



Delegated Decisions by Cabinet Member for Transport Management

Thursday, 26 March 2026 at 10.00 am

Room 2&3 - County Hall, New Road, Oxford OX1 1ND

If you wish to view proceedings, please click on this [Live Stream Link](#).
However, that will not allow you to participate in the meeting.

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf and the related reports are attached. Key Decisions taken will become effective at the end of the working day on 31 March unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in blue ink that reads "Reeves".

Martin Reeves
Chief Executive

March 2026

Committee Officer: **Democratic Services**
email: committeesdemocraticservices@oxfordshire.gov.uk

Note: *Date of next meeting: 23 April 2026*

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. Declarations of Interest

See guidance below.

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am three working days before the meeting, ask a question on an item on the agenda.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. Petitions and Public Address

Members of the public who wish to speak on an item on the agenda at this meeting, or present a petition, can attend the meeting in person or 'virtually' through an online connection.

Requests to present a petition must be submitted no later than 9am ten working days before the meeting.

Requests to speak must be submitted no later than 9am three working days before the meeting.

Requests should be submitted to committeesdemocraticservices@oxfordshire.gov.uk

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9am on the day of the meeting. Written submissions should be no longer than 1 A4 sheet

4. Minutes of the Previous Meeting (Pages 11 - 20)

To confirm the minutes of the meeting held on 26 February to be signed by the Chair as a correct record.

5. Local Bus Contracts August 2026 (Pages 21 - 28)

Cabinet Member: Transport Management

Forward Plan Ref: 2026/013

Key Decision:

Contact: Dave Harrison, Team Leader – Public Transport

(Dave.Harrison@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTM**).

The Cabinet Member is RECOMMENDED to:

- (a) **Approve the allocation of funding as set out in paragraph 19, to support and enhance bus provision as set out in Table 1 in line with the Council's Local Transport and Connectivity Plan (LTCP) and Bus Service Improvement Plan.**
- (b) **Approve the use of held Local Authority Bus Service Operators Grant (LABSOG) on services where no other sources of funding are available.**
- (c) **Approve commencement of procurement to secure the proposed new and enhanced bus service provision.**
- (d) **Delegate the award of contracts (including any contract negotiation required) and any future extensions to the Director of Environment & Highways.**

6. Witney High Street and Market Square Enhancements (Pages 29 - 256)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/195

Non-Key Decision

Contact: Nick Howdle-Smith, Project Manager (Nick.Howdle-Smith@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTM**).

The Cabinet Member is RECOMMENDED to:

- a) **Endorse the proposed scheme design for Witney High Street & Market Square shown in Annex 1-3;**
- b) **Delegate to the Director of Environment and Highways, in consultation with the Cabinet Member for Transport Management, any design changes necessary to support management of scheme cost;**
- c) **Approve the following order and traffic features required to deliver the scheme:**

- i) the introduction of new 'No Waiting at Any Time' (double yellow lines) – revoking all existing loading restrictions – on High Street & Market Square, as advertised.
- ii) the removal of the existing 3-hour time limited 'Disabled Persons Parking Places' (DPPPs), and the introduction of new unrestricted DPPP bays on High Street & Market Square, as advertised.
- iii) the construction of a new Zebra crossing on Welch Way, as advertised.
- iv) the introduction of new 'No Stopping Except Buses' (at all times) bays on High Street & Market Square, as advertised.
- v) the introduction of a new 'No stopping except local buses 7am–5pm Mon to Fri & 7am-2pm Sat. Taxis 5pm-7am Monday to Friday, 2pm-Midnight Saturday and all-day Sunday' bay on Market Square, as advertised.
- vi) the introduction of a new 'No Stopping Except Taxis' (at all times) bay on Market Square, as advertised.
- vii) the construction of a new Traffic calming features (Flat top road humps) on High Street, as advertised.

7. Controlled Parking Zone Review - Temple Cowley (Pages 257 - 344)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/272

Non-Key Decision

Contact: Vicki Neville, Senior Officer – Civil Enforcement

Vicki.Neville@oxfordshire.gov.uk

Report by Director of Environment and Highways (**CMDTM**)

The Cabinet Member is RECOMMENDED to:

- (a) Approve the proposed new Cycle parking bay in Crescent Road, as advertised.
- (b) Approve the proposed new Cycle parking bay in Junction Road, as advertised.
- (c) Approve the proposed new micromobility (e-scooter & e-bike) parking bay in Junction Road, as advertised.
- (d) Approve the proposed new Cycle parking bay in Marsh Road, as advertised
- (e) Not approve/withdraw the proposed removal of no waiting at any time & introduction of new shared use parking areas in Marsh Road.

- (f) **Not approve/withdraw the proposed new Shared-use parking area in Salegate Lane.**
- (g) **Not approve/withdraw the proposed inclusion of permit eligibility for Silkdale Close.**

8. Controlled Parking Zone Review - Summertown (Pages 345 - 424)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/273

Key Decision

Contact: Vicki Neville, Senior Officer – Civil Enforcement

Vicki.Neville@oxfordshire.gov.uk

Report by Director of Environment and Highways **(CMDTM)**

The Cabinet Member is RECOMMENDED to:

- (a) **Approve the proposed amendment of existing Permit Holders parking bay to Shared-use parking (Permit holders & non-permit holders), Cycle parking bay and new Double Yellow Lines in Capel Close, as advertised.**
- (b) **Approve the proposed new Micromobility (e-scooter & e-bike) parking bay in Hamilton Road, as advertised.**
- (c) **Approve the proposed new Coach parking bays, Double Yellow Lines and Permit Holders parking bay in Hernes Road & Hernes Crescent, as advertised.**
- (d) **Approve the proposed new Cycle parking bay and Micromobility (e-scooter & e-bike) parking bay in Lonsdale Road, as advertised**
- (e) **Approve the proposed new Cycle parking bay and amendment of existing Single Yellow Lines to Double Yellow Lines in Mayfield Road, as advertised.**
- (f) **Approve the proposed new Shared-use parking bay (Permit holders & non-permit holders) and Double Yellow Lines in Rogers Street, as advertised.**
- (g) **Approve the proposed change of use for the existing parking bay (from permit holders to shared use (permit holders & non-permit holders) in Squitchey Lane, as advertised.**
- (h) **Approve the proposed change of operational hours and maximum stay limit of the existing goods vehicle loading bay in Summerfield Road, as advertised.**

- (i) **Approve the proposed extension of Double Yellow Lines and reduction of existing Permit Holders Parking bay in Thorncliffe Road, as advertised.**
- (j) **Not approve/withdraw the proposed extension of the existing Permit Holders parking bay in Oakthorpe Road.**

9. Claydon Canal Bridge - Proposed 13t Structural Weight Limit
(Pages 425 - 480)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/263

Non-Key Decision

Contact: Robin Calver, Team Leader – Structural Engineering

(Robin.Calver@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTM).

The Cabinet Member is RECOMMENDED to:

- a) **Approve the introduction of a ‘13 tonne maximum weight limit’ restriction on the Claydon Canal Bridge at Claydon, as advertised.**

10. Proposed Amendments to Exemptions Bus Gates - Didcot (Pages 481 - 492)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/253

Non-Key Decision

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTM).

The Cabinet Member is RECOMMENDED to:

- a) **Approve the administrative amendment to clarify/confirm that “Police Vehicles on Patrol” are exempt from the Bus Lane/Gate restriction at Larch Drive/Diamond Drive in Didcot, as advertised.**

11. Proposed Bus Stop Markings - Hobbyhorse Lane, Sutton Courtenay (Pages 493 - 500)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/264

Non-Key Decision

Contact: Aaron Morton, Senior Engineer – Highway Agreements

(Aaron.Morton@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTM).

The Cabinet Member is RECOMMENDED to:

- a) Approve the introduction of two new bus-stop clearways with 'No stopping 7am-7pm except buses' restrictions on High Street in Sutton Courtenay, as advertised.

12. A417 Corridor – Proposed 30, 40 and 50mph Speed Limits (Pages 501 - 526)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/258

Key Decision

Contact: Roger Plater, Senior Officer – Vision Zero (Roger.Plater@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTM).

The Cabinet Member is RECOMMENDED to:

Approve the introduction of the following speed limit changes on the A417 and adjacent roads, as advertised:

(a) Between Lechlade & Faringdon:

- i. 30mph speed limit in place of the existing 40mph speed limit at Buscot,
- ii. 40mph speed limit in place of the existing 60mph National speed limits at Buscot,
- iii. 50mph speed limits in place of the existing 60mph National speed limits at Buscot, and Buscot Park.

(b) Between Faringdon & Wantage:

- i. 40mph speed limit in place of the existing 50mph speed limit at Challow

(c) At Aston Tirrold:

- i. 40mph speed limits in place of the existing 50mph speed limits on the A417 at Blewbury Hill, and on Chalk Hill & Spring Lane.

13. Benson Lane, Crowmarsh Gifford - Speed Reduction (Pages 527 - 550)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/274

Non-Key Decision

Contact: Rosie Lawrence, Senior Transport Planner – Place Shaping (Rosie.Lawrence@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTM).

The Cabinet Member is RECOMMENDED to:

- a) **Approve the introduction of the 30mph speed limit on Benson Lane in Crowmarsh Gifford, as advertised.**

14. Proposed 20mph Speed Limit - Parker Road, South Hinksey
(Pages 551 - 564)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/249

Non-Key Decision

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTM).

The Cabinet Member is RECOMMENDED to:

- a) **Approve the introduction of the 20mph speed limit on Parker Road in South Hinksey, as advertised.**

15. Proposed 20mph Speed Limit - Bainton (Pages 565 - 574)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/235

Non-Key Decision

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTM).

The Cabinet Member is RECOMMENDED to:

- a) **Approve the introduction of the 20mph speed limit on the unnamed road through the hamlet of Bainton, as advertised.**

Councillors declaring interests

General duty

You must declare any disclosable pecuniary interests when the meeting reaches the item on the agenda headed 'Declarations of Interest' or as soon as it becomes apparent to you.

What is a disclosable pecuniary interest?

Disclosable pecuniary interests relate to your employment; sponsorship (i.e. payment for expenses incurred by you in carrying out your duties as a councillor or towards your election expenses); contracts; land in the Council's area; licenses for land in the Council's area; corporate tenancies; and securities. These declarations must be recorded in each councillor's Register of Interests which is publicly available on the Council's website.

Disclosable pecuniary interests that must be declared are not only those of the member her or himself but also those member's spouse, civil partner or person they are living with as husband or wife or as if they were civil partners.

Declaring an interest

Where any matter disclosed in your Register of Interests is being considered at a meeting, you must declare that you have an interest. You should also disclose the nature as well as the existence of the interest. If you have a disclosable pecuniary interest, after having declared it at the meeting you must not participate in discussion or voting on the item and must withdraw from the meeting whilst the matter is discussed.

Members' Code of Conduct and public perception

Even if you do not have a disclosable pecuniary interest in a matter, the Members' Code of Conduct says that a member 'must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself' and that 'you must not place yourself in situations where your honesty and integrity may be questioned'.

Members Code – Other registrable interests

Where a matter arises at a meeting which directly relates to the financial interest or wellbeing of one of your other registerable interests then you must declare an interest. You must not participate in discussion or voting on the item and you must withdraw from the meeting whilst the matter is discussed.

Wellbeing can be described as a condition of contentedness, healthiness and happiness; anything that could be said to affect a person's quality of life, either positively or negatively, is likely to affect their wellbeing.

Other registrable interests include:

- a) Any unpaid directorships

- b) Any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority.
- c) Any body (i) exercising functions of a public nature (ii) directed to charitable purposes or (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management.

Members Code – Non-registrable interests

Where a matter arises at a meeting which directly relates to your financial interest or wellbeing (and does not fall under disclosable pecuniary interests), or the financial interest or wellbeing of a relative or close associate, you must declare the interest.

Where a matter arises at a meeting which affects your own financial interest or wellbeing, a financial interest or wellbeing of a relative or close associate or a financial interest or wellbeing of a body included under other registrable interests, then you must declare the interest.

In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied:

Where a matter affects the financial interest or well-being:

- a) to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
- b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest.

You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 26 February 2026 commencing at 10.00 am and finishing at 11.55 am

Present:

Voting Members: Councillor Andrew Gant – in the Chair

Other Members in Attendance: Councillor Emily Kerr (Agenda Item 12)

Officers: Jack Ahier (Senior Democratic Services Officer), Paul Fermer (Director of Environment and Highways), Anthony Kirkwood (Vision Zero Team Leader), Rosie Lawrence (Senior Transport Planner), Emma Palmer (Senior Officer – Civil Enforcement), Roger Plater (Senior Officer – Vision Zero), James Whiting (Team Leader – TRO's and Schemes), Rosie Wood (Senior Engineer).

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.

131/26 DECLARATIONS OF INTEREST

(Agenda No. 1/26)

There were none.

132/26 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2/26)

There were none.

133/26 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3/26)

There were 5 registered speakers, with some speakers speaking on multiple items. A list of speakers can be seen below:

Item 7: West End, Witney – Proposed Permit Parking Bays:

- Nick Hough

Item 9: Proposed Disabled Persons Parking Places (DPPP's) South and Vale 2025

- Carrie Brennan (represented by Linda Moss)
- Carl Durrant

Item 10: Proposed Speed Limit Amendments - B4047, Minster Lovell

- Danny Yee

Item 11: Proposed 20mph Speed Limit – Upper Milton

- Danny Yee

Item 12: Proposed Experimental Order – Nelson Street, Thame – One Way Street

- Cllr Emily Kerr
- Danny Yee

Item 13: Proposed Pedestrian Crossings – Ladygrove, Didcot

- Danny Yee

134/26 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4/26)

The minutes of the meeting held on 22 January 2026 were approved and signed by the Chair as a correct record.

135/26 PROPOSED PERMIT PARKING - BROUGHTON ROAD & GILKES YARD, BANBURY

(Agenda No. 6/26)

The Chair introduced the item to the meeting.

The Chair noted that there were two rounds of consultation, which showed strong support for the double yellow lines proposals.

Officers clarified that repeated patterns were seen during informal consultations of support for schemes but did not translate through to formal consultation. Officers suggested that it could be made clearer that all comments needed to be made at the public consultation stage too.

The Chair noted the concerns raised regarding parking capacity and asked officers to ensure these issues be monitored post-implementation, if the decision was made to approve the recommendations.

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

RESOLVED to:

- Approve the proposed 'Residents permit holders parking only' (at all times) area on the entire length of Gilkes Yard, as advertised.**

- b) Approve the proposed 'Residents permit holders parking only' (at all times) parking bays on Broughton Road, as advertised.**
- c) Approve the proposed 'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road, as advertised.**
- d) Approve the amended proposal to include Nos.32 & 34 Broughton Road within the permit eligibility area.**

136/26 WEST END, WITNEY - PROPOSED PERMIT PARKING BAYS

(Agenda No. 7/26)

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

Officers clarified that this scheme would regularise historic arrangements, which were currently two-hour bays with exemptions for residents. Officers noted that they felt businesses in West End would be negatively impacted if residents-only parking was introduced.

Officers commented that the scheme was hard to enforce due to the certificate of exemption that residents had. The scheme aimed to improve consistency and improve enforceability to safeguard the amenity of residents.

The Chair confirmed that the scheme was self-funded as required by law.

The Chair noted the objection from Witney Town Council but felt their points had been covered in the officer report. The Chair noted that the scheme would be monitored after implementation to see if there were any adverse effects.

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 'Permit holders only' parking bays on the north side of West End, as advertised.**
- b) Approve the Shared use parking bays, 'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times) on the south side of West End, as advertised.**
- c) Not approve the proposed 'No Waiting at Any Time' (double yellow line) restrictions on West End.**

137/26 PROPOSED AMENDMENTS TO OXFORD & DIDCOT CPZ'S PARKING PERMIT ELIGIBILITY

(Agenda No. 8/26)

The Chair introduced the item to the meeting.

The Chair read out a statement supporting the recommendation to exclude properties at the 'University College Annexe' Development from the local City Councillor for Summertown.

Officers confirmed the changes in Oxford were proposed as they related to new properties which needed to align with the City Council's planning policies.

Officers noted that the recommendations in Didcot were to add existing developments that were not included in the initial CPZ, such as at Ryman's Court.

The Chair noted several consultation responses and reiterated the importance of reading each response.

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

RESOLVED to:

- a) Exclude the following properties in Oxford from eligibility to apply for resident's parking permits & residents' visitors parking permits:**
 - (i) Marston North – No.44 Arlington Drive,**
 - (ii) Marston South – the Flats at Friar Court, No.2 Old Marston Road (30 student rooms),**
 - (iii) North Oxford – the new properties at the 'University College Annexe' development at No.115 Banbury Road/No.98 Woodstock Road/Staverton Road, and**
 - (iv) Wood Farm – No.59 & No.67 Masons Road.**

- b) Include property Nos.1-44 Rymans Court (Didcot) in the list of those eligible to apply for resident's parking permits & residents' visitors parking permits.**

138/26 PROPOSED DISABLED PERSONS PARKING PLACES (DPPP'S) SOUTH AND VALE 2025

(Agenda No. 9/26)

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

Officers noted that consultation around specific bays usually involved assessing needs and whether other parking provision was available, such as having a driveway. It was commented that having a bay outside their property was important to safeguard their amenities in terms of access.

Officers confirmed that they had set criteria they assessed and that disabled bays would continue to be provided on need and blue badge eligibility.

The Chair clarified that blue badges were allocated to the person needing it, rather than the vehicle.

Officers noted that there was a mechanism relating to the misuse of blue badges which people were encouraged to report if there were issues identified, but that it was outside of this process.

The Chair referred to several written statements and consultation responses.

Officers noted that in recommendation b), Swinburne Road was missing an 'e' so that spelling would be amended slightly in that recommendation.

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 Disabled Persons Parking Places on: Swinburne Road, Abingdon; Aston Street, Aston Tirrold; Colwell Road, Berinsfield; Dibley's, Blewbury; Winter's Field, Crowmarsh Gifford; Champion Hall Drive, Didcot; Manor Close, Drayton; Coulings Close, East Hendred; Ludbridge Close, East Hendred; Boucher Close, Grove; Hawksworth Close, Grove; St. Ives Road, Grove; Bell Street, Henley on Thames; Wilson Avenue, Henley on Thames; Poplar Grove, Kennington; Littleworth Road, Littleworth; Duke of York Avenue (No.7), Milton; Priest Close, Nettlebed; Foxborough Road, Radley; Allnatt Avenue, Wallingford; Orchard Way, Wantage; Stockham Park, Wantage, as advertised.**
- b) **Approve the removal of Disabled Persons Parking Places on: Northcourt Road, Abingdon; Swinburne Road, Abingdon; Boucher Close, Grove; Park Road, Henley on Thames; Lea Road, Sonning Common; Peppard Road, Sonning Common; Churchill Crescent, Thame; Park Street, Thame (outside No.26); Newbury Street, Wantage; Manor Road, Whitchurch on Thames, as advertised.**
- c) **Approve the relocation of Disabled Persons Parking Place on: Luker Avenue, Henley on Thames, as advertised.**
- d) **Approve the formalisation of Disabled Persons Parking Place on: Hawksworth Close, Grove, as advertised.**
- e) **Not approve the Disabled Persons Parking Places on:; Duke of York Avenue (outside No. 5), Milton; Sunningwell Road, Sunningwell (St. Leonards Church), as advertised.**
- f) **Not approve the removal of the Disabled Persons Parking Place on Berkeley Road, Thame, and Park Street outside No.34, Thame.**

139/26 PROPOSED SPEED LIMIT AMENDMENTS - B4047, MINSTER LOVELL
(Agenda No. 10/26)

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

Officers commented that a 50mph speed limit seemed appropriate and that Thames Valley Police didn't object to that reduction. It was also suggested that further reducing the speed limit from 40mph to 20mph would not be fully compliant with the Council's 20mph policies.

The Chair noted that this proposal was in response to a retrospective planning application which would regularise parking that already took place at the site. Officers confirmed that the County Council, as highways authority, had no objection in its role as a statutory consultee to the planning application.

Officers noted that lots of people crossed the road, so a lower speed limit was appropriate.

Officers stated that this proposal was separate to the wider Vision Zero review of A & B roads.

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 30mph speed limits, as advertised:**
 - (i) B4047 Burford Road – from its junction with the A40 Asthall roundabout, for 325 metres,**
 - (ii) The unnamed road (running north towards Asthall) – from its junction with the B4047 Burford Road, for 140 metres.**

- b) Approve the introduction of the 40mph speed limit on the B4047 Burford Road for 300 metres, as advertised.**

- c) Approve the introduction of the following 50mph speed limits on the B4047 Burford Road, as advertised:**
 - (i) between the proposed 40mph 'buffer' limit at Asthall & the existing 30mph speed limit at Minster Lovell,**
 - (ii) between the existing 30mph speed limit at Minster Lovell & the existing 40mph speed limit at Witney.**

140/26 PROPOSED 20MPH SPEED LIMIT - UPPER MILTON

(Agenda No. 11/26)

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

Officers confirmed that this was an addition to the existing 20mph scheme in Upper Milton because the Parish Council had thought it was already included.

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 20mph speed limit at Upper Milton, as advertised.**

141/26 PROPOSED EXPERIMENTAL ORDER - NELSON STREET, THAME - ONE WAY STREET

(Agenda No. 12/26)

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

The Chair and officers agreed that contraflow cycle lanes were aligned with LTN 1/20 and supported the Council's policies.

Officers noted that the signage would also be updated.

The Chair asked if Rooks Lane would see increased traffic levels. Officers noted that surveys should around 300 cars would either use Rooks Lane or the High Street if Nelson Street moved to a one-way system as proposed.

The Chair asked about the short stretch of road at the north end of Nelson Street that remained two-way was due to the fire station. Officers confirmed this and stated that it would help on-call firefighters travelling in to the station.

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 an Experimental Traffic Regulation Order (ETRO) to create a northbound one-way traffic restriction on Nelson Street, Thame,**
- b) To continue to allow southbound cycling, following consultation feedback,**
- c) To give delegated authority to the Director of Environment and Highways to make changes to the ETRO, if required, in consultation with the Cabinet Member for Transport Management.**

142/26 PROPOSED PEDESTRIAN CROSSINGS - LADYGROVE, DIDCOT

(Agenda No. 13/26)

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

The Chair reiterated that the crossings, if approved, would be toucan crossings.

The Chair asked for detailed design to be considered carefully to avoid sub-optimal outcomes. Officers confirmed that checks in-person would take place to ensure the outcomes were suitable.

Officers confirmed that co-production took place on schemes led by the County Council and encouraged developer-led schemes to take the same approach.

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 two new 'Toucan' crossings to be located on the A4130 (East) & the B4016 Lady Grove in Didcot, as advertised.**

143/26 PROPOSED PERMIT PARKING AREA - HIGHTOWN ROAD, BANBURY
(Agenda No. 5/26)

The Chair introduced the item to the meeting.

The Chair referred to a written statement that objected to the short-term parking in Fuscote Rise. Officers stated that home businesses and parents dropping children off were two of the reasons for proposing short-term parking arrangements.

The Chair noted that the plans for double yellow lines in the original consultation had been removed.

Officers noted that the Horton Hospital had introduced ANPR recently.

The Chair noted the work and support of the local County Councillor for this scheme.

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

RESOLVED to:

- a) Approve the proposed 'Residents permit holders parking only' (Monday to Saturday, 8am – 6pm) areas on Dexter Close, Green Lane, Ridge Close, and Windmill Close, as advertised.**
- b) Approve the amended proposals from proposed 'Residents permit holders parking only' (Monday to Saturday, 8am – 6pm) areas, to instead 'Shared-use parking bays (Mon to Sat 9am-6pm Permit Holders or 2 hours, no return within 1 hour)' on Foscote Rise, Lodge Close, and Valley Road.**
- c) Not approve the proposed 'No Waiting at Any Time' (double yellow lines) restrictions on Dexter Close, Foscote Rise, Green Lane, Lodge Close, Ridge Close, Valley Road, and Windmill Close.**

..... in the Chair

Date of signing

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Divisions Affected – All

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 MARCH 2026

BUS SUPPORT CONTRACTS – AUGUST 2026

Report by Director for Environment & Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- (a) Approve the allocation of funding as set out in paragraph 19, to support and enhance bus provision as set out in Table 1 in line with the Council's Local Transport and Connectivity Plan (LTCP) and Bus Service Improvement Plan.
- (b) Approve the use of held Local Authority Bus Service Operators Grant (LABSOG) on services where no other sources of funding are available.
- (c) Approve commencement of procurement to secure the proposed new and enhanced bus service provision.
- (d) Delegate the award of contracts (including any contract negotiation required) and any future extensions to the Director of Environment & Highways.

Executive Summary

- 2. The Council plan and implement regular bus contract tender processes to ensure delivery of the Council's strategic objectives. There is a requirement to procure new contracts for bus routes across Oxfordshire in order to secure the continuity of existing services and for new provision on certain corridors.
- 3. These proposed contracts would commence in August 2026 and run for periods up to and including March 2029.
- 4. Funding for these contracts comes from a variety of sources including the Council's own internal budgets, Government grant funding and planning obligations (known as Section 106 agreements).

5. Continued approval is sought to use expected surplus from the English National Concessionary Travel Scheme (ENCTS) budget and held grant income from Local Authority Bus Service Operators Grant (LABSOG) for some services in this report, and others at the Council's discretion.

Introduction

6. The Council has undertaken significant work in recent years to improve Oxfordshire's bus network and now holds 95 contracts with local providers for services, with an annual value of £11.65m.
7. These contracts cover a variety of services, including whole routes, supplemental evening and Sunday journeys, or improved frequencies on otherwise commercial services.
8. Funding for bus service contracts originates from the following sources:
 - (1) Section 106 agreements – agreements with developers to provide funding for bus services associated with residential and commercial projects;
 - (2) Local Authority Bus Grant (LABG) funding from the Government, formerly known as Bus Service Improvement Fund;
 - (3) Local Authority Bus Service Operators Grant (LABSOG), which is an annual Government grant for the maintenance of supported bus services and infrastructure;
 - (4) ENCTS – surplus from the national concessionary fares scheme for older and disabled people; and
 - (5) the OCC budget for rural and community transport.
9. Some services are also part-funded by third parties such as neighbouring local authorities or major employers.

Procurement Strategy

10. The Council intends to tender for 15 Lots in total, details of which are contained in Table 1 below.

Table 1: Tenders

Lot	Service No.	Route	Current Frequency
1	29/H5	Bicester – Ambrosden – Arcott/JR Hospital	30 mins to Ambrosden, hourly to Arcott/JR Hospital, Monday to Saturday

2	25	Heyford Park – Bicester	Hourly, Monday to Saturday
3	25/29	Heyford Park – Bicester – Amcott	90 mins, Sunday
4	121	Haddenham – Thame	Hourly, Monday to Saturday
5	200	Daventry – Banbury	Hourly, Monday to Saturday
6	X15 19	Witney – Abingdon Witney – Carterton	Hourly, Monday to Saturday (both routes)
7	233/234	Burford – Witney	30 mins, Monday to Saturday 60 mins, Sunday
8	S7	Woodstock – Witney	30 mins, Monday to Saturday daytime 60 mins, evening and Sunday
9	S9	Wantage – Grove – Oxford	20-30 mins, Monday to Saturday 30 mins, evening and Sunday Late night services Friday/Saturday
10	4B	Harcourt Hill – Oxford	30 mins, Monday to Saturday
11	600	Redbridge P&R – Thornhill P&R	30 mins, Monday to Saturday daytime 60 mins, evening and Sunday
12	H2	Thornhill P&R – JR Hospital	30 mins, Monday to Saturday daytime
13	81/82	Bicester – Somerton/ Finmere	5 journeys each, Monday to Saturday daytime
14		Risinghurst	60 mins, daily
15		Valley Park	30 mins, Monday to Saturday daytime

11. The total cost of these contracts is expected to be c.£8.37m. Lots 1 and 11 are expected to have a value in excess of £1m. In addition to the services listed in Table 1, further routes may be tendered provided that they do not exceed this individual value.

Consultation

12. Historically the Council consulted on changes to its supported bus network, but this has not been a regular feature since 2016 as time constraints associated with the securing of services often precludes this.
13. In recent tender rounds the Council has used best endeavours to consult with parish councils and some interest groups where this is felt to be necessary and/or beneficial. For these proposals, consultation is being undertaken for some Lots where changes have been proposed or where there is more than one option available.

14. These responses are due back before mid-April 2026 and will be considered when the specifications for the services are drawn up. However, the Council has been clear that proposals which are likely to incur significant spend are unlikely to be implemented.

Corporate Policies and Priorities

15. The proposals are fully compliant with a range of Council policies, primarily the Strategic Plan, the Local Transport & Connectivity Plan and the Bus Service Improvement Plan.
16. Priority 5 of the Council's strategic priorities is to "*invest in an inclusive, integrated and sustainable transport network*". The proposals also support other strategic priorities including tackling the climate emergency and inequalities.
17. Failure to proceed with a tender process for these services may either place their long-term continuance at risk, with a succession of short-term arrangements likely to result.

Financial and Staff Implications

18. The contracts expected to be awarded following approval of this tender exercise have an estimated combined value of **£8,369,476** (including any extension periods). It is emphasised that all contract values indicated in this report are estimates based on current or indicative costs and therefore may vary subject to tender prices received.
19. It is intended that the contracts in this report will be funded as follows:
- Section 106 Agreements: £5,303,982
 - LABSOG: £429,655
 - LABG: £1,656,635
 - Rural and community transport budget: £502,843
 - Other local authority contributions:
 - West Northamptonshire Council (for Lot 5): £244,805; and
 - Buckinghamshire Council (for Lot 4): £231,556.

Total £8,369,476

Section 106

20. Lots 2, 6, 8, 9, 11 and 15 are wholly funded by Section 106, with part-funding of Lots 1, 4 and 7.
21. At the time of writing this report, the Council holds £8,632,704 of Section 106 funds related to the services above. Existing commitments for the 2025/26 and 2026/27 financial years total £2,699,343. As a result, £5,933,361 is held and available for these contracts.
22. In addition, a total of £7,302,413 is secured but not yet held by the Council. A significant proportion of this is expected to be received within the period of the contracts.
23. The Planning Obligations Manager has confirmed the availability of funds secured and held for the purposes of this exercise.

LABSOG

24. As a result of historic underspends whilst there was no supported bus network in place, the Council currently holds a balance of £2,128,677.20 in LABSOG.
25. Approval is sought to utilise held LABSOG going forwards to maintain services for which no other source of funding has been identified. This will usually be Section 106 agreements, where such funding has expired, or where commercial deregistrations are received.
26. Lots 7 (in part) and 10 in this report are proposed to be funded by this at a total estimated cost of £429,655. Lot 10 was commercially operated until July 2025, after which it has been financially supported by the County Council; Lot 7 has insufficient Section 106 funding to be awarded in full, but emerging development proposals in Witney are expected to come forward during the contract period.

LABG

27. Total LABG revenue funding to be received each year for three years from 2026/27 is £5,132,289, accompanied by a further estimate of £700,000 of revenue underspend from 2025/26.
28. A separate Cabinet decision will be made on 17 March 2026 on the contents of the Consolidated Transport Delivery Plan for 2025/26, which contains the services indicated in Lots 1, 3, 5, 12 and 14. The total value of these contracts to be funded by LABG is £1,656,635 over a three-year period.

Rural and community transport budget

29. The value of the County Council's rural and community transport budget was £1.27m in 2025/26, and is expected to be increased with inflation for 2026/27.

30. Committed and expected annual spend without the contracts included in the review is £1.04m. The total annual value of the contract in this review is expected to be c.£195,000 and therefore can be accommodated within the budget.
31. Approval to award contracts will be subject to the Council's usual processes, which includes financial risk review of successful bidders as well as sign-off by senior procurement and financial officers.
32. Subject to approval, officers will commence work on the tender documents immediately. There are no other staff implications and costs will be met from existing staff budgets.

Comments checked by:

Rob Finlayson, Strategic Finance Business Partner
(rob.finlayson@oxfordshire.gov.uk)

Legal Implications

33. Local authorities are required to identify public transport requirements which would not otherwise be met, and once identified, secure appropriate services. As part of this process, councils may take into account the funds that are available to them. The Council is not obliged to financially support bus services.
34. Legal implications of the proposals are as follows:

The Council will comply with the Procurement Act 2023 as well as the Transport Act 1985 in procuring services for all the contracts. As stated above, the Council utilises a mix of competitive tenders through a compliant Dynamic Purchasing System (DPS) and direct awards made pursuant to the Council's powers to subsidise passenger transport services under the Transport Act 1985 (as amended).

Comments checked by:

Busola Akande, Contracts Solicitor
(legal.contractsteam@oxfordshire.gov.uk)

Procurement

35. In order to ensure that funds for bus service support can be spent in a timely manner, the Council utilises a mixture of competitive tenders through a Dynamic Purchasing System (DPS) and direct awards pursuant to the Council's powers to subsidise passenger transport services as permitted by the Transport Act 1985 (as amended) and its enabling Regulations.

36. Competitive tendering arrangements are utilised where values are high and/or there may be interest from more than one operator. In this way the Council can ensure it has secured best value for the service to be provided.
37. The initial invitation to the Public Bus Services DPS was published, via the South East Business Portal, on 12 July 2021. Slightly prior to this date, on 19 May 2021, a notice advising of the opportunity was published on Find a Tender and Contract Finder. The DPS invitation has not closed and will be ongoing until 27 October 2028.
38. There are a total of 15 suppliers accepted onto the DPS, who would be invited to tender for the Lots available in this tender process.
39. Should the recommendations in this report be approved, the Council will undertake a tender process which will commence in April 2026 and be completed by June 2026, followed by mobilisation period leading up to commencement of the contracts in August 2026.
40. Following evaluation of the received tenders, an Award Recommendation Report will be produced with any proposed awards. This report will be submitted for approval by the Director of Environment & Highways in accordance with the recommendation for delegation.
41. Any new contracts awarded would commence on 30 August 2026, but the Council reserves the right to not award any Lots where prices received are not considered to be value for money.

Equality & Inclusion Implications

42. The tender process will deliver local bus services which will maintain (and in some communities enhance) public transport connectivity to rural communities and some areas known to suffer from higher levels of deprivation than the Oxfordshire average.
43. There are no impacts on protected groups, as the intention is to retain and/or improve bus services for local residents.

Sustainability Implications

44. The bus services to be delivered through this tender process will lead to higher levels of public transport use than would otherwise have been the case, leading to a reduction in traffic and congestion.
45. This is particularly the case in Oxford, where improved bus services will have a major supporting role in the traffic filters trial scheme to make travel easier between the major district centres and employment areas.

46. Fewer car journeys will reduce traffic emissions, contributing to improved air quality and reducing the impact on climate change. These are fully aligned with the Council's strategic policies.

Risk Management

47. The principal risks associated with the tender process are:
- delayed approval to commence the process may lead to loss of service continuity and/or provision of short-term arrangements at higher cost to the Council;
 - there may be insufficient interest in the services to be tendered to be able to provide the required level of coverage;
 - prices may be unaffordable; and
 - operators of contracted services may cease trading during the contract period or may terminate contracts early because of poor financial performance.
48. These risks can be mitigated by:
- approval of the recommendations in this report;
 - providing a sufficient mobilisation period both for tender returns and for the period between award and contract start date, to maximise the level of potential interest;
 - offering contracts for longer periods of time (as set out in this report);
 - undertaking risk assessments of successful tenderers to ensure as far as possible that companies providing the services are robust, bearing in mind the current state of the bus market; and
 - ensuring that contract conditions make provisions for suppliers to be paid in arrears, to minimise financial risk to the Council.

