer recommendation to defer the parking scheme.

The Chair referred to comments regarding parking enforcement and noted that residents could continue to provide information on locations experiencing recurring parking issues through the County Council's reporting mechanisms. The Chair also acknowledged the wider debate around competing uses of kerbside space and recognised the need to balance parking management with the objectives of encouraging walking, cycling and other sustainable modes of transport.

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 double yellow lines on sections of Arthray Road, Conifer Close, Cope Close, Cumnor Hill, Finmore Road, Hurst Rise Road, Hutchcomb Road, Montagu Road, Springfield Road, St Pauls Crescent, The Garth West Way and Westminster Way.**
- b) **Defer the introduction of 'Residents permit parking places only' (Monday Saturday, 8am to 6pm) areas on lengths of Arthray Road, Conifer Close, Cope Close, Finmore Road, Hurst Rise Road (between its junctions with Cumnor Hill & Springfield Road), Hutchcomb Road (between its junctions with Springfield Road & Montagu Road), Montagu Road, Springfield Road, St Pauls Crescent, The Garth, and Westminster Way (between its junctions with Arthray Road & Yarnells Hill).**
- c) **Approve the introduction of cycle parking on West Way, adjacent to Elms Parade.**

35/26 SHRIVENHAM PARKING REVIEW 2026

(Agenda No. 15)

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

Officers explained that the original Shrivenham High Street parking scheme had been introduced following a request from the then County Councillor about concerns regarding commuter and long-stay parking affecting businesses and residents.

Officers noted that the Council had committed to reviewing the scheme after 12 months and that the proposals before the meeting comprised a package of minor amendments developed with the Parish Council to address issues arising from the original scheme.

The Chair noted the support for the introduction of disabled bays, dual-purpose bays and motorcycle bays.

Officers explained that the review had not extended to the creation of new residents' parking areas in Manor Lane and that a wider residents' parking scheme would need to be considered as a separate project. Officers noted that amendments could be made to reduce the extent of the proposed restrictions on Manor Lane by the white access lines and to include properties at 10 and 12 Manor Lane within the list of dwellings eligible to apply for residents' and visitor parking permits.

The Chair reflected that the proposed amendments would provide useful mitigation in response to concerns raised and supported them.

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 'No Waiting at Any Time' parking restrictions on: Fairthorne Way (both sides), Highworth Road (both sides), Martens Road (both sides), Manor Close (both sides), Manor Lane (west side), as advertised and Manor Lane (east side) limited to where white access lines apply.**
- b) **Approve the relocation of one Disabled Persons Parking Place from outside No.50 High Street to Church Walk (west side), and extension of existing Shared use bay outside No.50 High Street, as advertised.**
- c) **Approve the introduction of a new Motorcycle only parking bay by the pedestrian crossing, adjacent to No. 39 High Street, as advertised.**
- d) **To include properties from 1-11 High Street, and 10 & 12 Manor Lane, in the list of dwellings allowed to apply for residents and visitor parking permits.**

36/26 LAND AT 60-68 BROADWAY, DIDCOT - PARKING AMENDMENTS

(Agenda No. 16)

The Chair introduced the item to the meeting.

Officers explained that the proposal sought to remove six short-stay parking spaces on Broadway to accommodate increased vehicle movements associated with a proposed car wash development and to improve safety for all road users.

Officers confirmed that alternative parking provision was available nearby and that the displaced parking demand could be accommodated elsewhere within the town centre.

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

RESOLVED to:

- a) **Approve the introduction of new 'No Waiting at Any Time' parking restrictions (Double Yellow Lines) on the northern side of Broadway in Didcot, as advertised.**

37/26 PROPOSED PARKING PERMIT ELIGIBILITY CHANGES - OXFORD CITY

(Agenda No. 17)

The Chair introduced the item to the meeting.

Officers explained that the proposals related to amendments to permit eligibility within existing Controlled Parking Zones arising from planning permissions and changes in property use. It was noted that the amendments ensured that Traffic Regulation Orders reflected planning decisions already taken by the local planning authority.

The Chair noted that the proposals followed established policy and helped ensure that new development did not place undue pressure on existing on-street parking provision.

