

## DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)

**MINUTES** of the meeting held on Thursday, 25 March 2021 commencing at 10.00 am and finishing at 12.40 pm

**Present:**

**Voting Members:** Councillor Yvonne Constance OBE – in the Chair

**Other Members in Attendance:** Councillor Glynis Phillips (for Agenda Item 5)  
Councillor Les Sibley (for Agenda Item 6)  
Councillor Michael Waine (for Agenda Item 6)  
Councillor Dan Sames (for Agenda Item 7)  
Councillor Suzanne Bartington (for Agenda Item 12)  
Councillor John Sanders

**Officers:**

Whole of meeting P. Fermer, H. Potter and A. Kirkwood (Environment & Place)

Part of meeting

<b>Agenda Item</b>	<b>Officer Attending</b>
4.	J. Coats (Growth & Place)
5.	J. Whiting (Environment & Place)
6 & 7.	M. Wasley (Environment & Place)
8.	R. Crowe (Environment & Place)
11.	M. Plowman (Environment & Place)
12.	J. Wright (Environment & Place)

*The Cabinet Member for Environment considered the matters, reports and recommendations contained or referred to in the agenda for the meeting and decided as set out below. Except as insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports, copies of which are attached to the signed Minutes.*

### **46/21 DECLARATIONS OF INTEREST**

(Agenda No. 1)

There were no declarations of interest.

**47/21 PETITIONS AND PUBLIC ADDRESS**

(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
Councillor Glynis Phillips	5. Oxford: Controlled Parking Zones – Outcomes of Informal Consultation
Councillor Les Sibley Councillor Michael Waine	6. Bicester Various Locations – Proposed Waiting Restrictions
Councillor Dan Sames	7. Ambrosden – Ploughley Road – Proposed Traffic Calming Measures
Katie Napper Janice Bridger	8. Upton – Chilton Road, Station Road and A417 London Road: Proposed Traffic Management Measures, Speed Limit and Toucan Crossing
Steve Harris Kelly Harris County Councillor Suzanne Bartington	) )12. Witney – Various Locations )Proposed Waiting Restrictions )

**48/21 THE OXFORDSHIRE COUNTY COUNCIL DEVELOPER GUIDE TO INFRASTRUCTURE DELIVERY AND CONTRIBUTIONS**

(Agenda No. 4)

The Cabinet Member for Environment considered (CMDE4) the Oxfordshire County Council Developer Guide to Infrastructure Delivery and Contributions (Developer Guide) which was aimed at providing the District Councils, developers, planning consultants and other interested parties and a clear view as to the County Council's expectations for the provision of infrastructure and services in association with new development and provide transparency and consistency in what is sought by the County Council to mitigate against the impact of new development on its services and infrastructure. It would also allow developers to factor in relevant costs at an early stage of the planning process and contribute to a reduction in delay associated with the planning process.

Having regard to the information set out in the report before her the Cabinet Member for Environment welcomed the preparation of the Guide and confirmed her decision as follows:

- a) to approve for publication the Oxfordshire County Council Developer Guide to Infrastructure Delivery and Contributions subject to any minor amendments following a final review and formatting;
- b) that the Oxfordshire County Council Developer Guide to Infrastructure Delivery and Contributions be updated as necessary, to take account of, but not restricted to, technical changes in legislation, Government guidance and County Council policy.

Signed.....  
Cabinet Member for Environment

Date of signing.....

#### **49/21 OXFORD: CONTROLLED PARKING ZONES - OUTCOMES OF INFORMAL CONSULTATION**

(Agenda No. 5)

The report presents the results of an informal consultation on 13 proposed CPZ areas in Oxford which took place between 5 February and 5 March 2021.

Estella Wild (Response Organization) advised that Morrell Crescent specifically was a street of supported accommodation for people with mental health issues, a workplace for 18 members of staff, most of whom travelled from out of the area, on shift patterns where it would not be possible to use public transport to arrive on time to run a reliable and safe service and if within a controlled parking zone with resident permits it would be impossible to run this service as people would not be able to afford to pay the inevitable fines. They also discouraged residents from purchasing cars as they were often not at a place in their recovery where they could take on this responsibility and often not in an economic situation to buy and run a car without hardship. Morrell Crescent needed to remain as work parking for their staff and also a large number of different visitors who attended their residents including nurses, doctors and other healthcare professionals as well as family members.

