

DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)

MINUTES of the meeting held on Thursday, 17 September 2020 commencing at 10.00 am and finishing at 11.25 am

Present:

Voting Members: Councillor Yvonne Constance OBE – in the Chair

Other Members in Attendance: Councillor John Howson (for Agenda Item 2)
Councillor Judy Roberts (for Agenda Item 11)
Councillor John Sanders

Officers:

Whole of meeting G. Warrington (Law & Governance); P. Fermer, H. Potter & A. Kirkwood (Community Operations)

Part of meeting

Agenda Item	Officer Attending
3	J. Cox (Community Operations)
5	C. Rossington (Community Operations)
7	M. Francis (Community Operations)
12	J. Richardson (Community Operations)

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.

19/20 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

County Councillor John Howson

“What steps are being taken to remediate the scouring on the surface and sides of the bridleway across the railway to Port Meadow at Aristotle Lane? Allotment holders and users of the Meadow are complaining of the deterioration of the sides and surface of the path on the approaches to the bridge”

Response by Cabinet Member for Environment

“We will arrange for an inspection to be carried out. If the scouring on the surface is much worse than it was 2 years ago then we should be able to ask Network Rail to

re-surface. If they refuse then we could possibly use the outstanding Security Deposit to get the work done.

The gabions will need re-filling with more appropriate material (or better still – replacing altogether) and although they are not adopted by OCC, the current state is obviously detrimental to the PROW surface. Hence we will insist on NR addressing that issue as well. This was raised with them at the final inspection because the gabions clearly were not a correct specification but they preferred to wait and see if things deteriorated and it wasn't directly part of the highway works. This will be kept under review by officers."

Supplementary by County Councillor John Howson

"Will the Cabinet Member review the breakdown in arrangements to curb traffic using St Bernard's Road and urgently put into place the measures agreed to help reduce traffic flows in both St Bernard's road and Leckford Road?"

Response by the Cabinet Member for Environment

"I am aware officers reviewed the signage last week which highlighted that the signage at the junction of St Bernard's Road and Walton Street is in a state of disrepair at the present time. If this hasn't already been rectified, it will be imminently.

Work is currently underway in on Low Traffic Neighbourhood schemes in Oxford, including the Walton Manor area. As I agreed when recently considering the continuation of experimental order, the current Walton Street restrictions will remain in place until the Low Traffic Neighbourhood work has concluded."

20/20 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

Petition

Andrew Prosser a Town Councillor for Witney North presented a petition of 230 signatures on behalf of residents regarding safe cycle routes in North Witney in the following terms "Cycle routes in Witney North need to be joined up so that they link residents with the town centre and link children with all 5 schools in the area via safe cycle paths separated from traffic, including along the Woodstock and Hailey Roads."

The petition had received overwhelming support including local County Councillor Bartington. There was a desire to put cyclists ahead of the car, accommodate disabled vehicle users and help address some of the air quality management issues in the north Witney area. In addition to the clear support concerns had been expressed regarding the potential for conflict between pedestrians and cyclists and for that reason there was a clear preference for segregated routes.

The Cabinet Member asked if any of these expectations would be met as part of the active travel proposals.

Mrs Cox confirmed that as part of the Tranche 2 bid for funding there were proposals for a cross town cycle route from Tower Hill to Madley Park which picked up a

number of the issues highlighted locally. If the bid was successful then we would liaise locally and it had been helpful to hear some of the comments coming through from Mr Prosser. Also as part of the local transport plan commitment proposals work had been going on to seek funding from developer sites to provide for cycle strategies for both east and north Witney. Proposals for the east which were on the County Council's website were slightly more advanced than for the north but these would taking that up locally as well in order to get local input from the town council and residents' groups.

The Cabinet Member thanked Mr Prosser for attending and presenting his petition and if funding did become available then it seemed likely that a lot of what was being asked for would happen.