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

RESOLVED to:

Approve the following amendments to eligibility for properties to apply for Residents & Visitors parking permits, as advertised:

- a) Lye Valley – exclude No.75 Town Furze from eligibility to apply for resident's parking permits & residents' visitors parking permits,**
- b) Marston North – exclude No.81 & No.83 Cherwell Drive from eligibility to apply for resident's parking permits & residents' visitors parking permits,**
- c) North Summertown – exclude the two new properties at No.34 Davenant Road from eligibility to apply for resident's parking permits & residents' visitors parking permits, and**
- d) North Oxford – include No.101 Bainton Road in the list of properties eligible to apply for visitors' parking permits only,**

The following Traffic Regulation Order (TRO) administrative amendments:

- e) Cowley Marsh – exclude the three flats at No.112 Cricket Road from eligibility to apply for resident's parking permits & residents' visitors parking permits,**
- f) Jericho – exclude the two flats at No.6a King Street from eligibility to apply for resident's parking permits & residents' visitors parking permits, and**
- g) North Oxford – confirm that (as per existing arrangements) 'South Lodge' at No.128 Banbury Road is eligible to apply for both resident's parking permits and residents' visitors' parking permits.**

38/26 BRIZE NORTON AND CARTERTON: PROPOSED 30MPH SPEED LIMIT AT MONAHAN WAY, NORTON WAY AND CARTERTON ROAD

(Agenda No. 18)

The Chair introduced the item to the meeting.

The Chair explained that the report related to proposed 30mph speed limits on roads within the Brize Norton area and had been separated from wider 20mph proposals for Carterton.

Officers noted that the request to extend the 30mph speed limits came from the local County Councillor and Brize Norton Parish Council, which required a further period of consultation.

Officers noted the reduction to 30mph speed limits would support road safety and active travel.

The Chair noted the growth in residential development in the area and considered that the lower speed limit would better reflect the character and use of the roads concerned.

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

RESOLVED to:

Approve the following new 30mph speed limits in place of the full length of the existing 40mph speed limits, as advertised on:

- a) B4477 Monahan Way,**
- b) Carterton Road,**
- c) Norton Way**

39/26 LANGFORD LANE, KIDLINGTON - PROPOSED 30MPH EXTENSION

(Agenda No. 19)

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 these proposals were funded through section 106 contributions and referenced the holistic transport objectives in Kidlington planned through Movement and Place Plans scheduled for consultation.

The Chair considered that the proposed speed limit reduction was an appropriate measure to improve safety.

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

RESOLVED to:

- a) Approve the extension of the existing 30mph speed limit on Langford Lane in Kidlington.**

40/26 PROPOSED 20MPH SPEED LIMIT - COMPTON BEAUCHAMP

(Agenda No. 20)

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

Officers advised that the proposal formed part of the Council's continuing programme of 20mph schemes.

The Chair noted the support received from local councillors.

The Chair noted that the proposal was consistent with the Council's Vision Zero objectives and would improve safety for residents, visitors and other road users.

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

RESOLVED to:

- a) Approve the introduction of a 20mph speed limit within Compton Beauchamp, as advertised.**

41/26 PROPOSED 20MPH SPEED LIMIT - HARDWICK HILL, BANBURY

(Agenda No. 21)

The Chair introduced the item to the meeting.

The Chair noted that Hardwick Hill was a residential development and considered that a 20mph speed limit was appropriate given the nature of the estate.

The Chair noted that the proposal was consistent with the Council's Vision Zero objectives and would improve safety for residents, visitors and other road users.

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

RESOLVED to:

- a) Approve the introduction of a 20mph speed limit within the Hardwick Hill residential development at the northern end of Banbury, as advertised.**

42/26 PROPOSED 20MPH SPEED LIMIT - FORDWELLS

(Agenda No. 22)

The Chair introduced the item to the meeting.

Officers advised that the proposal formed part of the Council's continuing programme of 20mph schemes.

The Chair considered this approach to be appropriate and noted that the proposal would support improved safety within both communities

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

RESOLVED to:

Approve the following, as advertised:

- a) Introduce a new 20mph speed limit within Fordwells on the unnamed roads:**
 - i) running through Fordwells,**
 - ii) to Leafield, and**
 - iii) to Swinbrook,**

- b) Extend the existing 20mph speed limit on the unnamed road running through Asthall Leigh northwards.**

..... in the Chair

Date of signing