Paul Fermer
Director for Environment & Highways

Contact Officer: Dave Harrison, Public Transport Team Leader
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March 2026

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 MARCH 2026

WITNEY: HIGH STREET & MARKET SQUARE – PROPOSED PUBLIC REALM IMPROVEMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- a) Endorse the proposed scheme design for Witney High Street & Market Square shown in Annex 1-3;
- b) Delegate to the Director of Environment and Highways, in consultation with the Cabinet Member for Transport Management, any design changes necessary to support management of scheme cost;
- c) Approve the following order and traffic features required to deliver the scheme:
 - i) the introduction of new 'No Waiting at Any Time' (double yellow lines) – revoking all existing loading restrictions – on High Street & Market Square, as advertised.
 - ii) the removal of the existing 3-hour time limited 'Disabled Persons Parking Places' (DPPPs), and the introduction of new unrestricted DPPP bays on High Street & Market Square, as advertised.
 - iii) the construction of a new Zebra crossing on Welch Way, as advertised.
 - iv) the introduction of new 'No Stopping Except Buses' (at all times) bays on High Street & Market Square, as advertised.
 - v) the introduction of a new 'No stopping except local buses 7am–5pm Mon to Fri & 7am-2pm Sat. Taxis 5pm-7am Monday to Friday, 2pm-Midnight Saturday and all-day Sunday' bay on Market Square, as advertised.
 - vi) the introduction of a new 'No Stopping Except Taxis' (at all times) bay on Market Square, as advertised.
 - vii) the construction of a new Traffic calming features (Flat top road humps) on High Street, as advertised.

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce various parking, waiting, and highway improvement measures on High Street & Market Square in Witney – as shown in **Annexes 1 to 3**.
2. The scheme proposals have been developed following Oxfordshire County Council (OCC) being awarded a sum from the UK Government's 'Active Travel' fund to introduce enhancements to deliver improvements that support and maintain the traffic arrangement on High Street and Market Square in Witney. The scheme aims to deliver on five project objectives:
 - Enhance public spaces while protecting the town's history and character
 - Support local businesses and the markets
 - Make it easier and more enjoyable to walk, wheel and cycle
 - Upgrade access to public transport
 - Improve safety for all users
3. As part of a community engagement exercise in September 2023 people were asked to share what was important to them, and to highlight things that they would like to see improved. 643 people completed an online survey the results of which showed overall preferences for street improvements such as improved footway surfacing, more seating and more trees plants and gardens. This feedback helped inform the design development in the feasibility stages of the project.
4. The outline design was put forward to public consultation in 2024, with 417 people responding to the online survey. The results showed that 60% of participants either full or partially supported the overall proposals and 32% partially opposed or fully opposed them. The feedback received prompted further engagement with businesses regarding goods vehicle loading/unloading proposals. Concerns from those identifying with a long-term health condition or a disability led to further design reviews by way of an accessibility audit of the proposals against the current baselines. These exercises provided recommendations to be taken forward in the preliminary design for statutory consultation.

Corporate Policies and Priorities

5. Implementation of the scheme is critical to delivering the Council's 2025-2028 Strategic Plan in which Witney High Street is listed as one of the headline projects for completion by Winter 2026:

"We will create better spaces for residents and visitors in our town centres to prioritise pedestrians, improve air quality and support economic growth. We will pilot this in Banbury and Witney by December 2026, and Wantage by 2027."

The Scheme is strongly aligned with the County Council's 'vision' set out within the Local Transport & Connectivity Plan (LTCP, 2022 – 2050) which includes reducing the need to travel and private car use through making walking, cycling, public and shared transport the natural first choice. In addition, the Scheme will play an important role in helping OCC to meet the headline targets that underpin the vision and key themes set out in the LTCP, which are as follows:

By 2030

- Replace or remove 1 out of every 4 current car trips in Oxfordshire
- Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week
- Reduce road fatalities or life changing injuries by 50%

By 2040

- Deliver a net-zero transport network
- Replace or remove an additional 1 out of 3 car trips in Oxfordshire

By 2050

- Deliver a transport network that contributes to a climate positive future
 - Have zero, or as close as possible, road fatalities or life-changing injuries
- The LTCP supporting strategies include the Active Travel Strategy which is strongly aligned to the Council's Strategic Priorities

Financial Implications

6. Funding for consultation on the proposals (and implementation if approved) is provided by Active Travel England (Department for Transport) and Section 106 contributions from related planning agreements in the Witney area.
7. Costs have increased significantly during Stage 2 feasibility, preliminary and detailed design phases due to inflation, programme delay due to availability of procurement routes, design development and increase in scope following consultation with the community and local stakeholders, and higher than forecast contractor prices, resulting in a revised total scheme budget of £4,404,337 - an increase of £1,875,937.
8. This additional cost is proposed to be met from Active Travel England's (ATE) Combined Active Travel Fund (CATF), along with upto £995k from the Local Cycling and Walking Infrastructure Plan funding - note it is hoped this allocation can be reduced and is provided on the basis that proactive steps are taken to reduce that funding need through savings, scope reductions and alternative funding sources.
9. The revised budget incorporates updated Stage 3 construction costs, increased risk allowances, and adjusted contingency. Despite cost escalation, comparison with Active Travel England benchmark rates and value for money assessment using the Active Modes Assessment Toolkit (AMAT) indicates the scheme remains high value with a BCR of 3.31.

10. The finance and funding arrangement outlined above was approved by the Council's Strategic Commercial Capital Board on the 5th March 2026

Comments Checked by:

Rob Finlayson, Strategic Finance Business Partner

rob.finlayson@oxfordshire.gov.uk

Legal Implications

11. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
12. The scheme has been promoted by OCC as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@Oxfordshire.gov.uk

Procurement

13. The Council Contract Procedure Rules are applicable to all contracts for the provision of goods, services and works for The Council. For contracts equal to or greater than £25,000, Authorised Officers must take steps to ensure value for money through a combination of cost, quality and competition.
14. On the 22nd February 2024 the Cabinet Member for Infrastructure and Development Strategy delegated authority to the Corporate Director of Environment & Place in consultation with the Executive Director of Resources and the Head of Legal Services & Deputy Monitoring Officer to approve the awarding of a contract in relation to the construction/delivery of the project.

Staff Implications

15. The design & appraisal of the proposals, as well as the consultation process has been undertaken by the Active Travel Delivery Team as part of capital funded projects.

Equality & Inclusion Implications

16. An Equalities Impact Assessment was undertaken. This exercise identified that changes to the highway can exclude those with disabilities where improvements made do not adhere to accessibility guidance / advice. To mitigate this, officers

procured an independent accessibility audit of the proposals against the existing baseline.

17. The audit made recommendations to enhance accessibility standards such as, implementing fully accessible parking by wheelchair users, amending adverse footway gradients that created difficulties for those with mobility impairments and increasing footway widths to improve pedestrian comfort. The project will also deliver a new footway along the Market Square embankment wall which would greatly enhance accessibility and pedestrian movements through the town centre. The project Equalities Impact Assessment is shown in Annex 4

Sustainability Implications

18. The proposals aim to enhance the amenities of the area whilst retaining the town's history and character, also helping to improve the look and feel of Witney for visitors, and for those arriving by walking, cycling or public transport.

Risk Management

19. Operational, programme and project risks are monitored and reviewed monthly as part of The Council's capital governance process. All risks are clearly defined, together with the controls that currently exist to manage them. Risk ratings are reviewed and, where relevant, commentary is provided to identify progress against planned action or emerging issues.

Key project risks for the construction stages are:

- inflationary cost increases from programme prolongation,
- undiscovered underground services that may delay or stop works,
- poor asset conditions could require further remediation and cost
- lack of public engagement during works would create negative reputational outcomes

Formal Consultation

20. Formal consultation was carried out between 17 September and 17 October 2025. A notice was published in the Witney & West Oxfordshire Gazette newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, West Oxfordshire District Council, relevant local District Councillors, Witney Town Council, and the local County Councillors representing the Witney North & East, Witney South & Central, and the Witney West & Ducklington divisions.
21. Letters were sent directly to approximately 440 properties in the immediate vicinity, and public notices were also displayed on site at various locations within the area.

22. The town council, and local Councillors (including County & District) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
23. During the course of the formal consultation, 279 responses were received via the online survey, which are summarised in the table below, with levels of objection ranging from 25% to 47% for each aspect, and support ranging between 29% & 42%:

Proposal	Object	Concerns / Partially support	Support	No opinion /objection	Total
High Street DYs	109 (39%)	58 (21%)	96 (34%)	16	279
Market Square DYs	108 (39%)	52 (19%)	108 (39%)	17	279
Removal of loading	83 (30%)	75 (27%)	82 (29%)	39	279
High Street DPPP	71 (25%)	74 (27%)	100 (36%)	34	279
Market Square DPPP	74 (27%)	71 (25%)	100 (36%)	34	279
Welch Way Zebra crossing	74 (27%)	43 (15%)	116 (42%)	46	279
No Stopping Except Buses	130 (47%)	41 (15%)	97 (35%)	11	279
Time limited No Stopping	120 (43%)	53 (19%)	92 (33%)	14	279
No Stopping Except Taxis	126 (45%)	48 (17%)	89 (32%)	16	279
High Street Traffic calming	122 (44%)	41 (15%)	89 (32%)	27	279

24. Additionally, a further nine emails were received directly – with Thames Valley Police not objecting, albeit raising concerns about the location of the proposed Zebra crossing on Welch Way, citing the potential for when pedestrians cross possibly causing traffic to que which would then obstruct legitimate traffic/Buses from making the right turn into High Street from Welch Way.
25. Pulhams and Son (Coaches) Ltd (via Oxford Bus Company) offered no objection but raised concerns regarding whether the proposals properly accommodate buses in Witney town centre, especially considering the currently emerging West Oxfordshire Local Plan 2043.
26. West Oxfordshire District Council (through the Parking Manager) raised concerns regarding loading/unloading provision, whilst a local West Oxfordshire District Councillor (Witney Central ward) whilst supportive, raised concerns regarding Taxi provision, and the wider improvements at the High Street/Welch Way junction (which are outside of the remit for this consultation). The ‘Witney & District Chamber of Commerce’ objected to the basic premise of this scheme i.e. the restriction on through traffic and the lack of economic justification, whilst also raising concerns about the Taxi provision.
27. Unlimited Oxfordshire (a local group) felt the scheme to be potentially beneficial to pedestrians and wheelchair-users, whilst also raising concerns regarding the costs for the extensive works.

28. A local business on the High Street objected on the basis of the impact on loading/unloading provision, with one local resident raising concerns about the potential safety implications for those wishing to use the central informal crossing point. Finally, a local resident offered their support, praising the improvement it would bring to the town, but also raising concerns about the misuse of the existing High Street vehicle prohibition.
29. The full responses are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

30. **Traffic Restriction on High Street.** We have noted comments on the continuation of the traffic restriction on High Street. However, the restriction was made permanent at the end of 2021. This scheme has been awarded funding specifically to introduce complementary measures that support and maintain the restriction. Access through the restriction will continue to be permitted for vehicles requiring access to properties for loading/unloading, taxis, buses, and Blue Badge holders.
31. **Loading and Business Access.** We acknowledge concerns regarding the removal of loading bays. Following the public consultation in 2024, officers directly engaged with businesses in the project area and found that the previously proposed loading bay provision was inadequate for servicing needs. The design now offers vehicles the opportunity to load/unload on all double yellow lines, similar to the existing situation. Compared to fixed loading bays, this will substantially increase opportunities for loading and unloading, giving businesses flexibility within the permitted time limit (40 minutes). OCC will monitor loading activity following implementation and, if necessary, consider reinstating loading restrictions at key locations should issues arise.
32. **Crossing and Junction Design (Welch Way / High Street).** The design of the Welch Way–High Street junction, including the proposed zebra crossing, has been subject to two independent Stage 1 Road Safety Audits. The crossing has been relocated away from the junction to mitigate potential queuing and congestion for right-turning vehicles. The scheme addresses the current lack of safe and formal pedestrian crossing facilities on Welch Way, supporting enhanced walkability in the town centre. We do not anticipate significant queuing impacts, as general traffic volumes will remain low due to the High Street restriction being fully enforced.
33. **Disabled Persons Parking Place provision.** As part of the proposed changes to parking and traffic arrangements on Witney High Street, this Traffic Regulation Order includes the removal and relocation of certain disabled persons' parking places.

During the COVID-19 pandemic, a temporary traffic restriction was introduced on the High Street to support social distancing and improve access. As part of those temporary measures, the existing short-stay parking bays between Welch Way and Corn Street were converted to disabled persons' parking places to ensure continued access to amenities for Blue Badge holders. A subsequent decision was made to retain this arrangement on a permanent basis.

However, following further assessment, it became clear that the temporary bays did not meet accessibility standards, primarily because they were not located adjacent to a footway. This creates significant challenges for individuals with mobility impairments when entering or exiting vehicles safely. It was also identified through an accessibility audit and Road Safety Audit that footway widths in some locations were insufficient to safely accommodate wheelchair users and the level of footfall typically experienced in the town centre.

The current scheme therefore proposes to reconfigure the location and number of disabled persons' parking places to ensure they are:

- Located adjacent to footways for safe access;
- Designed to meet accessibility best practice;
- Delivered alongside widened footways and improved sight lines at pedestrian crossing points.

Disabled Persons Parking Bay Numbers

- Pre-COVID: There were six disabled persons' parking places on the High Street and Market Square.
- Public consultation (early design): The scheme proposed twelve disabled bays.
- Statutory consultation (final proposal): The scheme now proposes ten disabled persons' parking places.

This adjustment from 12 to 10 spaces was necessary to achieve improvements in footway width and pedestrian safety, and to address concerns raised during accessibility and safety audits. Despite this reduction from the earlier proposal, the scheme still provides a notable improvement on the pre-pandemic provision of six bays.

Additional Parking Flexibility for Blue Badge Holders

We would also like to remind Blue Badge holders that they are permitted to park on double yellow lines for up to three hours, where it is safe and reasonable to do so. This continues to provide additional flexibility for accessing the High Street.

Summary

This revised approach reflects a carefully considered balance between:

- Improving the accessibility of the public realm;

- Ensuring compliant and safe disabled parking provision;
- Meeting the needs of pedestrians, businesses, public transport and loading activity.

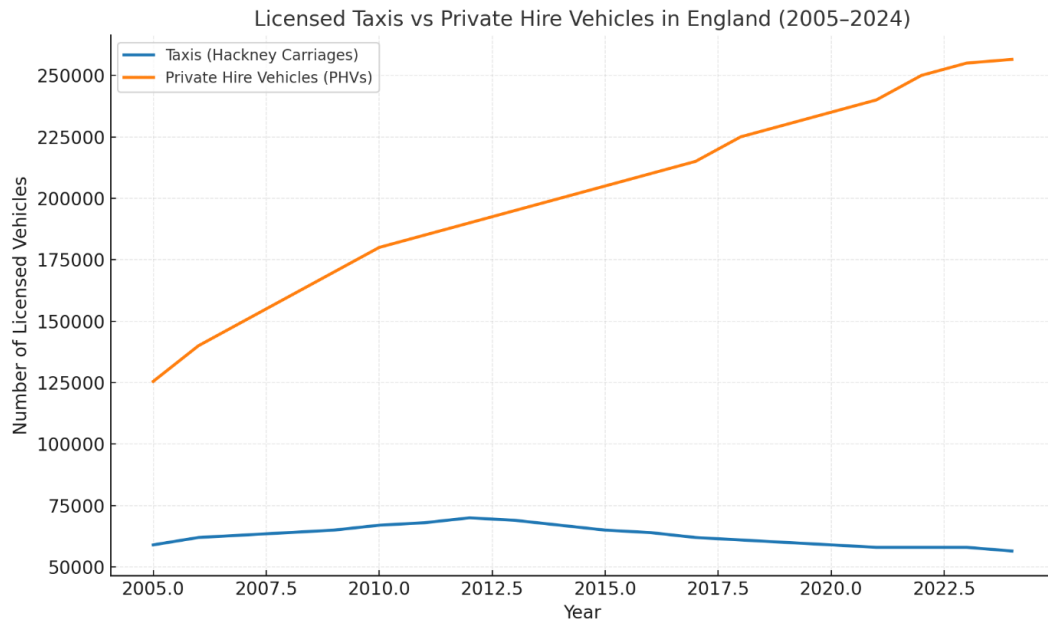
The outcome proposes a more accessible and inclusive town centre environment, while still improving the overall provision of disabled persons' parking compared to pre-pandemic levels.

34. **New Road Hump Traffic Calming and Gateway Feature.** The scheme includes a single new flat-topped speed hump at the junction of Welch Way, forming part of the gateway into the traffic restricted area. This measure provides a level pedestrian crossing point, enhancing accessibility while serving to calm vehicle speeds entering what is now a more pedestrian-friendly environment. The informal crossing here connects key pedestrian routes between the Woolgate car park, Wesley Walk, and destinations west of Welch Way, as well as those accessing the new zebra crossing into High Street.
35. **Taxi and Bus Provision.** OCC has worked closely with local bus operators throughout the design and consultation process to address operational concerns. Observations and operator feedback identified existing issues with bus capacity and stacking at Market Square, where limited kerb space can result in passengers boarding and alighting in the carriageway and pedestrians crossing between stationary buses. To improve safety and efficiency, and to meet expected future demand for bus services, a new bus stop has been introduced outside The Cross Keys Public House, replacing 20 metres of the existing Licensed Taxi Rank.

This proposal was also supported by the 2024 public consultation results where 52.5% of total survey participants either fully or partially supported the shared taxi/bus waiting areas with 24% partially or fully opposed to them.

Officers have also analysed parking data from February 2024 to assume occupancy conditions of a 16m taxi rank operating between 8am and 5pm. Assuming full enforcement and no other vehicles (LGVs/cars/buses) using the rank, average occupancy would be 1.3 vehicles but would exceed capacity (3 vehicles) about 7.6% of the time.

Data from the Department for Transport shows a steady decline in Licensed Taxi use relative to private hire (PHV) services, with increasing reliance on app-based bookings which in turn, reduces the need for static taxi ranks.



Source: Department for Transport

OCC does recognise the importance of licensed taxi provision for some users particularly where Licensed Taxis are mandated to be wheelchair accessible. OCC will work with West Oxfordshire District Council to monitor demand post implementation and explore opportunities to identify an alternative rank elsewhere in the town centre if warranted.

36. **Funding.** We recognise that several respondents expressed concerns regarding the cost of the scheme and whether the proposed measures represent good value for money. The funding being used for this project is ring-fenced Active Travel capital funding awarded by central Government, which is restricted to the delivery of improvements that support walking, wheeling, cycling and enhancement of the public realm. It cannot be redirected to other OCC services. The proposals have been designed to maximise the benefits of this investment by delivering permanent, safer and more accessible infrastructure, replacing temporary arrangements and providing long-term improvements to the look, feel and usability of the High Street and Market Square.

Despite cost escalations associated with the contractor's design, comparison with Active Travel England (ATE) benchmark rates and value for money assessment using ATE's Active Modes Assessment Toolkit indicates the proposed scheme is good value with a Benefit Cost Ratio of 3.31.

37. **Perceived lack of consultation/engagement.** We acknowledge comments suggesting that OCC has not listened to local views. However, extensive engagement has taken place over several years.

A community engagement exercise was carried out in 2023 to establish priorities for the town centre design. This involved workshops and site walks with Councillors and local business, two public engagement drop-in events, an online survey and communications delivered to every resident and business property in Witney. A full public consultation on a design commenced in 2024

where similarly, two public engagements events were held, printed communications were sent to every resident and business property in Witney and an online survey seeking views on the feasibility design was launched. 417 people responded to the online survey and showed that 60% of participants either fully or partially supported the overall proposals and 32% partially opposed or fully opposed to them. All information and reports of these exercises are available on the respective Let's Talk Oxfordshire webpages and are shown in Appendices 6 and 7 to this report.

Since the public consultation, officers have continued to work closely with key user groups and stakeholders — including bus operators, accessibility groups, and independent road safety/accessibility specialists — to ensure that concerns raised, including operational safety and pedestrian access, are properly addressed within the detailed design. We have also liaised with taxi representatives and West Oxfordshire Council Licensing Teams regarding changes to Licensed Taxi provision, and this statutory consultation provides a further opportunity for residents, businesses and service providers to influence the scheme before implementation.

Key Dates

38. Subject to the approval of the recommendations within in this report, the key milestones will be:

- Contractor mobilisation - early April
- Public information event - late April
- Construction start - early May
- Construction finish - November

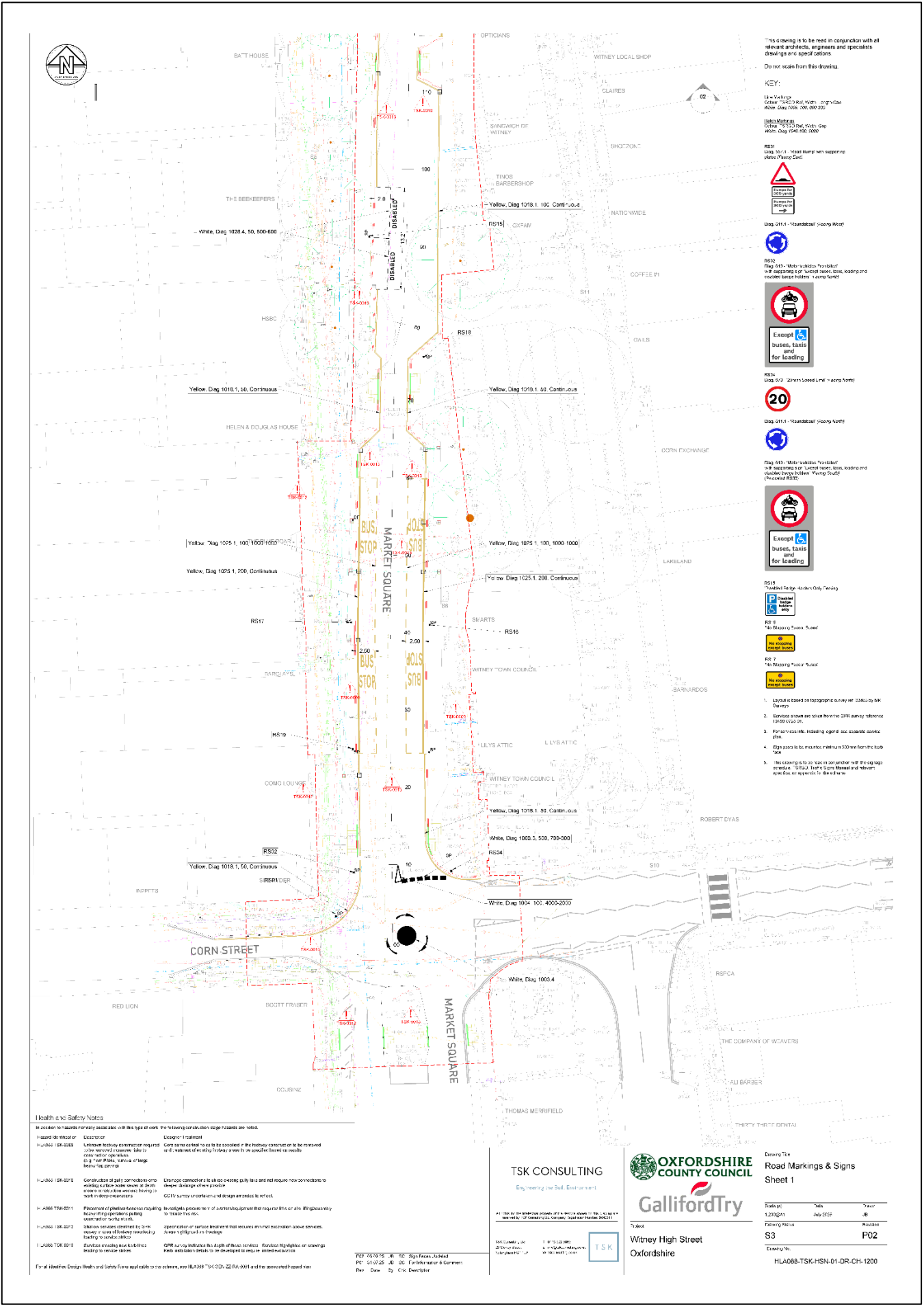
Paul Fermer Director of Environment and Highways

Annex(es): Annexes 1-3: Consultation plans
 Annex 4: Consultation responses
 Annex 5: Equalities Impact Assessment
 Annex 6: Community Engagement Report
 Annex 7: Public Consultation Report

Background papers: n/a
Other Documents: n/a

Contact Officer(s): Nick Howdle-Smith (Project Manager - Infrastructure Delivery)
 Duncan Stewart (Programme Lead - Infrastructure Delivery)

March 2026



This drawing is to be read in conjunction with all relevant drawings, specifications and standards. Drawings are spot locations. Do not scale from this drawing.

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Health and Safety Notes

- In order to ensure the safety of all users of this site, the following conditions and notes are noted.
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TSK CONSULTING
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OXFORDSHIRE COUNTY COUNCIL
 GallifordTry

Drawing Title
 Road Markings & Signs
 Sheet 1

Drawn By:	Drawn Date:	Drawn Scale:
12/12/21	12/12/21	1:1000
Checked By:	Checked Date:	Checked Scale:
S3		P02

Drawing No.
 HLA088-TSK-HSN-01-DR-CH-1200



This drawing is to be read in conjunction with all relevant contracts, agreements and specialist drawings and specifications.
Do not scale from this drawing.

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Line Markings
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R100
Diag. 516 - 20mph Speed Limit

R100
Diag. 470 - 20mph Speed Limit

R107
Diag. 515 - Motor Vehicle Prohibitor with no permit and no permit to carry out maintenance work (except street cleaning)

R108
Diag. 517 - Motor Vehicle Prohibitor with no permit and no permit to carry out maintenance work (except street cleaning)

R109
Diag. 518 - Motor Vehicle Prohibitor with no permit and no permit to carry out maintenance work (except street cleaning)

R110
Diag. 519 - Motor Vehicle Prohibitor with no permit and no permit to carry out maintenance work (except street cleaning)

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Diag. 527 - Motor Vehicle Prohibitor with no permit and no permit to carry out maintenance work (except street cleaning)

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Diag. 528 - Motor Vehicle Prohibitor with no permit and no permit to carry out maintenance work (except street cleaning)

R120
Diag. 529 - Motor Vehicle Prohibitor with no permit and no permit to carry out maintenance work (except street cleaning)

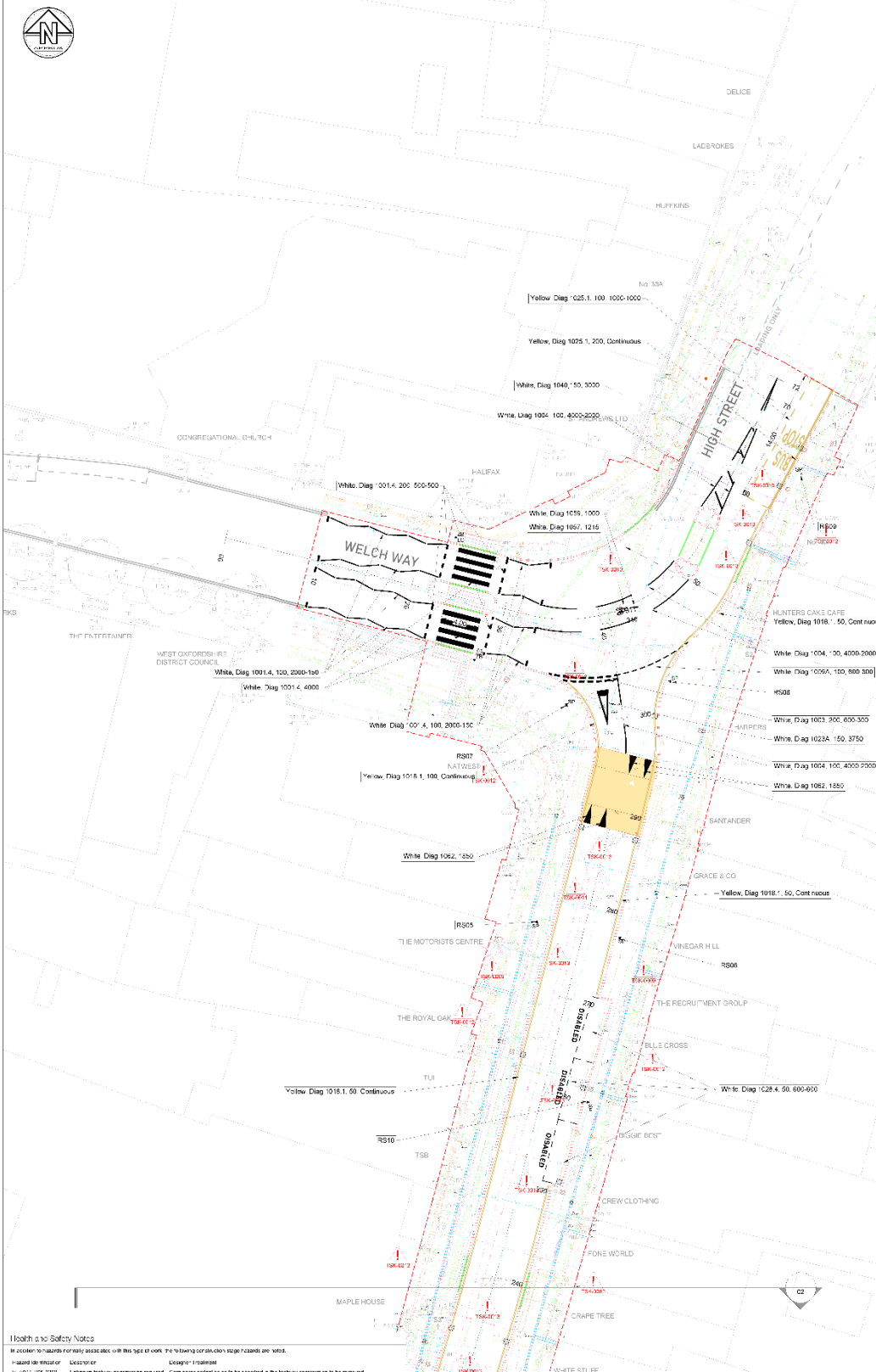
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Diag. 530 - Motor Vehicle Prohibitor with no permit and no permit to carry out maintenance work (except street cleaning)

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Diag. 531 - Motor Vehicle Prohibitor with no permit and no permit to carry out maintenance work (except street cleaning)

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Diag. 532 - Motor Vehicle Prohibitor with no permit and no permit to carry out maintenance work (except street cleaning)

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Diag. 533 - Motor Vehicle Prohibitor with no permit and no permit to carry out maintenance work (except street cleaning)

R125
Diag. 534 - Motor Vehicle Prohibitor with no permit and no permit to carry out maintenance work (except street cleaning)



Health and Safety Notes

In order to ensure the safety of all those who work on this project, the following conditions shall be observed:

- 1. All work shall be carried out in accordance with the relevant standards and specifications.
- 2. All work shall be carried out in accordance with the relevant standards and specifications.
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OXFORDSHIRE COUNTY COUNCIL

GallifordTry

Witney High Street
Oxfordshire

Drawing Title
Road Markings & Signs

Sheet 3

Drawn By: JTB
Date: 12/12/14

Checked By: JTB
Date: 12/12/14

Approved By: JTB
Date: 12/12/14

Project: F02

Revision: HLA088-TSK-HSN-03-DR-CH-1200

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – In principle the Police do not object.</p> <p>I do raise one concern with the change in road layout at the junction of High street and Welch Way and the inclusion of a new Zebra crossing . It is clear the new crossing is positioned where pedestrians already cross.</p> <p>When pedestrians do cross ,will this create traffic queuing which will then obstruct legitimate traffic/Buses from making a right turn into High Street from Welch Way.</p>
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>No objection – While we offer no objection in the context of the statutory consultation, by copy of this e-amil we need to signal an urgent need to arrive at a broader set of proposals to properly accommodate buses in Witney town centre. This attracts even greater importance considering the currently emerging local plan.</p> <p>Response of Pulhams and Son (Coaches) Ltd. to the Statutory Consultation</p> <p>It is important to confirm at this stage, that we have been involved in ongoing discussions with the Council's project team alongside multiple other stakeholders, over a significant period of time. Thus, the proposals before the public at this important statutory stage, are ones that have been shaped by early, proportionate and effective engagement. We commend the diligence of the Council in this regard.</p> <p>Reflecting this, for the purposes of this consultation, we are able to offer no objection.</p> <p>We do have a very few detailed design matters to raise, and one more substantive concern that might need to be revisited in due course.</p> <p>The project has multiple important aims, centred on the District's commercial, retail, service and public transport hub. It is a town and a townscape steeped with character arising from a very long history. This kind of situation obviously</p>

presents multiple quite challenging conflicts and tensions in seeking to secure the aims of the Council, and many other stakeholders.

The town has grown very substantially over the last 40 years. In more recent times, the role of town centres generally has evolved even faster, and these secular trends have also touched the town centre. Nevertheless, it remains the main retail, leisure and service venue for a much wider area.

It is clear that growth in the town and near environs can be expected to continue, and policy aspirations are clear that it should markedly accelerate. This has fundamental implications for already over-taxed highway infrastructure. Leaving aside the separate important goals in the Council's own Local Transport and Connectivity Plan (LTCP5), which have major implications for climate change mitigation and public health, a radical reduction in personal car use is essential in and around Witney to prevent serious breakdown in the functionality of the network for even greater lengths of time than seen today. This will only be achievable with a very substantial improvement in public transport for local journeys, as well as walking and cycling. It is regrettable that there is still no clear shared vision and understanding of what credibly needs to be in place to secure this mode shift, even as West Oxfordshire's ambitious new Local Plan progresses. Thus, this important scheme has been conceived in something of a strategy vacuum, even if policy objectives in LTCP5 are very clear.

This has not been helpful. In particular, objectives for active travel and public realm enhancement, which have led the scheme justification and design process, have tended to excessively subordinate the way the Market Place and High Street act as a public transport interchange – indeed the biggest in West Oxfordshire.

Notwithstanding this, we are pleased to confirm that meaningful collaboration and discussion has moved these proposals on to the point where, looking at them with the full range of objectives in mind, we are able to support them at this stage.

We also recognise that wider public consultation has demonstrated strong public support from the principle, and many of the details of the emerging proposals to date. It is clear that our own and others' inputs have been duly considered and that this had a significant influence on the final design presented at this stage. In particular:

- we note and welcome an additional bus stop, principally to provide for the lower frequency community transport services in the town and vicinity, which have a particular clientele and operational requirements.
- We note and welcome the displaced priority between High Street North and Welch Way, and vice versa.
- We note and welcome the provision for increased disabled parking, which offers a better balance of capacity, and we trust will tend to avoid abuse of this facility.

We also note the continuous waiting and loading restriction on both sides of the street. In conjunction with the banning of all but authorised vehicles at peak times, this ought to effectively manage the use of the street to effect access for businesses where necessary, greatly reducing the likelihood of deliveries affecting bus operations. Many have alternative credible arrangements to receive and despatch deliveries within the duration of the restrictions.

However, the vehicular ban does not apply to loading and there remain material risks that careless and inconsiderate loading might affect buses. The ability to use all the length covered by double yellow lines, which is outside the areas where bus stops are sited, might be considered to avoid a concentration of such activity at any one time and place. How the arrangements work in practice will only become apparent over the course of time, and while we offer no formal objection at this time, we must signal that we will put pressure on the Council to review this if inappropriate and careless use of the street for commercial deliveries to a point which hampers bus operations becomes a common occurrence.

While we offer no objection, there remain substantial open questions as to how larger numbers of bus services, greatly more frequent routes and larger volumes of footfall/activity, howsoever it arrives in the centre, will be ultimately be accommodated. This includes the through cycling movements, which, like almost all other trips within the town by whatever mode, unavoidably must pass through the town centre. We recognise that cycling ought to be transformed as a relevant choice for the most local journeys, in a compact town where most of these are well under two miles. However, this should not be at the expense of safe, efficient operation of attractive bus services, and providing kerbside facilities that support the highest possible level of use of them.

The current proposals do not cater for short or-longer term growth in bus operations adequately, as we had previous raised in stakeholder discussions. Nor do the stands proposed make it possible for buses to “lay over”. As such, separate arrangements will be required within Witney Town Centre, in the foreseeable future, to support those bus service terminating here. This looks likely to involve substantial use of Welch Way, with the possible need for further restrictions on motorised traffic at its eastern end, and a very high probability that lay-bys will need to be implemented. While this is outside the formal scope of this consultation, the Council should receive this as formal notification of this requirement as a direct result of the implementation of these proposals. We urge the Council to engage in dialogue with all bus operators concerning this at the earliest reasonable opportunity.