Public Address

<i>Speaker</i>	<i>Item</i>
Georgina Gibbs Nicholas Fell	4. Oxford: Cowley Marsh and Hollow Way North – Proposed Amendments to CPZ
Sajad Khan (Colta)	5. Oxford – Westgate Bus Link (Castle Street, Norfolk Street and Speedwell Street (West) – Access for Taxis and Private Hire Vehicle
Councillor Judy Roberts	11. North Hinksey: North Hinksey Lane and Lime Road – Proposed Waiting Restrictions

21/20 OXFORD: COWLEY MARSH AND HOLLOW WAY NORTH - PROPOSED AMENDMENTS TO CPZS

(Agenda No. 4)

The Cabinet Member for Environment considered (CMDE4) responses received to a formal consultation on amendments to new CPZs in the Cowley Marsh and Hollow Way North areas of Oxford approved by the Cabinet Member on 30 April 2020.

Responding to Councillor Sanders Mr Kirkwood confirmed that as CPZs related only to public highway residents in Reliance Way, which was not public highway and where there numbered parking bays would not require permits.

Due to connectivity problems the following prepared statement from Mr Nicholas Fell regarding the legality of the consultation process was read out:

"I think my central points are that Cowley Marsh does not comply with TSRGD and that Cowley Marsh TRO does not meet the Richard Bentley RMB Consulting test. That I wish to say I back up the legal case of Atfield versus Barnet council, and that I support the case of Cran & Ors, and the famous Gunning Principles on consultation are not being met in this case.

Any decision is therefore inappropriate given that the council has refused to explore alternative options, which I have offered the council, in writing, and they have not taken those reasonable alternatives, therefore any decision taken at this meeting is irrational and Wednesbury unreasonable, and the meeting should on that basis be deferred and shelved.

Any decision to proceed with this proposal is inappropriate and a misuse of a TRO, given that the council have not looked at cheaper, better and more targeted alternatives. It is therefore a violation of use of taxpayer money to rubber stamp an inappropriate CPZ and on that basis I wish to lay an information with the council auditor."

Responding to questions from the Cabinet Member with regard to the statement from Mr Fell Mr Kirkwood confirmed that procedures for traffic regulation order consultations were clearly defined in Statutory Instrument Local Authority Traffic Orders Regulations 96 which specified in detail what local authorities were required to do. This consultation had complied in full with those regulations. In fact the County Council had gone over and above what was required in the regulations as it did with all consultations by writing individually to all premises affected as well as posting street notices and providing an online facility to comment.

Mr Potter confirmed that the County Council's legal team had also looked at the process and the legal points which had been raised regarding that process and confirmed that as all procedures had been followed correctly the Cabinet Member could proceed with a decision.

Following resolution of connectivity problems the Cabinet Member heard from the following speakers.

Ms Georgina Gibbs advised that as she had friends and family living in the area she had been working with them and Mr Nicholas Fell to make a case against the proposals. Prior to the lockdown and during it they had spoken while observing rules of social distancing to 200 residents and the general consensus had been that a parking scheme as proposed was not needed. She pointed out that signing put up during the consultation had not complied with regulations. It had not been in the correct format or font size. Consequently, some residents had been unable to read it and so she had taken one down to enlarge it. Secondly letters had been sent out addressed to occupiers on the 6th but had only been received by some residents on the 11th or 12th therefore impacting on the length of the consultation period which had as a result been less than the required 4 weeks because they had been sent out too late. Also there was precedent that addressing letters to "occupiers" rendered the consultation process flawed. Many residents were of the view that parking problems

were not a result of commuter parking but due to houses of multi occupation such as in Ridgefield Road and parts of Cricket Road. Other residents in Morris Close, Milton Road, Bhandari Close, Cricket Road and Shelley Road had also said that they were unaware of parking problems other than at school times and more local issues. The consensus was the TRO is Wednesbury unreasonable and the intention was to challenge the proposals.

Nicholas Fell reiterated concerns regarding signing. The process had been fundamentally flawed by not complying with regulations regarding requisite spacing and therefore illegal. Failure to consult properly or listen to the objections made and merely serving notice was not enough. Officers should not blight the process by sticking to their own views in the face of local opposition. Any failure by the Highway Authority to consult or listen to the results of the consultation would make a decision void or voidable in law. The views received needed to be given meaningful consideration and a decision based on an exchange of views. This has not been a balanced debate and it seemed that the proposals would be agreed and signed off regardless of views received. Consultation had to be based on a genuine interchange of views and that had not been the case here as some residents had not received letters.