Councillor Glynis Phillips (Barton, Sandhills & Risinghurst spoke in support of the officer recommendation to progress to formal consultation later for Barton & Risinghurst. As background she advised that informal consultation had resulted in 63% in Barton and 67% in Risinghurst opposing the proposals and those views needed to be respected. However, if that recommendation was approved she sought an assurance that the CPZ in Sandhills would continue to be on hold as per the decision by the Leader of the Council in the Cabinet Member's absence which had been despite 69% opposing the scheme to approve the proposals as advertised but defer implementation to try and align the Sandhills scheme with the introduction of a CPZ scheme for the Barton & Risinghurst area subject to funding being available for the latter. These areas were all interdependent when it came to parking and it was important to avoid issues of displacement parking by either all 3 areas becoming

CPZs or none as was the case now. She supported the status quo until such time as there was a majority from all three communities to become CPZs.

The following written representations were noted.

Peter Baker who understood the need for a CPZ in the South Oxford Extension area being so close to the City Centre but the surrounding estates were just that, housing estates with no commuter or other parking concerns and in some of the proposed areas there were already parking bays for residents to use so it seemed a CPZ could only be required to boost Council coffers and not serve any purpose to the residents of these areas. As a council employee along with every other employee be it Councillor or worker had a duty to the people of Oxford not to make lives less enjoyable and he felt that the proposal had upset a lot of the residents.

An anonymous written representation from a resident of Oxford raising a number of concerns regarding need for CPZs despite overwhelming objection and the informal consultation process. Given the overwhelming rejection, consultation failures, and considerable concerns in relation to validation for ALL CPZs, he believed it reasonable to reject all current CPZ proposals, find alternative solutions, including the re-evaluation of current practices elsewhere as to do otherwise would be to further ignore and disrespect the people of Oxford.

Richard Kelly expressed disappointment that a CPZ had been rejected for London Road particularly those houses stretching from Collinwood Road to The Larches. He understood the reluctance of residents of Risinghurst to a CPZ as he suspected that most of the cars parked in that area belong to them whereas the vast majority of daytime parkers in his road commute to London via Thornhills as this was the closest point to Thornhills leading to bad daytime congestion with great difficulty getting in and out of our drives and larger vehicles unable to pass.

Nikki Spencer on behalf of PALS (Parking around Lake Street) a recently formed action group of residents who were concerned about the deteriorating car parking situation in the area bounded by Lake Street to the north and Vicarage Road to the south requested that the PALS area be considered separately from the rest of South Oxford when further consultation and development took place. Although the PALS area is only a small proportion of South Oxford (Extension), parking is considerably more strained than there in the reminder because of its proximity to the city centre and Hinksey pool with narrower streets and cul de sacs. There was overwhelming support in the PALS area for a CPZ.

Responding to the Cabinet Member officers advised that the consultation process had been carried out correctly.

Acknowledging the stated policy of the County Council to put in CPZs in Oxford she thanked all those who had submitted representations to her and having regard to the information set out in the report before her and the representations made to her at the meeting confirmed her decision as follows.

- (a) to approve carrying out further scheme development and formal consultation on the proposed South Oxford (Extension) Controlled Parking Zone (CPZ) in Oxford.
- (b) to progress to formal consultation later, possibly following the implementation of the above and other programmed CPZ schemes, and after carrying out further informal consultation as required, and subject to funding being available:
  - Barton
  - Blackbird Leys
  - Donnington
  - Greater Leys
  - Iffley
  - Jordan Hill
  - Littlemore North
  - Littlemore South
  - Lower Wolvercote
  - Risinghurst
  - Rose Hill
  - Upper Wolvercote

Signed.....  
Cabinet Member for Environment

Date of signing.....