Notwithstanding this, where the current scheme is concerned, detailed design for construction, and road markings, needs to address the following detailed matters, which we trust does not affect the placing and implementation of the proposed Orders:

	<ul style="list-style-type: none"> • Bus stop clearway markings need to extend into the tapers for bus stop bays. Clearways do not primarily exist to “position” buses on the stop, but to ensure parking does not impinge on the safe and effective operation of bus stops. Currently, enough kerb length exists sat the northern end of the bus stop bays to tempt certain vehicles to believe that parking may be permitted. • The outer ends of taper transitions need to be radiused, to avoid overrun and tyre damage for buses entering and leaving stops. As has always been emphasised, there is very little space available and at times each stand will need to accommodate multiple buses. The full length needs to both consistently available and usable. <p>We trust that the above points are readily understandable. While outwith the formal statutory consultation process, we also hope that the final detailed matters can be considered by the project team, who I copy into this response.</p> <p>We recognise, as always, your thorough stewardship of the regulatory processes, which is greatly appreciated.</p>
(e3) Parking Manager, (West Oxfordshire District Council)	<p>Concerns – My only comment relates to loading bays for commercial vehicles and vans. When WODC dealt with the enforcement on the high street this was a constant challenge for delivery drivers to businesses.</p>
(e4) Local District Cllr, (Witney Central ward)	<p>Concerns – I am writing to share my thoughts on the proposed changes to the High Street, specifically from the perspective of public transport provision.</p> <p>1. The new community bus stop I am supportive of this proposal in principle, but it is essential that it is commissioned correctly. The overwhelming majority of community bus users are elderly and vulnerable, so appropriate facilities must be in place. In particular, the stop should include a bus shelter, seating and RTI (Real Time Information) screens to ensure comfort, safety, and accessibility. It is also important to note that this stop would only be suitable for southbound services; northbound services would still need to operate from Stop D in Market Square.</p> <p>2. The taxi rank I welcome the reinstatement of a full-time taxi rank. Taxis are, of course, an integral part of the public transport network, and for many elderly and less mobile residents they represent the last element of independence available to them. However, the proposed provision of just three spaces is wholly inadequate. This issue could be addressed in either of the following ways:</p>

	<ul style="list-style-type: none"> • By creating angled (45-degree) parking for taxis, which would increase capacity and also improve safety when passengers are boarding or alighting, particularly when assistance is required. • Alternatively, by establishing a holding rank on the opposite side of the road so that drivers can ensure the main rank remains continuously served. <p>3. High Street / Welch Way junction</p> <p>I remain concerned about the proposed changes at this junction. In practice, buses will struggle to exit safely due to the altered traffic priority. In addition, buses turning right out of Welch Way will not have sufficient space to do so effectively. The existing roundabout arrangement is far more suitable for managing bus movements and should be retained.</p>
<p>(e5) Local group/organisation, (Witney & District Chamber of Commerce)</p>	<p>Object – The most recent High Street consultation detailing final changes to the scheme prior to implementation have caused great concern to Witney’s taxi drivers and companies regarding the provision of spaces in the taxi rank. The response from the majority if not all of the taxi providers in the town has highlighted their concern over the severe reduction in spaces and amazement by them that this has been implemented without their knowledge or any consultation.</p> <p>Throughout the development of this project we have been told by Counsellor Liz Leffman, OCC officers (via the WTA meetings) and the architects (WTA reports and drop in events) that there has been full engagement with high street businesses on the plans and visits to businesses by the project team. During the last big consultation the chamber highlighted issues with the loading bay provision and pointed out that after we had visited affected businesses none were aware of the issue nor had been consulted, the result was the removal of loading bays and acceptance that loading would be allowed on the double yellow lines. The recent consultation states that Taxi representatives and local drivers have provided feedback yet the comments from this group would indicate that this simply hasn’t happened (again!).</p> <p>In specific regard to the Taxi provision in the scheme this has now been reduced to a section 16m long which can accommodate 2 possibly 3 taxi’s at one time, this is a 50%+ reduction on the current provision of with no indication on where else the taxi’s should wait. When we asked for feedback from taxi drivers and taxi companies not one has indicated that anyone has discussed this latest change or spoken to them specifically about the scheme since its inception!</p> <p>The chamber would like to know:</p> <ol style="list-style-type: none"> 1. Who was consulted on the changes to taxi rank provision?

	<p>2. When this took place? 3. What their feedback was?</p> <p>The taxi industry is under pressure like all business at the moment with reduced custom due to the cost of living, increased costs and competition from the likes of Uber. As they have rightly pointed out they all pay a license fee (some 180 licensed in WODC) yet the provision for on street pickups is dire with only 8 currently in Witney (which will now be reduced to 5 at best!).</p> <p>The current situation regarding the taxi rank provision, the debacle over loading bays or no loading bays, ongoing issues with the road design causing issues for the bus operators resulting in several redesigns of the welch way / high street junction and the provision for the community transport buses indicate a situation far from one of active engagement with high street businesses or service providers that has been painted by OCC and the project team.</p> <p>While our members remain opposed to the basic premise of this scheme (the restriction on through traffic and the lack of economic justification) the least we can expect is the project takes into account the requirements of the town and that the views of local businesses are sought and taken into account and there is a benefit to local people and businesses as a result of the scheme. This is just another example of this not happening.</p> <p>We look forward to your feedback and are more than willing to assist in any way that improves the end result for the town.</p>
(e6) Local group/organisation, (Unlimited Oxfordshire)	<p>Concerns – I am puzzled by the proposed Disabled Persons' Parking Space shown at Chainage 155, outside Pizza Express. It seems to be located on the proposed footway. Can you explain this?</p> <p>While the scheme as a whole will be beneficial to pedestrians and wheelchair-users, it does seem to be extravagant, with more extensive alterations to the existing kerb lines than necessary. Some judicious amendments would save money.</p>
(e7) Local resident, (Witney, Saxon Way)	<p>Concerns – the location [of the middle informal crossing point on Market Square] doesn't seem to have changed. The slope of the pavement there is so dangerous that encouraging people to cross would be a bad move. I've seen wheelchairs tip over on it and toddlers pretending it's a slide!</p>

<p>(e8) Local resident, (Witney, High Street)</p>	<p>Support – I am in full agreement with what is looking like a fast improvement to the town</p> <p>I'm also asking about cameras which are desperately required. Living in the High Street there is continuous misuse of the High Street which is motor cycles and cars and cycling on the already dangerous pavements causing a distressing situation as the motorbikes are using it as if they are on a speedway track creating as much noise as possible with these powerful noisy bikes</p>
<p>(e9) Local business, (Witney, Market Square)</p>	<p>Object – We refer to your letter dated 16th September with particular reference to the existing time-limited waiting and loading restrictions immediately south of the taxi rank on the east side of Market Square.</p> <p>We have studied the plans and are unable to see any provisions for the loading, delivery and taking away of business materials necessary for the continued trading of this firm, which has traded from the above premises since July 1997. Currently there is a time-restricted parking space at the pavement directly in front of the entrance inter alia to our premises within 49 Market Square. Our clients and our own staff require vehicular access to and from our premises for regular delivery and collection of multiple archive boxes, normally measuring 38cms x 34cms x 26cms, weighing 15kgs containing confidential financial documents.</p> <p>We also need to receive regular delivery of heavy bulk stationery from our supplier. The same supplier is required to regularly collect bulk secure bags each weighing 17kgs of confidential waste for disposal.</p> <p>We therefore strongly object to the proposed traffic changes to the extent that the above stated time-restricted parking arrangements will be extinguished. We shall be detrimentally prejudiced from continuing to trade if we are unable to receive and have collected our bulk trading materials as described.</p>

B. Online responses: (**Note** – when a response is blank, this equates to a submission of “No objection” or “No opinion” having been provided)

RESPONDENT	COMMENTS	
<p>(o1) Local group/organisation, (Coalition for Healthy Streets and Active Travel)</p>	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading –	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing – Support
	Market Square DPPP – Support	High Street Traffic calming – Support
	<p>To succeed in the modern economy, High Streets need to move from 'selling things' to a more diverse, experience-based economy and become places that people will want to visit, stay and enjoy. That requires minimal motor traffic and attractive pedestrian spaces. It is also important to make those spaces accessible for people of all abilities, and using mobility aids. The proposed scheme, within its budget confines, delivers major improvements in these areas for Witney.</p> <p>We are pleased to see that feedback from diverse groups of stakeholders in earlier consultations has been taken on board, and amendments made to the latest set of proposals.</p>	
<p>(o2) Local resident, (Asthall, Road to Swinbrook's)</p>	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Support	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing – Support

	Market Square DPPP's – Support	High Street Traffic calming –
	They are long overdue!	
(o3) Local resident, (Aston, Cote Road)	High Street DYs – Support	No Stopping Except Buses – Partially support
	Market Square DYs – Support	Time limited No Stopping – Partially support
	Removal of loading – Partially support	No Stopping Except Taxis – Partially support
	High Street DPPP's – Partially support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Partially support	High Street Traffic calming – Support
	Ease of movement and improvement of environment for pedestrians	
(o4) Local resident, (Bampton, Aston Road)	High Street DYs – Concerns	No Stopping Except Buses – Partially support
	Market Square DYs – Partially support	Time limited No Stopping – Partially support
	Removal of loading – Object	No Stopping Except Taxis – Partially support
	High Street DPPP's – Partially support	Welch Way Zebra crossing – Partially support
	Market Square DPPP's – Partially support	High Street Traffic calming – Concerns
	Because	
(o5) Local resident, (Bampton, Calais Dene)	High Street DYs – Concerns	No Stopping Except Buses – Concerns

	Market Square DYs – Concerns	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Concerns
	High Street DPPP – Support	Welch Way Zebra crossing – Support
	Market Square DPPP – Support	High Street Traffic calming – Object
	<p>We need to keep short term dropping off due to charity shop donations which are often heavy or numerous. Agree that we do need some short term parking but longer term for disabled drivers. NO SPEED BUMPS PLEASE, unsightly and not needed.</p>	
(o6) Local resident, (Bampton, Shingleton Way)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Support	No Stopping Except Taxis – Support
	High Street DPPP –	Welch Way Zebra crossing – Support
	Market Square DPPP –	High Street Traffic calming – Support
	N/A	
(o7) Local resident, (Bampton, Bowling green close)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Partially support	No Stopping Except Taxis – Object
	High Street DPPP – Object	Welch Way Zebra crossing – Concerns

	Market Square DPPP's – Object	High Street Traffic calming – Object
<p>The high st needs to stay alive. People need to be able park along market sq for 45/60 mins in order to pop into businesses. Restricting parking, will cost businesses down. The whole scheme is bonkers</p>		
<p>(o8) As a business, (Banbury, Woodfield)</p>	High Street DYLS – Support	No Stopping Except Buses – Support
	Market Square DYLS – Support	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Support
	High Street DPPP's – Support	Welch Way Zebra crossing – Object
	Market Square DPPP's – Support	High Street Traffic calming – Support
	<p>1.By shorting of taxi rank, not enough spaces for taxi to park, this makes taxis driving around town all the time and create more pollution. Instead shorting taxi rank we should increase taxi. 2.we shouldn't have a zebra cross on the corner high street because we already have zebra cross near there</p>	
<p>(o9) As a business, (Banbury, Portway)</p>	High Street DYLS – Support	No Stopping Except Buses – Support
	Market Square DYLS – Support	Time limited No Stopping – Support
	Removal of loading – Object	No Stopping Except Taxis – Support
	High Street DPPP's – Support	Welch Way Zebra crossing – Object
	Market Square DPPP's – Object	High Street Traffic calming – Support
	<p>Hi,I m a taxi driver in witney. 1.my objection reducing taxi rank in market square making taxi drivers drive around town going to create more and more pollution in town.</p>	

	<p>2.we don't need another zebra crossing on corner of high street and welch way, because we already have zebra crossing on welch way.</p>											
<p>(o10) Local resident, (Brize norton, Burford road)</p>	<table border="1" data-bbox="577 339 2107 651"> <tr> <td data-bbox="577 339 1357 400">High Street DYs – Object</td> <td data-bbox="1357 339 2107 400">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 400 1357 462">Market Square DYs – Object</td> <td data-bbox="1357 400 2107 462">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="577 462 1357 525">Removal of loading – Support</td> <td data-bbox="1357 462 2107 525">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="577 525 1357 587">High Street DPPP –</td> <td data-bbox="1357 525 2107 587">Welch Way Zebra crossing –</td> </tr> <tr> <td data-bbox="577 587 1357 651">Market Square DPPP –</td> <td data-bbox="1357 587 2107 651">High Street Traffic calming – Object</td> </tr> </table> <p data-bbox="577 687 2107 823">Although we already know the council will take no notice whatsoever of what the local residents, visitors, taxpayers, or businesses think, I believe it is still important to stand up for local businesses and residents. Witney has taken enough damage from poorly run, anti car focused councils in recent years, with the local economy, businesses, and heritage being at the forefront of this.</p>		High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object	Removal of loading – Support	No Stopping Except Taxis – Object	High Street DPPP –	Welch Way Zebra crossing –	Market Square DPPP –	High Street Traffic calming – Object
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Removal of loading – Support	No Stopping Except Taxis – Object											
High Street DPPP –	Welch Way Zebra crossing –											
Market Square DPPP –	High Street Traffic calming – Object											
<p>(o11) Local resident, (Burford, Barns Lane)</p>	<table border="1" data-bbox="577 890 2107 1201"> <tr> <td data-bbox="577 890 1357 952">High Street DYs – Support</td> <td data-bbox="1357 890 2107 952">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 952 1357 1015">Market Square DYs – Support</td> <td data-bbox="1357 952 2107 1015">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="577 1015 1357 1077">Removal of loading – Support</td> <td data-bbox="1357 1015 2107 1077">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="577 1077 1357 1139">High Street DPPP – Support</td> <td data-bbox="1357 1077 2107 1139">Welch Way Zebra crossing – Support</td> </tr> <tr> <td data-bbox="577 1139 1357 1201">Market Square DPPP – Support</td> <td data-bbox="1357 1139 2107 1201">High Street Traffic calming – Object</td> </tr> </table> <p data-bbox="577 1238 2107 1300">Whatever is done can't make it much worse than it is now. Listen to the shops as they are the businesses which we need to flourish so that Witney town centre can prosper.</p>		High Street DYs – Support	No Stopping Except Buses – Object	Market Square DYs – Support	Time limited No Stopping – Object	Removal of loading – Support	No Stopping Except Taxis – Object	High Street DPPP – Support	Welch Way Zebra crossing – Support	Market Square DPPP – Support	High Street Traffic calming – Object
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Removal of loading – Support	No Stopping Except Taxis – Object											
High Street DPPP – Support	Welch Way Zebra crossing – Support											
Market Square DPPP – Support	High Street Traffic calming – Object											

(o12) Member of public, (Burford, Frethern close)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Concerns	No Stopping Except Taxis – Object
	High Street DPPP – Concerns	Welch Way Zebra crossing – Partially support
	Market Square DPPP – Concerns	High Street Traffic calming – Object
	The high Street is already restricted access thanks to the councils decisions..what is the point of spending and waisting more money on these proposals?? Ridiculous bearocracy..	
(o13) Local resident, (Carterton, Milestone Road)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Support	No Stopping Except Taxis – Support
	High Street DPPP – Object	Welch Way Zebra crossing – Object
	Market Square DPPP – Object	High Street Traffic calming – Partially support
	There seems to be very little consideration for taxis within these plans. They need more space to rank not less. They are an important part of the public transport system offering connection to/from buses and for vulnerable/infirm to/from town. The plans have gone mad with disabled parking, it isn't needed in such great amounts as they park where they want anyway and that won't change. A zebra crossing on Welch Way is dangerous, like the existing one is, This needs to be a traffic light controlled pedestrian crossing. I would also add that if I cannot take my car into Witney and access the High Street, I won't there. I will simply stick to out of town & online shopping. If many others think like me then you'll be killing the town.	

(o14) Local resident, (Carterton, Rock Road)	High Street DYs – Support	No Stopping Except Buses – Object
	Market Square DYs – Support	Time limited No Stopping – Partially support
	Removal of loading – Partially support	No Stopping Except Taxis – Object
	High Street DPPP – Object	Welch Way Zebra crossing – Support
	Market Square DPPP – Object	High Street Traffic calming – Support
I think making a shift to focus on sustainable travel is great. Pedestrianisation of the high street needs to be a thing. There are still way too many cars driving along the high street at a fast speed.		
(o15) Member of public, (Carterton, swinbrook)	High Street DYs – Concerns	No Stopping Except Buses – Concerns
	Market Square DYs – Support	Time limited No Stopping – Partially support
	Removal of loading – Concerns	No Stopping Except Taxis – Concerns
	High Street DPPP – Support	Welch Way Zebra crossing –
	Market Square DPPP – Support	High Street Traffic calming – Partially support
Need to allow traffic through High Street to get the town moving again		
(o16) Local resident, (Carterton, Tyndale)	High Street DYs – Partially support	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object

	High Street DPPP's – Object	Welch Way Zebra crossing –
	Market Square DPPP's – Object	High Street Traffic calming – Object
(o17) Local resident, (Carterton, Ashfield Road)	High Street DYs – Support	No Stopping Except Buses –
	Market Square DYs – Support	Time limited No Stopping –
	Removal of loading – Support	No Stopping Except Taxis –
	High Street DPPP's – Object	Welch Way Zebra crossing – Support
	Market Square DPPP's – Object	High Street Traffic calming – Support
	I think Witney High Street and Market Square should be closed to all vehicles except for delivering and buses. It improves the town no end and makes the street accessible to all	
(o18) As a business, (Carterton, Shaylor drive)	High Street DYs – Concerns	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Object	No Stopping Except Taxis – Support
	High Street DPPP's – Support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Support	High Street Traffic calming – Support
	I'm a taxi driver and I'm concerned about the taxi rank getting smaller.	

(o19) Member of public, (Carterton, Tamina Close)	High Street DYLS – Support	No Stopping Except Buses – Object
	Market Square DYLS – Support	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP’s – Partially support	Welch Way Zebra crossing – Support
	Market Square DPPP’s – Partially support	High Street Traffic calming – Object
You don't enforce the rules now, or listen anyway, so you'll do what Adolf Gant decides anyway.		
(o20) Local resident, (Carterton, Teasel Way)	High Street DYLS – Object	No Stopping Except Buses – Support
	Market Square DYLS – Support	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Support
	High Street DPPP’s – Concerns	Welch Way Zebra crossing – Object
	Market Square DPPP’s –	High Street Traffic calming – Partially support
Discourage people visiting the town centre		
(o21) Local resident, (Cassington, Bell Lane)	High Street DYLS – Object	No Stopping Except Buses – Object
	Market Square DYLS – Object	Time limited No Stopping – Object
	Removal of loading –	No Stopping Except Taxis – Object
	High Street DPPP’s – Support	Welch Way Zebra crossing –

	Market Square DPPP's – Support	High Street Traffic calming – Object
I think closure to the public is damaging the local businesses on the high street.		
(o22) Local resident, (Charlbury, Woodstock)	High Street DYLS – Object	No Stopping Except Buses – Object
	Market Square DYLS – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP's – Object	Welch Way Zebra crossing –
	Market Square DPPP's – Object	High Street Traffic calming –
	The business owners oppose it. It goes without saying that it's going to mean fewer customers. You know this, we know this. Just because you've got the £1.98m doesn't mean you have to spend it. You could add more crossings, construct build outs to slow traffic yet still allow businesses to have short stay customer parking outside. Witney voters are fed up with being dictated to. Try actually listening.	
(o23) Local resident, (Chipping Norton, Hailey avenue)	High Street DYLS – Object	No Stopping Except Buses – Object
	Market Square DYLS – Concerns	Time limited No Stopping – Object
	Removal of loading – Concerns	No Stopping Except Taxis – Object
	High Street DPPP's – Partially support	Welch Way Zebra crossing – Object
	Market Square DPPP's – Partially support	High Street Traffic calming – Object
Get the high street fully open again		

(o24) Member of public, (Chipping norton, Park Road)	High Street DYs – Concerns	No Stopping Except Buses – Support
	Market Square DYs – Concerns	Time limited No Stopping – Support
	Removal of loading –	No Stopping Except Taxis – Support
	High Street DPPP – Object	Welch Way Zebra crossing –
	Market Square DPPP – Object	High Street Traffic calming – Partially support
<p>Before I finally make up: my mind I would like to actually see, be able to see, the disabled parking plans. In Oxford city centre we lost 30%-plus of our ability to park using our blue cards. You can not be surprised that I do not trust WODC and the like..!</p>		
(o25) Local resident, (Combe, Horns Lane)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Partially support	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing – Partially support
	Market Square DPPP – Support	High Street Traffic calming – Support
<p>The proposals will contribute to making the centre of Witney more people friendly and encourage outdoor restaurants, cafes, etc</p>		
(o26) Local resident, (Curbridge, Dovecote Place)	High Street DYs – Partially support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support

	Removal of loading – Support	No Stopping Except Taxis – Support
	High Street DPPP’s – Support	Welch Way Zebra crossing – Support
	Market Square DPPP’s – Support	High Street Traffic calming – Object
	Why do we need to spend on traffic calming in a ‘traffic free’ (except for taxis and buses) road?	
(o27) Local resident, (Curbridge, Grassland Close)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP’s – Object	Welch Way Zebra crossing – Object
	Market Square DPPP’s – Object	High Street Traffic calming – Object
	<p>I object to these proposals. Witney High Street should be closed to all traffic and given over to pedestrians. The road should be used for events, stalls, public art, street performances. Buses/taxis should be relocated along Langdale Gate. Disabled drivers should use the designated parking outside Waitrose. Loading should be made during designated hours only.</p> <p>This scheme neither supports having the High Street open or closed which causes confusion for shoppers on the safety of the road. Please save money by not implementing this scheme and use it to pedestrianise the High Street.</p>	
(o28) Local resident, (Curbridge., Centenary Way)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object

	High Street DPPP's – Object	Welch Way Zebra crossing –
	Market Square DPPP's – Object	High Street Traffic calming – Object
	<p>Considering the median speed of traffic though Witney, at most times of the day, is traffic calming required? Retail requires visual recognition to succeed. Passing trade is not limited to pedestrians, but also those who pass a business. In challenging times for retailers, I would suggest the proposers reconsider and justify this, especially if a business fails and the council can no longer collect business rates, coupled with the potential of people becoming unemployed due to the closure of their place of work.</p> <p>Perhaps those who proposed this scheme are unaware of how retail establishments rely on passing trade? They may also wish to remember that Witney is a market town and not Oxford.</p> <p>Of course, I expect any overwhelming opposition to these proposals will be roundly ignored, just as every other recent survey.</p>	
(o29) Local resident, (Ducklington, Feilden Close)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP's – Object	Welch Way Zebra crossing – Support
	Market Square DPPP's – Object	High Street Traffic calming – Object
	<p>Concerns over impact to local businesses who have seen considerable footfall drop-off since COVID. The pavements in Witney High St are wide enough for pedestrians and there was never an issue with 30 min parking for all to pop quickly into a shop and go, especially as the car parks can get gridlocked. Not all local residents have severe enough mobility disabilities to qualify for a blue badge but need to use a car to get into town, and valued the ability to have quick easy access to high street shops.</p>	

(o30) Member of public, (Ducklington, Feilden close,)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading –	No Stopping Except Taxis – Support
	High Street DPPP –	Welch Way Zebra crossing – Support
	Market Square DPPP –	High Street Traffic calming –
<p>I'm in favour of your proposal ,however what is infuriating is how many ordinary vehicles & vans that travels up & down the high street when there's a sign at both ends that say only buses/ taxis/ invalids or emergency vehicles. Get policing to carryout random check vehicles & fine them for obvious obstruction.</p>		
(o31) Local resident, (Ducklington, Pound Close)	High Street DYs – Support	No Stopping Except Buses – Partially support
	Market Square DYs – Support	Time limited No Stopping – Partially support
	Removal of loading – Partially support	No Stopping Except Taxis – Partially support
	High Street DPPP – Support	Welch Way Zebra crossing – Support
	Market Square DPPP – Support	High Street Traffic calming – Support
<p>I drive for volunteer link up and we need to deliver immobile old and disabled people to central Witney.</p>		
(o32) Local resident, (Ducklington, Park Road)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object

	Removal of loading – Partially support	No Stopping Except Taxis – Object
	High Street DPPP’s – Concerns	Welch Way Zebra crossing – Concerns
	Market Square DPPP’s – Concerns	High Street Traffic calming – Object
	<p>I strongly object to all the traffic restrictions around Market Square you have introduced in the last few years. I am glad I don't have to run one of the local businesses. They have suffered enormously from the restrictions. There are many people who do not support your plans. However, the public always feels they are not listened to . You pay lip service to surveys and consultations, do them so that you can show you have consulted, and then ignore any negative feedback to your proposals. There is a lot of feeling about this. I hope you read the local social media pages. And while I am objecting, please will someone start to monitor all the illegal parking on the double yellow lines in Welch Way. They must be double for a reason - safety I presume. So why do cars continually stop there and not get fined????</p> <p>It is illegal and the responsibility of OCC Highways apparently.</p>	
(o33) Local resident, (Ducklington, Witney Road)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping –
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP’s – Object	Welch Way Zebra crossing – Object
	Market Square DPPP’s – Object	High Street Traffic calming –
	<p>Either totally pedestrianised the High Street ie no motor vehicles at all or open it back up to all traffic. There is no need for disable parking as there is adequate provision in all of Witney's car parks and disabled drivers should not be allowed to drive on the High Street.</p>	
(o34) Member of public, (Ducklington, Witney Road)	High Street DYs – Partially support	No Stopping Except Buses – Object

	Market Square DYs – Partially support	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP –	Welch Way Zebra crossing – Support
	Market Square DPPP –	High Street Traffic calming – Object
<p>You have wasted £100's of £1000's of pounds already on this. The road should be fully open and was conveniently closed for covid in 2021 and was meant to be opened again. You are all time wasters going over this again, again and again. Bring on reform and DOGE to sort money wasters out. Dont mention the park and ride !!!</p>		
<p>(o35) Local resident, (Eynsham, Hazeldene Close)</p>	High Street DYs – Concerns	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Partially support	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing – Object
	Market Square DPPP – Support	High Street Traffic calming – Object
<p>I have no issue with traffic being restricted around the market square. Personally I prefer this area with reduced traffic and am happy with the proximity and options of free parking nearby in the various car parks. So long as disabled people can still have somewhere to stop near the market square, this should be fine.</p> <p>My main concerns are the removal of the roundabout at Welch Way and the placing of a zebra crossing. Removing the roundabout will cause issues at busy times of day for the buses heading east from Market square to join the queuing traffic from that stretches back along Welch Way from the High street. The existing roundabout gives the bus priority at this junction.</p> <p>Regarding the new zebra crossing. As a pedestrian I find it far easier and safer to cross to a halfway point with bollards (as is the current situation at this location). The current layout makes it very easy to cross and does not</p>		

	<p>interfere with the flow of traffic. I always park at the multi-storey car park at Marriotts walk but never use the existing zebra crossing - I find it far too dangerous. Introducing another one is completely unnecessary.</p> <p>Please leave the existing roundabout layout as it is - these changes are completely unnecessary and as a pedestrian and bus user I would find these changes have a negative impact on my use of the junction.</p>											
<p>(o36) Local resident, (Eynsham, Hazeldene Close)</p>	<table border="1" data-bbox="577 432 2107 743"> <tr> <td data-bbox="577 432 1357 493">High Street DYs – Object</td> <td data-bbox="1357 432 2107 493">No Stopping Except Buses – Partially support</td> </tr> <tr> <td data-bbox="577 493 1357 553">Market Square DYs – Object</td> <td data-bbox="1357 493 2107 553">Time limited No Stopping – Concerns</td> </tr> <tr> <td data-bbox="577 553 1357 614">Removal of loading –</td> <td data-bbox="1357 553 2107 614">No Stopping Except Taxis – Partially support</td> </tr> <tr> <td data-bbox="577 614 1357 675">High Street DPPP – Concerns</td> <td data-bbox="1357 614 2107 675">Welch Way Zebra crossing – Partially support</td> </tr> <tr> <td data-bbox="577 675 1357 735">Market Square DPPP – Partially support</td> <td data-bbox="1357 675 2107 735">High Street Traffic calming – Partially support</td> </tr> </table> <p data-bbox="577 778 1032 810">High Street is fine as it is. Leave it.</p>		High Street DYs – Object	No Stopping Except Buses – Partially support	Market Square DYs – Object	Time limited No Stopping – Concerns	Removal of loading –	No Stopping Except Taxis – Partially support	High Street DPPP – Concerns	Welch Way Zebra crossing – Partially support	Market Square DPPP – Partially support	High Street Traffic calming – Partially support
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High Street DPPP – Concerns	Welch Way Zebra crossing – Partially support											
Market Square DPPP – Partially support	High Street Traffic calming – Partially support											
<p>(o37) Local resident, (Eynsham, Newland Street)</p>	<table border="1" data-bbox="577 879 2107 1190"> <tr> <td data-bbox="577 879 1357 940">High Street DYs – Object</td> <td data-bbox="1357 879 2107 940">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 940 1357 1000">Market Square DYs – Object</td> <td data-bbox="1357 940 2107 1000">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="577 1000 1357 1061">Removal of loading – Object</td> <td data-bbox="1357 1000 2107 1061">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="577 1061 1357 1121">High Street DPPP – Support</td> <td data-bbox="1357 1061 2107 1121">Welch Way Zebra crossing – Object</td> </tr> <tr> <td data-bbox="577 1121 1357 1182">Market Square DPPP – Support</td> <td data-bbox="1357 1121 2107 1182">High Street Traffic calming – Object</td> </tr> </table> <p data-bbox="577 1230 2018 1294">With a 20 mph limit why would you need to calm traffic? All road humps spoil the ride for all vehicles, especially ambulances. The High Street and Market Square just need smartening up, they look tatty at present.</p>		High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object	Removal of loading – Object	No Stopping Except Taxis – Object	High Street DPPP – Support	Welch Way Zebra crossing – Object	Market Square DPPP – Support	High Street Traffic calming – Object
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High Street DPPP – Support	Welch Way Zebra crossing – Object											
Market Square DPPP – Support	High Street Traffic calming – Object											

(o38) Local resident, (Eynsham, Willows Edge)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Concerns	No Stopping Except Taxis – Support
	High Street DPPP –	Welch Way Zebra crossing – Support
	Market Square DPPP –	High Street Traffic calming – Support
Anything to reduce traffic in Witney, and make it pleasanter and safer to walk around.		
(o39) Local resident, (Faringdon, Beech Close)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Partially support
	Removal of loading – Concerns	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing – Support
	Market Square DPPP – Support	High Street Traffic calming – Support
I still believe that the High Street needs more rigorous enforcement of the traffic restrictions, via bus gate cameras at either end of the street. Other than that I fully support these proposals to make Market Square more open to pedestrians and narrowing the available road space.		
(o40) Local resident, (Fifield, Orchard Ground)	High Street DYs – Partially support	No Stopping Except Buses – Object
	Market Square DYs – Partially support	Time limited No Stopping – Support
	Removal of loading – Partially support	No Stopping Except Taxis – Object

	High Street DPPP's – Support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Support	High Street Traffic calming – Partially support
	It reduces the amount of traffic but allows the elderly and disabled to get to the shops whether it be by car buses and taxis	
(o41) Local resident, (Finstock, School Road)	High Street DYs –	No Stopping Except Buses –
	Market Square DYs –	Time limited No Stopping –
	Removal of loading – Support	No Stopping Except Taxis –
	High Street DPPP's –	Welch Way Zebra crossing – Object
	Market Square DPPP's –	High Street Traffic calming – Object
	The zebra crossing should be a pelican crossing. I don't agree at all with the closure of the high street.	
(o42) Local resident, (Finstock, School Road)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Concerns
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP's – Object	Welch Way Zebra crossing – Object
	Market Square DPPP's – Object	High Street Traffic calming – Object
	This scheme appears to disadvantage everyone, traders, disabled drivers, taxis, buses, pedestrians and car drivers. It has been designed by someone with less common sense than your average 5 year old. What idiot thought removing	

	<p>the mini roundabout at Welch way junction would be a) an improvement in safety for ANYONE -DRIVER OR PEDESTRIAN, b) improve traffic flow. It raised risk for pedestrians and drivers entering or leaving High Street in any direction. The reduction of disabled parking spaces and moving them away from where they are needed is plain stupid. Restriction on loading and reducing space to do so will kill the market. Please in the name of common sense drop this lunacy</p>	
<p>(o43) Local resident, (Finstock, Wards Lane)</p>	<p>High Street DYs – Concerns</p>	<p>No Stopping Except Buses – Partially support</p>
	<p>Market Square DYs – Partially support</p>	<p>Time limited No Stopping – Partially support</p>
	<p>Removal of loading – Concerns</p>	<p>No Stopping Except Taxis – Partially support</p>
	<p>High Street DPPP – Partially support</p>	<p>Welch Way Zebra crossing – Support</p>
	<p>Market Square DPPP – Partially support</p>	<p>High Street Traffic calming –</p>
	<p>My concerns around the 'No Waiting' and double yellow lines proposal is that there is no mention in the exemption of business vans and lorries that may need to off load to a shop or office (if there is no where else to do this). I work in one of the small shops on the High Street and we have a large delivery of very heavy boxes of our products once a week. If the van cannot park for the half hour it needs to deliver, we won't be able to receive our new stock. I imagine that the council is invested in ensuring local businesses do well and keep the High Street alive and thriving, so would be good to know the proposed regulations in regard to business loading/offloading. Also I assume the waiting and loading restrictions would exclude market traders bringing their stalls and good to Market Square, although this is not specifically mentioned. Also, current parking restrictions are abused by people who speed up, park badly and jump out to run into a shop. I have seen so many people do this in front of the Co-op. If some businesses complain that vehicle restrictions on the High Street will impact their business, as an observer, and someone who works in a High Street shop, I can say that if those businesses are relying on the small percentage of their customers who are too lazy to park in Waitrose car park or up by the green, and buy one packet of cigarettes or a pizza, they need to look again at their sales records and realise their profits are coming from customers who do a bigger shop and have parked legally.</p> <p>On the parking spaces for people with disabilities, of course there must be provision for those who cannot walk very far, especially when they have finished shopping and may have a heavy bag. However, a time limit is a fair way of ensuring that everyone can have a turn. Also these spaces are also currently abused by people who are not blue badge holders and without a system to regularly inspect cars (either with more wardens or ANPR scheme) this will</p>	