Officers confirmed that the concerns raised by Ms Gibbs and Mr Fell related to a decision taken on 30 April to approve the CPZ and did not relate to the matters for consideration today. Letters had been sent to all residents at that time. The County Council under the traffic signs regulations had been given special authorisation from the Department for Transport for both the type of sign used and spacing. They also confirmed that the standard process was to address letters to the occupier and there had been no instruction to review that.

Referring to the comment from Ms Gibbs regarding need the Cabinet Member suggested that even those areas who did not support or want a CPZ often changed that view due to displaced parking when a neighbouring area was subject to such restriction.

Officers confirmed that in April the CPZ proposal had been supported by a majority of respondents. Also noted that Cricket Road and Bhandari Close were to be reviewed following a local consultation to consider a reduced length or restriction and if that could not be agreed then that back for consideration. Regarding Bhandari Close there would be consideration given to addressing local concerns.

Turning to the Hollow Way proposals she noted there had been few objections.

Councillor Sanders confirmed the support of the local member for that area which would be required to address the issue of students in new accommodation.

Confirming the overall policy in Oxford was to introduce CPZs to limit parking to residents and address issues of commuter parking and congestion she was satisfied that all processes had been carried out correctly in line with regulations. Noting that a further report if required would be brought to her on the Cricket Road and Bhandari Close review and that it was open to complainants to progress their complaint if they so wished and having regard to the information set out in the report before her and

the representations made to her at the meeting the Cabinet Member for Environment confirmed her decision as follows:

to approve proposals as advertised for amendments to the above Controlled Parking Zones (CPZs) in the Cowley Marsh and Hollow Way North Area, but with regard to the proposals for Cricket Road and Bhandari Close to authorise officers to review and agree those proposals in consultation with the local member taking account of the consultation responses as detailed in paragraphs 10-12 of the report CMDE4 and, if required, a further report be submitted to the Cabinet Member for Environment.

Signed.....
Cabinet Member for Environment

Date of signing.....

22/20 OXFORD - WESTGATE BUS LINK (CASTLE STREET, NORFOLK STREET AND SPEEDWELL STREET (WEST)) - ACCESS FOR TAXIS AND PRIVATE HIRE VEHICLES

(Agenda No. 5)

Following a consultation in May 2018, the Cabinet Member for Environment in July 2018 approved an Experimental Traffic Regulation Order (ETRO) allowing taxis and Private Hire Vehicles (PHVs) to use the Westgate bus link in Oxford city centre (between Old Greyfriars Street and Paradise Street) during the day as a through route only between 7am to 7pm. The experiment which had started on 1 May 2019 was due to end under the terms of the ETRO on 31 October 2020 and as with any ETRO, the first six months of the experiment served as the formal consultation period to help inform a decision about whether to make the arrangements permanent. Comments were received during that period and monitoring also took place then and afterwards. The Experimental Order had shown that there had been no significant issues to prevent the arrangements from being made permanent and the report now before the Cabinet Member detailed and addressed the responses received to the formal consultation.

Sajad Khan on behalf of COLTA emphasised how access through the link route had helped their drivers operating in and around the city centre throughout the trial period. Drivers had been able to shuttle passengers in and around the city or beyond without the stress of getting caught in congestion. It was a win-win situation as passenger journey times had been cut representing a saving for them and enabling drivers to get to their ranks quicker by avoiding the congested routes which meant passenger waiting times at ranks had been cut significantly. The trade fully appreciated the concerns raised by Oxford Bus Company and residents of Tennyson Lodge and they were fully aware of their responsibilities and the licensing conditions which bound them. The trade was not in the business of causing disruption or annoyance to anyone and were fully aware of how buses operated and the importance of not impeding their flow. They advised their drivers on how to operate professionally and to prevent the trade being brought into disrepute worked closely with the authorities to reach a good understanding with everyone of what was required and as part of the transport strategy planned for Oxford. Continued access through the link route would

help us operate without the stress of using other congested routes. They supported the recommendation for continued access through the link route and for the current temporary order to be made permanent. The taxi trade had been seriously hit since March 2020 and the right decision today for a permanent order for access through the link route would certainly alleviate some of the stress they were currently facing due to the impact of the coronavirus.