**50/21 BICESTER - VARIOUS LOCATIONS - PROPOSED WAITING RESTRICTIONS**  
(Agenda No. 6)

The Cabinet Member for Environment considered (CMDE6) responses received to a statutory consultation on proposed waiting restrictions on various roads in west

Bicester to address hazardous and obstructive parking. Funding for consultation on the proposals had been provided from the Councillor Priority Fund for County Councillor Waine and County Councillor Sibley and, if approved, installation of the proposals will be funded from the maintenance budget.

Welcoming the proposals Councillor Sibley also referred to the support proffered by many residents to the on-street parking restrictions proposed at the junction of Lodden Close and Villiers Road with the Middleton Stoney Road, whilst retaining parking spaces for local residents. The traffic orders for Lawrence Way, Chalvey Road and Ray Road were supported as outlined in the report. He also supported the proposal at the Tubbs Close, Danes Road, St Edith's Way and Kennedy Road crossroads which would improve road safety and visibility issues in the area. He thanked officers for fine tuning the traffic regulations for the Hemingway Drive and Huxley Close proposals as it allowed for on street parking whilst improving road safety and visibility issues. He noted that there had been no objections from residents to the Dryden Avenue, Tweed Crescent and Severn Close proposals or Thames Valley Police, Fire & Rescue, Oxford Bus Company raise and Bicester Town Council who had stressed the need for enforcement. Addressing concerns from some residents that the introduction of double yellow lines might lead to displacement parking he suggested a review could be carried out following completion of the signage and lines to address any issues that might arise.

Supporting the proposals County Councillor Michael Waine added that the issues at Buckingham Crescent needed to be seen to be believed. The Crescent a 1930's development that sat alongside the Buckingham Road in his Division in Bicester comprised short terraces with no garages and limited space for parking inside the curtilage of the properties. Only the entrance was a crescent as most of the houses were in a hammer head that led off the crescent section. The problems it suffered were manifold with parking from near-by businesses across Buckingham Road, including a garage, parking for Bicester North Railway Station and the X5 and S5 buses to Oxford as well as two businesses. It was not unusual to see double, even treble parking, which residents must cope with on a daily basis and these parking problems meant that pedestrians accessing either the shops or their homes often had no footpath available to them and the area immediately in front of these 'shops' flooded even after the smallest amount of rain. Over recent years parking problems at the far end of the Crescent had been resolved with efforts underway now to resolve the issues outlined to alleviate the problems and improve the area. The parking proposals needed to be supported in order to support the residents in the Crescent but that further steps could be necessary in the future.

A written representation from Mike Lee emphasised that double yellow lines were essential on each end of and throughout the section of Dryden Avenue, excluding the two existing lay-bys, between Dove Green and Derwent Road, before a serious, or even fatal, accident occurred due to visibility being obscured by vehicles parked on any part of this section of Dryden Avenue.

Officers reported a late objection from a resident of Danes Road and confirmed that the proposal suggested by Mr Lee was outside the scope of the decision to be taken today.

The Cabinet Member for Environment acknowledged the submissions by the two local members and confirmed that the proposal put forward by Mr Lee could not be considered as part of any decision and needed to be consulted on separately. Therefore, having regard to the information set out in the report before her together with the representations made to her at the meeting including the advice from officers regarding further restrictions on Dryden Avenue she confirmed her decision as follows:

to approve:

- a) waiting restrictions on Chalvey Road, Danes Road, Dryden Avenue, Dryden Avenue Cul-de-Sac, Huxley Close, Isis Avenue, Kennedy Road, Lawrence Way, Ray Road , Severn Close, St Edith’s Way, Tubb Close, Tweed Crescent and Villiers Road as advertised;
- b) a reduced extent of waiting restrictions on the west side of Hemingway Drive at the request of County Councillor Les Sibley as shown at Annex 4 to the report CMDE6
- c) officers asked to investigate with the local member a suggestion by a local resident to add a double yellow line restriction on that length of Dryden Avenue between Dove Green and Derwent Road; excluding only the two existing lay-bys.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**51/21 AMBROSDEN - PLOUGHLEY ROAD - PROPOSED TRAFFIC CALMING MEASURES**  
(Agenda No. 7)

The Cabinet Member for Environment considered (CMDE7) responses received to a statutory consultation on proposed traffic calming measures on the Ploughley Road at Ambrosden funding for which has been provided jointly by Oxfordshire County Council and Ambrosden Parish Council.