	<p>continue. We have a high percentage of pension age customers who visit our shop on the High Street, many of them mention they have parked in the accessible parking bay outside Waitrose and walk through Witan Way without any problem, so not all blue badge holders need to park right outside a particular shop (although of course, some will - particularly outside Boots the Chemist if they need to access medication etc.)</p> <p>Traffic calming measures (humps). Any traffic calming measures are welcome. However, again, there is no mention of how the council will ensure they are not abused. Again, I witness on a daily basis young teenage boys on bikes speeding up and down the High Street using the bumps as a game, revving their engines to make as much noise as possible. Unless there is an ANPR system that can fine these rude young people, they will carry on this dangerous practice. They DON'T take any notice of signs, no matter how big you make the sign. They DON'T care about speed humps or any other restriction. The same goes for young men who speed up and down in their cars. They ride up and down the High Street because they can, because there is a thrill in flouting the rules and they know they will not be stopped or punished. How is the council going to deal with this? This also applies to other members of the public who drive up and down the High Street because they know there is no redress.</p>											
<p>(o44) Local resident, (Freeland, None of your business)</p>	<table border="1" data-bbox="577 735 2107 1046"> <tr> <td data-bbox="577 735 1359 799">High Street DYs –</td> <td data-bbox="1359 735 2107 799">No Stopping Except Buses –</td> </tr> <tr> <td data-bbox="577 799 1359 863">Market Square DYs –</td> <td data-bbox="1359 799 2107 863">Time limited No Stopping –</td> </tr> <tr> <td data-bbox="577 863 1359 927">Removal of loading –</td> <td data-bbox="1359 863 2107 927">No Stopping Except Taxis –</td> </tr> <tr> <td data-bbox="577 927 1359 991">High Street DPPP –</td> <td data-bbox="1359 927 2107 991">Welch Way Zebra crossing –</td> </tr> <tr> <td data-bbox="577 991 1359 1046">Market Square DPPP –</td> <td data-bbox="1359 991 2107 1046">High Street Traffic calming –</td> </tr> </table> <p>I think you have done untold damage to shopping on the high street by banning cars and removing parking. But now you've done it, it MUST be enforced because people flaunt it daily which means everyone else has the worst of both worlds.</p>		High Street DYs –	No Stopping Except Buses –	Market Square DYs –	Time limited No Stopping –	Removal of loading –	No Stopping Except Taxis –	High Street DPPP –	Welch Way Zebra crossing –	Market Square DPPP –	High Street Traffic calming –
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Removal of loading –	No Stopping Except Taxis –											
High Street DPPP –	Welch Way Zebra crossing –											
Market Square DPPP –	High Street Traffic calming –											
<p>(o45) Local resident, (Freeland, Walkers Close)</p>	<table border="1" data-bbox="577 1256 2107 1370"> <tr> <td data-bbox="577 1256 1359 1319">High Street DYs – Support</td> <td data-bbox="1359 1256 2107 1319">No Stopping Except Buses – Support</td> </tr> <tr> <td data-bbox="577 1319 1359 1370">Market Square DYs – Support</td> <td data-bbox="1359 1319 2107 1370">Time limited No Stopping – Support</td> </tr> </table>		High Street DYs – Support	No Stopping Except Buses – Support	Market Square DYs – Support	Time limited No Stopping – Support						
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Market Square DYs – Support	Time limited No Stopping – Support											

	Removal of loading – Partially support	No Stopping Except Taxis – Support
	High Street DPPP – Partially support	Welch Way Zebra crossing –
	Market Square DPPP – Support	High Street Traffic calming – Support
	Fed up with drivers totally ignoring the restriction signs. Get it done, it's been going on for too long	
(o46) Local resident, (Hailey, Hailey)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP – Concerns	Welch Way Zebra crossing – Partially support
	Market Square DPPP – Concerns	High Street Traffic calming – Object
	I would prefer this money spent on making safe cycle lanes along bridge street and Corn Street	
	The proposals kill off the High Street. It already feels empty. The absence of traffic makes the taxis, other vehicles and buses more dangerous. If the High Street was properly pedestrianised I would support the change but this half way house is worse then it was.	
	Please work out a way to divert buses away from Corn Street and High Street and then properly pedestrianise	
(o47) Local resident, (Hailey, Poffley End)	High Street DYs –	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading –	No Stopping Except Taxis – Object

	High Street DPPP's – Concerns	Welch Way Zebra crossing –
	Market Square DPPP's – Concerns	High Street Traffic calming – Object
	Moving the disabled parking takes it further away from the majority of the shops which could cause problems. Don't agree with closing the high street!!!	
(o48) Local resident, (Hardwick, Hardwick)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP's – Support	Welch Way Zebra crossing –
	Market Square DPPP's – Support	High Street Traffic calming – Object
	As a blue badge holder sometimes I have to go down the high street and round the roundabout again to find a parking spot space. How are you going to monitor access to the high street for blue badge holders	
(o49) Local resident, (Leaffield, Hewitts Close)	High Street DYs – Support	No Stopping Except Buses – Partially support
	Market Square DYs – Partially support	Time limited No Stopping – Support
	Removal of loading – Partially support	No Stopping Except Taxis – Partially support
	High Street DPPP's – Support	Welch Way Zebra crossing – Partially support
	Market Square DPPP's – Support	High Street Traffic calming – Partially support

	Traffic around lower High Street, junction with Welch Way, is chaos at rush hour. The zebra crossing on Welch Way should be a Pelican crossing as there is always people crossing meaning traffic doesn't flow. A new zebra crossing will have the same results.	
(o50) Local resident, (Leaffield, The ridings)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP – Concerns	Welch Way Zebra crossing –
	Market Square DPPP – Concerns	High Street Traffic calming – Object
	Your killing witney and dictating the way we live.	
(o51) Member of public, (Long Hanborough, Hurdeswell)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP –	Welch Way Zebra crossing –
	Market Square DPPP –	High Street Traffic calming – Object
	They do nothing to invite more visitors to Witney.	
(o52) Member of public, (Long Hanborough, Main Raod)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support

	Removal of loading –	No Stopping Except Taxis – Support
	High Street DPPP's – Support	Welch Way Zebra crossing –
	Market Square DPPP's – Support	High Street Traffic calming – Support
	As a parent of children who are wheelchair users the disabled spaces are vital to us using Witney for shopping. Will the scheme use ANPR cameras to stop abuse of these limited spaces or will more parking enforcement measures be introduced as the disabled parking spaces are quite often taken up by people who are not disabled who are abusing them and preventing genuine disabled people from parking	
(o53) Local resident, (Long Hanborough, Church road)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Concerns	Time limited No Stopping – Object
	Removal of loading – Partially support	No Stopping Except Taxis – Object
	High Street DPPP's – Support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Support	High Street Traffic calming – Object
	Limiting cars through market square has a negative impact on local businesses and plans to continue this will have a detrimental impact. I would say I do agree with another crossing on Welch way but would suggest that a proper crossing by the market square would be better use of resources	
(o54) Local resident, (Long Hanborough, Main Road)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Support	No Stopping Except Taxis – Support
	High Street DPPP's – Support	Welch Way Zebra crossing – Support

	Market Square DPPP's – Support	High Street Traffic calming – Support
Great plan. Please proceed!		
(o55) Local resident, (Long Hanborough, None of your business)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP's – Partially support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Partially support	High Street Traffic calming – Object
Doesn't need to be changed. Stop wasting tax payers money....		
(o56) Member of public, (Milton under Wychwood, Shipton Road)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading –	No Stopping Except Taxis – Object
	High Street DPPP's –	Welch Way Zebra crossing –
	Market Square DPPP's –	High Street Traffic calming – Object
I know the new view is you would like to get people cycling and walking and using public transport. But many drivers of cars like to park by the shop or business they are going into quickly to nip in and buy something.. with parking restrictions for normal vehicles whether it be visitors or residence is to restrict the support of local shops. Many times I have witnessed a cars being parked and somebody nipping in to buy fruit, vegetables or meat or lightbulbs and getting a parking ticket because of it.. if these cars get a ticket for popping in to local businesses as said it restricts sale for local businesses. It is vital for local/independent shopkeepers to have as many customers as they can.(some as I		

	<p>have described by popping in while parked outside.) it will be a pity for local independent retailers if parking restrictions are in place. Think of the shopkeepers. !!!</p>											
<p>(o57) Local resident, (Minster Lovell, Brize Norton rd)</p>	<table border="1" data-bbox="577 339 2107 651"> <tr> <td data-bbox="577 339 1357 400">High Street DYs – Concerns</td> <td data-bbox="1357 339 2107 400">No Stopping Except Buses – Support</td> </tr> <tr> <td data-bbox="577 400 1357 464">Market Square DYs – Object</td> <td data-bbox="1357 400 2107 464">Time limited No Stopping – Support</td> </tr> <tr> <td data-bbox="577 464 1357 528">Removal of loading – Object</td> <td data-bbox="1357 464 2107 528">No Stopping Except Taxis – Support</td> </tr> <tr> <td data-bbox="577 528 1357 592">High Street DPPP – Object</td> <td data-bbox="1357 528 2107 592">Welch Way Zebra crossing – Support</td> </tr> <tr> <td data-bbox="577 592 1357 651">Market Square DPPP – Object</td> <td data-bbox="1357 592 2107 651">High Street Traffic calming – Object</td> </tr> </table> <p data-bbox="577 687 2107 751">Traffic congestion already a major problem at peak times - creates gridlock and with increased housing problems can only increase</p>		High Street DYs – Concerns	No Stopping Except Buses – Support	Market Square DYs – Object	Time limited No Stopping – Support	Removal of loading – Object	No Stopping Except Taxis – Support	High Street DPPP – Object	Welch Way Zebra crossing – Support	Market Square DPPP – Object	High Street Traffic calming – Object
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<p>(o58) Local resident, (Minster Lovell, Norridge View)</p>	<table border="1" data-bbox="577 823 2107 1134"> <tr> <td data-bbox="577 823 1357 884">High Street DYs – Support</td> <td data-bbox="1357 823 2107 884">No Stopping Except Buses – Support</td> </tr> <tr> <td data-bbox="577 884 1357 948">Market Square DYs – Support</td> <td data-bbox="1357 884 2107 948">Time limited No Stopping – Partially support</td> </tr> <tr> <td data-bbox="577 948 1357 1011">Removal of loading – Support</td> <td data-bbox="1357 948 2107 1011">No Stopping Except Taxis – Support</td> </tr> <tr> <td data-bbox="577 1011 1357 1075">High Street DPPP – Object</td> <td data-bbox="1357 1011 2107 1075">Welch Way Zebra crossing – Support</td> </tr> <tr> <td data-bbox="577 1075 1357 1134">Market Square DPPP – Object</td> <td data-bbox="1357 1075 2107 1134">High Street Traffic calming – Support</td> </tr> </table> <p data-bbox="577 1171 2107 1235">Objecting against new Disabled Persons Parking Places on High Street & Market Square is because there is ample disabled parking at the main carport next to Waitrose.</p> <p data-bbox="577 1272 2107 1335">If half of these bays were turned into parent & child bays then I would see the new proposal as a good thing but as it is only a stones throw away why create more.</p>		High Street DYs – Support	No Stopping Except Buses – Support	Market Square DYs – Support	Time limited No Stopping – Partially support	Removal of loading – Support	No Stopping Except Taxis – Support	High Street DPPP – Object	Welch Way Zebra crossing – Support	Market Square DPPP – Object	High Street Traffic calming – Support
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Market Square DPPP – Object	High Street Traffic calming – Support											

(o59) Local resident, (North Leigh, Ladywell Close)	High Street DYs – Concerns	No Stopping Except Buses – Object
	Market Square DYs – Concerns	Time limited No Stopping – Concerns
	Removal of loading –	No Stopping Except Taxis – Object
	High Street DPPP – Object	Welch Way Zebra crossing – Object
	Market Square DPPP – Partially support	High Street Traffic calming – Object
<p>It's the Death of a thriving High Street. Previously Witney attracted me to walk a High Street, shop in person, browse, chat, lunch, visit a market, catch a taxi or bus and support my local traders. But now I will shop online. Sorry to all the lovely market traders and other victims of this poorly formed idea.</p>		
(o60) Local resident, (North Leigh, Park Road)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading –	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing – Support
	Market Square DPPP – Support	High Street Traffic calming – Support
<p>Traffic needs to be minimised in the shopping area</p>		
(o61) Local resident, (North Leigh, Park Road)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object

	High Street DPPP's –	Welch Way Zebra crossing – Object
	Market Square DPPP's –	High Street Traffic calming – Object
(o62) Local resident, (North Leigh, Windmill)	High Street DYs – Object	No Stopping Except Buses – Partially support
	Market Square DYs – Partially support	Time limited No Stopping – Partially support
	Removal of loading – Object	No Stopping Except Taxis – Partially support
	High Street DPPP's – Object	Welch Way Zebra crossing – Object
	Market Square DPPP's – Object	High Street Traffic calming – Object
	Absolute waste of our money. Witney high street was fine before you started messing about with it.	
(o63) Member of public, (North Leigh, Windmill road)	High Street DYs – Object	No Stopping Except Buses – Support
	Market Square DYs – Object	Time limited No Stopping – Support
	Removal of loading – Object	No Stopping Except Taxis – Support
	High Street DPPP's – Support	Welch Way Zebra crossing – Object
	Market Square DPPP's – Support	High Street Traffic calming – Support
	By reducing the taxi rank it's will be put our people of witney at risk as they don't all have mobile phones and can't all get on buses with shopping and with walking aids this will also stop people coming to our town centre	

(o64) Member of public, (Northmoor, Church Rd)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Concerns
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP – Partially support	Welch Way Zebra crossing – Partially support
	Market Square DPPP – Partially support	High Street Traffic calming – Object
Stop trying to kill the high street !		
(o65) Member of public, (Oxford, Linkside ave)	High Street DYs – Support	No Stopping Except Buses – Object
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP – Partially support	Welch Way Zebra crossing – Support
	Market Square DPPP – Partially support	High Street Traffic calming – Support
Because Its my opinion		
(o66) Member of public, (Oxford, Norreys Avenue)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading –	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing – Support

	Market Square DPPP's – Support	High Street Traffic calming – Support
	It would make the area nicer to visit	
(o67) Local resident, (Shilton, Bridge Street)	High Street DYLS – Support	No Stopping Except Buses – Partially support
	Market Square DYLS – Support	Time limited No Stopping – Partially support
	Removal of loading – Partially support	No Stopping Except Taxis – Partially support
	High Street DPPP's – Partially support	Welch Way Zebra crossing –
	Market Square DPPP's – Partially support	High Street Traffic calming – Support
	Anything to make roads safer is good	
(o68) Local resident, (South leigh, Lymbrook close)	High Street DYLS – Support	No Stopping Except Buses – Support
	Market Square DYLS – Support	Time limited No Stopping – Support
	Removal of loading – Object	No Stopping Except Taxis – Support
	High Street DPPP's – Support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Support	High Street Traffic calming – Support
	Nothing further to add	
(o69) Local resident, (Standlake, Downs Road)	High Street DYLS – Object	No Stopping Except Buses – Object

	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP – Object	Welch Way Zebra crossing – Object
	Market Square DPPP – Object	High Street Traffic calming – Object
	You are messing with something that worked. Please show evidence that it is unsafe right now. You can't. Cos there isn't. Stop wasting money on vanity projects. Yes I know the money is ring fenced etc but it's ridiculous	
(o70) Local resident, (Standlake, Rack End)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Concerns	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing – Support
	Market Square DPPP – Support	High Street Traffic calming – Support
	I support the restrictions on private vehicles driving through the High Street in order to make the town centre more pleasant for shopping, eating and socialising.	
(o71) Local resident, (Stanton Harcourt, Steadys Lane)	High Street DYs –	No Stopping Except Buses – Concerns
	Market Square DYs –	Time limited No Stopping – Support
	Removal of loading –	No Stopping Except Taxis – Concerns
	High Street DPPP – Concerns	Welch Way Zebra crossing – Support

	Market Square DPPP's – Concerns	High Street Traffic calming –
<p>I remain concerned about the reduction in number of disabled bays. When trying use the current bays it is often impossible to find a space. I presume the 'no stopping' will prevent disabled vehicles from parking on double yellow lines as well. Therefore removing even more flexibility for them.</p>		
<p>(o72) Local resident, (Stanton Harcourt, Yeah)</p>	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Partially support	No Stopping Except Taxis – Object
	High Street DPPP's – Support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Support	High Street Traffic calming – Object
	<p>I'm objecting because it is all anti car. OCC is just completely anti car without reason. May as well not have shops or town centres, no one will be able to get to them. OCC are killing everywhere.</p>	
<p>(o73) Local resident, (Stonesfield, Slate Crescent)</p>	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Concerns
	Removal of loading – Concerns	No Stopping Except Taxis – Object
	High Street DPPP's – Concerns	Welch Way Zebra crossing – Object
	Market Square DPPP's – Partially support	High Street Traffic calming – Object
<p>Zebra crossing not needed at the junction. Fewer vehicles now accessing any part of High Street. Very easy to cross at junction using existing road island. Crossing at Marriotts needs to change to Zebra to avoid jaywalking..... people often just walk out. Number of disabled spaces is reduced in plan yet Witney / West Oxon has ageing population.</p>		

	<p>Spaces are better away from the low wall. Too much bus parking..... routes need changing to pick up in Welch Way and use Lower High Street, Perhaps Corn Street to Witan Way..... reduce number using High Street. The road hump outside Nat West / and cafe in High Street would not have desired effect - would be much better to landscape. The road proposal is to have a narrowing..... better to consider the quality of the environment as well. Buses currently fly down the High Street and they are not usually affected by a road hump. The plans do not include a key for all the notes and coloured lines. There should be spaces for limited time parking e.g, 10 or 15 mins as sometimes people need dropping off or collecting..... no provision is being made. Visits to banks, opticians etc. Not everyone has a disabled badge. Provision should be made in the High Street/ Market Square. Taxi parking should be in road near to Robert Dyers. This would avoid fumes and is near the public toilets. Provision could be made for a shelter. No taxi's in the Market Square. Would like to see quality materials, maybe a fountain! Also for the High Street, Market Square to be open for traffic in the evening and early morning. Currently Witan Way is congested every day of the week except Sunday. There is no alternative to travel from the south to the north of Witney other than Burford Road to Bridge Street. However, as people come off the Ducklington roundabout, this is the common route linking businesses and car parks off Station Road / Witan Way.</p>											
<p>(o74) Member of public, (Stonesfield, Pond hill)</p>	<table border="1" data-bbox="577 735 2107 1046"> <tr> <td data-bbox="577 735 1359 799">High Street DYs – Object</td> <td data-bbox="1359 735 2107 799">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 799 1359 863">Market Square DYs – Object</td> <td data-bbox="1359 799 2107 863">Time limited No Stopping – Support</td> </tr> <tr> <td data-bbox="577 863 1359 927">Removal of loading – Support</td> <td data-bbox="1359 863 2107 927">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="577 927 1359 991">High Street DPPP – Support</td> <td data-bbox="1359 927 2107 991">Welch Way Zebra crossing – Support</td> </tr> <tr> <td data-bbox="577 991 1359 1046">Market Square DPPP – Support</td> <td data-bbox="1359 991 2107 1046">High Street Traffic calming – Partially support</td> </tr> </table> <p data-bbox="577 1082 2107 1150">As a local who lived in Witney for my first 42 years Witney town centre is dead with no access to it. No body wants to walk or can't walk from 1 sides of the shops to the others it's a life line</p>		High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Support	Removal of loading – Support	No Stopping Except Taxis – Object	High Street DPPP – Support	Welch Way Zebra crossing – Support	Market Square DPPP – Support	High Street Traffic calming – Partially support
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<p>(o75) Local resident, (Wirney, Barleyfield Way)</p>	<table border="1" data-bbox="577 1219 2107 1337"> <tr> <td data-bbox="577 1219 1359 1283">High Street DYs – Object</td> <td data-bbox="1359 1219 2107 1283">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 1283 1359 1337">Market Square DYs – Object</td> <td data-bbox="1359 1283 2107 1337">Time limited No Stopping – Object</td> </tr> </table>		High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object						
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	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP – Object	Welch Way Zebra crossing – Support
	Market Square DPPP – Object	High Street Traffic calming – Object
	Please fully reopen the road. Was safer with normal traffic. It is really difficult to cross now. Random vehicles, many speeding!	
(o76) Local resident, (Witney, No)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs –	Time limited No Stopping – Object
	Removal of loading – Partially support	No Stopping Except Taxis – Object
	High Street DPPP – Object	Welch Way Zebra crossing –
	Market Square DPPP – Support	High Street Traffic calming – Object
	Witney needs parking and removing the present parking to only allow disabled or buses is not ok. My fiancé works off the high street and has to park their car on the on the high street for the first couple hours of the morning. This will massively affect them negatively. Plus I in the housing sector and need to be able to park my car when attending appointments. This money from those who pay council tax needs to be put into improving the road standards as they are presently diabolical who huge pot holes and horrendous patch work that's coming to pieces. We don't need more bus lanes and disabled parking. We needs safe roads to drive on!	
(o77) Local resident, (Witney, .)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object

	High Street DPPP's – Object	Welch Way Zebra crossing – Object
	Market Square DPPP's – Object	High Street Traffic calming – Object
	Let the cars drive & park like it used to be before this shambles was proposed	
(o78) Local resident, (Witney, Abbey road)	High Street DYs – Concerns	No Stopping Except Buses – Concerns
	Market Square DYs – Concerns	Time limited No Stopping – Support
	Removal of loading – Partially support	No Stopping Except Taxis – Concerns
	High Street DPPP's – Partially support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Partially support	High Street Traffic calming – Concerns
	Too much time and money being spent on this project	
(o79) Local resident, (Witney, Aldsworth Court)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Support	No Stopping Except Taxis – Support
	High Street DPPP's – Support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Support	High Street Traffic calming – Support
	I know a few businesses commented that no stopping in Market Sq and High St affect their businesses. As a local shopper, I actively quite like it as it gives a ample space for pedestrians to walk in the town. Witney town centre can be busy at weekends and has a narrow footpath at some parts, and I think this has improved the spacing issue.	

(o80) Local resident, (Witney, Ashcombe Close)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Object	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing – Support
	Market Square DPPP – Support	High Street Traffic calming – Support
I am a carer for my husband and I support the proposals 100% as it will make Witney a safer place for all types of disabled persons		
(o81) Local resident, (Witney, Ashcombe Crescent)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Concerns	No Stopping Except Taxis – Support
	High Street DPPP – Partially support	Welch Way Zebra crossing – Support
	Market Square DPPP – Object	High Street Traffic calming – Support
Looking forward to traffic free area but concerned that Market Square could be clogged with blue badge holders. Keep them in High St and the carpark by Waitrose.		
(o82) Member of public, (Witney, Ballard Bank)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Support	No Stopping Except Taxis – Support

	High Street DPPP's – Support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Support	High Street Traffic calming – Support
	As a parent with a young baby, I find the current set-up makes it difficult at times to cross the roads because of traffic levels and parked cars. The proposed changes would greatly improve safety and create a more pedestrian-friendly environment for the centre of Witney.	
(o83) Local resident, (Witney, Barrington Close)	High Street DYLS – Support	No Stopping Except Buses – Support
	Market Square DYLS – Support	Time limited No Stopping – Support
	Removal of loading –	No Stopping Except Taxis – Support
	High Street DPPP's – Partially support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Partially support	High Street Traffic calming –
	I am a big supported of pedestrianised areas and Witney High Street is ideal to support this as it's surrounded by predominantly free parking so there really is no need for able bodied people to drive along the high street. Access for buses is important but ideally taxi waiting areas should be located elsewhere in the town centre.	
(o84) Local resident, (Witney, Barrington Close)	High Street DYLS – Support	No Stopping Except Buses – Object
	Market Square DYLS – Support	Time limited No Stopping – Partially support
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP's – Object	Welch Way Zebra crossing – Support
	Market Square DPPP's – Object	High Street Traffic calming – Object

	<p>I believe there are plenty of disabled parking spaces throughout the town and don't think that there is any need for them along the high street and n market square. This is coming from someone who has disabled family members who have already decided to park in one of the many car parks we have. I think the unloading time restrictions etc being taken away for businesses is a great idea. I think that the road either needs to be totally pedestrianised like Oxford high street etc apart from buses etc and emergency vehicles OR you totally open the road back up.</p>											
(o85) Local resident, (Witney, Barrington close)	<table border="1" data-bbox="577 432 2107 742"> <tr> <td data-bbox="577 432 1359 491">High Street DYs – Support</td> <td data-bbox="1359 432 2107 491">No Stopping Except Buses – Support</td> </tr> <tr> <td data-bbox="577 491 1359 550">Market Square DYs – Support</td> <td data-bbox="1359 491 2107 550">Time limited No Stopping – Support</td> </tr> <tr> <td data-bbox="577 550 1359 609">Removal of loading – Partially support</td> <td data-bbox="1359 550 2107 609">No Stopping Except Taxis – Support</td> </tr> <tr> <td data-bbox="577 609 1359 668">High Street DPPP – Support</td> <td data-bbox="1359 609 2107 668">Welch Way Zebra crossing –</td> </tr> <tr> <td data-bbox="577 668 1359 742">Market Square DPPP – Support</td> <td data-bbox="1359 668 2107 742">High Street Traffic calming – Support</td> </tr> </table> <p data-bbox="577 778 1299 810">I think the High St is much more pleasant without cars ..</p>		High Street DYs – Support	No Stopping Except Buses – Support	Market Square DYs – Support	Time limited No Stopping – Support	Removal of loading – Partially support	No Stopping Except Taxis – Support	High Street DPPP – Support	Welch Way Zebra crossing –	Market Square DPPP – Support	High Street Traffic calming – Support
High Street DYs – Support	No Stopping Except Buses – Support											
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Removal of loading – Partially support	No Stopping Except Taxis – Support											
High Street DPPP – Support	Welch Way Zebra crossing –											
Market Square DPPP – Support	High Street Traffic calming – Support											
(o86) Local resident, (Witney, Beech Grove)	<table border="1" data-bbox="577 882 2107 1192"> <tr> <td data-bbox="577 882 1359 941">High Street DYs – Partially support</td> <td data-bbox="1359 882 2107 941">No Stopping Except Buses – Concerns</td> </tr> <tr> <td data-bbox="577 941 1359 1000">Market Square DYs – Partially support</td> <td data-bbox="1359 941 2107 1000">Time limited No Stopping – Concerns</td> </tr> <tr> <td data-bbox="577 1000 1359 1059">Removal of loading – Partially support</td> <td data-bbox="1359 1000 2107 1059">No Stopping Except Taxis – Concerns</td> </tr> <tr> <td data-bbox="577 1059 1359 1118">High Street DPPP – Support</td> <td data-bbox="1359 1059 2107 1118">Welch Way Zebra crossing – Support</td> </tr> <tr> <td data-bbox="577 1118 1359 1192">Market Square DPPP – Partially support</td> <td data-bbox="1359 1118 2107 1192">High Street Traffic calming – Concerns</td> </tr> </table> <p data-bbox="577 1228 2107 1359">Do these proposals mean that the High Street and Market Square will be open once again to through-traffic?! My main reason for avoiding the town centre before COVID was because cars flew through the high street with ZERO concern for pedestrians and other vulnerable road users. I have enjoyed being able to return to the centre and support local businesses since the road was closed to traffic, although it has not escaped my attention that there are still many</p>		High Street DYs – Partially support	No Stopping Except Buses – Concerns	Market Square DYs – Partially support	Time limited No Stopping – Concerns	Removal of loading – Partially support	No Stopping Except Taxis – Concerns	High Street DPPP – Support	Welch Way Zebra crossing – Support	Market Square DPPP – Partially support	High Street Traffic calming – Concerns
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High Street DPPP – Support	Welch Way Zebra crossing – Support											
Market Square DPPP – Partially support	High Street Traffic calming – Concerns											

	<p>drivers who justify flouting the law by claiming some nonsense about it somehow benefitting local businesses for them to continue terrorising pedestrians.</p> <p>I welcome the proposed provisions to local businesses that genuinely enable them to continue receiving deliveries, but I am severely disappointed by the intention to allow through-traffic again.</p> <p>Traffic calming does not achieve the intended outcome of actually slowing down traffic. This can be seen by simply visiting any of the local housing estates around our town. Madley Park, for instance, is plagued by cars accelerating hard between the speed bumps and narrowed crossings. This is dangerous behaviour and would be far more devastating to the town centre.</p> <p>I cannot comprehend the mental gymnastics required for local businesses to conclude that eliminating these anti-social mistreats would cause further loss of passing trade.</p> <p>People generally going out less and spending less is not caused by the closure of the high street to cars. COVID has forced people to be comfortable with staying in their own homes. The increased costs of living has reduced all our disposable income. The ongoing high rates of inflation and suppressed incomes has required us all to spend more frugally. Reduced footfall simply coincided with the closing of the High Street and Market Square — arguably the loss of trade would have been worse if we hadn't done so.</p> <p>Reopening the roads to all cars will not magically create new customers or even restore footfall to pre-COVID levels. Those days have gone, unfortunately.</p>										
<p>(o87) Local resident, (Witney, Bowling Green Close)</p>	<table border="1"> <tr> <td data-bbox="560 1007 1361 1070">High Street DYs – Object</td> <td data-bbox="1361 1007 2107 1070">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="560 1070 1361 1134">Market Square DYs – Object</td> <td data-bbox="1361 1070 2107 1134">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="560 1134 1361 1198">Removal of loading –</td> <td data-bbox="1361 1134 2107 1198">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="560 1198 1361 1262">High Street DPPP – Concerns</td> <td data-bbox="1361 1198 2107 1262">Welch Way Zebra crossing – Partially support</td> </tr> <tr> <td data-bbox="560 1262 1361 1318">Market Square DPPP – Concerns</td> <td data-bbox="1361 1262 2107 1318">High Street Traffic calming – Object</td> </tr> </table>	High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object	Removal of loading –	No Stopping Except Taxis – Object	High Street DPPP – Concerns	Welch Way Zebra crossing – Partially support	Market Square DPPP – Concerns	High Street Traffic calming – Object
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High Street DPPP – Concerns	Welch Way Zebra crossing – Partially support										
Market Square DPPP – Concerns	High Street Traffic calming – Object										

	<p>While I can understand wanting to make a safer environment for pedestrians, if the high street and market square are altered negatively towards private vehicles in any way, it will dramatically increase traffic on the surrounding roads which aren't built for said traffic, as people will have to take alternate routes rather than being able to make a more direct journey through the town</p>											
<p>(o88) Local resident, (Witney, Burford rd)</p>	<table border="1" data-bbox="577 399 2105 710"> <tr> <td data-bbox="577 399 1355 459">High Street DYs – Object</td> <td data-bbox="1355 399 2105 459">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 459 1355 520">Market Square DYs – Object</td> <td data-bbox="1355 459 2105 520">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="577 520 1355 580">Removal of loading – Object</td> <td data-bbox="1355 520 2105 580">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="577 580 1355 641">High Street DPPP – Object</td> <td data-bbox="1355 580 2105 641">Welch Way Zebra crossing – Object</td> </tr> <tr> <td data-bbox="577 641 1355 702">Market Square DPPP – Object</td> <td data-bbox="1355 641 2105 702">High Street Traffic calming – Object</td> </tr> </table> <p data-bbox="577 742 2105 782">These alterations are not for the better of the town . They are just a money making scheme .</p>		High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object	Removal of loading – Object	No Stopping Except Taxis – Object	High Street DPPP – Object	Welch Way Zebra crossing – Object	Market Square DPPP – Object	High Street Traffic calming – Object
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High Street DPPP – Object	Welch Way Zebra crossing – Object											
Market Square DPPP – Object	High Street Traffic calming – Object											
<p>(o89) As a business, (Witney, Burford Road)</p>	<table border="1" data-bbox="577 845 2105 1157"> <tr> <td data-bbox="577 845 1355 906">High Street DYs – Concerns</td> <td data-bbox="1355 845 2105 906">No Stopping Except Buses – Concerns</td> </tr> <tr> <td data-bbox="577 906 1355 967">Market Square DYs – Concerns</td> <td data-bbox="1355 906 2105 967">Time limited No Stopping – Concerns</td> </tr> <tr> <td data-bbox="577 967 1355 1027">Removal of loading – Support</td> <td data-bbox="1355 967 2105 1027">No Stopping Except Taxis – Concerns</td> </tr> <tr> <td data-bbox="577 1027 1355 1088">High Street DPPP – Concerns</td> <td data-bbox="1355 1027 2105 1088">Welch Way Zebra crossing – Concerns</td> </tr> <tr> <td data-bbox="577 1088 1355 1149">Market Square DPPP – Concerns</td> <td data-bbox="1355 1088 2105 1149">High Street Traffic calming – Concerns</td> </tr> </table> <p data-bbox="577 1189 2105 1292">I am very concerned about the taxi trade, local businesses, and parking for disabled people. This taxi rank has been a historic taxi rank for many years, and people from other towns will also affect this taxi rank and other businesses, like the market. I'm very concerned that due to this, we will lose the trade and value of this town.</p>		High Street DYs – Concerns	No Stopping Except Buses – Concerns	Market Square DYs – Concerns	Time limited No Stopping – Concerns	Removal of loading – Support	No Stopping Except Taxis – Concerns	High Street DPPP – Concerns	Welch Way Zebra crossing – Concerns	Market Square DPPP – Concerns	High Street Traffic calming – Concerns
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High Street DPPP – Concerns	Welch Way Zebra crossing – Concerns											
Market Square DPPP – Concerns	High Street Traffic calming – Concerns											

(o90) Local resident, (Witney, Burford Road)	High Street DYs – Support	No Stopping Except Buses – Object
	Market Square DYs – Support	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP – Object	Welch Way Zebra crossing – Object
	Market Square DPPP – Object	High Street Traffic calming – Support
<p>It's really simple.</p> <ol style="list-style-type: none"> 1. Stop spending public money on repeated consultations. 2. Close the high street to all vehicles except public transport. Use a bus gate if needs be. 		
(o91) Local resident, (Witney, Burford Road)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Object	No Stopping Except Taxis – Support
	High Street DPPP – Object	Welch Way Zebra crossing – Object
	Market Square DPPP – Object	High Street Traffic calming – Object
<p>As a local resident, business owner and community volunteer, I propose the highstreet is either fully open or fully shut to public highways.</p> <p>Loading and buses should be the only way to traverse this street - similar to the Oxford Highstreet. Removable bollards for emergency and permitted use should be introduced.</p>		

(o92) Local resident, (Witney, BurfordnRd)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Support	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing – Support
	Market Square DPPP – Support	High Street Traffic calming – Support
I believe removing the majority of traffic from the main shopping street of Witney will create a far safer, quieter and more pleasant place to shop, walk and socialise. It can be pretty unpleasant at the moment.		
(o93) Local resident, (Witney, Burwell)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP – Object	Welch Way Zebra crossing – Object
	Market Square DPPP – Object	High Street Traffic calming – Object
Either get rid of the buses, or open the roads to all traffic. This half baked scheme pleases nobody but the bus companies & will be bad for both residents & businesses. The bus stop outside the church will back traffic up right back to the traffic lights. The disabled bays will prevent two-way traffic - adding to congestion & pollution. How is this better than what we had before? You have ruined Witney - for what???.		
(o94) Local resident, (Witney, Burwell Drive)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Object

	Removal of loading – Support	No Stopping Except Taxis – Support
	High Street DPPP’s – Object	Welch Way Zebra crossing – Object
	Market Square DPPP’s – Object	High Street Traffic calming – Support
	Zebra crossing on Welch Way too close to junction with High St and since pedestrians have little road sense especially near bends there is potentially an accident waiting to happen/	
(o95) Local resident, (Witney, Camden Close)	High Street DYs – Partially support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Object	No Stopping Except Taxis – Support
	High Street DPPP’s – Partially support	Welch Way Zebra crossing –
	Market Square DPPP’s – Partially support	High Street Traffic calming – Concerns
	No comments	
(o96) Local resident, (Witney, Campden close)	High Street DYs – Concerns	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP’s – Concerns	Welch Way Zebra crossing – Object
	Market Square DPPP’s – Concerns	High Street Traffic calming – Object