At the request of the Cabinet Member a written statement received from Richard Munro on behalf of the Tennyson Lodge Residents Company was read out.

“We are disappointed by the proposal to lift the exclusion of taxis from the Norfolk St. bus route permanently. This is particularly so given that we witness daily infringements, albeit by a minority of drivers, of the restrictions on night-time use and on picking up/dropping off. We note that there are now cameras in place capable of recording use between 7 p.m. and 7 a.m., but it is unclear whether any system exists to detect stopping on the route or what sanctions are available against drivers who do so.

Therefore, we hope that the Cabinet Member, if she approves the officer recommendation, will explicitly confirm that all instances of use outside of permitted hours will result in fines. In addition we would welcome clarification from the meeting as to how drivers who stop to pick up or drop off will be penalised.”

Councillor Sanders was pleased with this change and had achieved what he thought it would do by speeding up traffic and helping people, He was still concerned with regard to problems of taxis stopping and wondered if a solution would be to have a small pull in area on the Thames side of John Lewis where were wide pavements and unused cycle parking to provide an area to drop off but not pick up.

Officers undertook to look at that although there was provision for that already at Greyfriars.

The Cabinet Member asked Mr Khan to remind his members that this was being offered on the condition that it was a link and that no picking up or dropping off would be sanctioned. She noted that cameras were now in place and that penalty fines would be used when necessary and that there had been no detrimental impact on air quality. Therefore, having regard to the information set out in the report and the representations made to her at the meeting the Cabinet Member for Environment confirmed her decision as follows:

to make permanent the use of the Westgate bus link in Oxford city centre by taxis and private hire vehicles (PHVs) 7 days a week from 7am to 7pm.

Signed
Cabinet Member for Environment

Date of Signing.....

23/20 BLOXHAM - PROPOSED EXTENSION OF 30MPH SPEED LIMIT AT A361 BANBURY ROAD AND BLOXHAM GROVE ROAD

(Agenda No. 6)

The Cabinet Member for Environment considered (CMDE6) responses received to a statutory consultation to extend the village 30mph speed limit on the A361 Banbury Road and Bloxham Grove Road at Bloxham put forward in connection with the approved development of a new school accessed from Bloxham Grove Road.

Having regard to the information set out in the report before her and the representations made to her at the meeting including the support from the local member Councillor Kieron Mallon the Cabinet Member for Environment confirmed her decision as follows:

to approve the 30mph speed limits on the A361 Banbury Road and Bloxham Grove Road as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

24/20 BANBURY - A361 BLOXHAM ROAD SOUTH OF BANBURY - PROPOSED EXTENSION OF 30MPH SPEED LIMIT AND PROHIBITION OF MOTOR VEHICLES ON LENGTH ROAD SUPERSEDED BY REVISED ROAD LAYOUT

(Agenda No. 7)

The Cabinet Member for Environment considered (CMDE7) responses received to a statutory consultation to extend the 30mph speed limit on the A361 Bloxham Road (in place of the existing 40mph speed limit) and introduce a prohibition of motor vehicles restriction on part of the length of the Bloxham Road which was being superseded by a revised layout as part of the construction of a new roundabout as part of approved residential development and funded by that development.

Having regard to the information set out in the report before her and the representations made to her at the meeting including the support from the local member Councillor Kieron Mallon the Cabinet Member for Environment confirmed her decision as follows:

to approve the proposed extension of the 30mph speed limit on the A361 Bloxham Road and the introduction of a prohibition of motor vehicles restriction on part of the length of the Bloxham Road superseded by a revised road layout as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

25/20 UPPER HEYFORD - CAMP ROAD: PROPOSED ZEBRA CROSSING

(Agenda No. 8)

The Cabinet Member considered (CMDE8) responses received to a statutory consultation to provide a zebra crossing on Camp Road, Upper Heyford proposed because of development of land adjacent to Camp Road at Upper Heyford for residential purposes and funded by that development.

Having regard to the information set out in the report before her setting out the detail regarding the two objections received and 22 submissions in support including the local member Councillor Ian Corkin the Cabinet Member for Environment confirmed her decision as follows:

to approve the proposed introduction of the zebra crossing on Camp Road Upper Heyford as advertised.