County Councillor Dan Sames highlighted the impact of speeding vehicles on residents and it would only be a matter of time before a serious injury, possibly a fatality, occurred within the village. Over the past 4 years he had worked with the Parish Council and county officers to bring about traffic calming to address this problem of vehicles travelling through at speed. These proposals would bring significant benefits to the village as traffic is slowed entering and leaving the village on the Ploughley Road and hopefully changing driver behaviour and the nature of the road from a long straight road with no obstructions to one where traffic naturally moved at lower speeds. The neighbouring village of Arcott had similar build outs which had seen a reduction of speed while allowing traffic to flow easily and the hope was that that would be replicated in Ambrosden. The build outs proposed had also been designed to minimise potential damage to vehicles. There was overwhelming

support (70%) for these measures and even the majority of those that had objected acknowledged that some action was required to reduce speed.

The Cabinet Member noted written representations from Kathleen Cooper, Harry Meacher and Roy Seaward in support of the proposals.

The Cabinet Member for Environment endorsed the view that these proposals were long overdue and therefore having regard to the information set out in the report and the representations made to her at the meeting confirmed her decision as follows:

to approve traffic calming measures on the Ploughley Road at Ambrosden as advertised.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**52/21 UPTON - CHILTON ROAD, STATION ROAD AND A417 LONDON ROAD:  
PROPOSED TRAFFIC MANAGEMENT MEASURES, SPEED LIMIT AND  
TOUCAN CROSSING**

(Agenda No. 8)

The report presents responses received to a statutory consultation on the provision traffic management measures, speed Limit and toucan crossing on Chilton Road, Station Road and A417 London Road, Upton.

Katie Napper a resident on the farm at the bottom of Hagbourne Hill. The Harwell “bypass” and the increased vehicular access to the A34 at Chilton had already increased the volume of traffic which had now been exacerbated by the closure of Chilton Road. The road was extremely busy even during lockdown n and she had no doubt that traffic, post lockdown, would increase further and a cursory inspection today showed significant damage to the edges of the road as evidence of an increasing volume of traffic using it. Without the turn in and out of Chilton Road the traffic is moving faster and there had been two accidents, one a fatality, since lockdown started, where speed had undoubtedly been a contributory factor. The junction was not on the crest of the hill, and the road curved slightly too. The junction was invisible to drivers coming from Chilton, until just 5 seconds away giving little time to spot pedestrians and make a decision about slowing or stopping. Similarly, pedestrians are unable to clearly see oncoming traffic from the Chilton direction. Her main concern was for slower users, parents with pushchairs, kids on their own bikes – to whom Chilton Road would be an attractive option as it had such a smooth and easy-to-use surface. Upton already had the Lynchway, an ancient track, which crossed no roads, and allowed traffic-free access to both the Ridgeway and the Harwell Campus area & beyond, for cyclists and walkers. Her three main objections were the movement of their large vehicles from Hagbourne Hill Farm onto the hill road at the junction in question as they were slow moving and the closure of the Chilton Road had removed the natural slowing of other traffic which had previously allowed relatively safe access to the hill road for large vehicles. Vehicles leaving their



own farm premises to join the stream of traffic at peak times. Finally, they did not agree that this use of the junction at the top of Chilton Road was, as Sustrans suggests, "making walking, wheeling & cycling safer", especially when a safe, traffic-free alternative already existed. Consideration needed to be given to the safety of the junction at the top as with increasing volumes of traffic, that crossing would become even more dangerous.