	<p>What on earth is this about when a huge section of the High Street/Market Square remains closed to traffic. Are you planning to reopen that section as part of these measures? If so, might have been a good idea to explain this within context. The closure of that section of road has had a negative impact on Witney town centre and the measures you're describing seem a bit pointless to be very honest. It would be very helpful to also explain the costs involved in each of the measures because I have a feeling this will cost tens of thousands if not more - it just doesn't feel like money well spent whatsoever!</p>											
<p>(o97) Local resident, (Witney, Campion Way)</p>	<table border="1"> <tr> <td data-bbox="560 464 1357 528">High Street DYs – Object</td> <td data-bbox="1357 464 2107 528">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="560 528 1357 592">Market Square DYs – Object</td> <td data-bbox="1357 528 2107 592">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="560 592 1357 655">Removal of loading – Object</td> <td data-bbox="1357 592 2107 655">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="560 655 1357 719">High Street DPPP – Object</td> <td data-bbox="1357 655 2107 719">Welch Way Zebra crossing – Object</td> </tr> <tr> <td data-bbox="560 719 1357 775">Market Square DPPP – Object</td> <td data-bbox="1357 719 2107 775">High Street Traffic calming – Object</td> </tr> </table>	High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object	Removal of loading – Object	No Stopping Except Taxis – Object	High Street DPPP – Object	Welch Way Zebra crossing – Object	Market Square DPPP – Object	High Street Traffic calming – Object	<p>Thus far I don't know of any apolitical 'demand' from local people. This seems to be largely an imposition by OCC....</p>
High Street DYs – Object	No Stopping Except Buses – Object											
Market Square DYs – Object	Time limited No Stopping – Object											
Removal of loading – Object	No Stopping Except Taxis – Object											
High Street DPPP – Object	Welch Way Zebra crossing – Object											
Market Square DPPP – Object	High Street Traffic calming – Object											
<p>(o98) Local resident, (Witney, Cherry Tree Way)</p>	<table border="1"> <tr> <td data-bbox="560 911 1357 975">High Street DYs – Concerns</td> <td data-bbox="1357 911 2107 975">No Stopping Except Buses – Concerns</td> </tr> <tr> <td data-bbox="560 975 1357 1038">Market Square DYs – Concerns</td> <td data-bbox="1357 975 2107 1038">Time limited No Stopping – Concerns</td> </tr> <tr> <td data-bbox="560 1038 1357 1102">Removal of loading – Concerns</td> <td data-bbox="1357 1038 2107 1102">No Stopping Except Taxis – Concerns</td> </tr> <tr> <td data-bbox="560 1102 1357 1166">High Street DPPP – Concerns</td> <td data-bbox="1357 1102 2107 1166">Welch Way Zebra crossing – Concerns</td> </tr> <tr> <td data-bbox="560 1166 1357 1222">Market Square DPPP – Concerns</td> <td data-bbox="1357 1166 2107 1222">High Street Traffic calming – Concerns</td> </tr> </table>	High Street DYs – Concerns	No Stopping Except Buses – Concerns	Market Square DYs – Concerns	Time limited No Stopping – Concerns	Removal of loading – Concerns	No Stopping Except Taxis – Concerns	High Street DPPP – Concerns	Welch Way Zebra crossing – Concerns	Market Square DPPP – Concerns	High Street Traffic calming – Concerns	<p>Our high street is disappearing before our eyes. Why do we need another Zebra crossing! Local taxi spaces will be reduced. Local businesses need to be able load and unload without restrictions.</p>
High Street DYs – Concerns	No Stopping Except Buses – Concerns											
Market Square DYs – Concerns	Time limited No Stopping – Concerns											
Removal of loading – Concerns	No Stopping Except Taxis – Concerns											
High Street DPPP – Concerns	Welch Way Zebra crossing – Concerns											
Market Square DPPP – Concerns	High Street Traffic calming – Concerns											

(o99) Local resident, (Witney, Cogges)	High Street DYs – Concerns	No Stopping Except Buses – Object
	Market Square DYs – Concerns	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP – Object	Welch Way Zebra crossing – Object
	Market Square DPPP – Object	High Street Traffic calming – Object
Just don't change what is not broken		
(o100) Local resident, (Witney, Cogges Hill Road)	High Street DYs – Object	No Stopping Except Buses – Support
	Market Square DYs – Object	Time limited No Stopping – Partially support
	Removal of loading –	No Stopping Except Taxis – Support
	High Street DPPP – Partially support	Welch Way Zebra crossing – Support
	Market Square DPPP – Partially support	High Street Traffic calming – Object
Witney was a much nicer place when normal traffic flowed through High Street. You have ruined the atmosphere of Witney		
(o101) As a business, (Witney, Colwell drive)	High Street DYs – Partially support	No Stopping Except Buses – Support
	Market Square DYs – Partially support	Time limited No Stopping – Support
	Removal of loading – Object	No Stopping Except Taxis – Support

	High Street DPPP's – Partially support	Welch Way Zebra crossing – Concerns
	Market Square DPPP's – Partially support	High Street Traffic calming – Partially support
(o102) Local resident, (Witney, colwell drive)	High Street DYs – Object	No Stopping Except Buses – Support
	Market Square DYs – Object	Time limited No Stopping – Partially support
	Removal of loading – Concerns	No Stopping Except Taxicabs – Support
	High Street DPPP's –	Welch Way Zebra crossing – Object
	Market Square DPPP's – Object	High Street Traffic calming – Object
(o103) Local resident, (Witney, Colwell Drive)	Current restrictions are ignored by a significant minority while inconvenient for the rule abiding majority	
	High Street DYs –	No Stopping Except Buses – Object
	Market Square DYs –	Time limited No Stopping – Object
	Removal of loading –	No Stopping Except Taxicabs – Object
	High Street DPPP's – Object	Welch Way Zebra crossing – Object
	Market Square DPPP's – Object	High Street Traffic calming – Object
	You are prioritising buses over all other road users, but they are the biggest polluters at 20 MPH & create the most danger, particularly in Corn Street & turning into Market Sq. Your own figures show that buses are also only used by 6% of Witney commuters, yet you continue to hand over more & more space to them, whilst cutting spaces for	

	<p>disabled. Witney isn't Oxford. Please reopen our High Street - your experiment has failed & your anti-car policies are ruining this town.</p>											
<p>(o104) Local resident, (Witney, Colwell Drive)</p>	<table border="1" data-bbox="577 339 2107 651"> <tr> <td data-bbox="577 339 1357 400">High Street DYs – Object</td> <td data-bbox="1357 339 2107 400">No Stopping Except Buses –</td> </tr> <tr> <td data-bbox="577 400 1357 462">Market Square DYs – Concerns</td> <td data-bbox="1357 400 2107 462">Time limited No Stopping –</td> </tr> <tr> <td data-bbox="577 462 1357 525">Removal of loading – Concerns</td> <td data-bbox="1357 462 2107 525">No Stopping Except Taxis –</td> </tr> <tr> <td data-bbox="577 525 1357 587">High Street DPPP – Support</td> <td data-bbox="1357 525 2107 587">Welch Way Zebra crossing – Concerns</td> </tr> <tr> <td data-bbox="577 587 1357 651">Market Square DPPP – Support</td> <td data-bbox="1357 587 2107 651">High Street Traffic calming – Object</td> </tr> </table> <p data-bbox="577 687 2107 858">None of these measures fix the fundamental traffic issues in witney. Now that we have 20mph speed limits all over witney what purpose do speed humps serve. Would it not be better to improve road surface quality and improve certain junctions around witney. I know you don't really care what the residents think seeing how you just imposed a blanket 20mph speed limit without caring about what residents wanted. I would think you should be using the money you'd spend on this vanity project on things that will actually help improve the traffic situation in witney.</p>		High Street DYs – Object	No Stopping Except Buses –	Market Square DYs – Concerns	Time limited No Stopping –	Removal of loading – Concerns	No Stopping Except Taxis –	High Street DPPP – Support	Welch Way Zebra crossing – Concerns	Market Square DPPP – Support	High Street Traffic calming – Object
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High Street DPPP – Support	Welch Way Zebra crossing – Concerns											
Market Square DPPP – Support	High Street Traffic calming – Object											
<p>(o105) As a business, (Witney, Completely irrelevant question)</p>	<table border="1" data-bbox="577 927 2107 1238"> <tr> <td data-bbox="577 927 1357 989">High Street DYs – Support</td> <td data-bbox="1357 927 2107 989">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 989 1357 1051">Market Square DYs – Concerns</td> <td data-bbox="1357 989 2107 1051">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="577 1051 1357 1114">Removal of loading – Support</td> <td data-bbox="1357 1051 2107 1114">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="577 1114 1357 1176">High Street DPPP – Concerns</td> <td data-bbox="1357 1114 2107 1176">Welch Way Zebra crossing – Object</td> </tr> <tr> <td data-bbox="577 1176 1357 1238">Market Square DPPP – Concerns</td> <td data-bbox="1357 1176 2107 1238">High Street Traffic calming – Object</td> </tr> </table> <p data-bbox="577 1275 2107 1305">Stop flooding the district with opportunities to issue FPN's to the public, It's clearly about money making for the council</p>		High Street DYs – Support	No Stopping Except Buses – Object	Market Square DYs – Concerns	Time limited No Stopping – Object	Removal of loading – Support	No Stopping Except Taxis – Object	High Street DPPP – Concerns	Welch Way Zebra crossing – Object	Market Square DPPP – Concerns	High Street Traffic calming – Object
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High Street DPPP – Concerns	Welch Way Zebra crossing – Object											
Market Square DPPP – Concerns	High Street Traffic calming – Object											

(o106) Local resident, (Witney, Corn St)	High Street DYs – Partially support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Concerns	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing – Support
	Market Square DPPP – Partially support	High Street Traffic calming – Support
I'm in favour of a traffic free town centre, and this is a step towards that.		
(o107) Local resident, (Witney, Corn St)	High Street DYs – Partially support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Partially support	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing – Support
	Market Square DPPP – Support	High Street Traffic calming – Support
Would prefer total pedestrian friendly high street. We have plants of free parking and I hate trying to cross the street dodging traffic trying to rat run.		
(o108) Local resident, (Witney, Corn Street)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object

	High Street DPPP's – Object	Welch Way Zebra crossing – Object
	Market Square DPPP's – Object	High Street Traffic calming – Object
	<p>These roads should be open to all traffic so that businesses which rely on passing trade can thrive. There is plenty of car-free shopping available elsewhere in Witney, for those that want it.</p> <p>But if the roads are to be closed, they should be closed to ALL traffic, including taxis, cycles & especially buses - which present the biggest danger in Corn Street, High Street & Market Square & produce the most pollution. Buses could easily be rerouted around this area. Welch Way is much wider & more able to accommodate them.</p>	
(o109) Local resident, (Witney, Corn Street)	High Street DYLS – Partially support	No Stopping Except Buses – Partially support
	Market Square DYLS – Support	Time limited No Stopping – Support
	Removal of loading – Partially support	No Stopping Except Taxis – Partially support
	High Street DPPP's – Support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Partially support	High Street Traffic calming – Support
	Sound sensible	
(o110) Local resident, (Witney, Corn Street. That can also be a nightmare with speeding cars and motorcycles. As always illegal parking on corn street continues to be a big issue)	High Street DYLS – Partially support	No Stopping Except Buses – Concerns
	Market Square DYLS – Partially support	Time limited No Stopping – Support
	Removal of loading – Partially support	No Stopping Except Taxis – Concerns
	High Street DPPP's – Support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Support	High Street Traffic calming – Support

	<p>I believe the high street should be restricted to only essential traffic, ie taxi, bus and disabled parking. There will also be the need for businesses on the high street to load and unload. What I do object to is the deliberately noisy and speeding motor bikes and cars using the high street. This will hopefully ensure the safety of children and the elderly.</p> <p>In addition, could those using push bikes and controlled speed scooters use the high street. Dodging these modes of transport on pavements/market square can be as dangerous as multiple modes of transport using the high street!</p>											
<p>(o111) Local resident, (Witney, Corne)</p>	<table border="1" data-bbox="577 501 2107 810"> <tr> <td data-bbox="577 501 1357 560">High Street DYs – Object</td> <td data-bbox="1357 501 2107 560">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 560 1357 619">Market Square DYs – Object</td> <td data-bbox="1357 560 2107 619">Time limited No Stopping – Partially support</td> </tr> <tr> <td data-bbox="577 619 1357 678">Removal of loading – Support</td> <td data-bbox="1357 619 2107 678">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="577 678 1357 737">High Street DPPP – Support</td> <td data-bbox="1357 678 2107 737">Welch Way Zebra crossing – Object</td> </tr> <tr> <td data-bbox="577 737 1357 810">Market Square DPPP – Support</td> <td data-bbox="1357 737 2107 810">High Street Traffic calming – Object</td> </tr> </table> <p data-bbox="577 842 2107 882">Stop messing. You won't even bother to read this</p>		High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Partially support	Removal of loading – Support	No Stopping Except Taxis – Object	High Street DPPP – Support	Welch Way Zebra crossing – Object	Market Square DPPP – Support	High Street Traffic calming – Object
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High Street DPPP – Support	Welch Way Zebra crossing – Object											
Market Square DPPP – Support	High Street Traffic calming – Object											
<p>(o112) Local resident, (Witney, Cotswold meadow)</p>	<table border="1" data-bbox="577 951 2107 1260"> <tr> <td data-bbox="577 951 1357 1010">High Street DYs – Support</td> <td data-bbox="1357 951 2107 1010">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 1010 1357 1069">Market Square DYs – Object</td> <td data-bbox="1357 1010 2107 1069">Time limited No Stopping – Support</td> </tr> <tr> <td data-bbox="577 1069 1357 1128">Removal of loading – Object</td> <td data-bbox="1357 1069 2107 1128">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="577 1128 1357 1187">High Street DPPP – Object</td> <td data-bbox="1357 1128 2107 1187">Welch Way Zebra crossing – Support</td> </tr> <tr> <td data-bbox="577 1187 1357 1260">Market Square DPPP – Object</td> <td data-bbox="1357 1187 2107 1260">High Street Traffic calming – Object</td> </tr> </table> <p data-bbox="577 1292 2107 1332">The high st should re opened for everyone to use to help local traders</p>		High Street DYs – Support	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Support	Removal of loading – Object	No Stopping Except Taxis – Object	High Street DPPP – Object	Welch Way Zebra crossing – Support	Market Square DPPP – Object	High Street Traffic calming – Object
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High Street DPPP – Object	Welch Way Zebra crossing – Support											
Market Square DPPP – Object	High Street Traffic calming – Object											

(o113) Local resident, (Witney, Crawley Road)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Support	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing – Support
	Market Square DPPP – Support	High Street Traffic calming – Support
Make the high street more attractive and usable		
(o114) Local resident, (Witney, Curbridge Road)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP – Object	Welch Way Zebra crossing – Object
	Market Square DPPP – Object	High Street Traffic calming – Object
No comments		
(o115) Local resident, (Witney, Deer Park)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Object
	Removal of loading –	No Stopping Except Taxis – Support
	High Street DPPP – Concerns	Welch Way Zebra crossing –

	Market Square DPPP's – Concerns	High Street Traffic calming – Object
Concern regarding the reduction of taxi bays and that the sharing of the bays will not be enforced. Other Local Authorities have this in place and it causes problems because there is no enforcement.		
(o116) Local resident, (Witney, Deer Park)	High Street DYLS – Object	No Stopping Except Buses – Support
	Market Square DYLS – Object	Time limited No Stopping – Support
	Removal of loading – Concerns	No Stopping Except Taxis – Support
	High Street DPPP's – Concerns	Welch Way Zebra crossing – Partially support
	Market Square DPPP's – Concerns	High Street Traffic calming –
No No Disabled people need the taxis on Market Square to remain in its present form. Taxis are vital for disabled and elderly people to be able to have eye and hearing aid appointments and to access the Market and adjacent shops. The present system works for them. WHY CHANGE IT.		
(o117) Local resident, (Witney, Ducklington)	High Street DYLS – Concerns	No Stopping Except Buses – Object
	Market Square DYLS – Concerns	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP's – Object	Welch Way Zebra crossing –
	Market Square DPPP's – Object	High Street Traffic calming – Object
Open the 30 minute parking back up to the public on high street - for a quick pop into a shop / butcher/ pharmacy. You're killing our small town business by not allowing this.		

(o118) Local resident, (Witney, Ducklington Lane)	High Street DYs – Support	No Stopping Except Buses – Concerns
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Partially support	No Stopping Except Taxis – Concerns
	High Street DPPP – Concerns	Welch Way Zebra crossing – Support
	Market Square DPPP – Concerns	High Street Traffic calming – Support
	<p>I think the plans look good, but I feel they could go further. There is ample disabled parking around the town centre without having to allow it on the high street. I think it allows people to still drive up and down the high street even if they're not disabled as they do now. I think firm penalty measures should be enforced for road users that don't adhere to the new rules as well, a few fines will deter them. I live near the town centre and regularly walk to the town centre and the high street and the less traffic there the better. Witney residents are SO complacent with their free car use and ability to drive and park anywhere for free. It would be great if the same measures could apply to Corn street too. In my opinion there is literally no need to be driving on the high street with the amount of free parking already nearby. I'm sure Sandwich de Witney will be just fine...</p>	
(o119) Local resident, (Witney, Ducklington Lane)	High Street DYs – Support	No Stopping Except Buses – Partially support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Object	No Stopping Except Taxis – Partially support
	High Street DPPP – Object	Welch Way Zebra crossing – Support
	Market Square DPPP – Object	High Street Traffic calming –
	<p>These new plans will only be effective if they are fully enforced by police/traffic wardens/ANPR cameras. Currently motor bikes and cars drive up and down the restricted access to High Street and non blue badge holders park outside banks and the Coop to do transactions.</p>	

(o120) Local resident, (Witney, Ducklington lane)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP – Object	Welch Way Zebra crossing – Object
	Market Square DPPP – Object	High Street Traffic calming – Object
Put it back to how it was and stop this nonsense		
(o121) Local resident, (Witney, Ducklington Isne)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Support	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP – Support	Welch Way Zebra crossing –
	Market Square DPPP – Support	High Street Traffic calming – Object
No comments		
(o122) Local resident, (Witney, Eastfield)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP – Concerns	Welch Way Zebra crossing – Object

	Market Square DPPP's – Concerns	High Street Traffic calming – Object
<p>Personally I feel the town centre needs opening up. Over the past 10 years Witney town centre has and is slowly dying with more and more cafes and less and less permanent businesses. We have seen a lot of change. The changes proposed are only going to harm the business's that have been struggling to continue due to the closure of the town centre for the majority of traffic.</p>		
(o123) Local resident, (Witney, Eastfield Road)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading –	No Stopping Except Taxis – Object
	High Street DPPP's – Object	Welch Way Zebra crossing – Object
	Market Square DPPP's – Object	High Street Traffic calming – Object
<p>Local resident for 67 years. I object to all the proposals as it should be left alone. Shops are struggling now and will suffer even more if this goes ahead.</p>		
(o124) Local resident, (Witney, Elm Close)	High Street DYs – Support	No Stopping Except Buses – Concerns
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading –	No Stopping Except Taxis – Concerns
	High Street DPPP's – Support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Support	High Street Traffic calming – Support

	I would like that part of the town to be as pedestrian-friendly as possible. The car parking provision elsewhere is more than adequate for those without disabilities. I am happy to see continued use of the area by buses as I cannot envisage an alternative location which would be convenient for elderly passengers											
(o125) Local resident, (Witney, Eton)	<table border="1"> <tr> <td data-bbox="568 360 1348 424">High Street DYs – Object</td> <td data-bbox="1348 360 2114 424">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="568 424 1348 488">Market Square DYs – Object</td> <td data-bbox="1348 424 2114 488">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="568 488 1348 552">Removal of loading – Concerns</td> <td data-bbox="1348 488 2114 552">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="568 552 1348 616">High Street DPPP – Support</td> <td data-bbox="1348 552 2114 616">Welch Way Zebra crossing – Object</td> </tr> <tr> <td data-bbox="568 616 1348 679">Market Square DPPP – Support</td> <td data-bbox="1348 616 2114 679">High Street Traffic calming – Object</td> </tr> </table>	High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object	Removal of loading – Concerns	No Stopping Except Taxis – Object	High Street DPPP – Support	Welch Way Zebra crossing – Object	Market Square DPPP – Support	High Street Traffic calming – Object	<p>Complete waste of money not need or wanted by any one who lives or works in witney</p>
High Street DYs – Object	No Stopping Except Buses – Object											
Market Square DYs – Object	Time limited No Stopping – Object											
Removal of loading – Concerns	No Stopping Except Taxis – Object											
High Street DPPP – Support	Welch Way Zebra crossing – Object											
Market Square DPPP – Support	High Street Traffic calming – Object											
(o126) Witney Parish Transport Representative., (Witney, Fairfield Drive)	<table border="1"> <tr> <td data-bbox="568 810 1348 874">High Street DYs – Partially support</td> <td data-bbox="1348 810 2114 874">No Stopping Except Buses – Partially support</td> </tr> <tr> <td data-bbox="568 874 1348 938">Market Square DYs – Partially support</td> <td data-bbox="1348 874 2114 938">Time limited No Stopping – Support</td> </tr> <tr> <td data-bbox="568 938 1348 1002">Removal of loading – Concerns</td> <td data-bbox="1348 938 2114 1002">No Stopping Except Taxis – Partially support</td> </tr> <tr> <td data-bbox="568 1002 1348 1066">High Street DPPP – Partially support</td> <td data-bbox="1348 1002 2114 1066">Welch Way Zebra crossing – Object</td> </tr> <tr> <td data-bbox="568 1066 1348 1129">Market Square DPPP – Partially support</td> <td data-bbox="1348 1066 2114 1129">High Street Traffic calming – Partially support</td> </tr> </table>	High Street DYs – Partially support	No Stopping Except Buses – Partially support	Market Square DYs – Partially support	Time limited No Stopping – Support	Removal of loading – Concerns	No Stopping Except Taxis – Partially support	High Street DPPP – Partially support	Welch Way Zebra crossing – Object	Market Square DPPP – Partially support	High Street Traffic calming – Partially support	<p>There have been so many different revised proposals that it can be difficult to keep up. At the Witney Traffic Advisory Committee Meeting on Tuesday 23 September I was reassured that the proposed community bus stop will have a shelter but not that the issue of bus congestion in the Market Square has been addressed. The existing bus stops are not big enough and buses blocking stops on layover is a big problem. Could not Langdale Gate which has one little used stop be used as a bus stand for layovers.</p>
High Street DYs – Partially support	No Stopping Except Buses – Partially support											
Market Square DYs – Partially support	Time limited No Stopping – Support											
Removal of loading – Concerns	No Stopping Except Taxis – Partially support											
High Street DPPP – Partially support	Welch Way Zebra crossing – Object											
Market Square DPPP – Partially support	High Street Traffic calming – Partially support											

	<p>I remain deeply concerned about the junction with Welch Way. General traffic in the Market Square will be much reduced but there will still be substantial bus movements from north to south or vice versa and from Welch Way turning right into the High Street. The flow of traffic along High Street North and Welch Way will be impeded by the zebra crossing in close proximity. There is no obvious way that uses can enter or exit the main traffic movement without a roundabout or traffic lights being in place. The current mini roundabout works well and should be retained. The reduction in taxi provision is another concern. The taxi rank in Welch Way is of limited value as taxis need to be in a central location. Based on current service levels it is possible to allow taxis to use the community bus stop at the following times</p> <table border="0" data-bbox="571 494 1344 598"> <tr> <td>Monday to Friday.</td> <td>00.00 - 08.30.</td> <td>16.30 - 24.00</td> </tr> <tr> <td>Saturday.</td> <td>00.00 - 08.30.</td> <td>13.30 - 24.00</td> </tr> <tr> <td>Sunday / Bank Hol.</td> <td colspan="2">00.00 - 24.00</td> </tr> </table> <p>Enforcement of any regulations is absolutely essential if these proposals are going to work. Part of the current problem is that motorists can act with impunity. This must change.</p>		Monday to Friday.	00.00 - 08.30.	16.30 - 24.00	Saturday.	00.00 - 08.30.	13.30 - 24.00	Sunday / Bank Hol.	00.00 - 24.00		
Monday to Friday.	00.00 - 08.30.	16.30 - 24.00										
Saturday.	00.00 - 08.30.	13.30 - 24.00										
Sunday / Bank Hol.	00.00 - 24.00											
<p>(o127) Local resident, (Witney, Farmers Close)</p>	<table border="1" data-bbox="571 766 2094 1077"> <tr> <td>High Street DYs – Support</td> <td>No Stopping Except Buses – Support</td> </tr> <tr> <td>Market Square DYs – Support</td> <td>Time limited No Stopping –</td> </tr> <tr> <td>Removal of loading – Concerns</td> <td>No Stopping Except Taxis – Support</td> </tr> <tr> <td>High Street DPPP – Support</td> <td>Welch Way Zebra crossing – Partially support</td> </tr> <tr> <td>Market Square DPPP – Support</td> <td>High Street Traffic calming – Support</td> </tr> </table> <p>If the traffic restrictions were enforced, ie no motor traffic allowed except buses and taxis, shopping in Witney's centre in a pedestrian area would be so much more environmentally pleasing</p>		High Street DYs – Support	No Stopping Except Buses – Support	Market Square DYs – Support	Time limited No Stopping –	Removal of loading – Concerns	No Stopping Except Taxis – Support	High Street DPPP – Support	Welch Way Zebra crossing – Partially support	Market Square DPPP – Support	High Street Traffic calming – Support
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High Street DPPP – Support	Welch Way Zebra crossing – Partially support											
Market Square DPPP – Support	High Street Traffic calming – Support											
<p>(o128) County Cllr, (Witney, Farmington Drive)</p>	<table border="1" data-bbox="571 1252 2094 1364"> <tr> <td>High Street DYs – Partially support</td> <td>No Stopping Except Buses – Support</td> </tr> <tr> <td>Market Square DYs – Support</td> <td>Time limited No Stopping – Support</td> </tr> </table>		High Street DYs – Partially support	No Stopping Except Buses – Support	Market Square DYs – Support	Time limited No Stopping – Support						
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High Street DPPP – Partially support	Welch Way Zebra crossing – Support											
Market Square DPPP – Support	High Street Traffic calming –											
<p>(o129) Local resident, (Witney, Fettiplace Road)</p>	<p>I overall generally support the proposals but there are still two outstanding issues I'm not satisfied with which need addressing:</p> <p>1) the junction where Welch Way meets High Street, by Nat West Bank. I remain concerned that the proposals make authorised vehicles, particularly large vehicles like emergency service vehicles and buses, turning left from Welch Way heading towards the Market Square difficult and potentially dangerous. With the pedestrian crossing and the new design indicating the road naturally turns left, the right turn looks extremely hazardous.</p> <p>2) there is still insufficient capacity for buses by the Market Square. Each side of the road has room for 3 buses to safely park up to load/off load passengers. Even with the 1 new bay further back for the community/villager services, this still isn't sufficient. There are times buses have to stop in the middle of the road, this is extremely challenging for wheelchair users trying to access buses. Better provision needs to be made as part of this design.</p>											
	<table border="1"> <tr> <td>High Street DYs – Object</td> <td>No Stopping Except Buses – Object</td> </tr> <tr> <td>Market Square DYs – Object</td> <td>Time limited No Stopping – Object</td> </tr> <tr> <td>Removal of loading –</td> <td>No Stopping Except Taxis – Object</td> </tr> <tr> <td>High Street DPPP –</td> <td>Welch Way Zebra crossing – Object</td> </tr> <tr> <td>Market Square DPPP –</td> <td>High Street Traffic calming – Object</td> </tr> </table>	High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object	Removal of loading –	No Stopping Except Taxis – Object	High Street DPPP –	Welch Way Zebra crossing – Object	Market Square DPPP –	High Street Traffic calming – Object	<p>Local residents and businesses have continually made their objection to the closure of the High Street abundantly clear and yet OCC continues to ignore this. Any further plans should be ceased and the High Street returned to its pre-COVID “temporary closure” state.</p>
High Street DYs – Object	No Stopping Except Buses – Object											
Market Square DYs – Object	Time limited No Stopping – Object											
Removal of loading –	No Stopping Except Taxis – Object											
High Street DPPP –	Welch Way Zebra crossing – Object											
Market Square DPPP –	High Street Traffic calming – Object											

(o130) Local resident, (Witney, Fettiplace Road)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Support	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing – Concerns
	Market Square DPPP – Support	High Street Traffic calming – Support
I am a resident with reduced mobility and use a blue badge . The high street has been accesible and safer since the measures have been introduced. I believe the proposed changes will improve the footfall and make it a safer place for all pedestrians		
(o131) Local resident, (Witney, Gloucester place)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Partially support	No Stopping Except Taxis – Support
	High Street DPPP – Concerns	Welch Way Zebra crossing – Support
	Market Square DPPP – Concerns	High Street Traffic calming – Support
I hope it will stop the cars racing through the highstreet and make it a peacefull place with lots of greenery and seating/ terras		
(o132) Local resident, (Witney, Gloucester Place)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping –

	<table border="1"> <tr> <td>Removal of loading – Support</td> <td>No Stopping Except Taxis – Support</td> </tr> <tr> <td>High Street DPPP’s – Support</td> <td>Welch Way Zebra crossing – Support</td> </tr> <tr> <td>Market Square DPPP’s – Support</td> <td>High Street Traffic calming – Support</td> </tr> </table> <p>I support the plans but would like to see monitoring by traffic wardens to stop cars, motorbikes and electric bikes from driving in these areas; at the moment it is very dangerous for pedestrians as the people who do this are not bothered about people’s safety.</p>	Removal of loading – Support	No Stopping Except Taxis – Support	High Street DPPP’s – Support	Welch Way Zebra crossing – Support	Market Square DPPP’s – Support	High Street Traffic calming – Support				
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(o134) Local resident, (Witney, Gloucester Place)	<table border="1"> <tr> <td>High Street DYs – Object</td> <td>No Stopping Except Buses – Object</td> </tr> <tr> <td>Market Square DYs – Object</td> <td>Time limited No Stopping – Object</td> </tr> <tr> <td>Removal of loading – Support</td> <td>No Stopping Except Taxis – Object</td> </tr> <tr> <td>High Street DPPP’s – Concerns</td> <td>Welch Way Zebra crossing – Support</td> </tr> <tr> <td>Market Square DPPP’s – Concerns</td> <td>High Street Traffic calming – Support</td> </tr> </table>	High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object	Removal of loading – Support	No Stopping Except Taxis – Object	High Street DPPP’s – Concerns	Welch Way Zebra crossing – Support	Market Square DPPP’s – Concerns	High Street Traffic calming – Support
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Market Square DPPP’s – Concerns	High Street Traffic calming – Support										

	High street shops and businesses need all the support they can get, any restrictions on parking will be bad for them. There are too many disabled spaces outside Waitrose, we don't need anymore on the high street	
(o135) Local resident, (Witney, Hailey Rd)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP – Object	Welch Way Zebra crossing – Object
	Market Square DPPP – Object	High Street Traffic calming – Object
	Put the High St and Market Sq back to how it was before, you are ruining Witney (not that you will listen) The money would be better spent improving the roads!	
(o136) Local resident, (Witney, Hailey Road)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading –	No Stopping Except Taxis – Object
	High Street DPPP – Object	Welch Way Zebra crossing – Object
	Market Square DPPP – Object	High Street Traffic calming – Object
	Reopen the High Street to cars. The entire underlying closure is retarded and not what the public wants.	
(o137) Local resident, (Witney, Hailey Road)	High Street DYs – Object	No Stopping Except Buses – Object

	<table border="1"> <tr> <td>Market Square DYs – Object</td> <td>Time limited No Stopping – Object</td> </tr> <tr> <td>Removal of loading – Object</td> <td>No Stopping Except Taxis – Object</td> </tr> <tr> <td>High Street DPPP – Concerns</td> <td>Welch Way Zebra crossing – Concerns</td> </tr> <tr> <td>Market Square DPPP – Concerns</td> <td>High Street Traffic calming – Object</td> </tr> </table> <p>The high street is best used as a functioning road to allow people to get to the town centre. Closing it has been awful for the life of the town, and any moves further in this direction of travel will only make it worse. Shame on the council for wasting so much time and money destroying what a thriving market town.</p>	Market Square DYs – Object	Time limited No Stopping – Object	Removal of loading – Object	No Stopping Except Taxis – Object	High Street DPPP – Concerns	Welch Way Zebra crossing – Concerns	Market Square DPPP – Concerns	High Street Traffic calming – Object		
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(o138) Local resident, (Witney, Hedgehog Lane)	<table border="1"> <tr> <td>High Street DYs – Object</td> <td>No Stopping Except Buses – Object</td> </tr> <tr> <td>Market Square DYs – Object</td> <td>Time limited No Stopping – Object</td> </tr> <tr> <td>Removal of loading – Object</td> <td>No Stopping Except Taxis – Object</td> </tr> <tr> <td>High Street DPPP – Partially support</td> <td>Welch Way Zebra crossing – Concerns</td> </tr> <tr> <td>Market Square DPPP – Object</td> <td>High Street Traffic calming – Object</td> </tr> </table> <p>The position of the proposed crossing in Welch Way is simply dangerous and WILL cause an accident. I do not in any way support the closure of the High Street to traffic.</p> <p>I would rather see OUR money used to help independent businesses fill the empty shops, and do something about the ridiculous parking situation on corn Street.</p>	High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object	Removal of loading – Object	No Stopping Except Taxis – Object	High Street DPPP – Partially support	Welch Way Zebra crossing – Concerns	Market Square DPPP – Object	High Street Traffic calming – Object
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(o139) Local resident, (Witney, Heron Drive)	<table border="1"> <tr> <td>High Street DYs – Concerns</td> <td>No Stopping Except Buses – Partially support</td> </tr> <tr> <td>Market Square DYs – Concerns</td> <td>Time limited No Stopping – Partially support</td> </tr> </table>	High Street DYs – Concerns	No Stopping Except Buses – Partially support	Market Square DYs – Concerns	Time limited No Stopping – Partially support						
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(o140) Local resident, (Witney, Heron Drive)	<table border="1"> <tr> <td>High Street DYs – Support</td> <td>No Stopping Except Buses – Partially support</td> </tr> <tr> <td>Market Square DYs – Support</td> <td>Time limited No Stopping – Partially support</td> </tr> <tr> <td>Removal of loading – Support</td> <td>No Stopping Except Taxis – Partially support</td> </tr> <tr> <td>High Street DPPP’s – Support</td> <td>Welch Way Zebra crossing – Support</td> </tr> <tr> <td>Market Square DPPP’s – Support</td> <td>High Street Traffic calming – Support</td> </tr> </table> <p>I support anything that makes the high street more accessible to pedestrians, reduces unnecessary road traffic and importantly the enforcement of these restrictions.</p>	High Street DYs – Support	No Stopping Except Buses – Partially support	Market Square DYs – Support	Time limited No Stopping – Partially support	Removal of loading – Support	No Stopping Except Taxis – Partially support	High Street DPPP’s – Support	Welch Way Zebra crossing – Support	Market Square DPPP’s – Support	High Street Traffic calming – Support
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(o141) Local resident, (Witney, Heron Drive)	<table border="1"> <tr> <td>High Street DYs – Support</td> <td>No Stopping Except Buses – Partially support</td> </tr> <tr> <td>Market Square DYs – Support</td> <td>Time limited No Stopping – Partially support</td> </tr> <tr> <td>Removal of loading – Partially support</td> <td>No Stopping Except Taxis – Partially support</td> </tr> <tr> <td>High Street DPPP’s – Partially support</td> <td>Welch Way Zebra crossing – Support</td> </tr> <tr> <td>Market Square DPPP’s – Partially support</td> <td>High Street Traffic calming – Support</td> </tr> </table>	High Street DYs – Support	No Stopping Except Buses – Partially support	Market Square DYs – Support	Time limited No Stopping – Partially support	Removal of loading – Partially support	No Stopping Except Taxis – Partially support	High Street DPPP’s – Partially support	Welch Way Zebra crossing – Support	Market Square DPPP’s – Partially support	High Street Traffic calming – Support
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	<p>The high street should be for pedestrians to comfortably and safely navigate and enjoy, which restrictions to general traffic access would greatly improve. There's also a noticeable amount of antisocial driving up and down the high street which this will hopefully end.</p>											
<p>(o142) Local resident, (Witney, High St)</p>	<table border="1" data-bbox="577 363 2107 676"> <tr> <td data-bbox="577 363 1357 427">High Street DYs –</td> <td data-bbox="1357 363 2107 427">No Stopping Except Buses –</td> </tr> <tr> <td data-bbox="577 427 1357 491">Market Square DYs –</td> <td data-bbox="1357 427 2107 491">Time limited No Stopping –</td> </tr> <tr> <td data-bbox="577 491 1357 555">Removal of loading –</td> <td data-bbox="1357 491 2107 555">No Stopping Except Taxis –</td> </tr> <tr> <td data-bbox="577 555 1357 619">High Street DPPP –</td> <td data-bbox="1357 555 2107 619">Welch Way Zebra crossing –</td> </tr> <tr> <td data-bbox="577 619 1357 676">Market Square DPPP –</td> <td data-bbox="1357 619 2107 676">High Street Traffic calming –</td> </tr> </table> <p data-bbox="577 711 2107 810">Can we have a plan that shows pavement widths, the proposed street furniture & planting etc. as I'm sure this is what most residents will be interested in, rather than hazards, levels, signs & road markings! These plans just aren't readable for the average Joe, who would rather view a simple, annotated layout.</p>		High Street DYs –	No Stopping Except Buses –	Market Square DYs –	Time limited No Stopping –	Removal of loading –	No Stopping Except Taxis –	High Street DPPP –	Welch Way Zebra crossing –	Market Square DPPP –	High Street Traffic calming –
High Street DYs –	No Stopping Except Buses –											
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Market Square DPPP –	High Street Traffic calming –											
<p>(o143) As a business, (Witney, High St)</p>	<table border="1" data-bbox="577 879 2107 1192"> <tr> <td data-bbox="577 879 1357 943">High Street DYs – Object</td> <td data-bbox="1357 879 2107 943">No Stopping Except Buses – Support</td> </tr> <tr> <td data-bbox="577 943 1357 1007">Market Square DYs – Concerns</td> <td data-bbox="1357 943 2107 1007">Time limited No Stopping – Support</td> </tr> <tr> <td data-bbox="577 1007 1357 1070">Removal of loading – Object</td> <td data-bbox="1357 1007 2107 1070">No Stopping Except Taxis – Support</td> </tr> <tr> <td data-bbox="577 1070 1357 1134">High Street DPPP –</td> <td data-bbox="1357 1070 2107 1134">Welch Way Zebra crossing – Support</td> </tr> <tr> <td data-bbox="577 1134 1357 1192">Market Square DPPP – Partially support</td> <td data-bbox="1357 1134 2107 1192">High Street Traffic calming –</td> </tr> </table> <p data-bbox="577 1227 2107 1262">There is need for delivery drivers to be able to do their unloading.</p>		High Street DYs – Object	No Stopping Except Buses – Support	Market Square DYs – Concerns	Time limited No Stopping – Support	Removal of loading – Object	No Stopping Except Taxis – Support	High Street DPPP –	Welch Way Zebra crossing – Support	Market Square DPPP – Partially support	High Street Traffic calming –
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Removal of loading – Object	No Stopping Except Taxis – Support											
High Street DPPP –	Welch Way Zebra crossing – Support											
Market Square DPPP – Partially support	High Street Traffic calming –											

(o144) Local resident, (Witney, High Street)	High Street DYLS –	No Stopping Except Buses –
	Market Square DYLS –	Time limited No Stopping –
	Removal of loading –	No Stopping Except Taxis –
	High Street DPPP’s –	Welch Way Zebra crossing – Support
	Market Square DPPP’s –	High Street Traffic calming – Support
	I don't drive and my main concern is that the buses should be able to get along the High Street and that I should be able to cross it reasonably easily.	
(o145) As a business, (Witney, High Street)	High Street DYLS – Object	No Stopping Except Buses – Object
	Market Square DYLS – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP’s – Concerns	Welch Way Zebra crossing – Support
	Market Square DPPP’s – Concerns	High Street Traffic calming –
	As a current retailer (I use the word “current” as the council seem to want to do whatever they can to prevent retailers from successfully trading), we have regular collections from a recycling business who need to park as close to the shop as possible. They currently find it very difficult and the new proposals seem to be making it completely forbidden. We also have regular visitors who donate to our shop (as we are a charity). Again, it is already extremely difficult for them to do so, but this will become totally impossible. Retailers need basics in order to continue to trade, and if the plan is to have no shops on the High Street or Market Square, your plan should work quite well. If, however, you’d prefer the streets to be alive and vibrant with shoppers, retailers need support, and by doing what is proposed you are going to damage the high street.	