Signed.....
Cabinet Member for Environment

Date of Signing.....

26/20 CHESTERTON - ALCHESTER ROAD AND ORCHARD RISE - PROPOSED WAITING RESTRICTIONS

(Agenda No. 9)

The Cabinet Member for Environment considered (CMDE9) responses received to a statutory consultation to introduce waiting restrictions on Alchester Road and Orchard Rise at Chesterton to reduce the risk of obstructive parking as a result of the expansion of Chesterton Primary School and following discussions with representatives of Chesterton Parish Council. Oxfordshire County Council would fund the scheme as part of the expansion of Chesterton Primary School. However, in view of the high level of concern and objection received to the original proposal it is proposed to hold further discussions with Chesterton Parish Council and the local member to identify if a less extensive scheme focussing on the immediate vicinity of the school on both Alchester Road and Orchard Rise would be more acceptable.

A written statement had been received from the Chesterton Parish Council outlining their involvement over many years to find a solution to the problems experienced by residents accessing their properties and also improve safety at junctions. While the school had expanded the level of parking provision had remained the same and so with the numbers of parents dropping off children increasing along with increased staff parking including the adjacent Chesterton playgroup complaints from residents had increased and the police had, on numerous occasions, been called out with regard to safety issues. The proposals had been formulated in consultation with the

County Council’s Highways officers and County Councillor Ian Corkin. Although not perfect the proposed parking scheme had offered and did offer some resolution in the interests of local residents and the safety of schoolchildren. Alternative suggestions had been tabled such as a continuous double yellow line (instead of double yellow lines alongside dropped kerbs) on one side of Alchester Road and a single line on the other side of the road and the Parish Council welcome any suggestions to resolve these issues and progress a scheme in Alchester Road.

Councillor Corkin supported the line taken by the Parish Council and for deferral to allow further discussions to take place.

Noting the submissions before her together with the information set out in the report before her the Cabinet Member for Environment confirmed her decision as follows:

to defer implementation of proposed waiting restrictions to allow further discussions with Chesterton Parish Council and the local member.

Signed.....
Cabinet Member for Environment

Date of Signing.....

27/20 CROPREDY - PROPOSED EXTENSION OF 30MPH SPEED LIMIT AT CLAYDON ROAD AND WILLIAMSCOT ROAD
(Agenda No. 10)

The Cabinet Member for Environment considered (CMDE10) responses received to a statutory consultation to extend the village 30mph speed limit on the Claydon Road and Williamscot Road at Cropredy following a request by Cropredy Parish Council and, if approved, funded by them.

Responding to a question from the Cabinet Member with regard to the objection by Thames Valley Police officers confirmed that both extensions were modest and, by including junctions and accesses currently just outside the current village speed limit, were coherent and appropriate and allowing some flexibility having regard to the specific circumstances in the area, which in respect of the Claydon Road included the busy junction with the Mollington Road and on Williamscot Road access to the village sports ground. The proposals had been requested by the parish council who would be funding the proposals.

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

to approve the proposed extension of the 30mph speed limit on the Claydon Road and Williamscot Road as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

**28/20 NORTH HINKSEY: NORTH HINKSEY LANE AND LIME ROAD -
PROPOSED WAITING RESTRICTIONS**
(Agenda No. 11)

The Cabinet Member for Environment considered (CMDE11) responses received to a statutory consultation to introduce additional waiting restrictions at North Hinksey Lane and Lime Road, North Hinksey put forward as a result of concerns raised by the local member over the safety and movement of traffic in the area and, if approved, to be funded from her Councillor Priority Fund.