Janice Bridger re-inforced the request of British Horse Society that horse traffic was accommodated in this project. Removal of motor traffic from Chilton Road would attract use by horse riders to access the good equestrian rights of way network in the area and thus the project was welcomed but there was no mention of horse traffic in the plans. They had read the Council's response to the Society's representation and welcomed the statement that their requests would be looked at but they were concerned that the report gave reasons why horses could not be accommodated and they asked the council with the Society to work out how that could be done. By way of example they were puzzled about how the Council and Sustrans saw horse traffic using the junction between Station Road & Chilton Road. A signal controlled crossing was deemed necessary for walkers & cyclists but horse traffic seemed to have to make its own way presumably riding along the A417 between these 2 roads. This seemed unwise to them and would replicate the problem on the nearby A4185 where horses had not been accommodated at the signal-controlled crossing. Horses were lawful users of public roads and so any accidents here could surely lead to litigation if the needs of a legal user group had not been catered for. They had made many representations to the County Council on the needs of horse traffic in the county but the needs of the horse community it seemed were still not being recognised so the Society were now asking that a recommendation is made for horse traffic to be considered seriously.

Officers advised that the alternative to use Lynch Way had been looked at but as that involved a 25 to 30 minute extension for cyclists it had not been seen as an attractive option. They confirmed that Sustrans would be looking at provision of activated signing on Hagbourne Hill to raise awareness of agricultural vehicles and with regard to the points raised on behalf of the BHS they would also be looking at provision for horses crossing within the budget for the scheme and officers would work with them on that element.

The Cabinet Member for Environment recognised that this was a significant scheme which had received a great deal of support. She thanked the speakers for their submissions and officers for preparing a carefully considered scheme which, although a Sustrans sponsored scheme, met the County Council's objectives to move away from reliance on motor vehicles. She noted that the Lynch Way presented a less attractive option and that the scheme would be subject to a safety audit. Therefore, having regard to the information in the report before her and the representations made to her at the meeting she confirmed her decision as follows:

to approve the following as advertised:

Chilton Road

- a) 30mph Speed Limit – from its current terminal point, to the junction with Hagbourne Hill, replacing in the whole existing 40mph speed limit as a result.
- b) Banned Turning movements from Hagbourne Hill into Chilton Road from both directions, supported by No entry signs at the junction for vehicles approaching from the west.
- c) Traffic Calming Chicane (to be wide enough to accommodate non-standard cycles & wheelchairs) to be located on Chilton Road approx. 5 metres from Hagbourne Hill.
- d) Gate feature (with 1.5-metre-wide cycle bypass) to be located approx. 240 metres west of London Road.
- e) Raised table approximately 6 metres long, sited approximately 80 metres west of London Road

A417 London Road

- f) a Toucan Crossing (controlled crossing for use by pedestrians & pedal cycles) to be located on London Road approx. 12 metres South of Chilton Road

Station Road

- g) Raised table approximately 14.5 metres long, sited at its junction with London Road
- h) officers asked to secure a minimising of the light impact from the signals and streetlights at night through design and night dimming.
- i) officers asked to continue to work with Sustrans through the scheme design process to consider including crossing facilities for horse riders and improving safety for egress of farm vehicles and cyclists onto Hagbourne Hill.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**53/21 CHERWELL AND WEST OXFORDSHIRE: VARIOUS SITES - PROPOSED NEW AND DELETED DISABLED PERSONS PARKING PLACES (DPPPS)**  
(Agenda No. 9)

The Cabinet Member for Environment considered (CMDE9) objections received to a statutory consultation on proposals to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in the Cherwell and West districts put forward following requests from residents, including.

Representations in support of proposals within their respective divisions had been received from County Councillor Mark Cherry (Banbury Ruscote), County Councillor Hilary Hibbert-Biles (Chipping Norton) and County Councillor Charles Mathew (Eynsham).

