

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 11 December 2025 commencing at 10.00 am and finishing at 1.05 pm

Present:

Voting Members: Councillor Andrew Gant – in the Chair

Other Members in Attendance: Councillor Glynis Phillips (Agenda Item 6)
Councillor Sean Gaul (Agenda Item 14 & 15)

Officers: Adam Barrett (Technical Lead Engineer), Katherine Broomfield (Technical Lead – Bus Service Improvement), Moh Cassimjee (Democratic Services Officer), Paul Fermer (Director of Environment and Highways), Mark Gregory (Team Leader – Behavioural Change and Travel), James Moore (Transport Planner) Colm Ó Caomhánaigh (Democratic Services Manager), Helen Powdrill (Programme Manager), Craig Rossington (Technical Lead – Transport Planning), Julian Richardson (Lead Engineer – Central), Steven Tabbitt (Team Leader – Countryside Access), James Whiting (Team Leader – TRO 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.

100/25 DECLARATIONS OF INTEREST

(Agenda No. 1)

There were none.

101/25 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

One question was received from Councillor Fry. The question and answer can be seen in the Addenda on the meeting page on the website.

Councillor Fry asked a supplementary question through officers, having been unable to attend the meeting. The question and answer can be seen on the website, attached at the bottom of the minutes.

102/25 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

There were 9 requests to speak with some speakers speaking on multiple items. A list of speakers can be seen below:

103/25 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

The minutes of the meetings held on 9 October 2025 and 13 November 2025 were approved and signed by the Chair as a correct record.

The Chair clarified that the minutes of the meeting held on 9 October 2025 in regards to the 'Rose Hill, Oxford – Proposed Traffic Calming Features At Service Road Junctions', stated that:

'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).'

104/25 PROPOSED CHANGES TO THE MYBUS TICKETING SCHEME

(Agenda No. 5)

The Chair introduced the item to the meeting.

The Chair noted that due to the success of the scheme, it had ended up costing more money than anticipated as the County Council reimbursed the bus companies the difference between the price of a normal ticket and the different offers, as well as the government decision to increase the national fare cap from £2 to £3.

The Char noted that the approach moving forward would try to safeguard the benefits of the scheme, whilst addressing the funding gap.

The Chair outlined the difference in performance between the weekly and daily ticket offers. The recommendations proposed an increase in the weekly daily ticket price, but not the daily offer.

The Chair asked officers if the national Bus Grant allocation, which had been recently received, made any substantial difference to this scheme. Officers commented that they would be reviewing allocations received, but that the first priority would be to maintain existing bus service provision.

The Chair noted how the scheme reflected the County Council's commitment to LTCP through supporting public transport, particularly for young people, who had higher subsidies to encourage greater use.

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

RESOLVED to:

- a) Retain the price of the MyBus day tickets at current levels in response to analysis of their usage and benefits.**
- b) Approve a price increase for the MyBus weekly tickets from 11 January 2026, or as soon as practical thereafter, as follows:**
 - From £25 to £30 for an adult week ticket
 - From £14.50 to £17 for a young person week ticket
- c) Approve the reallocation of £1,895,857 to the MyBus scheme in 2025/26 from other bus related projects detailed at para 27: £240,000 from Oxfordshire County Council (the Council) internal funding and £1,655,857 from the Department for Transport (DfT) Bus Grant allocation.**

105/25 SCHOOL STREETS PHASE 3 - EXPERIMENTAL TRO

(Agenda No. 6)

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

Officers stated that they were delivering school streets proposals with limited resources of both time and funding, as well as due to the complicated nature of these types of schemes through engagement with schools. The Chair reiterated his belief that it was better to properly design the schemes, even if they took longer, to ensure that they were right for each individual area.

Officers noted that they were trying to work with the Sandhills Community Primary School and parents to encourage use of the Park & Ride, given the free 1 hour bays available.

Officers confirmed that two ANPR cameras would be needed on Delbush Avenue, covering the entire road.

The Chair noted the importance of reading all consultation responses, rather than tallying up responses for one side and the other.