The local member Councillor Judy Roberts advised that the application covered two areas of North Hinksey parish. The first Lime Road was a commercial bus route with school buses also serving Matthew Arnold Secondary School. There was poor visibility where the bus route turned right from Laburnum Road into Lime Road, past the new estate's exit of Turner Drive and then past Sycamore Close. The new estate contained 135 dwellings which had made this area busier especially as the bus stop was immediately after the left exit. There was also a pedestrian access route to the Brookes Campus at this point so the new lines should now keep the road clear of parked cars when the bus was stationary at the bus stop allowing traffic to flow, albeit slowly. North Hinksey Lane was, however, more complex as it had an access point to the A34 at the southern end, the local Primary school and two industrial estates and access to the Botley Road at the Northern end. It was a small lane accessing North Hinksey village originally but now had quite a heavy traffic flow and was being used for commuter parking as shown by the objector from Wantage to the initial consultation. The Lane and the slip road were used by some school staff members as the school had limited parking on site but the Fishes pub had kindly given permission for parents to use their car park at drop off and pick up times. She acknowledged that it would be impossible to please everyone in this section of the Lane even though the road was often impassable by the afternoon with vehicles reversing all the way to the allotments. The spaces for the North Hinksey Nature Reserve already had permission, but they had just been painted over previously, the spaces by the allotments and St Lawrence's Church were specifically asked for in the first consultation and all the housing on the slip road had off road parking. The timed restrictions were suggested by officers to stop commuter parking transferring from the Lane to the slip road and while there was a slight inconvenience to the school staff and residents, it still allowed parking for them and for their visitors.

The Cabinet Member acknowledged a written submission from Rachel Nixon, a resident of North Hinksey Lane objecting to the proposals. One of her key concerns was being able to safely access her property which she currently did by manoeuvring in the adjacent service road. As the proposed restrictions could encourage parking on both sides of the service road (because of the different times proposed for the restrictions on either side) vehicles parked on the opposite side of the service road (the island side) would likely make it impossible for her to do that. Currently there were no parking restrictions along the service road and vehicles only parked on the

west side, providing space for other vehicles to pass and she considered that the island side of the service road should be marked as 'no waiting at any time' to ensure that safe access to driveways for residents would be retained.

Officers confirmed that the proposals were being promoted to restrict commuter parking. Restrictions would be enforced with some residents inevitably affected by having to move cars periodically but if there was a problem with a particular driveway that could be looked at although any changes could then affect other residents. There had been a level of support to the first formal consultation and also the second formal consultation, which had incorporated some amendments from the first round.

Therefore, having regard to the information set out in the report before her and the representations made to her at the meeting the Cabinet Member for Environment confirmed her decision as follows:

to approve proposed no waiting at any time restrictions on North Hinksey Lane and Lime Road, North Hinksey as advertised and that officers be asked to liaise with the local member if any changes were necessary in order to protect the integrity of individual residential driveways.

Signed.....
Cabinet Member for Environment

Date of signing.....

29/20 WITNEY - A415 DUCKLINGTON LANE & NEW CLOSE LANE: PROPOSED EXTENSION OF 30MPH SPEED LIMIT AND WAITING RESTRICTIONS
(Agenda No. 12)

The Cabinet Member for Environment considered (CMDE11) responses received to a statutory consultation to extend the 30mph speed limit on the A415 Ducklington Lane to include the A415 Ducklington roundabout and introduce no waiting at any time restriction on both sides of New Close Lane put forward to mitigate safety issues in conjunction with the development of a new retail store accessed from New Close Lane and funded as part of that development.

County Councillor Ted Fenton the local member had submitted the following written representation to record his support. He also commented that the very short section of the A415 between Cokethorpe School and this roundabout remained at the national speed limit whilst the rest of the road, all the way to Abingdon was 50mph. He accepted that this section was safe enough but being the only little bit at 60 seemed both illogical and dangerous in that it invited acceleration for less than a mile. Historically the 50mph limit had been in short sections but had over time been extended and merged and so it seemed to him appropriate for this stretch to be reduced to 50 as well.

Responding to the Cabinet Member Mr Kirkwood confirmed that the stretch of road referred to by Councillor Fenton was in fact 3 or 4 miles in length covering the length of the Ducklington Bypass, which was a high standard road. It had been reviewed

about 10 years before and decided then that it should remain at the national speed limit.

The Cabinet Member accepted that this could not be a matter that could be considered as part of today's decision but pointed out that 10 years was a long time and that perhaps this might be considered in the future. In the meantime she accepted that the proposal before her for decision now had been well assessed and well supported. Therefore, 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:

to approve the proposed extension of the 30mph speed limit on A415 Ducklington Lane to include the A415/A415 Ducklington roundabout and waiting restrictions on both sides of New Close Lane as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....