Having regard to the information set out in the report before her and noting the responses received from the local members the cabinet Member for Environment confirmed her decision as follows:

- (a) to approve provision of Disabled Persons Parking Places (DPPP) at: Gassons Mead, Alvescot (x2); New Road, Bampton; Bretch Hill, Banbury; Sandford Green, Banbury; Withycombe Drive, Banbury; Lerwick Croft, Bicester; Ashcombe Close, Witney; Woodgreen, Witney and Queen Street, Eynsham.
- (b) defer approval of proposals at the following locations pending further investigations: Edmunds Road, Banbury; Queens Road, Banbury; Dunkins Close, Bicester; Walterbush Road, Chipping Norton and The Crofts, Witney.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**54/21 ABINGDON - B4017 BATH STREET - PROPOSED WAITING RESTRICTIONS AND CYCLE LANE**  
(Agenda No. 10)

The Cabinet Member for Environment considered (CMDE10) responses received to a statutory consultation on proposed waiting restrictions on B4017 Bath Street Abingdon. This followed a consultation on the same restrictions carried out in December 2018 and January 2019 and which were approved by the Cabinet Member for Environment on 14 February 2019 but not implemented within the statutory maximum period of two years from the start of the consultation and therefore requiring a further consultation.

The following written representations were reported:

Jim Halliday - "Changes to the Parking regulations: Whilst removing 54m of parking might seem to be a worthwhile exercise – I think that its impact on safe cycling will be at best minimal; but the impact on residents will be major. For many years there have been ongoing parking issues on the roads of the Fitzharry’s Estate – I am concerned that the total removal of parking from this layby will simply result in the car owners deciding they will park on the Fitzharry’s Estate instead - as I strongly suspect that many of the cars parking in this layby belong to residents from the southern stretch of Bath Street who do not have off-street parking. Certainly changing the regulations from a restriction from Mon-Sat 0800-1800 to 24 hours every day will have a major impact on local residents – particularly in the evenings. Whilst I feel that the removal of 54m of parking will contribute little to safer cycling I wish to withdraw my objection to the proposed change in parking regulations. However, should the scheme proceed I would ask that careful consideration is given to the design of the cycle lane - in

particular how far it extends at the southern end, its width (I have checked and the current Bath Street cycle lane is definitely narrower than other cycle lanes in the town), and its surface treatment (I would suggest when it passes the parked cars at the northern end, perhaps coloured tarmac or very frequent painted cycle symbols may be appropriate). Therefore, for both the parking and safe cycling reasons listed above, I object to the plan and would suggest that there are other places in Abingdon where the money planned to be spent on this scheme could be spent to give much better benefit to cyclists and would urge the County Council to think again.”

Robin Tucker Oxfordshire Cycling Network – “We support the proposals. This is a busy route for cycling as it is the main route to the centre from the John Mason and Fitzharrys secondary schools and Abingdon & Witney college. It is difficult section because the road narrows. We consider it sensible to prioritise people who wish to use the road for movement using a sustainable mode of transport, rather than the non-movement of private cars, although we appreciate the proposal will cause some inconvenience to people who normally park here. We note Abingdon School’s objection – however, Abingdon School’s entrances are in Faringdon Road and Park Road so in our view this objection not substantial. Beyond this, encouraging access from Bath Street encourages dangerous road crossing and U-turns in the road, so removing the parking makes school access safer. For reference, the section between Stratton Way and Faringdon Road, excluding the junction, has seen 4 casualties in the last 10 years.”

County Councillor Alison Rooke and Abingdon Town Council also supported the scheme.

Having regard to the information set out in the report before her together with the representations made to her at the meeting while noting that there was an impact on parking although minimal the Cabinet Member for Environment acknowledged the benefits to increase cycling options and therefore confirmed her decision as follows:

to approve the waiting restrictions on B4017 Bath Street, Abingdon as advertised.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**55/21 STEVENTON - HANNEY ROAD - PROPOSED TRAFFIC CALMING MEASURES**  
(Agenda No. 11)

The Cabinet Member for Environment considered (CMDE11) responses received to a statutory consultation on proposed amended traffic calming measures on the Hanney Road at Steventon comprising the addition of a flat top road hump within the western of the two currently existing build outs with the eastern build-out being removed. The proposals were being put forward to accommodate a new access to residential development on the south west side of the road and funded by developers of adjacent land.