Officers noted that arrangements had been made with the Didcot Wave to use their parking as a 'park and walk' zone.

Following representations from the local member, officers stated they'd look at the possibility of adding in double-yellow lines on Bloxham Road to complement the school streets proposals in Banbury.

Officers confirmed there were multiple 'park and walk' locations in Carterton that could be used by parents within short distances of the proposed school streets and would work with schools to promote them. The Chair noted that approval had been given to crossings on the walks from 'park and walk' sites to schools, with funding being made available. Officers committed to looking at improvements in the speed of delivery of these crossings to better align the school streets programme of work.

The Chair referred to several consultation responses. Officers confirmed that delivery vehicles and carers would be exempt from the scheme.

Officers confirmed that the ANPR can only be used to enforce the scope of the school streets scheme and that it would comply with the Council's GDPR policies. The data collected could only be used for the purposes in which it was collected.

Officers noted that the installation of equipment at the Carterton site was to allow officers to establish what the baseline situation was for the roads and surrounding areas were. If the scheme were to be approved, further monitoring would take place to allow for comparable data pre and post-school street implementation.

The Chair noted that data gathering was an important part of evidence-based policy making and did not infer decisions had already been made.

The Chair asked officers for potential installation dates if the scheme was approved. Officers responded that it could potentially coincide with February half term, but that this was dependent on installation programmes.

The Chair explicitly stated that this would be introduced as an experimental traffic regulation order (ETRO) as a trial, meaning it would be a live consultation to see if the changes have the intended positive impact.

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 Experimental Traffic Regulation Orders (ETROs) to facilitate the introduction of 'school streets' for the following schools:**
 - **Edith Moorhouse Primary School and St Joseph's Catholic Primary School, Carterton 8:15 – 9:15 am and 2:30 – 3:30 pm Term time only.**
 - **Harriers Banbury Academy, Banbury 8:15 – 9:15 am and 2:30 – 4:00 pm Term time only.**
 - **Willowcroft Community Primary School and St Birinus Boys School, Didcot 8- 9 am and 2:30 – 3:30pm Term time only.**
- b) Approve the introduction of Experimental Traffic Regulation Order (ETRO) to extend the school street for the following school:**
 - **Sandhills Community Primary School, Oxfordshire County Council 8-9 am and 2:30 – 3:30 pm Term time only.**
- c) Approve the use of Automatic Number Plate Recognition (ANPR) cameras at the school streets as the method of enforcement of the road closures during the operational hours, as set out in the consultation.**

106/25 BICESTER VILLAGE WESTERN INFRASTRUCTURE - PROPOSED PEDESTRIAN CROSSINGS
(Agenda No. 7)

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

Officers stated they'd provide feedback and investigate with designers about the possibility of having a coloured crossing to aid cyclists' safety. The current policy was to do this where it was felt necessary.

Officers confirmed there would be no change to accessing the Bicester Village car park if the scheme was to be 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 introduction of the following new Parallel Crossings as advertised:**
 - i. Kings End, approx.10 metres north of the roundabout junction,**
 - ii. New access road, approx.10 metres east of the roundabout junction, to be sited on a raised table feature.**
- b) Approve the introduction of a new Toucan Crossing on Oxford Road, approx.15 metres south of the roundabout junction, as advertised.**
- c) Approve the introduction of a new parallel crossing on Middleton Stoney Road, approx.19 metres west of the roundabout junction, as amended since advertisement.**

107/25 WANTAGE AND GROVE LCWIP
(Agenda No. 8)

The Chair introduced the item to the meeting.

The Chair noted the importance of LCWIP's to safeguard the amenity of residents through walking and cycling.

The Chair commented that his job was to test this scheme against County Council policy, which, in his view, did follow the council's policies. The Chair noted that LCWIP's were effectively a 'handbook' of schemes to be delivered when funding, circumstances and other resources became available.

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

RESOLVED to:

a) Approve Wantage and Grove Local Cycling and Walking Infrastructure Plan (LCWIP) as at Annex A.