(o146) As a business, (Witney, High Street)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Support	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing –
	Market Square DPPP – Support	High Street Traffic calming –
It'll have impact on the business		
(o147) As a business, (witney, high street)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Concerns	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP – Partially support	Welch Way Zebra crossing – Concerns
	Market Square DPPP – Partially support	High Street Traffic calming – Object
as the manager of a small independent business with no rear access for delivery's the new imposed removal of loading unloading rules and the new double yellow lines and no stopping means the shop would not be able to accept delivery's of any kind and my customers would also not be able to pick up heavy/large items that cant be carried up the high street. also some of my delivery's are not aloud to be carried up the high street by trading standards due to the nature of the items.		
(o148) Local resident, (Witney, High Street)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support

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(o149) As a business, (Witney, High street)	<table border="1"> <tr> <td>High Street DYs – Concerns</td> <td>No Stopping Except Buses – Object</td> </tr> <tr> <td>Market Square DYs – Concerns</td> <td>Time limited No Stopping – Object</td> </tr> <tr> <td>Removal of loading – Support</td> <td>No Stopping Except Taxis – Object</td> </tr> <tr> <td>High Street DPPP – Concerns</td> <td>Welch Way Zebra crossing – Object</td> </tr> <tr> <td>Market Square DPPP – Concerns</td> <td>High Street Traffic calming – Concerns</td> </tr> </table> <p>The plans available to download are not easy to read but I understand there is a path going in place of the current disabled parking? Is the current path above not wide enough?!! I assume the old wall will remain untouched. The unloading on double yellows is far better than the previous restrictions, but with the narrowing of the road is there enough space to stop?</p> <p>How will the cameras identify disabled badge holders? Are speed humps necessary if the road is pedestrianised? Maybe the zebra crossing would work but remove the other one that causes problems . As a business affected by the closure , please just OPEN IT!</p>	High Street DYs – Concerns	No Stopping Except Buses – Object	Market Square DYs – Concerns	Time limited No Stopping – Object	Removal of loading – Support	No Stopping Except Taxis – Object	High Street DPPP – Concerns	Welch Way Zebra crossing – Object	Market Square DPPP – Concerns	High Street Traffic calming – Concerns
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High Street DPPP – Concerns	Welch Way Zebra crossing – Object										
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(o150) As a business, (Witney, High Street, Witney)	<table border="1"> <tr> <td>High Street DYs – Object</td> <td>No Stopping Except Buses – Object</td> </tr> <tr> <td>Market Square DYs – Object</td> <td>Time limited No Stopping – Object</td> </tr> </table>	High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object						
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	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP –	Welch Way Zebra crossing – Partially support
	Market Square DPPP –	High Street Traffic calming –
	<p>We are a business which regularly receive heavy boxes of goods and will need the Royal Mail and other couriers to have places near to us to bring these boxes to the shop. I have spoken both to a Royal Mail worker and a UPS courier who were both unaware of these proposed changes and will not be able to deliver to us or other shops if these 'no waiting at any time's restrictions are bought in. The spaces opposite the Methodist Church for unloading are used by people as ordinary parking spaces and are frequently not able to be used for deliveries. No stock deliveries mean no business and equals empty shop fronts and people out of work. Not sure how that would look for the town or the council.</p>	
(o151) Local resident, (Witney, Highworth Place)	High Street DYs – Support	No Stopping Except Buses – Partially support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Partially support	No Stopping Except Taxis – Partially support
	High Street DPPP – Support	Welch Way Zebra crossing – Support
	Market Square DPPP – Support	High Street Traffic calming – Support
	<p>I only partially support the no stopping regulation due to the location of the banks and pharmacy within Boots. Having recently needed to drop an elderly relative with limited mobility, but no blue badge, to collect a prescription it highlighted the issue. I also have witnessed the local minibuses from the retirement facilities struggle to find suitable places to stop and allow the passengers to get off and on, at different locations around Witney. These are my only concerns around these proposed changes to the traffic regulations and if they have been considered and accounted for them I am happy with that. I do believe that the work is desperately needed and such things as the unsuitable and frankly dangerous crossing ramp by Como Lounge, and other poor paving needs to be dealt with swiftly to.</p>	

(o152) Local resident, (Witney, Highworth Place)	High Street DYs – Concerns	No Stopping Except Buses –
	Market Square DYs – Concerns	Time limited No Stopping –
	Removal of loading – Support	No Stopping Except Taxis –
	High Street DPPP – Partially support	Welch Way Zebra crossing – Object
	Market Square DPPP – Partially support	High Street Traffic calming – Concerns
Businesses should be listened to more; after all they are the only ones who have to deal with the consequences on a daily basis. Also, why are the existing double yellow lines in Corn Street never enforced??		
(o153) Local resident, (Witney, Highworth Place)	High Street DYs – Partially support	No Stopping Except Buses – Partially support
	Market Square DYs – Partially support	Time limited No Stopping – Partially support
	Removal of loading – Support	No Stopping Except Taxis – Partially support
	High Street DPPP – Partially support	Welch Way Zebra crossing – Support
	Market Square DPPP – Concerns	High Street Traffic calming – Object
Don't see the need for traffic calming as it's not a through road! Everyone should be stopping, disabled to park, delivery to deliver, busses to atop at bus stops. Another thing it is not nice going over them as a bus passenger. Also still don't understand why you are blocking the road with disabled parking, delivery etc when the road is currently wide enough for theses bays to be out of the flow of traffic. I'm sure if done it would look better too.		
(o154) Local resident, (Witney, Holloway)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object

	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP’s – Support	Welch Way Zebra crossing – Partially support
	Market Square DPPP’s – Support	High Street Traffic calming – Concerns
	These new proposals will affect trade and Oxfordshire council as not thinking of the bigger picture	
(o155) Local resident, (Witney, Holloway road)	High Street DYs –	No Stopping Except Buses – Support
	Market Square DYs –	Time limited No Stopping – Support
	Removal of loading –	No Stopping Except Taxis – Support
	High Street DPPP’s –	Welch Way Zebra crossing – Support
	Market Square DPPP’s –	High Street Traffic calming – Object
	If you are planning on mo access through the high street you need to stop the parking down the town end of corn street and remove the give way islands this causes alot of problems and makes the traffic build up.	
(o156) Local resident, (Witney, Kingswalk Cottages)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP’s – Object	Welch Way Zebra crossing –
	Market Square DPPP’s – Object	High Street Traffic calming – Object

	<p>I very strongly think that the Market Square (from the roundabout at NatWest Bank up to the Buttercross) should be re-opened, as per previous public votes which have been totally ignored.</p>											
<p>(o157) Local resident, (Witney, Lavender View)</p>	<table border="1" data-bbox="577 339 2107 651"> <tr> <td data-bbox="577 339 1357 400">High Street DYLS –</td> <td data-bbox="1357 339 2107 400">No Stopping Except Buses –</td> </tr> <tr> <td data-bbox="577 400 1357 462">Market Square DYLS –</td> <td data-bbox="1357 400 2107 462">Time limited No Stopping –</td> </tr> <tr> <td data-bbox="577 462 1357 525">Removal of loading –</td> <td data-bbox="1357 462 2107 525">No Stopping Except Taxis –</td> </tr> <tr> <td data-bbox="577 525 1357 587">High Street DPPP’s –</td> <td data-bbox="1357 525 2107 587">Welch Way Zebra crossing –</td> </tr> <tr> <td data-bbox="577 587 1357 651">Market Square DPPP’s –</td> <td data-bbox="1357 587 2107 651">High Street Traffic calming –</td> </tr> </table> <p data-bbox="577 687 2107 754">There is no point in putting an opinion against any point as evidence shows for recent so called consultation’s you don’t care what us the residents that pay your wages care about! Roll on the next election to get you out!</p>		High Street DYLS –	No Stopping Except Buses –	Market Square DYLS –	Time limited No Stopping –	Removal of loading –	No Stopping Except Taxis –	High Street DPPP’s –	Welch Way Zebra crossing –	Market Square DPPP’s –	High Street Traffic calming –
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High Street DPPP’s –	Welch Way Zebra crossing –											
Market Square DPPP’s –	High Street Traffic calming –											
<p>(o158) Local resident, (Witney, Lyneham Close)</p>	<table border="1" data-bbox="577 823 2107 1134"> <tr> <td data-bbox="577 823 1357 885">High Street DYLS – Support</td> <td data-bbox="1357 823 2107 885">No Stopping Except Buses – Support</td> </tr> <tr> <td data-bbox="577 885 1357 948">Market Square DYLS – Support</td> <td data-bbox="1357 885 2107 948">Time limited No Stopping – Support</td> </tr> <tr> <td data-bbox="577 948 1357 1010">Removal of loading – Support</td> <td data-bbox="1357 948 2107 1010">No Stopping Except Taxis – Support</td> </tr> <tr> <td data-bbox="577 1010 1357 1072">High Street DPPP’s – Object</td> <td data-bbox="1357 1010 2107 1072">Welch Way Zebra crossing –</td> </tr> <tr> <td data-bbox="577 1072 1357 1134">Market Square DPPP’s – Object</td> <td data-bbox="1357 1072 2107 1134">High Street Traffic calming – Support</td> </tr> </table> <p data-bbox="577 1171 2107 1270">I support the proposal but believe central Witney should be entirely traffic free, using the natural road ring around the centre as an alternative. Disabled bays could be placed at the top and bottom of the high street and buses and taxis can be re-routed.</p>		High Street DYLS – Support	No Stopping Except Buses – Support	Market Square DYLS – Support	Time limited No Stopping – Support	Removal of loading – Support	No Stopping Except Taxis – Support	High Street DPPP’s – Object	Welch Way Zebra crossing –	Market Square DPPP’s – Object	High Street Traffic calming – Support
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Removal of loading – Support	No Stopping Except Taxis – Support											
High Street DPPP’s – Object	Welch Way Zebra crossing –											
Market Square DPPP’s – Object	High Street Traffic calming – Support											

(o159) As a business, (Witney, Madley park)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing – Object
	Market Square DPPP – Support	High Street Traffic calming – Support
My taxi business affected		
(o160) Local resident, (Witney, Manor Road)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Concerns	Time limited No Stopping – Object
	Removal of loading – Concerns	No Stopping Except Taxis – Object
	High Street DPPP – Partially support	Welch Way Zebra crossing –
	Market Square DPPP – Concerns	High Street Traffic calming – Partially support
The parking restrictions on the High Street and Market Square are likely to contribute to a decline in local business, and makes it difficult to visit the adjacent pub restaurants and picking up/dropping off children from the nearby Scout Hall.		
(o161) Local resident, (Witney, Manor Road)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading –	No Stopping Except Taxis – Object

	High Street DPPP –	Welch Way Zebra crossing – Support
	Market Square DPPP –	High Street Traffic calming – Object
	It is not a busy street, especially when the new A40 is fully open even less traffic will be using it. More restrictions generally means less people willing to use the high street and its shops, and as you will have noticed shops are closing. Leave it alone, it works fine. If you have money in the kitty then save it for a worthwhile venture another time. Filling pot holes would be more appreciated, have you driven down Stanton Harcourt Road recently?	
(o162) Local resident, (Witney, Manor Road)	High Street DYs – Concerns	No Stopping Except Buses – Concerns
	Market Square DYs – Object	Time limited No Stopping – Concerns
	Removal of loading – Object	No Stopping Except Taxis – Concerns
	High Street DPPP – Partially support	Welch Way Zebra crossing – Partially support
	Market Square DPPP – Partially support	High Street Traffic calming – Object
	If the High Street is to remain open for Blue Badge holders, introduction of road humps will be of considerable discomfort for many disabled drivers and passengers. Such traffic calming simply isn't needed.	
(o163) Local resident, (Witney, Manor Road)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Support
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP –	Welch Way Zebra crossing – Object
	Market Square DPPP –	High Street Traffic calming – Object

	<p>Witney town shopping is being eroded by unnecessary traffic restrictions which no one asked for. Stop wasting money on restricting shoppers and start funding other areas we want and need as the LOCALS.</p>											
<p>(o164) As a business, (Witney, Market square)</p>	<table border="1" data-bbox="577 341 2107 654"> <tr> <td data-bbox="577 341 1357 403">High Street DYs – Concerns</td> <td data-bbox="1357 341 2107 403">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 403 1357 466">Market Square DYs – Concerns</td> <td data-bbox="1357 403 2107 466">Time limited No Stopping – Partially support</td> </tr> <tr> <td data-bbox="577 466 1357 528">Removal of loading – Support</td> <td data-bbox="1357 466 2107 528">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="577 528 1357 590">High Street DPPP – Support</td> <td data-bbox="1357 528 2107 590">Welch Way Zebra crossing – Object</td> </tr> <tr> <td data-bbox="577 590 1357 654">Market Square DPPP – Support</td> <td data-bbox="1357 590 2107 654">High Street Traffic calming – Support</td> </tr> </table> <p data-bbox="577 687 2107 754">As a business on market square. Limited parking should be allowed in order for businesses to survive! A crossing on market square (outside Helen and Douglas house is in much more need than welch way</p>		High Street DYs – Concerns	No Stopping Except Buses – Object	Market Square DYs – Concerns	Time limited No Stopping – Partially support	Removal of loading – Support	No Stopping Except Taxis – Object	High Street DPPP – Support	Welch Way Zebra crossing – Object	Market Square DPPP – Support	High Street Traffic calming – Support
High Street DYs – Concerns	No Stopping Except Buses – Object											
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High Street DPPP – Support	Welch Way Zebra crossing – Object											
Market Square DPPP – Support	High Street Traffic calming – Support											
<p>(o165) As a business, (Witney, Market square/high street)</p>	<table border="1" data-bbox="577 823 2107 1136"> <tr> <td data-bbox="577 823 1357 885">High Street DYs – Object</td> <td data-bbox="1357 823 2107 885">No Stopping Except Buses – Support</td> </tr> <tr> <td data-bbox="577 885 1357 948">Market Square DYs – Object</td> <td data-bbox="1357 885 2107 948">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="577 948 1357 1010">Removal of loading – Object</td> <td data-bbox="1357 948 2107 1010">No Stopping Except Taxis – Support</td> </tr> <tr> <td data-bbox="577 1010 1357 1072">High Street DPPP – Object</td> <td data-bbox="1357 1010 2107 1072">Welch Way Zebra crossing – Object</td> </tr> <tr> <td data-bbox="577 1072 1357 1136">Market Square DPPP – Object</td> <td data-bbox="1357 1072 2107 1136">High Street Traffic calming – Object</td> </tr> </table> <p data-bbox="577 1169 2107 1206">I'm a taxi driver and I object to all the new implementations</p>		High Street DYs – Object	No Stopping Except Buses – Support	Market Square DYs – Object	Time limited No Stopping – Object	Removal of loading – Object	No Stopping Except Taxis – Support	High Street DPPP – Object	Welch Way Zebra crossing – Object	Market Square DPPP – Object	High Street Traffic calming – Object
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High Street DPPP – Object	Welch Way Zebra crossing – Object											
Market Square DPPP – Object	High Street Traffic calming – Object											
<p>(o166) Local resident, (Witney, Marsh Walk)</p>	<table border="1" data-bbox="577 1273 2107 1390"> <tr> <td data-bbox="577 1273 1357 1335">High Street DYs – Object</td> <td data-bbox="1357 1273 2107 1335">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 1335 1357 1396">Market Square DYs – Object</td> <td data-bbox="1357 1335 2107 1396">Time limited No Stopping – Object</td> </tr> </table>		High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object						
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	<table border="1"> <tr> <td>Removal of loading –</td> <td>No Stopping Except Taxis – Object</td> </tr> <tr> <td>High Street DPPP – Object</td> <td>Welch Way Zebra crossing – Object</td> </tr> <tr> <td>Market Square DPPP – Object</td> <td>High Street Traffic calming – Object</td> </tr> </table> <p>I find the High street and Market Square work perfectly well and do not require changes.</p> <p>A zebra crossing is not needed as there is very little traffic in the high st. What we need is improved paving and lighting to make walking easier.</p> <p>The lighting in waitrose car park is particularly bad at night and I feel in danger of tripping.</p>	Removal of loading –	No Stopping Except Taxis – Object	High Street DPPP – Object	Welch Way Zebra crossing – Object	Market Square DPPP – Object	High Street Traffic calming – Object				
Removal of loading –	No Stopping Except Taxis – Object										
High Street DPPP – Object	Welch Way Zebra crossing – Object										
Market Square DPPP – Object	High Street Traffic calming – Object										
(o167) Local resident, (Witney, Mary ellis)	<table border="1"> <tr> <td>High Street DYs – Support</td> <td>No Stopping Except Buses – Support</td> </tr> <tr> <td>Market Square DYs – Support</td> <td>Time limited No Stopping – Support</td> </tr> <tr> <td>Removal of loading – Support</td> <td>No Stopping Except Taxis – Support</td> </tr> <tr> <td>High Street DPPP – Support</td> <td>Welch Way Zebra crossing – Support</td> </tr> <tr> <td>Market Square DPPP – Support</td> <td>High Street Traffic calming – Support</td> </tr> </table> <p>I support the proposals. Its the only part of witney where a slower limit makes sense. Road humps will make people slow including the zebra crossing by natwest. Ive seen near misses there with pedestrians so a zebra crossing is beneficial.</p>	High Street DYs – Support	No Stopping Except Buses – Support	Market Square DYs – Support	Time limited No Stopping – Support	Removal of loading – Support	No Stopping Except Taxis – Support	High Street DPPP – Support	Welch Way Zebra crossing – Support	Market Square DPPP – Support	High Street Traffic calming – Support
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High Street DPPP – Support	Welch Way Zebra crossing – Support										
Market Square DPPP – Support	High Street Traffic calming – Support										
(o168) Local resident, (Witney, Mill street)	<table border="1"> <tr> <td>High Street DYs – Object</td> <td>No Stopping Except Buses – Concerns</td> </tr> <tr> <td>Market Square DYs – Object</td> <td>Time limited No Stopping – Concerns</td> </tr> <tr> <td>Removal of loading – Concerns</td> <td>No Stopping Except Taxis – Concerns</td> </tr> </table>	High Street DYs – Object	No Stopping Except Buses – Concerns	Market Square DYs – Object	Time limited No Stopping – Concerns	Removal of loading – Concerns	No Stopping Except Taxis – Concerns				
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Removal of loading – Concerns	No Stopping Except Taxis – Concerns										

	High Street DPPP's – Object	Welch Way Zebra crossing – Object
	Market Square DPPP's – Object	High Street Traffic calming – Object
(o169) Local resident, (Witney, Mill Street)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Partially support	No Stopping Except Taxis – Support
	High Street DPPP's – Support	Welch Way Zebra crossing –
	Market Square DPPP's – Support	High Street Traffic calming – Object
(o170) Local resident, (Witney, Mill walk)	Prevent kids on bikes/loud cars racing around town	
	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Object	No Stopping Except Taxis – Support
	High Street DPPP's – Object	Welch Way Zebra crossing –
	Market Square DPPP's – Object	High Street Traffic calming –
	Either open it up or shut it down, you've made it more dangerous and don't do anything about people who brake the rules. It's corn street that causes the problems with bloody stupid speed humps and people stopping for takeaways	

(o171) Local resident, (Witney, Millers Mews)	High Street DYs – Concerns	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Concerns
	Removal of loading – Concerns	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing – Support
	Market Square DPPP – Support	High Street Traffic calming – Support
This is all very good and should improve the use of the High street and Market Square. Having no parking seems hard to justify and traders will rightly be concerned.		
My biggest concern is whether and how these restrictions and those already in place are going to be enforced. ANPR cameras were expected for Market Square to stem the tide of vehicles ignoring every day the tiny signs advising them not to enter. Yet there is no sign or news of them arriving. Unless you can enforce the regulations there is little point in having them.		
(o172) Local resident, (Witney, Moorland)	High Street DYs –	No Stopping Except Buses – Object
	Market Square DYs –	Time limited No Stopping – Object
	Removal of loading – Partially support	No Stopping Except Taxis – Object
	High Street DPPP – Object	Welch Way Zebra crossing – Partially support
	Market Square DPPP – Object	High Street Traffic calming – Concerns
There is nothing wrong with the high st or market sq . The money could be better spent filling some pot holes . Oxford rd comes to mind.		

(o173) Local resident, (Witney, Moorland Road)	High Street DYs – Object	No Stopping Except Buses –
	Market Square DYs – Object	Time limited No Stopping – Partially support
	Removal of loading –	No Stopping Except Taxicabs –
	High Street DPPP – Concerns	Welch Way Zebra crossing – Object
	Market Square DPPP – Concerns	High Street Traffic calming – Concerns
Consider it totally unnecessary, enough problems in the High Street anyway.		
(o174) Local resident, (Witney, N/A)	High Street DYs –	No Stopping Except Buses –
	Market Square DYs –	Time limited No Stopping –
	Removal of loading – Concerns	No Stopping Except Taxicabs –
	High Street DPPP – Concerns	Welch Way Zebra crossing – Object
	Market Square DPPP – Concerns	High Street Traffic calming –
Waste of money which should be spent sorting out the roads as what I have seen they are some of the worst in the uk, plus worse than some supposedly third world countries from my experience		
(o175) Local resident, (Witney, N/A)	High Street DYs – Support	No Stopping Except Buses – Concerns
	Market Square DYs – Support	Time limited No Stopping – Concerns
	Removal of loading – Object	No Stopping Except Taxicabs – Concerns

	High Street DPPP's – Support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Support	High Street Traffic calming – Object
	You are going to do what you like regardless of what the people want, so might as well join the fun and put whatever we like,	
(o176) Local resident, (Witney, New Bridge Street)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading –	No Stopping Except Taxis – Support
	High Street DPPP's –	Welch Way Zebra crossing –
	Market Square DPPP's –	High Street Traffic calming – Support
	There's no point in this if you don't actually enforce the restrictions. The current restriction is widely ignored.	
(o177) Local resident, (Witney, New Bridge Street)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Object	No Stopping Except Taxis – Support
	High Street DPPP's – Support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Support	High Street Traffic calming – Support
	The high street is currently dangerous for pedestrians. It supposed to be restricting cars but that is ignored. Those breaking the 'no access' rules, speed up the road faster than they would normally so they do not get 'caught'. Consequently it is more dangerous for pedestrians than it was before the 'no access' was introduced	

(o178) Local resident, (Witney, New Bridge Street)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading –	No Stopping Except Taxis – Support
	High Street DPPP – Concerns	Welch Way Zebra crossing – Concerns
	Market Square DPPP – Concerns	High Street Traffic calming – Support
<p>The High Street is supposed to have been pedestrianised but there are too many exceptions to the ban on traffic. This, coupled with those who ignore the traffic ban, means the street is not pedestrian friendly. There is also way too much disabled parking. With blue badges widely used, there is no need for specific disabled parking. Also, free and generous parking is available a very short walk away Woolgate.</p>		
(o179) Local resident, (Witney, New Yatt Road)	High Street DYs – Support	No Stopping Except Buses – Concerns
	Market Square DYs – Support	Time limited No Stopping – Object
	Removal of loading – Concerns	No Stopping Except Taxis – Concerns
	High Street DPPP – Object	Welch Way Zebra crossing –
	Market Square DPPP – Object	High Street Traffic calming – Support
<p>Close the High Street, make it pedestrian only and allow the pubs and cafes to have tables outside</p>		
(o180) Member of public, (Witney, New Yatt Road)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object

	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP – Object	Welch Way Zebra crossing – Object
	Market Square DPPP – Object	High Street Traffic calming – Object
<p>I strongly object to these proposals. This is not the time for cosmetic highway schemes funded by ever-increasing public borrowing. The council should focus on maintaining and improving existing infrastructure, not redesigning roads for the sake of it. Witney already suffers from fundamental issues:</p> <ul style="list-style-type: none"> • Poor road surfaces and potholes • Lack of parking and constant congestion • Overstretched healthcare and schools • Inadequate public transport • Ongoing housing developments with no supporting infrastructure <p>Instead of fixing the basics, the council is proposing expensive and disruptive works that will reduce road functionality, damage local businesses and simply force traffic into surrounding residential areas. This is poor planning and short-term thinking that creates long-term problems.</p> <p>Residents did not ask for this. Local services are already under strain and essential facilities are not fit for purpose. You cannot keep approving more housing without first delivering roads, schools, GP capacity and parking. Public borrowing should be used responsibly. It must deliver genuine value, not fund vanity projects. If the council wants to improve Witney, it should invest in core services, maintain what we already have and plan properly for future growth.</p> <p>Stop wasting borrowed money. Focus on fixing what is broken and supporting the people who actually live and work here.</p>		
(o181) Local resident, (Witney, New Yatt Road)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object

	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP’s – Object	Welch Way Zebra crossing –
	Market Square DPPP’s – Object	High Street Traffic calming – Object
	<p>Witney high street used to be busier. The cost of everything is so high now that we all have to work all the hours, we want a high street where we can stop for 5 minutes to grab lunch or a drink and go back off to work. It used to work really well, take it back to pre Covid. You won’t, because these “let’s ask the public” things always ALWAYS end up with you all doing what you decided in the first place. Local businesses are already struggling, help them out by letting us park for 5 and run in somewhere and spend some money there. The car parks are fab, but no good for getting in and out quickly. They just aren’t. For a browse or a big shop if you have time, great. We regularly park further down the high street and run into The Edge or the butcher for bits and bobs but there isn’t the time to go further up and grab whatever else. It’s a real shame for Witney.</p>	
(o182) Local resident, (Witney, Newland)	High Street DYLS – Support	No Stopping Except Buses – Concerns
	Market Square DYLS – Support	Time limited No Stopping – Support
	Removal of loading –	No Stopping Except Taxis – Concerns
	High Street DPPP’s – Support	Welch Way Zebra crossing –
	Market Square DPPP’s –	High Street Traffic calming – Support
	<p>We need to crack on and make permanent the calmer High Street. What opponents call ‘closing’ it has actually opened it up to people. It’s so nice now with less traffic. So many people sitting outside cafes and stopping to chat. The cars really hindered that. Don’t let the cars back in! We have loads of free and disabled parking already; we don’t need cars driving to Sandwich De Witney and parking outside while they get their lunch! It ruins the area for actual human activity. It’s also much safer and healthier now we can cross the road. The lengthy delays and lack of enforcement of traffic restrictions have muddled the message, led to confusion and allowed a sense that it’ll never properly happen. Please crack on and make our market town lovely, safe and open to people again!</p>	

(o183) Local resident, (Witney, Newland Mill)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Partially support	Time limited No Stopping – Support
	Removal of loading – Partially support	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing –
	Market Square DPPP – Support	High Street Traffic calming – Support
Fully support pedestrianised high street and market square as car parking is nearby. It will be more pleasant, less fumes and safer for shoppers.		
(o184) Local resident, (Witney, No)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP –	Welch Way Zebra crossing – Object
	Market Square DPPP –	High Street Traffic calming – Object
The whole project is a waste of money which would be better spent elsewhere. Ultimately the High Street should be re- opened and returned to pre-covid use.		
(o185) Local resident, (Witney, Oxford Hill)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs –	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object

	High Street DPPP's – Object	Welch Way Zebra crossing –
	Market Square DPPP's – Object	High Street Traffic calming – Object
	<p>What is wrong with the measures you have in place now? Why spend yet more money on it. Also why do you need traffic calming flat topped speed bumps in a 20 mile an hour area on high street. Madness</p>	
(o186) Local resident, (Witney, Oxford Hill)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Partially support	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP's – Object	Welch Way Zebra crossing – Object
	Market Square DPPP's – Object	High Street Traffic calming – Object
	<p>The town centre needs to remain open and accessible. Not only for access to the town but also the road flow for local traffic. I have know this town for 60 years, the destruction of the town will not help. The closure of businesses will reduce the access and diminish the area.</p> <p>Why is Greggs busier? Why do people pull up, jump out and grab a snack. Oh why High street sandwich shops not getting same!</p> <p>This has nothing to do with 'green'.</p>	
(o187) Local resident, (Witney, Oxford Hill)	High Street DYs – Support	No Stopping Except Buses – Object
	Market Square DYs – Support	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object

	High Street DPPP's – Support	Welch Way Zebra crossing – Object
	Market Square DPPP's – Support	High Street Traffic calming – Object
	The zebra crossing is a waste of money. Works fine as it is. Traffic calming measures? Thought the streets were safer now!? Object to all the non stopping as the road should be fully opened. The loading bays never worked so this should help the businesses.	
(o188) Local resident, (Witney, Oxlease)	High Street DYLS – Partially support	No Stopping Except Buses – Support
	Market Square DYLS – Support	Time limited No Stopping – Support
	Removal of loading – Partially support	No Stopping Except Taxis – Support
	High Street DPPP's – Support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Support	High Street Traffic calming – Partially support
	The near end of corn street should also become a formal zebra crossing. The narrowing of the road and layout mean that often drivers let pedestrians cross anyway but not all. Clarity here would help. The number of blue badges spaces seems to have been reduced?	
(o189) Local resident, (Witney, Park View lane)	High Street DYLS – Concerns	No Stopping Except Buses – Object
	Market Square DYLS – Concerns	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP's – Support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Support	High Street Traffic calming – Concerns

	<p>I feel no stopping zones is over the top and unnecessary. Zebra crossing is a god idea, but as the existing hump confuses padestrians on whether it is a crossing or not. Would make is safer. 1</p>											
<p>(o190) Local resident, (Witney, Park View Road)</p>	<table border="1" data-bbox="577 341 2107 652"> <tr> <td data-bbox="577 341 1357 403">High Street DYs – Support</td> <td data-bbox="1357 341 2107 403">No Stopping Except Buses – Support</td> </tr> <tr> <td data-bbox="577 403 1357 466">Market Square DYs – Support</td> <td data-bbox="1357 403 2107 466">Time limited No Stopping – Support</td> </tr> <tr> <td data-bbox="577 466 1357 528">Removal of loading – Partially support</td> <td data-bbox="1357 466 2107 528">No Stopping Except Taxis – Support</td> </tr> <tr> <td data-bbox="577 528 1357 590">High Street DPPP – Support</td> <td data-bbox="1357 528 2107 590">Welch Way Zebra crossing – Support</td> </tr> <tr> <td data-bbox="577 590 1357 652">Market Square DPPP – Support</td> <td data-bbox="1357 590 2107 652">High Street Traffic calming – Support</td> </tr> </table> <p data-bbox="577 687 2107 722">As a local resident want to show my support for these positive changes to the High Street.</p>		High Street DYs – Support	No Stopping Except Buses – Support	Market Square DYs – Support	Time limited No Stopping – Support	Removal of loading – Partially support	No Stopping Except Taxis – Support	High Street DPPP – Support	Welch Way Zebra crossing – Support	Market Square DPPP – Support	High Street Traffic calming – Support
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High Street DPPP – Support	Welch Way Zebra crossing – Support											
Market Square DPPP – Support	High Street Traffic calming – Support											
<p>(o191) Local resident, (Witney, Park View Road)</p>	<table border="1" data-bbox="577 788 2107 1099"> <tr> <td data-bbox="577 788 1357 850">High Street DYs – Support</td> <td data-bbox="1357 788 2107 850">No Stopping Except Buses – Support</td> </tr> <tr> <td data-bbox="577 850 1357 912">Market Square DYs – Support</td> <td data-bbox="1357 850 2107 912">Time limited No Stopping – Support</td> </tr> <tr> <td data-bbox="577 912 1357 975">Removal of loading –</td> <td data-bbox="1357 912 2107 975">No Stopping Except Taxis – Support</td> </tr> <tr> <td data-bbox="577 975 1357 1037">High Street DPPP –</td> <td data-bbox="1357 975 2107 1037">Welch Way Zebra crossing – Support</td> </tr> <tr> <td data-bbox="577 1037 1357 1099">Market Square DPPP –</td> <td data-bbox="1357 1037 2107 1099">High Street Traffic calming – Support</td> </tr> </table> <p data-bbox="577 1134 2107 1206">It's important for High Street to no longer be a normal through route for traffic to give space for pavement to be used for other purposes such as outdoor seating for pubs and cafes.</p>		High Street DYs – Support	No Stopping Except Buses – Support	Market Square DYs – Support	Time limited No Stopping – Support	Removal of loading –	No Stopping Except Taxis – Support	High Street DPPP –	Welch Way Zebra crossing – Support	Market Square DPPP –	High Street Traffic calming – Support
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High Street DPPP –	Welch Way Zebra crossing – Support											
Market Square DPPP –	High Street Traffic calming – Support											
<p>(o192) Local resident, (Witney, Pensclose)</p>	<table border="1" data-bbox="577 1273 2107 1390"> <tr> <td data-bbox="577 1273 1357 1335">High Street DYs – Support</td> <td data-bbox="1357 1273 2107 1335">No Stopping Except Buses – Concerns</td> </tr> <tr> <td data-bbox="577 1335 1357 1396">Market Square DYs – Concerns</td> <td data-bbox="1357 1335 2107 1396">Time limited No Stopping – Support</td> </tr> </table>		High Street DYs – Support	No Stopping Except Buses – Concerns	Market Square DYs – Concerns	Time limited No Stopping – Support						
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	<table border="1"> <tr> <td>Removal of loading – Concerns</td> <td>No Stopping Except Taxis – Concerns</td> </tr> <tr> <td>High Street DPPP’s – Support</td> <td>Welch Way Zebra crossing – Support</td> </tr> <tr> <td>Market Square DPPP’s – Support</td> <td>High Street Traffic calming – Support</td> </tr> </table> <p>I am completing the form as an older resident with young grandchildren. We need a thriving, safe high street for all users and also to ensure traders are able to access premises and load/unload as necessary. Also the Market and Farmers Market traders need access. The High Street should not be closed to all traffic completely, timed access should be considered. Where pedestrianisation has happened in market towns eg Bicester, a rise in antisocial behaviour and also masked e bike riders which we are also experiencing in Marriots now.</p>	Removal of loading – Concerns	No Stopping Except Taxis – Concerns	High Street DPPP’s – Support	Welch Way Zebra crossing – Support	Market Square DPPP’s – Support	High Street Traffic calming – Support				
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(o193) Local resident, (Witney, Pine rise)	<table border="1"> <tr> <td>High Street DYLS – Concerns</td> <td>No Stopping Except Buses – Object</td> </tr> <tr> <td>Market Square DYLS – Object</td> <td>Time limited No Stopping – Concerns</td> </tr> <tr> <td>Removal of loading – Object</td> <td>No Stopping Except Taxis – Object</td> </tr> <tr> <td>High Street DPPP’s – Partially support</td> <td>Welch Way Zebra crossing – Concerns</td> </tr> <tr> <td>Market Square DPPP’s – Partially support</td> <td>High Street Traffic calming – Concerns</td> </tr> </table> <p>How will local independent businesses receive or unload stock? This is unreasonable and will be detrimental to their businesses if they have to use the car parks and walk everything through, that’s unacceptable. At least have loading m/deliveries allowed throughout the day. Also how will the market setup and set down? I’m guessing no one has given a thought to any of these local businesses or this wouldn’t be a question!</p>	High Street DYLS – Concerns	No Stopping Except Buses – Object	Market Square DYLS – Object	Time limited No Stopping – Concerns	Removal of loading – Object	No Stopping Except Taxis – Object	High Street DPPP’s – Partially support	Welch Way Zebra crossing – Concerns	Market Square DPPP’s – Partially support	High Street Traffic calming – Concerns
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Market Square DPPP’s – Partially support	High Street Traffic calming – Concerns										
(o194) Local resident, (Witney, Please choose Thorney Leys)	<table border="1"> <tr> <td>High Street DYLS – Support</td> <td>No Stopping Except Buses – Support</td> </tr> <tr> <td>Market Square DYLS – Support</td> <td>Time limited No Stopping – Support</td> </tr> <tr> <td>Removal of loading – Partially support</td> <td>No Stopping Except Taxis – Support</td> </tr> </table>	High Street DYLS – Support	No Stopping Except Buses – Support	Market Square DYLS – Support	Time limited No Stopping – Support	Removal of loading – Partially support	No Stopping Except Taxis – Support				
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	High Street DPPP's – Support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Support	High Street Traffic calming – Support
	I am very supportive of the pedestrianisation of Witney High Street. I want to see enforcement of the current regulations	
(o195) Local resident, (Witney, Point place)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading –	No Stopping Except Taxis – Object
	High Street DPPP's – Object	Welch Way Zebra crossing – Object
	Market Square DPPP's – Object	High Street Traffic calming – Object
	Not wanted or needed. Gant and co have messed up Oxfords roads - leave Witney alone	
(o196) Local resident, (Witney, Point place)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Partially support	No Stopping Except Taxis – Object
	High Street DPPP's – Object	Welch Way Zebra crossing – Object
	Market Square DPPP's – Object	High Street Traffic calming – Object
	This is not needed nor wanted by the local community. It is anti business and the Libdems anti car policies are not wanted in this already thriving town.	