Officers confirmed that because of concerns over speed of large vehicles provision was for a full width cushion and that there would be a road safety audit carried out and also after installation.

Recognising concerns expressed over the maintenance of Hanney Road the Cabinet Member was unable to address that at this meeting but hoped that that work would be scheduled for attention. Having regard to the information set out in the report before her together with the representations received at the meeting she confirmed her decision as follows:

to approve the traffic calming measures on the Hanney Road at Steventon as advertised.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**56/21 WITNEY - VARIOUS LOCATIONS - PROPOSED WAITING RESTRICTIONS**  
(Agenda No. 12)

The Cabinet Member for Environment considered (CMDE12) responses received to a statutory consultation on proposed waiting restrictions on various roads in Witney to address hazardous or obstructive parking. Funding for the proposals had been provided by developers of adjacent land in respect of the proposals at Avenue Two and from the Oxfordshire County Council revenue budget in respect of the other locations.

Steve Harris set out the history to this application with regard to The Crofts which in his opinion had been wrongly approved and strongly advising a site visit to appreciate the loss of 2 spaces, the planning application and safety of this junction. Regarding Corndell Gardens he set out a number of points and objection. At this point in time there was no pressure on on-street parking at Corndell Gardens with no one parking on the area where the double yellow lines were proposed. During the construction of Old Orchard Court vehicles associated with the construction had parked there on regular occasions but that had not been the case since December 2020 and had not noticed anyone else parked there either when they were on site 5 days a week. The residents of Corndell Gardens had made a problem out of something that might happen in the future. There was no evidence that parking in Corndell Gardens iwa a problem. Corndell Gardens. He was also concerned on behalf of the future residents of Old Orchard Court that if the double yellow lines were implemented then additional vehicles from either Corndell Gardens or Old Orchard Court requiring parking would have no alternative but to park in front of the entrance to Old Orchard Court causing obstruction to the residents of the 18 flats where there were no double yellow lines. Surely double yellow lines there would be more appropriate and only once the apartments were fully occupied and a full survey carried out. He believed the most important element was to reinstate the highway whether it be pedestrian or vehicle which would then allow any overflow parking requirements to be widely available to all.

Kelly Harris spoke in support of removal of the single yellow line from the corner of Church Lane to past the Griffin Pub. However, they were disappointed that after 5 years of talks and tribunals with WODC around parking issues at their in Newland, Witney that the line removal proposal was now not being extended to include their property. This situation been ongoing since Sept 2016 had caused much unnecessary stress and it was literally a daily nightmare to find a parking space close to their house. Not only affected residents but staff from the industrial estate were all fighting daily for a very small number of street parking spaces in King Fisher Crescent opposite or the lay-by starting at The Carpenters. Including the lining up to our property would relieve Newlands parking issues for us plus 2 of our neighbours. Having moved into the property in 2009 there were for the first 7 years and at least 20 years prior to that no issues with them parking on the raised area outside our property. Photos from the estate agents even showed this with the property listed as having parking which was why we purchased the property. This situation had devalued their property.

Catalina Hughes had submitted a representation regarding the 2 flats on Compton Way number 56 and Skylites which had been given planning permission given that there was no parking for them on road already crowded and what steps would be taken to address the dangerous parking. She also asked what plans there were to repair the pavement on the corner with number 26.

Councillor Suzanne Bartington spoke in support of the officer recommendation.

Responding to the the first point raised by Ms Hughes the Cabinet Member confirmed that this was not a county matter.

Having regard to the information in the report before her and the representations made to her at the meeting the cabinet Member for Environment confirmed her decision as follows:

(a) to approve waiting restrictions at:

- (1) Corndell Gardens
- (2) The Newland area
- (3) The Crofts
- (4) Avenue Two

as advertised.

(b) officers asked to explain the rationale for decision and confirm that as much on street parking as possible had been provided on Newlands Road with the resident at 144 Newlands.

(c) officers asked to confirm details of the proposals on site and discuss wider issues with the local housing developer.

Signed.....  
Cabinet Member for Environment

Date of signing.....