108/25 PROPOSED INTRODUCTION OF CYCLE PARKING - VARIOUS LOCATIONS, OXFORD
(Agenda No. 9)

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 written statements from the local County Councillor and one of the local City Councillors on the proposals in Headington.

Officers noted the responses and stated that the design and location of the cycle parking locations balanced the need of different road users, such as emergency service vehicles and residents. It was also noted that the locations could provide natural traffic calming measures.

Officers commented on the proposals at Leckford Place, where cycle parking would take over one current car parking space, if approved. It was noted that residents in Wyndham House could apply for car visitor permits as and when required.

Officers noted that the proposals in Magdalen Road came about as a result of a request from the previous County Councillor, due to lots of businesses being in the area.

The Chair noted the petition sent directly via email regarding the proposals on Cherwell Drive. Officers confirmed the reason for deferral on Cherwell Drive was to allow another site visit for officers to make their judgment.

The Chair welcomed this proposal as a good step to help with the growing demand for cycle parking in Oxford.

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

RESOLVED to:

a) Approve the introduction of the following new on-carriageway cycle parking places, as advertised:

- i. Magdalen Road (South side) – on the existing kerbed build-out by Sidney Street,**
- ii. Magdalen Road (North side) – in place of an existing ‘2hr shared-use’ car parking bay,**
- iii. Boulter Street (West side) – in place of an existing ‘Permit holders only’ car parking bay,**
- iv. Market Street (South side) – in an area of ‘No Waiting at Any Time’,**
- v. Observatory Street (North side) – in place of an existing ‘1hr time-limited’ car parking bay,**

- vi. St Andrews Road (North side) – cycles in place of an existing ‘2hr shared-use’ car parking bay,
- vii. Wilberforce Street (North side) – in place of an existing ‘3hr shared-use’ car parking bay.

b) Approve the introduction of the new on-carriageway cycle parking place on Leckford Place (East side) – in place of an existing ‘2hr time-limited’ car parking bay, as amended.

c) Defer a decision on the introduction of the new on-carriageway cycle parking place on Cherwell Drive service road (Southwest side) – in place of an existing ‘time-limited’ parking bay.

109/25 OXFORD/KENNINGTON, A423 & APPROACH ROADS 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 recognised the issue of noise from the A34 for residents. Officers commented that reductions in speed limits could lead to reductions in noise pollution.

The Chair referred to several written statements and consultation responses.

Officers confirmed that the proposals were the same as previously consulted upon.

The Chair referenced support for the scheme from local County Councillors and South Hinksey Parish Council.

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 50mph speed limits on the A423 Southern bypass, A423 Eastern bypass, the A423 Southern bypass westbound slip road, and Old Abingdon Road, as advertised,

b) Approve the introduction of new 30mph speed limits on parts of Old Abingdon Road, Kennington Road, and the A423 Southern bypass westbound slip road, as advertised.

110/25 OXFORD TO CAVERSHAM: A4074 CORRIDOR - PROPOSED 40MPH & 50MPH SPEED LIMITS - ADMINISTRATIVE AMENDMENT

(Agenda No. 11)

The Chair introduced the item to the meeting.

Officers noted that this was an administrative correction to a previous report relating to speed limits on the A4074: Oxford to Caversham, which had been missed off the list of roads to be included.

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

RESOLVED to:

- a) Approve the introduction of the following 50mph speed limit, as advertised:**
 - (i) A4074 (Berinsfield to Shillingford)**

111/25 GRAVEN HILL DEVELOPMENT, BICESTER - PROPOSED 20MPH AND PARKING RESTRICTIONS

(Agenda No. 12)

The Chair introduced the item to the meeting.

Officers confirmed that this was a developer-promoted scheme and that the roads could expect to be adopted within the next 18 months.

Officers confirmed that the 'no entry' proposal was to discourage people from using the link road between Graven Hill Road and Roberts Drive, avoiding conflict with the cycleway.