(o197) Local resident, (Witney, Primrose Close)	High Street DYs – Partially support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Partially support
	Removal of loading – Concerns	No Stopping Except Taxis – Support
	High Street DPPP –	Welch Way Zebra crossing – Support
	Market Square DPPP –	High Street Traffic calming – Partially support
Ensure balanced view is taken on changes		
(o198) Local resident, (Witney, Puck Lane)	High Street DYs – Partially support	No Stopping Except Buses – Partially support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Support	No Stopping Except Taxis – Partially support
	High Street DPPP – Support	Welch Way Zebra crossing – Support
	Market Square DPPP – Support	High Street Traffic calming – Support
We believe that supporting the look and feel of a good town centre environment is important and that it works for all users		
(o199) Member of public, (Witney, Quarry Road)	High Street DYs – Concerns	No Stopping Except Buses – Support
	Market Square DYs – Concerns	Time limited No Stopping – Support
	Removal of loading – Concerns	No Stopping Except Taxis – Support

	High Street DPPPs – Support	Welch Way Zebra crossing – Support
	Market Square DPPPs – Support	High Street Traffic calming –
(o200) Local resident, (Witney, queen emmas dyke)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Partially support	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPPs – Object	Welch Way Zebra crossing – Object
	Market Square DPPPs – Object	High Street Traffic calming – Object
	<p>Because you keep making these silly changes and in all honesty it destroys the town. It's so much quieter since you made all the restrictions before shops have lost business, traffic is a lot worse because you have cut off a major route through witney. Town centre and the high street have been fine for years. Maybe concentrate on corn street where there is an issue or queen emmas dyke where there is going to be an accident due to the stagecoach drivers parking all over the place making it very unsafe for pedestrians and other motorists.</p> <p>Stop wasting our money on things we dont want or need! Start listening to the people and you might actually gain some respect.</p>	
(o201) Local resident, (Witney, Rissington Drive)	High Street DYs – Concerns	No Stopping Except Buses – Support
	Market Square DYs – Concerns	Time limited No Stopping – Support
	Removal of loading –	No Stopping Except Taxis – Support
	High Street DPPPs – Support	Welch Way Zebra crossing – Support

	Market Square DPPP's – Support	High Street Traffic calming – Partially support
<p>I am concerned about the proposal for double yellow lines on the basis I think this is a waste of time. There are double yellow lines on Corn Street and Welch Way which are constantly ignored and there's doesn't seem to be any enforcement in place.</p> <p>If the plan is to put double yellow lines and other parking restrictions in place, these need to be enforced otherwise it's pointless.</p>		
(o202) Member of public, (Witney, Saxon Way)	High Street DYs – Concerns	No Stopping Except Buses – Partially support
	Market Square DYs – Support	Time limited No Stopping – Partially support
	Removal of loading – Support	No Stopping Except Taxis – Partially support
	High Street DPPP's – Partially support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Support	High Street Traffic calming – Partially support
<p>I'm concerned about the location of the crossing at the top of high street / market square. I did comment at the consultation that it is poorly placed as the avement is incredible steep.</p>		
(o203) Local resident, (Witney, Schofield Ave)	High Street DYs – Partially support	No Stopping Except Buses – Support
	Market Square DYs – Partially support	Time limited No Stopping – Support
	Removal of loading – Partially support	No Stopping Except Taxis – Support
	High Street DPPP's – Object	Welch Way Zebra crossing – Concerns
	Market Square DPPP's – Support	High Street Traffic calming – Partially support

	<p>There are hardly any shops only cafes on the high street, so disabled people are Harding going to be able to get all the way to high street nor welch way if no taxis by market square. Welch way already ha a zebra crossing anyway. Plus you've wasted money on making the crossings on market square unless these are staying. Anyway you'll ignore this survey and just plop on regardless, like councils always do.</p>											
<p>(o204) Local resident, (Witney, Spring Close)</p>	<table border="1" data-bbox="577 395 2107 707"> <tr> <td data-bbox="577 395 1357 459">High Street DYs – Support</td> <td data-bbox="1357 395 2107 459">No Stopping Except Buses – Partially support</td> </tr> <tr> <td data-bbox="577 459 1357 523">Market Square DYs – Support</td> <td data-bbox="1357 459 2107 523">Time limited No Stopping – Partially support</td> </tr> <tr> <td data-bbox="577 523 1357 587">Removal of loading – Partially support</td> <td data-bbox="1357 523 2107 587">No Stopping Except Taxis – Partially support</td> </tr> <tr> <td data-bbox="577 587 1357 651">High Street DPPP – Support</td> <td data-bbox="1357 587 2107 651">Welch Way Zebra crossing – Support</td> </tr> <tr> <td data-bbox="577 651 1357 707">Market Square DPPP – Support</td> <td data-bbox="1357 651 2107 707">High Street Traffic calming – Support</td> </tr> </table> <p data-bbox="577 746 2107 786">Vehicles need to stop using the high street as a cut through. Most vehicles are not abiding to 20mph as well.</p>		High Street DYs – Support	No Stopping Except Buses – Partially support	Market Square DYs – Support	Time limited No Stopping – Partially support	Removal of loading – Partially support	No Stopping Except Taxis – Partially support	High Street DPPP – Support	Welch Way Zebra crossing – Support	Market Square DPPP – Support	High Street Traffic calming – Support
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Market Square DPPP – Support	High Street Traffic calming – Support											
<p>(o205) Local resident, (Witney, Spring Meadow)</p>	<table border="1" data-bbox="577 842 2107 1153"> <tr> <td data-bbox="577 842 1357 906">High Street DYs – Object</td> <td data-bbox="1357 842 2107 906">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 906 1357 970">Market Square DYs – Object</td> <td data-bbox="1357 906 2107 970">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="577 970 1357 1034">Removal of loading – Object</td> <td data-bbox="1357 970 2107 1034">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="577 1034 1357 1098">High Street DPPP – Object</td> <td data-bbox="1357 1034 2107 1098">Welch Way Zebra crossing – Object</td> </tr> <tr> <td data-bbox="577 1098 1357 1153">Market Square DPPP – Object</td> <td data-bbox="1357 1098 2107 1153">High Street Traffic calming – Object</td> </tr> </table> <p data-bbox="577 1193 2107 1297">I DO NOT SUPPORT traffic restrictions on Witney High Street or the surrounding area. One of the reasons I relocated to Witney was the simplicity in getting around, these traffic restrictions are a removal of my civil liberties. I could not object strongly enough.</p>		High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object	Removal of loading – Object	No Stopping Except Taxis – Object	High Street DPPP – Object	Welch Way Zebra crossing – Object	Market Square DPPP – Object	High Street Traffic calming – Object
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High Street DPPP – Object	Welch Way Zebra crossing – Object											
Market Square DPPP – Object	High Street Traffic calming – Object											

(o206) Local resident, (Witney, Spring Meadow)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Support	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing – Partially support
	Market Square DPPP – Support	High Street Traffic calming – Partially support
<p>While I support the introduction of a crossing on Welch way I feel that a lack of considers has been given for pedestrians, less mobility able and disabled persons crossing the high street from the Halifax/ No33 side to the opposite bus stop get on the bus. There is no safe haven to cross .The area in green on the plan sheet 3 is not specific as a safe haven when undertaking this type of manoeuvre .A safe crossing zone is needed here</p>		
(o207) As a business, (Witney, Springfield oval)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP – Concerns	Welch Way Zebra crossing – Support
	Market Square DPPP – Concerns	High Street Traffic calming – Object
<p>Concerns for the elderly, delivery drivers , local businesses. Many people drop passengers of At the taxi rank to catch a taxi.</p>		
(o208) Local resident, (Witney, Stanton harcourt road)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support

	Removal of loading – Support	No Stopping Except Taxis – Support
	High Street DPPP’s – Support	Welch Way Zebra crossing – Support
	Market Square DPPP’s – Support	High Street Traffic calming – Object
	I think traffic should be allowed to flow through the high street like it did before COVID, you either make it 100 percent traffic free no buses or disabled, or you let it flow like before,	
(o209) Local resident, (Witney, Stenter Lane)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP’s – Object	Welch Way Zebra crossing – Object
	Market Square DPPP’s – Object	High Street Traffic calming – Object
	New Zebra crossing too near the bend. Just leave the island that is there currently - it works.	
(o210) Local resident, (Witney, Taphouse Avenue)	High Street DYs – Partially support	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP’s – Partially support	Welch Way Zebra crossing – Partially support
	Market Square DPPP’s – Partially support	High Street Traffic calming – Object

	<p>The High Street should be open again to all traffic. It's not going to be of any benefit to pedestrians as there are still buses, taxis etc driving through and it just increases congestion through Witney. It detrimental to businesses and the market as well. This was supposed to be a temporary measure during covid and not a long-term closure!</p>											
<p>(o211) Local resident, (Witney, Tetbury Drive)</p>	<table border="1" data-bbox="577 363 2107 675"> <tr> <td data-bbox="577 363 1357 427">High Street DYs – Support</td> <td data-bbox="1357 363 2107 427">No Stopping Except Buses – Support</td> </tr> <tr> <td data-bbox="577 427 1357 491">Market Square DYs – Support</td> <td data-bbox="1357 427 2107 491">Time limited No Stopping – Support</td> </tr> <tr> <td data-bbox="577 491 1357 555">Removal of loading – Support</td> <td data-bbox="1357 491 2107 555">No Stopping Except Taxis – Support</td> </tr> <tr> <td data-bbox="577 555 1357 619">High Street DPPP – Concerns</td> <td data-bbox="1357 555 2107 619">Welch Way Zebra crossing – Concerns</td> </tr> <tr> <td data-bbox="577 619 1357 675">Market Square DPPP – Concerns</td> <td data-bbox="1357 619 2107 675">High Street Traffic calming –</td> </tr> </table> <p data-bbox="577 710 2107 877">Zebra crossings can cause significant congestion where a large volume of people are constantly filtering across the road. This is especially see outside Marriots Place where traffic can be stopped by a constant stream of pedestrians crossing. into out of Marriots. This could cause safety issues as car often don't wish to stop due to the expected time they may be stuck. A Pelican crossing would be a better option that allows cars and pedestrians to proceed in a safe manner.</p>		High Street DYs – Support	No Stopping Except Buses – Support	Market Square DYs – Support	Time limited No Stopping – Support	Removal of loading – Support	No Stopping Except Taxis – Support	High Street DPPP – Concerns	Welch Way Zebra crossing – Concerns	Market Square DPPP – Concerns	High Street Traffic calming –
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Market Square DPPP – Concerns	High Street Traffic calming –											
<p>(o212) Local resident, (Witney, Thorney leys)</p>	<table border="1" data-bbox="577 951 2107 1262"> <tr> <td data-bbox="577 951 1357 1015">High Street DYs – Object</td> <td data-bbox="1357 951 2107 1015">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 1015 1357 1078">Market Square DYs – Partially support</td> <td data-bbox="1357 1015 2107 1078">Time limited No Stopping – Partially support</td> </tr> <tr> <td data-bbox="577 1078 1357 1142">Removal of loading – Partially support</td> <td data-bbox="1357 1078 2107 1142">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="577 1142 1357 1206">High Street DPPP – Support</td> <td data-bbox="1357 1142 2107 1206">Welch Way Zebra crossing – Object</td> </tr> <tr> <td data-bbox="577 1206 1357 1262">Market Square DPPP – Support</td> <td data-bbox="1357 1206 2107 1262">High Street Traffic calming – Object</td> </tr> </table> <p data-bbox="577 1297 2107 1393">Prior to Covid the town centre was a busy place. You could park and grab something from a shop. Since covid and the road restrictions the town centre is dead!!! Lots of empty shops or a few pop ups.</p>		High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Partially support	Time limited No Stopping – Partially support	Removal of loading – Partially support	No Stopping Except Taxis – Object	High Street DPPP – Support	Welch Way Zebra crossing – Object	Market Square DPPP – Support	High Street Traffic calming – Object
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High Street DPPP – Support	Welch Way Zebra crossing – Object											
Market Square DPPP – Support	High Street Traffic calming – Object											

	<p>The restrictions are obviously having a negative effect on the town. I prefer to go to Carterton now. Much more there, until they try to pedestrianise that as well!!! The county council do not want anyone to use their cars anywhere. Walk, bike or public transport only. That's OK for some but not all. With the new charges coming in Oxford. This will also be a dead space as is the 'Park and ride' in Eynsham!!!!</p>											
<p>(o213) Local resident, (Witney, Thorney Leys)</p>	<table border="1" data-bbox="577 432 2107 742"> <tr> <td data-bbox="577 432 1357 493">High Street DYs – Object</td> <td data-bbox="1357 432 2107 493">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 493 1357 553">Market Square DYs – Object</td> <td data-bbox="1357 493 2107 553">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="577 553 1357 614">Removal of loading – Object</td> <td data-bbox="1357 553 2107 614">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="577 614 1357 675">High Street DPPP – Object</td> <td data-bbox="1357 614 2107 675">Welch Way Zebra crossing – Object</td> </tr> <tr> <td data-bbox="577 675 1357 735">Market Square DPPP – Object</td> <td data-bbox="1357 675 2107 735">High Street Traffic calming – Object</td> </tr> </table> <p data-bbox="577 778 2107 879">This whole process is pointless as as has been shown with every other transport consultation under taken by OCC the results make no difference to their decision making. This is nothing but a box ticking exercise for the council dictatorship.</p>		High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object	Removal of loading – Object	No Stopping Except Taxis – Object	High Street DPPP – Object	Welch Way Zebra crossing – Object	Market Square DPPP – Object	High Street Traffic calming – Object
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<p>(o214) Local resident, (Witney, Thorney Leys)</p>	<table border="1" data-bbox="577 949 2107 1259"> <tr> <td data-bbox="577 949 1357 1010">High Street DYs – Object</td> <td data-bbox="1357 949 2107 1010">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 1010 1357 1070">Market Square DYs – Object</td> <td data-bbox="1357 1010 2107 1070">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="577 1070 1357 1131">Removal of loading – Support</td> <td data-bbox="1357 1070 2107 1131">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="577 1131 1357 1192">High Street DPPP – Partially support</td> <td data-bbox="1357 1131 2107 1192">Welch Way Zebra crossing – Concerns</td> </tr> <tr> <td data-bbox="577 1192 1357 1252">Market Square DPPP – Object</td> <td data-bbox="1357 1192 2107 1252">High Street Traffic calming – Object</td> </tr> </table> <p data-bbox="577 1295 2107 1331">Oxford Council are killing Witney High Street and destroying the community</p>		High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object	Removal of loading – Support	No Stopping Except Taxis – Object	High Street DPPP – Partially support	Welch Way Zebra crossing – Concerns	Market Square DPPP – Object	High Street Traffic calming – Object
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Removal of loading – Support	No Stopping Except Taxis – Object											
High Street DPPP – Partially support	Welch Way Zebra crossing – Concerns											
Market Square DPPP – Object	High Street Traffic calming – Object											

(o215) Local resident, (Witney, Town centre)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Concerns	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP – Concerns	Welch Way Zebra crossing –
	Market Square DPPP – Concerns	High Street Traffic calming – Object
<p>Because it should be opened for all vehicles but made one way with this to include corn street and welch way if this was done there would be room for footpaths cycle lane and parking for everyone. Or high street should be closed for taxis and buses as well as cars it's time the council stop discriminating before this discrimination ends in a court room wasting even more tax money than is being miss spent already</p>		
(o216) Local resident, (Witney, Tristram)	High Street DYs –	No Stopping Except Buses – Object
	Market Square DYs –	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP – Support	Welch Way Zebra crossing – Support
	Market Square DPPP – Support	High Street Traffic calming – Object
<p>Most of it is unnecessary just like the 20mph. Less than 10% of people do 20 so why waste money on something that no-one cares about (including police)</p>		
(o217) Local resident, (Witney, Vanner road)	High Street DYs – Concerns	No Stopping Except Buses – Object
	Market Square DYs – Concerns	Time limited No Stopping – Support

	<table border="1"> <tr> <td>Removal of loading – Object</td> <td>No Stopping Except Taxis – Object</td> </tr> <tr> <td>High Street DPPP – Support</td> <td>Welch Way Zebra crossing – Support</td> </tr> <tr> <td>Market Square DPPP – Support</td> <td>High Street Traffic calming – Partially support</td> </tr> </table> <p>I think that the new measures are good, with the redesign of the junction of the high street and welch way. However, I don't really see how these are traffic calming measures, the no stopping rules just seem to restrict people. I think it is important to still allow loading, however this could be achieved by only having 15 minutes, and all businesses registering when they're are having deliveries or schedule them outside of a certain time. Additionally I'd have liked to see more measures implemented such as a raised roadway to match with the pavement, to enough vehicles to slow down or areas of the high street where it's single lane</p>	Removal of loading – Object	No Stopping Except Taxis – Object	High Street DPPP – Support	Welch Way Zebra crossing – Support	Market Square DPPP – Support	High Street Traffic calming – Partially support				
Removal of loading – Object	No Stopping Except Taxis – Object										
High Street DPPP – Support	Welch Way Zebra crossing – Support										
Market Square DPPP – Support	High Street Traffic calming – Partially support										
(o218) Local resident, (Witney, Vanner Road)	<table border="1"> <tr> <td>High Street DYs – Object</td> <td>No Stopping Except Buses – Concerns</td> </tr> <tr> <td>Market Square DYs – Object</td> <td>Time limited No Stopping – Concerns</td> </tr> <tr> <td>Removal of loading – Object</td> <td>No Stopping Except Taxis – Concerns</td> </tr> <tr> <td>High Street DPPP – Support</td> <td>Welch Way Zebra crossing – Support</td> </tr> <tr> <td>Market Square DPPP – Support</td> <td>High Street Traffic calming – Support</td> </tr> </table> <p>We do not want Witney turning into Oxford . There should be parking allowed in some of these areas in the evening, maybe single line. This would help some of the business in the area</p>	High Street DYs – Object	No Stopping Except Buses – Concerns	Market Square DYs – Object	Time limited No Stopping – Concerns	Removal of loading – Object	No Stopping Except Taxis – Concerns	High Street DPPP – Support	Welch Way Zebra crossing – Support	Market Square DPPP – Support	High Street Traffic calming – Support
High Street DYs – Object	No Stopping Except Buses – Concerns										
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High Street DPPP – Support	Welch Way Zebra crossing – Support										
Market Square DPPP – Support	High Street Traffic calming – Support										
(o219) Local resident, (Witney, Wadards Meadow)	<table border="1"> <tr> <td>High Street DYs – Concerns</td> <td>No Stopping Except Buses – Object</td> </tr> <tr> <td>Market Square DYs – Partially support</td> <td>Time limited No Stopping – Concerns</td> </tr> <tr> <td>Removal of loading – Concerns</td> <td>No Stopping Except Taxis – Object</td> </tr> </table>	High Street DYs – Concerns	No Stopping Except Buses – Object	Market Square DYs – Partially support	Time limited No Stopping – Concerns	Removal of loading – Concerns	No Stopping Except Taxis – Object				
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	High Street DPPPs – Object	Welch Way Zebra crossing – Concerns
	Market Square DPPPs – Object	High Street Traffic calming –
	My husband is disabled and there will not be enough disabled parking. His condition will never change. Waitrose disabled parking is to far for him to walk and more often than not is full up. I object to the staff at the men's hairdressers next to the sandwich shop parking all day. On approaching them they said they are allowed. Hopefully they will move.	
(o220) Local resident, (Witney, Waterford Road)	High Street DYs – Support	No Stopping Except Buses – Object
	Market Square DYs – Support	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPPs – Object	Welch Way Zebra crossing – Support
	Market Square DPPPs – Object	High Street Traffic calming – Support
	No comments	
(o221) Local resident, (Witney, Welch Way)	High Street DYs – Partially support	No Stopping Except Buses – Concerns
	Market Square DYs – Concerns	Time limited No Stopping – Concerns
	Removal of loading – Object	No Stopping Except Taxis – Concerns
	High Street DPPPs – Concerns	Welch Way Zebra crossing – Object
	Market Square DPPPs – Partially support	High Street Traffic calming – Object

	<p>The proposed zebra crossing is quite close to a bend and is adding an unnecessary risk point. A better location is either further down Welch way, or better to have it on High street, closer tot he bus stop. Welch way already have a well used Zebra crossing and it's high street that's in need of one.</p>											
<p>(o222) Local resident, (Witney, Welch Way)</p>	<table border="1" data-bbox="577 363 2105 673"> <tr> <td data-bbox="577 363 1357 424">High Street DYs – Support</td> <td data-bbox="1357 363 2105 424">No Stopping Except Buses – Concerns</td> </tr> <tr> <td data-bbox="577 424 1357 485">Market Square DYs – Support</td> <td data-bbox="1357 424 2105 485">Time limited No Stopping – Partially support</td> </tr> <tr> <td data-bbox="577 485 1357 545">Removal of loading – Partially support</td> <td data-bbox="1357 485 2105 545">No Stopping Except Taxis – Concerns</td> </tr> <tr> <td data-bbox="577 545 1357 606">High Street DPPP – Support</td> <td data-bbox="1357 545 2105 606">Welch Way Zebra crossing – Concerns</td> </tr> <tr> <td data-bbox="577 606 1357 673">Market Square DPPP – Support</td> <td data-bbox="1357 606 2105 673">High Street Traffic calming – Support</td> </tr> </table> <p>A decision needs to be made one way or another as at the moment some people are adhering to the restrictions whilst others are not</p>		High Street DYs – Support	No Stopping Except Buses – Concerns	Market Square DYs – Support	Time limited No Stopping – Partially support	Removal of loading – Partially support	No Stopping Except Taxis – Concerns	High Street DPPP – Support	Welch Way Zebra crossing – Concerns	Market Square DPPP – Support	High Street Traffic calming – Support
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High Street DPPP – Support	Welch Way Zebra crossing – Concerns											
Market Square DPPP – Support	High Street Traffic calming – Support											
<p>(o223) Witney Congregational Church, (Witney, Welch Way)</p>	<table border="1" data-bbox="577 847 2105 1157"> <tr> <td data-bbox="577 847 1357 908">High Street DYs – Partially support</td> <td data-bbox="1357 847 2105 908">No Stopping Except Buses – Concerns</td> </tr> <tr> <td data-bbox="577 908 1357 968">Market Square DYs – Partially support</td> <td data-bbox="1357 908 2105 968">Time limited No Stopping – Concerns</td> </tr> <tr> <td data-bbox="577 968 1357 1029">Removal of loading – Support</td> <td data-bbox="1357 968 2105 1029">No Stopping Except Taxis – Concerns</td> </tr> <tr> <td data-bbox="577 1029 1357 1090">High Street DPPP – Partially support</td> <td data-bbox="1357 1029 2105 1090">Welch Way Zebra crossing – Concerns</td> </tr> <tr> <td data-bbox="577 1090 1357 1157">Market Square DPPP – Partially support</td> <td data-bbox="1357 1090 2105 1157">High Street Traffic calming – Support</td> </tr> </table> <p>Witney Congregational Church at 4 Welch Way needs access to the front entrance at all times. We need to be able to have parking for blue badge holders, funeral cars, wedding cars and deliveries, as we have at present. The zig-zag lines from the proposed crossing must therefore stop well before the church main entrance. For the rest of the proposals I am personally in favour of making the High Street and Market Square more pedestrian friendly but it should not come at the price of hindering access to the businesses there, which are already struggling.</p>		High Street DYs – Partially support	No Stopping Except Buses – Concerns	Market Square DYs – Partially support	Time limited No Stopping – Concerns	Removal of loading – Support	No Stopping Except Taxis – Concerns	High Street DPPP – Partially support	Welch Way Zebra crossing – Concerns	Market Square DPPP – Partially support	High Street Traffic calming – Support
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High Street DPPP – Partially support	Welch Way Zebra crossing – Concerns											
Market Square DPPP – Partially support	High Street Traffic calming – Support											

(o224) As part of a group/organisation, (Witney, Welch way)	High Street DYs – Concerns	No Stopping Except Buses – Object
	Market Square DYs – Concerns	Time limited No Stopping –
	Removal of loading – Concerns	No Stopping Except Taxis – Object
	High Street DPPP – Partially support	Welch Way Zebra crossing – Object
	Market Square DPPP – Partially support	High Street Traffic calming – Object
The new zebra crossing will cause problems for the Congregational church in welch way as many of the members are elderly and disabled		
(o225) As a business, (Witney, Welsh way)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP – Support	Welch Way Zebra crossing – Object
	Market Square DPPP – Support	High Street Traffic calming – Object
1. waiting and loading restrictions If you are dropping someone or something off this is a nightmare. The reduction in loading spaces only causes issues for businesses and residents alike. 2. Disabled persons parking places. I cannot see any issues with the removal of the 3 hour window and making it full time. I'm unsure why you need to move these spaces. 3. Zebra crossing. There is already a crossing in place. It seems silly to introduce another crossing and waste money on such a frivolous activity. 4. No stopping except buses.		

	<p>Is this just the bus stops, as it doesn't read that way and again blocking local communities and businesses from doing their work. 5 and 6 Much as above. What is the reasoning? 7. Traffic calming. We do not need speed bumps. Its a silly thing to waste money on. More improvements to the actual road surfaces and opening the Eynsham park and ride are what this money could be used towards. Please dont do an oxford city council move and ignore the residents and businesses. I am a store manager and live in witney. This affects me twice as much.</p>											
<p>(o226) Local resident, (Witney, West End)</p>	<table border="1" data-bbox="577 600 2107 911"> <tr> <td data-bbox="577 600 1357 660">High Street DYs – Support</td> <td data-bbox="1357 600 2107 660">No Stopping Except Buses – Support</td> </tr> <tr> <td data-bbox="577 660 1357 721">Market Square DYs – Support</td> <td data-bbox="1357 660 2107 721">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="577 721 1357 782">Removal of loading –</td> <td data-bbox="1357 721 2107 782">No Stopping Except Taxis – Support</td> </tr> <tr> <td data-bbox="577 782 1357 842">High Street DPPP – Support</td> <td data-bbox="1357 782 2107 842">Welch Way Zebra crossing – Support</td> </tr> <tr> <td data-bbox="577 842 1357 911">Market Square DPPP – Support</td> <td data-bbox="1357 842 2107 911">High Street Traffic calming –</td> </tr> </table> <p data-bbox="577 946 2107 1050">Why is this taking so long? The improvements to the high street keep getting pushed back with more 'consultations'. This is surely a waste of money? I understand wanting to get it right but the high street improvements were meant to have been completed and as everything gets more and more expensive it is just wasting time and money.</p>		High Street DYs – Support	No Stopping Except Buses – Support	Market Square DYs – Support	Time limited No Stopping – Object	Removal of loading –	No Stopping Except Taxis – Support	High Street DPPP – Support	Welch Way Zebra crossing – Support	Market Square DPPP – Support	High Street Traffic calming –
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High Street DPPP – Support	Welch Way Zebra crossing – Support											
Market Square DPPP – Support	High Street Traffic calming –											
<p>(o227) Local resident, (Witney, West Enf)</p>	<table border="1" data-bbox="577 1117 2107 1353"> <tr> <td data-bbox="577 1117 1357 1177">High Street DYs – Support</td> <td data-bbox="1357 1117 2107 1177">No Stopping Except Buses – Partially support</td> </tr> <tr> <td data-bbox="577 1177 1357 1238">Market Square DYs – Support</td> <td data-bbox="1357 1177 2107 1238">Time limited No Stopping – Partially support</td> </tr> <tr> <td data-bbox="577 1238 1357 1299">Removal of loading – Support</td> <td data-bbox="1357 1238 2107 1299">No Stopping Except Taxis – Partially support</td> </tr> <tr> <td data-bbox="577 1299 1357 1353">High Street DPPP –</td> <td data-bbox="1357 1299 2107 1353">Welch Way Zebra crossing – Partially support</td> </tr> </table>		High Street DYs – Support	No Stopping Except Buses – Partially support	Market Square DYs – Support	Time limited No Stopping – Partially support	Removal of loading – Support	No Stopping Except Taxis – Partially support	High Street DPPP –	Welch Way Zebra crossing – Partially support		
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High Street DPPP –	Welch Way Zebra crossing – Partially support											

	Market Square DPPP's –	High Street Traffic calming – Support
	It should make the area more accessible but safer too.	
(o228) Local resident, (Witney, Westcote Close)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP's –	Welch Way Zebra crossing – Partially support
	Market Square DPPP's –	High Street Traffic calming – Object
	There is no benefit whatsoever of closing the high street to traffic	
(o229) Local resident, (Witney, Westfield Road)	High Street DYs – Support	No Stopping Except Buses –
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading –	No Stopping Except Taxis –
	High Street DPPP's – Support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Support	High Street Traffic calming – Support
	We need to make the High Street as pedestrian friendly as possible whilst allowing essential traffic ONLY (incl. Blue Badge) to pass through	
(o230) Local resident, (Witney, Windrush Quay)	High Street DYs – Support	No Stopping Except Buses – Support

	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Support	No Stopping Except Taxis – Support
	High Street DPPP –	Welch Way Zebra crossing – Support
	Market Square DPPP –	High Street Traffic calming – Support
	Totally support to make safer the High Street, and Market Square.	
(o231) WODC Economic Development Team, (Witney, Woodgreen)	High Street DYs – Concerns	No Stopping Except Buses – Object
	Market Square DYs – Concerns	Time limited No Stopping – Support
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP – Support	Welch Way Zebra crossing – Support
	Market Square DPPP – Support	High Street Traffic calming – Support
	1. Proposal for single yellow - loading and unloading for Market Square and High Street 5. Time limited at Market Square would support market users i.e. who collect potatoes, xmas trees and bulky items and also charity shop drop offs.	
(o232) Local resident, (Witney, Woodlands Road)	High Street DYs – Object	No Stopping Except Buses – Concerns
	Market Square DYs – Object	Time limited No Stopping – Concerns
	Removal of loading – Object	No Stopping Except Taxis – Concerns
	High Street DPPP – Partially support	Welch Way Zebra crossing – Object

	Market Square DPPP's – Partially support	High Street Traffic calming – Object
<p>Would it be possible to stop tinkering with the high street and have a proper long term plan as to where the town is going, it seems that these changes are just another small short term reaction and no long term objectives really taken into consideration.... Please re think, before you waste some more money just because you have it in this years budget etc... we need a 10, 20 and even 50 year plan!</p>		
(o233) Local resident, (Witney, Woodstock Rd)	High Street DYLS – Support	No Stopping Except Buses – Partially support
	Market Square DYLS – Support	Time limited No Stopping – Partially support
	Removal of loading – Partially support	No Stopping Except Taxis – Partially support
	High Street DPPP's – Concerns	Welch Way Zebra crossing – Support
	Market Square DPPP's – Concerns	High Street Traffic calming – Support
<p>I think Witney would really benefit from a pedestrianised Market Square and High street it will become safer for pedestrians and a pleasanter place to be. I do not accept the argument that local businesses will suffer. It is hardly any distance from the Waitrose Car Park.</p> <p>But once established, it MUST be monitored and there need to be sanctions for those who think they are entitled to flout the restrictions. Otherwise, there will be no point.</p>		
(o234) As a business, (Witney, 10/12 high street)	High Street DYLS – Concerns	No Stopping Except Buses – Support
	Market Square DYLS – Support	Time limited No Stopping – Support
	Removal of loading – Object	No Stopping Except Taxis – Support
	High Street DPPP's – Support	Welch Way Zebra crossing – Support

	Market Square DPPP's – Support	High Street Traffic calming – Support
<p>I work at Clark's and as a business we would find it difficult for us to get to our deliveries if you turned off delivery loadings as our delivery van does not fit around the back of us</p>		
<p>(o235) As a business, (Witney, 19 High Street)</p>	High Street DYLS – Concerns	No Stopping Except Buses – Object
	Market Square DYLS – Concerns	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP's – Partially support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Partially support	High Street Traffic calming –
<p>We are a local business of nearly 50 years (The Motorists Centre, 19 High Street). We rely on being able to take deliveries, load and unload our own vans and have customers collecting heavy products which would be impossible to do with the proposed loading and stopping restrictions. We do not have any rear access to our shop so this would make running our business impossible , could you please advise how this would work for us and the many other shops on the high street regarding this ?</p>		
<p>(o236) Local resident, (Witney, Abbey Road)</p>	High Street DYLS – Object	No Stopping Except Buses – Object
	Market Square DYLS – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP's – Object	Welch Way Zebra crossing – Support
	Market Square DPPP's – Object	High Street Traffic calming – Object