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

RESOLVED to:

- a) Approve the introduction of the following parking restrictions, as advertised – but to ask Officers to review the extent of the parking restrictions prior to the adoption of the roads:**
 - i. new 'No Waiting at Any Time' (double yellow lines) parking restrictions on: Anniversary Avenue West, Chadwick Place, Circular Road East, Circular Road West, Graven Hill Road, Read Place, Roberts Drive, Westacott Road, and Wood Crescent,**
 - ii. new 'Two hour, No return within 2 hours all days` diagonal parking bays on the northwest side of Graven Hill Road,**
 - iii. new 'Disabled Persons Parking Places' on the southeast & north side of Graven Hill Road.**
- b) Approve the introduction of a new 20mph speed limit zone within the whole development south of the A41 roundabout, as advertised.**
- c) Approve the introduction of a new 'No Entry' restriction on the small link road between Graven Hill Road & Roberts Drive, as advertised.**

112/25 CORNHILL LANE BYWAY OPEN TO ALL TRAFFIC [BOAT 196/3] – PROHIBITION OF MOTOR VEHICLES

(Agenda No. 13)

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

The Chair asked about the impact of this proposal on disabled people and what assessments into equalities impacts had been made. Officers confirmed assessments had been made and that the proposal was not seen as unfairly impacting disabled people, given the varied travel methods used.

Officers confirmed the proposals were being put forward due to the damage to the unsurfaced nature of the public right of way, caused by motorised vehicles.

Officers noted that the proposal was a response to Cornhill Lane's specific situation rather than following wider policy objectives.

Officers stated that, if approved, the prohibition of motor vehicles would be monitored to understand its impact and to allow for changes if required.

The Chair referenced several consultation responses.

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

RESOLVED to:

- a) Approve the introduction of a new 'Prohibition of motor vehicles & horse drawn carriages' restriction on Cornhill Lane BOAT (Nos.196/3/10, 20, 30 & 40), as advertised.**

113/25 PROPOSED PERMIT PARKING AREA – LAMBOURNE CRESCENT, BICESTER

(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 that he would make overarching comments on items 14, 15 & 16 as they were all within the same area of Bicester and had many similarities by trying to manage on-street parking. The Chair thanked residents and officers for their work in providing practical solutions to manage these issues.

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 'Resident Permit Holders Only at all times' parking restrictions throughout Lambourne Crescent in Bicester, as advertised.**
- b) Approve the removal of the existing Single Yellow Lines ('No Waiting 11am to Noon; and Noon to 1pm') on both sides of Lambourne Crescent, with the existing 'No Waiting at Any Time' (Double Yellow Lines) remaining in place around the inner kerb of the turning circle, as advertised.**
- c) Approve the eligibility of residents of the following properties to be able to apply for annual Residents and Visitors` Parking Permits, (with permit identifier of 'BC'): Nos.7 & 11 Launton Road, and Nos.1-28 Lambourne Crescent, as advertised.**

114/25 PROPOSED PERMIT HOLDER PARKING BAYS – CHURCH STREET, BICESTER
(Agenda No. 15)

The Chair introduced the item to the meeting.

The Chair noted that the request for proposals came from residents and referenced several consultation responses.

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

RESOLVED to:

- a) Approve the introduction of new 'Resident Permit Holders Only' (at all times) parking bays on the south side of Church Street, adjacent to Nos.1-13, and two spaces adjacent to the 'Old Vicarage', as advertised.**
- b) Approve the introduction of 'No waiting at Any Time' (Double Yellow Line) restrictions in place of the existing Single Yellow Lines ('No Waiting 8am to 6pm') on the south side of Church Street adjacent to the Church, with a small section removed outside the 'Old Vicarage', as advertised.**
- c) Approve the eligibility of residents residing at the following properties to be able to apply for annual Residents and Visitors` Parking Permits (with permit identifier 'BC'): Nos.2-4 (even) & Nos.1-13 (odd) Cemetery Road, Nos.6-28 (even), Nos.7-13 (odd), Nos.1 & 3 (Church Terrace), & 'Crick House', 'Old Court House', 'Old Police House', 'Old Vicarage', 'Piccolo Amore', 'Six Bells' Church Street, and Nos.1-6 Kings End, as advertised.**

115/25 PROPOSED PARKING PERMIT AMENDMENTS – NORTH STREET, BICESTER
(Agenda No. 16)

The Chair introduced the item to the meeting.

The Chair noted the strong level of support from consultation respondents in favour of these changes.

Officers noted there was lots of capacity in the current spaces and that the number of permits would not be excessive on the parking needs in North Street.

The Chair referenced a response from a business owner on North Street, which officers stated would be logged for future consideration if a further review came forward. It was confirmed that existing amenity would not be affected by these proposals.

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

RESOLVED to:

- a) Approve the extension of the existing 'Permit Holders Only' bay adjacent to Nos.65-67 North Street, as advertised.**
- b) Approve the introduction of new permit bays on Crumps Butts, and the removal of 'No Waiting at Any Time' restrictions (Double Yellow Lines), as advertised.**
- c) Approve the eligibility of residents of the following properties to be able to apply for annual Residents and Visitors permits (with permit identifier 'BC'): Nos.15-25 (odd) Crumps Butts, Nos.5-10 Hailes Gardens, and Nos.10, 20, 22, 24, 31, 34, 34a, 56 & 58 North Street, as advertised.**

116/25 PROPOSED DISABLED PERSONS PARKING PLACES (DPPP'S) OXFORD CITY (SUMMER 2025)
(Agenda No. 17)

The Chair introduced the item to the meeting.

The Chair confirmed that each proposal outlined in the recommendations was in response to individual circumstances.

The Chair referred to several consultation responses and detailed circumstances relating to Kingston Road and Bateman Street.

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

RESOLVED to:

- a) Approve the introduction of new Disabled Persons Parking Places on: Abbey Road (two bays), Allin Close, Bateman Street, Bullingdon Road, Canning Crescent, Cardigan Street, Dashwood Road, Harebell Road, Home Close, Kingston Road, Pauling Road, and Williamson Way, as advertised.**
- b) Approve the removal of Disabled Persons Parking Places on: Southfield Road, Prunus Close, and Wylie Close, as advertised.**

c) Not approve the removal of the Disabled Persons Parking Place on Pegasus Road.

..... in the Chair

Date of signing

QUESTIONS FROM COUNTY COUNCILLORS

Questions are listed in the order in which they were received.

1. COUNCILLOR JAMES FRY	COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT
<p>The agenda includes the following item (item 9):</p> <p>(b) Approve the introduction of the new on-carriageway cycle parking place on Leckford Place (East side) – in place of an existing '2hr time-limited' car parking bay, as amended.</p> <p>This site is extremely close to a Montesori School, to which some parents drive to drop off young children, as well as Wyndham House, a large block of flats for older residents.</p> <p>Already there is great pressure on parking spaces in the surrounding streets since there are very few offstreet parking spaces in the area and the entire eastern end of Plantation Road has almost no on-street parking.</p> <p>Will the Cabinet member please reverse this decision to continue the provision of short term parking on this site for visitors, in particular to the school and Wyndham House?</p> <p>SUPPLEMENTARY:</p> <p>I have read the responses to the consultation in the annex. Most seem to be from people far away who have indicated support for all the proposed changes. When you read the responses from those living nearby, most are opposed, citing both the Montesori nursery, many of whose parents come long distances, and Wyndham House.</p> <p>Among the local residents' responses is the sensible suggestion which I checked out yesterday. On the south western corner of the Plantation Road/Leckford Place junction is an uneven grassy place which has space for a bike rack, which would not inconvenience pedestrians and has the benefit of being right opposite the pub, which generates much of the demand for cycle parking.</p> <p>Please consider the switch of location to this site.</p>	<p>These points will of course be dealt with as part of considering all the evidence at the relevant point in the agenda. I would refer the questioner to paragraphs 48-52 of the report for officers' opinions and advice.</p> <p>It is not of course open to me to "reverse" a decision which has not yet been taken.</p>

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