	<p>The high street needs to be reopened to through traffic, not made worse! It worked perfectly well as it used to and has for hundreds of years.</p>											
<p>(o237) Local resident, (Witney, Ashcombe close)</p>	<table border="1" data-bbox="577 339 2107 651"> <tr> <td data-bbox="577 339 1357 400">High Street DYs – Support</td> <td data-bbox="1357 339 2107 400">No Stopping Except Buses – Concerns</td> </tr> <tr> <td data-bbox="577 400 1357 462">Market Square DYs – Support</td> <td data-bbox="1357 400 2107 462">Time limited No Stopping – Concerns</td> </tr> <tr> <td data-bbox="577 462 1357 525">Removal of loading – Support</td> <td data-bbox="1357 462 2107 525">No Stopping Except Taxis – Concerns</td> </tr> <tr> <td data-bbox="577 525 1357 587">High Street DPPP – Support</td> <td data-bbox="1357 525 2107 587">Welch Way Zebra crossing – Support</td> </tr> <tr> <td data-bbox="577 587 1357 651">Market Square DPPP – Support</td> <td data-bbox="1357 587 2107 651">High Street Traffic calming – Support</td> </tr> </table> <p data-bbox="577 687 1456 719">I think these proposals will benefit the town and reduce congestion.</p> <p data-bbox="577 756 2067 858">I'd like to add that Corn Street in Witney would benefit from having speed bumps and a couple of zebra crossings. I have witnessed too many times now cars driving way too fast down that road and it's quite dangerous to cross, especially if there are vehicles parked on either side of the road blocking the view for crossing</p>		High Street DYs – Support	No Stopping Except Buses – Concerns	Market Square DYs – Support	Time limited No Stopping – Concerns	Removal of loading – Support	No Stopping Except Taxis – Concerns	High Street DPPP – Support	Welch Way Zebra crossing – Support	Market Square DPPP – Support	High Street Traffic calming – Support
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High Street DPPP – Support	Welch Way Zebra crossing – Support											
Market Square DPPP – Support	High Street Traffic calming – Support											
<p>(o238) Local resident, (Witney, Bakers Piece)</p>	<table border="1" data-bbox="577 925 2107 1236"> <tr> <td data-bbox="577 925 1357 987">High Street DYs – Support</td> <td data-bbox="1357 925 2107 987">No Stopping Except Buses – Support</td> </tr> <tr> <td data-bbox="577 987 1357 1050">Market Square DYs – Support</td> <td data-bbox="1357 987 2107 1050">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="577 1050 1357 1112">Removal of loading – Support</td> <td data-bbox="1357 1050 2107 1112">No Stopping Except Taxis – Support</td> </tr> <tr> <td data-bbox="577 1112 1357 1174">High Street DPPP – Partially support</td> <td data-bbox="1357 1112 2107 1174">Welch Way Zebra crossing – Support</td> </tr> <tr> <td data-bbox="577 1174 1357 1236">Market Square DPPP – Partially support</td> <td data-bbox="1357 1174 2107 1236">High Street Traffic calming – Support</td> </tr> </table> <p data-bbox="577 1273 2101 1342">If High Street & Market Square are closed to traffic, which I didn't support, please now enforce the regulations. Lots of cars drive through. Disabled drivers have plenty of spaces in Witney. Will cameras be installed?</p>		High Street DYs – Support	No Stopping Except Buses – Support	Market Square DYs – Support	Time limited No Stopping – Object	Removal of loading – Support	No Stopping Except Taxis – Support	High Street DPPP – Partially support	Welch Way Zebra crossing – Support	Market Square DPPP – Partially support	High Street Traffic calming – Support
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Removal of loading – Support	No Stopping Except Taxis – Support											
High Street DPPP – Partially support	Welch Way Zebra crossing – Support											
Market Square DPPP – Partially support	High Street Traffic calming – Support											

(o239) Local resident, (Witney, Beechgate)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Partially support	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing – Support
	Market Square DPPP – Support	High Street Traffic calming – Support
Support keeping the high street pedestrianised hugely. People in Witney rarely drive safely or appropriately and anti social driving is a huge problem that the police are not interested in.		
(o240) Local resident, (Witney, Bridge st)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP – Object	Welch Way Zebra crossing –
	Market Square DPPP – Object	High Street Traffic calming – Support
High st is fine as it is but speed restrictions/bumps are a good idea		
(o241) Local resident, (Witney, Burwell Meadow)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Concerns	No Stopping Except Taxis – Object

	High Street DPPP's – Partially support	Welch Way Zebra crossing – Concerns
	Market Square DPPP's – Partially support	High Street Traffic calming – Partially support
	Keep the High Street open, it's the heart of the town.	
(o242) Local resident, (witney, Chipmunk Drive)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Partially support	No Stopping Except Taxis – Object
	High Street DPPP's – Object	Welch Way Zebra crossing – Support
	Market Square DPPP's – Object	High Street Traffic calming – Object
	why doing everything only benefit to bus or taxi? why don't you consider the business? the people who having higher income are the most willing and ability to expense and support local business, you should benefit their situations too. without richer people, less potential business, less income to council. can't you see that? richer people don't like such High Street which mainly charity shops or low quality shops.	
(o243) Local resident, (Witney, Cogges Hill Road)	High Street DYs – Object	No Stopping Except Buses – Support
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Support
	High Street DPPP's – Object	Welch Way Zebra crossing –
	Market Square DPPP's – Object	High Street Traffic calming – Concerns

	<p>You are taking the taxi rank down to 3 cars - are OCC trying to ruin business - you are killing more people's livelihoods and removing accessibility to a traditional way of travel.</p>											
<p>(o244) Local resident, (Witney, Colwell Drive)</p>	<table border="1" data-bbox="577 341 2107 652"> <tr> <td data-bbox="577 341 1357 403">High Street DYs – Object</td> <td data-bbox="1357 341 2107 403">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 403 1357 466">Market Square DYs – Object</td> <td data-bbox="1357 403 2107 466">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="577 466 1357 528">Removal of loading – Object</td> <td data-bbox="1357 466 2107 528">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="577 528 1357 590">High Street DPPP – Support</td> <td data-bbox="1357 528 2107 590">Welch Way Zebra crossing – Object</td> </tr> <tr> <td data-bbox="577 590 1357 652">Market Square DPPP – Support</td> <td data-bbox="1357 590 2107 652">High Street Traffic calming – Object</td> </tr> </table> <p data-bbox="577 687 2107 823">As blue badge holder it is hard enough to get a parking space. The street parking is not policed and drivers are abusing this. It is difficult to park near the doctor surgery in Welch Way as not policed. Greggs should not have been located in Welch Way as parking is being abused. The independent stores in the High Street will lose business but it seems that a large chain can have carte blanche.</p>		High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object	Removal of loading – Object	No Stopping Except Taxis – Object	High Street DPPP – Support	Welch Way Zebra crossing – Object	Market Square DPPP – Support	High Street Traffic calming – Object
High Street DYs – Object	No Stopping Except Buses – Object											
Market Square DYs – Object	Time limited No Stopping – Object											
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High Street DPPP – Support	Welch Way Zebra crossing – Object											
Market Square DPPP – Support	High Street Traffic calming – Object											
<p>(o245) Local resident, (Witney, Colwell drive)</p>	<table border="1" data-bbox="577 892 2107 1203"> <tr> <td data-bbox="577 892 1357 954">High Street DYs – Object</td> <td data-bbox="1357 892 2107 954">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 954 1357 1016">Market Square DYs – Object</td> <td data-bbox="1357 954 2107 1016">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="577 1016 1357 1078">Removal of loading – Support</td> <td data-bbox="1357 1016 2107 1078">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="577 1078 1357 1141">High Street DPPP – Object</td> <td data-bbox="1357 1078 2107 1141">Welch Way Zebra crossing – Object</td> </tr> <tr> <td data-bbox="577 1141 1357 1203">Market Square DPPP – Object</td> <td data-bbox="1357 1141 2107 1203">High Street Traffic calming – Object</td> </tr> </table> <p data-bbox="577 1238 2107 1342">Return it to pre covid conditions. Witney town centre is being destroyed by these changes. Its like a ghost town. Rents and rates for business way too high and wasted money on these so called improvements. Put those funds into supporting small businesses so they can remain open.</p>		High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object	Removal of loading – Support	No Stopping Except Taxis – Object	High Street DPPP – Object	Welch Way Zebra crossing – Object	Market Square DPPP – Object	High Street Traffic calming – Object
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Market Square DYs – Object	Time limited No Stopping – Object											
Removal of loading – Support	No Stopping Except Taxis – Object											
High Street DPPP – Object	Welch Way Zebra crossing – Object											
Market Square DPPP – Object	High Street Traffic calming – Object											

(o246) Local resident, (Witney, Corn Street)	High Street DYs – Support	No Stopping Except Buses –
	Market Square DYs – Support	Time limited No Stopping – Concerns
	Removal of loading – Object	No Stopping Except Taxis –
	High Street DPPP –	Welch Way Zebra crossing – Support
	Market Square DPPP –	High Street Traffic calming – Support
Witney needs to become a more welcoming environment to pedestrians		
(o247) Local resident, (Witney, Des Roches square)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP – Object	Welch Way Zebra crossing – Support
	Market Square DPPP – Object	High Street Traffic calming – Object
I believe the high street needs to be re opened to through traffic to reduce the bottleneck now caused on Witan way at peak times		
(o248) Local resident, (Witney, Early road)	High Street DYs –	No Stopping Except Buses –
	Market Square DYs –	Time limited No Stopping – Support
	Removal of loading – Partially support	No Stopping Except Taxis –

	High Street DPPP's – Partially support	Welch Way Zebra crossing – Concerns
	Market Square DPPP's –	High Street Traffic calming – Object
(o249) Local resident, (Witney, Farmers)	High Street DYLS – Object	No Stopping Except Buses – Object
	Market Square DYLS – Object	Time limited No Stopping – Object
	Removal of loading – Partially support	No Stopping Except Taxis – Object
	High Street DPPP's – Object	Welch Way Zebra crossing – Support
	Market Square DPPP's – Object	High Street Traffic calming – Object
	<p>Why does the High Street have to change? There's nothing wrong with it as it is. This is just a complete waste of money leaving alone. Don't spend any more money on it. Which is a complete waste of my tax hard earned tax? Paying money, stop figgling and leave it alone. Stop now This is a complete waste of money and doesn't need doing</p>	
(o250) Local resident, (Witney, Farmers Close)	High Street DYLS – Partially support	No Stopping Except Buses – Support
	Market Square DYLS – Support	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Support
	High Street DPPP's – Support	Welch Way Zebra crossing –
	Market Square DPPP's – Support	High Street Traffic calming –

	<p>Object to reduction of taxi space, many vulnerable people rely on them as unable to use buses. You will be forcing them into cars and so increase vehicles. I see many people having to wait as it is, so reducing space is a backwards step. I consider taxis to be public transport.</p>											
<p>(o251) Local resident, (Witney, Hailey Road)</p>	<table border="1" data-bbox="577 363 2107 675"> <tr> <td data-bbox="577 363 1357 427">High Street DYs – Object</td> <td data-bbox="1357 363 2107 427">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 427 1357 491">Market Square DYs – Object</td> <td data-bbox="1357 427 2107 491">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="577 491 1357 555">Removal of loading – Object</td> <td data-bbox="1357 491 2107 555">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="577 555 1357 619">High Street DPPP – Partially support</td> <td data-bbox="1357 555 2107 619">Welch Way Zebra crossing – Object</td> </tr> <tr> <td data-bbox="577 619 1357 675">Market Square DPPP – Partially support</td> <td data-bbox="1357 619 2107 675">High Street Traffic calming – Object</td> </tr> </table> <p data-bbox="577 710 2107 774">Massive waste of money and not needed.the high street is now just a bus park .why waste money on humps if nothing other than taxi and buses will use it.</p>		High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object	Removal of loading – Object	No Stopping Except Taxis – Object	High Street DPPP – Partially support	Welch Way Zebra crossing – Object	Market Square DPPP – Partially support	High Street Traffic calming – Object
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High Street DPPP – Partially support	Welch Way Zebra crossing – Object											
Market Square DPPP – Partially support	High Street Traffic calming – Object											
<p>(o252) Local resident, (Witney, Henry Box close)</p>	<table border="1" data-bbox="577 847 2107 1158"> <tr> <td data-bbox="577 847 1357 911">High Street DYs – Object</td> <td data-bbox="1357 847 2107 911">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 911 1357 975">Market Square DYs – Object</td> <td data-bbox="1357 911 2107 975">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="577 975 1357 1038">Removal of loading – Support</td> <td data-bbox="1357 975 2107 1038">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="577 1038 1357 1102">High Street DPPP – Object</td> <td data-bbox="1357 1038 2107 1102">Welch Way Zebra crossing –</td> </tr> <tr> <td data-bbox="577 1102 1357 1158">Market Square DPPP – Object</td> <td data-bbox="1357 1102 2107 1158">High Street Traffic calming – Object</td> </tr> </table> <p data-bbox="577 1193 2107 1257">The high street should be left open to all that want to drive through as you cannot guarantee safety in a so called pedestrianized area when busses, taxi's, blue badge holders and delivery drivers can still use it.</p>		High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object	Removal of loading – Support	No Stopping Except Taxis – Object	High Street DPPP – Object	Welch Way Zebra crossing –	Market Square DPPP – Object	High Street Traffic calming – Object
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Removal of loading – Support	No Stopping Except Taxis – Object											
High Street DPPP – Object	Welch Way Zebra crossing –											
Market Square DPPP – Object	High Street Traffic calming – Object											

(o253) As part of a group/organisation, (Witney, High street)	High Street DYs – Concerns	No Stopping Except Buses – Support
	Market Square DYs – Concerns	Time limited No Stopping – Concerns
	Removal of loading – Partially support	No Stopping Except Taxis – Support
	High Street DPPP – Concerns	Welch Way Zebra crossing – Support
	Market Square DPPP – Concerns	High Street Traffic calming – Partially support
Local taxis are there to help people, especially disabled and elderly. We need sufficient spaces to operate, not reducing our capabilities to serve, not in the name of highway improvement.		
(o254) Local resident, (Witney, HOLLIS CLOSE)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Concerns
	Removal of loading – Concerns	No Stopping Except Taxis – Support
	High Street DPPP – Support	Welch Way Zebra crossing – Support
	Market Square DPPP – Support	High Street Traffic calming – Support
Want high street and market square to be more pedestrian friendly		
(o255) Local resident, (Witney, Kestrel Crescent)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Support	No Stopping Except Taxis – Support

	High Street DPPP's – Support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Support	High Street Traffic calming – Support
	Fully support amendments. Note that RS18 on Plan sheet 1 is missing from the Key and is therefore undefined.	
(o256) Local resident, (Witney, Lowell Place)	High Street DYs – Support	No Stopping Except Buses – Partially support
	Market Square DYs – Support	Time limited No Stopping – Partially support
	Removal of loading –	No Stopping Except Taxis – Partially support
	High Street DPPP's –	Welch Way Zebra crossing – Concerns
	Market Square DPPP's –	High Street Traffic calming – Support
	No comments	
(o257) As a business, (Witney, Market square)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP's – Support	Welch Way Zebra crossing –
	Market Square DPPP's – Support	High Street Traffic calming – Concerns
	As a local business, we have a deliveries coming in and deliveries going out from the business, as well as that how the delivery drivers comes and collect their deliveries. If they can't stop 5 min. To collect and deliver the items. Food or drinks.	

	<p>We have just got a huge concerns how we gonna carry on or delivery service from market square and hight street Witney.</p>	
<p>(o258) Local Cllr (i.e. Town/Parish/District), (Witney, Newland)</p>	<p>High Street DYs – Support</p>	<p>No Stopping Except Buses – Support</p>
	<p>Market Square DYs – Support</p>	<p>Time limited No Stopping – Support</p>
	<p>Removal of loading – Support</p>	<p>No Stopping Except Taxis – Support</p>
	<p>High Street DPPP – Support</p>	<p>Welch Way Zebra crossing – Support</p>
	<p>Market Square DPPP – Support</p>	<p>High Street Traffic calming – Partially support</p>
	<p>I support the proposals overall.</p> <p>I am concerned as to whether the footpath drainage will be adequate, particularly if TSK-0010 was applied in the northern sections of the footpath. The gulleys along the existing footpaths north from "Boots" and "Toy Galaxy" do not function adequately and surface water pools on the paths during heavy downpours. I hope this is considered properly and that any potential short-cuts made during construction do not undermine long-term drainage function.</p> <p>Consideration should be given to taxi movements, visibility and stop ups through the area. How do taxis know that the limited spaces are free to move to from other park up areas in the centre of town?</p> <p>The new community bus stop should have restrictions that prevent larger buses parking up here for breaks or leaving engines idling. The same is true along the rest of the High Street and market square - there should be signs to prohibit vehicle idling.</p> <p>For 4. I fully support the new zebra crossing. The new junction between the High Street and Welch Way looks ok. Even though there is a give way stop from the High Street, buses will still be able to join the road fairly easily as other vehicles will stop at the zebra crossing and many drivers will still give priority to buses to join the highway. I am not sure that buses will be able to right-turn very easily around the new cyclist-protective island though.</p> <p>6. Given that pedestrians will naturally spill out from footpaths to the high street and market square, I think the traffic calming infrastructure should be supported by a 10mph speed limit in the main restricted zone. This will help to</p>	

	<p>moderate bus, delivery vehicle, cycle, and taxi speeds particularly, which can still be a danger at speeds close to 20mph, or above if unenforced . This is more in line with many other European towns, where pedestrians have priority, and large UK supermarket car parks where pedestrians mix with vehicles.</p>	
<p>(o259) As a business, (Witney, No)</p>	<p>High Street DYs – Partially support</p>	<p>No Stopping Except Buses – Support</p>
	<p>Market Square DYs – Support</p>	<p>Time limited No Stopping – Support</p>
	<p>Removal of loading – Object</p>	<p>No Stopping Except Taxis – Support</p>
	<p>High Street DPPP – Partially support</p>	<p>Welch Way Zebra crossing – Support</p>
	<p>Market Square DPPP – Object</p>	<p>High Street Traffic calming – Support</p>
	<p>First of all as a Taxi driver given us only 3 spaces on high street/market square is just out order we need at least 7 spaces, traders should be allowed to unload and load at any times and for disabled blue badge users they also need a few spaces</p>	
<p>(o260) Local resident, (Witney, Queen Emma's Dyke)</p>	<p>High Street DYs – Support</p>	<p>No Stopping Except Buses – Support</p>
	<p>Market Square DYs – Support</p>	<p>Time limited No Stopping – Support</p>
	<p>Removal of loading – Object</p>	<p>No Stopping Except Taxis – Support</p>
	<p>High Street DPPP – Partially support</p>	<p>Welch Way Zebra crossing – Support</p>
	<p>Market Square DPPP – Partially support</p>	<p>High Street Traffic calming – Support</p>
	<p>Fully support these measures which enhance the experience of being in the town centre,. Disappointed that the once proposed making the end of Corn Street between the chicanes one way into Market Square never was actioned.</p>	

(o261) Local resident, (Witney, Rye Crescent)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP – Support	Welch Way Zebra crossing – Object
	Market Square DPPP – Object	High Street Traffic calming – Object
	Re-open the high street to traffic.	
(o262) Local resident, (Witney, Stenter lane)	High Street DYs – Object	No Stopping Except Buses – Support
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Support
	High Street DPPP – Object	Welch Way Zebra crossing –
	Market Square DPPP – Object	High Street Traffic calming – Object
	I think the closure of the high street is stupid. It was done without the views on any local residents. Open the high street !!	
(o263) Local resident, (Witney, Taxi rank)	High Street DYs –	No Stopping Except Buses –
	Market Square DYs –	Time limited No Stopping – Object
	Removal of loading – Concerns	No Stopping Except Taxis –

	High Street DPPP's –	Welch Way Zebra crossing – Concerns
	Market Square DPPP's –	High Street Traffic calming –
	<p>As a taxi operator I have concerns about the taxi rank being made smaller in the day as many people work in Witney town centre and we rely on this for picking up new customers and being able to carry out our day work with out the rank we will be losing business</p>	
<p>(o264) Local resident, (Witney, The Crofts)</p>	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Partially support	No Stopping Except Taxis – Object
	High Street DPPP's – Concerns	Welch Way Zebra crossing –
	Market Square DPPP's – Concerns	High Street Traffic calming – Object
	<p>Needless waste of money. The high street should be opened up to through traffic.</p>	
<p>(o265) Local resident, (Witney, The Springs)</p>	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP's –	Welch Way Zebra crossing – Object
	Market Square DPPP's –	High Street Traffic calming – Object
	<p>It's time the local council started actually listening to us locals. You ask for an opinion then ignore it. Reopen the High St as a majority requested at the last hearing. Another crossing juts after a crossing is both mindless and a waste of</p>	

	<p>time and money. If you're encouraging walking then walk the 200 yard up the road and use the crossing that's already there. Witney is at a bottle neck already and these changes will grind it to a halt. Get out from behind your beaks and take a look at the real world. Not a simulation or the like but what it's really like as Witney resident.</p>											
<p>(o266) Local resident, (Witney, Thorney leys)</p>	<table border="1" data-bbox="577 363 2107 676"> <tr> <td data-bbox="577 363 1357 427">High Street DYs –</td> <td data-bbox="1357 363 2107 427">No Stopping Except Buses – Concerns</td> </tr> <tr> <td data-bbox="577 427 1357 491">Market Square DYs –</td> <td data-bbox="1357 427 2107 491">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="577 491 1357 555">Removal of loading –</td> <td data-bbox="1357 491 2107 555">No Stopping Except Taxis – Concerns</td> </tr> <tr> <td data-bbox="577 555 1357 619">High Street DPPP – Object</td> <td data-bbox="1357 555 2107 619">Welch Way Zebra crossing –</td> </tr> <tr> <td data-bbox="577 619 1357 676">Market Square DPPP – Concerns</td> <td data-bbox="1357 619 2107 676">High Street Traffic calming –</td> </tr> </table> <p data-bbox="577 711 2107 847">I have limited mobility and rely on taxis to get into town. If the taxi rank is reduced I risk struggling to get a taxi home or having to stand and wait for a booked taxi, presumably meaning I've got to walk further to a pick up or drop off point. This is going to be very hard for me and will likely mean I have to think very much more carefully about whether I can come into town, or what I would be better buying online to avoid a visit.</p>		High Street DYs –	No Stopping Except Buses – Concerns	Market Square DYs –	Time limited No Stopping – Object	Removal of loading –	No Stopping Except Taxis – Concerns	High Street DPPP – Object	Welch Way Zebra crossing –	Market Square DPPP – Concerns	High Street Traffic calming –
High Street DYs –	No Stopping Except Buses – Concerns											
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High Street DPPP – Object	Welch Way Zebra crossing –											
Market Square DPPP – Concerns	High Street Traffic calming –											
<p>(o267) Local resident, (Witney, Thorney Leys)</p>	<table border="1" data-bbox="577 914 2107 1227"> <tr> <td data-bbox="577 914 1357 978">High Street DYs – Support</td> <td data-bbox="1357 914 2107 978">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="577 978 1357 1042">Market Square DYs – Support</td> <td data-bbox="1357 978 2107 1042">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="577 1042 1357 1106">Removal of loading – Object</td> <td data-bbox="1357 1042 2107 1106">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="577 1106 1357 1169">High Street DPPP – Support</td> <td data-bbox="1357 1106 2107 1169">Welch Way Zebra crossing – Support</td> </tr> <tr> <td data-bbox="577 1169 1357 1227">Market Square DPPP – Support</td> <td data-bbox="1357 1169 2107 1227">High Street Traffic calming – Support</td> </tr> </table> <p data-bbox="577 1262 2107 1297">At the moment, the High Street has too much through traffic (excluding buses) in what is a busy retail area.</p>		High Street DYs – Support	No Stopping Except Buses – Object	Market Square DYs – Support	Time limited No Stopping – Object	Removal of loading – Object	No Stopping Except Taxis – Object	High Street DPPP – Support	Welch Way Zebra crossing – Support	Market Square DPPP – Support	High Street Traffic calming – Support
High Street DYs – Support	No Stopping Except Buses – Object											
Market Square DYs – Support	Time limited No Stopping – Object											
Removal of loading – Object	No Stopping Except Taxis – Object											
High Street DPPP – Support	Welch Way Zebra crossing – Support											
Market Square DPPP – Support	High Street Traffic calming – Support											

(o268) Local resident, (Witney, Tower Hill)	High Street DYs – Concerns	No Stopping Except Buses – Concerns
	Market Square DYs – Concerns	Time limited No Stopping – Concerns
	Removal of loading – Object	No Stopping Except Taxis – Concerns
	High Street DPPP –	Welch Way Zebra crossing – Object
	Market Square DPPP –	High Street Traffic calming – Concerns
<p>Building of formal physical traffic calming measures here is a waste of money. Introducing yellow lines is a waste of money, which can be seen on Corn Street right around the corner, where cars park and block the traffic calming system. Please see Corn Street as an example of why both do not work.</p>		
(o269) Local resident, (Witney, Waterford)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP – Support	Welch Way Zebra crossing – Support
	Market Square DPPP – Support	High Street Traffic calming – Object
<p>Open the high street back up to all vehicles. It's what the majority of all residents and businesses want.</p>		
(o270) Local resident, (Witney, Waterford)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object

	High Street DPPP's – Support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Support	High Street Traffic calming – Object
	Open the high street as before COVID.	
(o271) Local resident, (Witney, Witney)	High Street DYs – Object	No Stopping Except Buses – Object
	Market Square DYs – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP's – Support	Welch Way Zebra crossing – Support
	Market Square DPPP's – Support	High Street Traffic calming – Object
	The high street needs opening up & making one way	
(o272) Local resident, (Witney, Woodford Way)	High Street DYs – Support	No Stopping Except Buses – Support
	Market Square DYs – Partially support	Time limited No Stopping – Support
	Removal of loading – Support	No Stopping Except Taxis – Support
	High Street DPPP's – Concerns	Welch Way Zebra crossing – Support
	Market Square DPPP's – Concerns	High Street Traffic calming – Support
	Blue card holders currently takeover the market square area. They park everywhere with no consideration for those using the paths etc. The disabled bays should be restricted to 30 mins. There's longer term disabled blue card parking by next. The market square should be brought as close as possible to being fully pedestrianised. Flat top calming speed bumps are good. The stopping outside of Greggs again by a huge amount of blue card holders should cease.	

	<p>They park on the yellow lines, and make it difficult to navigate around them. A few bays at 30 mins max would be better than the current free for all where at times every blue card holder in Witney seems to want a sausage roll at the same time resulting in traffic backing up. I'm sorry to express concern about the blue card holders but they are everywhere and blot the center of Witney with their lack of consideration for pedestrians</p>											
<p>(o273) Local resident, (Witney, Woodstock Road)</p>	<table border="1"> <tr> <td data-bbox="573 395 1357 459">High Street DYs – Object</td> <td data-bbox="1357 395 2119 459">No Stopping Except Buses – Object</td> </tr> <tr> <td data-bbox="573 459 1357 523">Market Square DYs – Object</td> <td data-bbox="1357 459 2119 523">Time limited No Stopping – Object</td> </tr> <tr> <td data-bbox="573 523 1357 587">Removal of loading – Object</td> <td data-bbox="1357 523 2119 587">No Stopping Except Taxis – Object</td> </tr> <tr> <td data-bbox="573 587 1357 651">High Street DPPP – Object</td> <td data-bbox="1357 587 2119 651">Welch Way Zebra crossing – Concerns</td> </tr> <tr> <td data-bbox="573 651 1357 708">Market Square DPPP – Object</td> <td data-bbox="1357 651 2119 708">High Street Traffic calming – Object</td> </tr> </table>	High Street DYs – Object	No Stopping Except Buses – Object	Market Square DYs – Object	Time limited No Stopping – Object	Removal of loading – Object	No Stopping Except Taxis – Object	High Street DPPP – Object	Welch Way Zebra crossing – Concerns	Market Square DPPP – Object	High Street Traffic calming – Object	
High Street DYs – Object	No Stopping Except Buses – Object											
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Removal of loading – Object	No Stopping Except Taxis – Object											
High Street DPPP – Object	Welch Way Zebra crossing – Concerns											
Market Square DPPP – Object	High Street Traffic calming – Object											
<p>(o274) Local resident, (Witney., Thorney Leys)</p>	<table border="1"> <tr> <td data-bbox="573 842 1357 906">High Street DYs –</td> <td data-bbox="1357 842 2119 906">No Stopping Except Buses –</td> </tr> <tr> <td data-bbox="573 906 1357 970">Market Square DYs –</td> <td data-bbox="1357 906 2119 970">Time limited No Stopping –</td> </tr> <tr> <td data-bbox="573 970 1357 1034">Removal of loading – Support</td> <td data-bbox="1357 970 2119 1034">No Stopping Except Taxis –</td> </tr> <tr> <td data-bbox="573 1034 1357 1098">High Street DPPP –</td> <td data-bbox="1357 1034 2119 1098">Welch Way Zebra crossing – Object</td> </tr> <tr> <td data-bbox="573 1098 1357 1155">Market Square DPPP –</td> <td data-bbox="1357 1098 2119 1155">High Street Traffic calming – Object</td> </tr> </table>	High Street DYs –	No Stopping Except Buses –	Market Square DYs –	Time limited No Stopping –	Removal of loading – Support	No Stopping Except Taxis –	High Street DPPP –	Welch Way Zebra crossing – Object	Market Square DPPP –	High Street Traffic calming – Object	
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Removal of loading – Support	No Stopping Except Taxis –											
High Street DPPP –	Welch Way Zebra crossing – Object											
Market Square DPPP –	High Street Traffic calming – Object											
<p>(o275) Member of public, (Witney, Smiths estate)</p>	<table border="1"> <tr> <td data-bbox="573 1305 1357 1369">High Street DYs – Object</td> <td data-bbox="1357 1305 2119 1369">No Stopping Except Buses – Object</td> </tr> </table>	High Street DYs – Object	No Stopping Except Buses – Object									
High Street DYs – Object	No Stopping Except Buses – Object											
	<p>Should never have closed the High Street in the first place</p>											
	<p>These alterations are not needed and are a waste of rate payers money.</p>											

	Market Square DYLS – Object	Time limited No Stopping – Object
	Removal of loading – Support	No Stopping Except Taxis – Object
	High Street DPPP –	Welch Way Zebra crossing – Object
	Market Square DPPP – Support	High Street Traffic calming – Partially support
Open up market square and high street to all traffic, help ease traffic chaos in Witney, STOP wasting money !		
<p>(o276) As a business, (Woodstock, Market Square and Corn Street)</p>	High Street DYLS – Support	No Stopping Except Buses – Concerns
	Market Square DYLS – Concerns	Time limited No Stopping – Concerns
	Removal of loading – Support	No Stopping Except Taxis – Concerns
	High Street DPPP – Support	Welch Way Zebra crossing –
	Market Square DPPP – Support	High Street Traffic calming – Concerns
	<p>Objections are partially related to the incomprehensible plans that are included with the consultation. It is not clear where any of the proposed changes are being made. If you consult the public it is ludicrous not to include a clear set of plans that can be read by all otherwise it is discriminating against those responding creating a bias. Being cynical, this maybe the intention.</p> <p>It seems ridiculous to introduce further traffic calming when the traffic volume has been reduced so much, what a waste of money and resources.</p> <p>As a business owner, my main concern is that at all times there needs to be consideration on the impact of local businesses being able to operate i.e. receive goods, employees accessing and refuse to being removed. Alongside facilitating customers to want to visit Witney by removing barriers (not in the literal sense) rather than imposing them which seems to be intent. I welcome the relaxation of the proposal for unloading and loading but would want to ensure that all the local businesses concerns are taken into consideration.</p>	

(o277) Local resident, (Witney, Harvest Way)	High Street DYs – Support	No Stopping Except Buses – Object
	Market Square DYs – Support	Time limited No Stopping – Support
	Removal of loading – Object	No Stopping Except Taxis – Object
	High Street DPPP – Concerns	Welch Way Zebra crossing – Support
	Market Square DPPP – Concerns	High Street Traffic calming – Support
I feel that too many people are abusing the current arrangements by driving through the high street and market square without recompense.		
(o278) As a business, (Taxi)	High Street DYs – Concerns	No Stopping Except Buses – Concerns
	Market Square DYs – Partially support	Time limited No Stopping – Concerns
	Removal of loading – Concerns	No Stopping Except Taxis – Concerns
	High Street DPPP – Support	Welch Way Zebra crossing – Partially support
	Market Square DPPP – Support	High Street Traffic calming – Partially support
<p>As a taxi operator 16m is not going to work Believe only buses and taxis should enter market square from cornstreet junction This would make the high street safer because all disabled would park on near side and it would stop the cut through traffic but can not see why market square and high street can't be open to all traffic at set times (before 8am after 6pm and parking in disabled bays allowed to all because they are not used this would allow deliveries in morning and work force to be dropped in town evening pick up ect Concern about new junction lay out on welchway if traffic builds up will buses be able to exit high street can't Taxi trade needs to keep its number of rank spaces in one location.</p>		

	<p>But I do support the location of the new bus stop because it is a flat safe place but would like to see tourist coaches and holiday coaches allowed to use it most holiday coached are early and late tourist coached just drop and pick up but parking in Witney needs addressing for them if you want tourism you need to provide coaches parking and drop off Pick up. Construction needs to start the location of taxi rank spaces community bus stop access disabled parking is only paint and signs and anything being changed should be a trial. Get the right people involved and get the right results for Witney</p> <p>One other point is provision for taxis and deliveries during construction</p>	
<p>(o279) Member of public, (unknown)</p>	<p>High Street DYs – Object</p>	<p>No Stopping Except Buses – Object</p>
	<p>Market Square DYs – Object</p>	<p>Time limited No Stopping – Object</p>
	<p>Removal of loading – Object</p>	<p>No Stopping Except Taxis – Object</p>
	<p>High Street DPPP – Object</p>	<p>Welch Way Zebra crossing – Object</p>
	<p>Market Square DPPP – Object</p>	<p>High Street Traffic calming – Object</p>
	<p>Not much point in completing the consultation, like everything else, it's already decided</p>	



Oxfordshire County Council
Equalities Impact Assessment

WITNEY HIGH STREET AND MARKET SQUARE ENHANCEMENT SCHEME

February 2026

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Section 1: Summary details

Directorate and Service Area	Environment and Place – Infrastructure Delivery
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Witney High Street and Market Square Enhancement Scheme
Is this a new or existing function or policy?	New project
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>The project aims to enhance the public realm and encourage better active travel in Witney Town Centre. When designing changes to the public highway there is a potential to exclude access for people who identify with having disabilities, particularly those experiencing mobility issues.</p> <p>This may be impacted by narrow footway widths, poor walking surfaces, pedestrian crossings that don't comply with accessibility guidance and absence of blue badge parking.</p> <p>It is important that any improvements to the walking environment are not provided at the expense of reduced access to buses and taxis and that any changes are balanced appropriately.</p>
Completed By	Nick Howdle-Smith
Authorised By	Chris Dyer -----
Date of Assessment	03/02/26

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>The existing traffic restriction in Witney High Street and Market Square was implemented as a trial under an experimental traffic regulation order (ETRO) in summer 2020 and subsequently made permanent in December 2021 through the formal traffic regulation order process. The reduction of car traffic in the town centre had revealed opportunities to reallocate road space to contribute to a better pedestrian environment, improved cycling access and new retail and leisure activities.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>OCC applied for and was subsequently awarded £1.98m of active travel (tranche 3) funding for full project delivery comprising scheme development, design, consultation, construction, and monitoring/evaluation of the project. Early concept designs were drafted to support objectives included in the funding application:</p> <ul style="list-style-type: none"> • Encourage walking, wheeling, cycling and public transport • Rationalise existing space for taxis and on-street parking • Improve the road layouts at the junctions of High Street/Welch Way and Market Square/Corn Street to support the existing traffic restriction • Implement public realm enhancements <p>The development of active travel projects in the County help to meet the Council’s strategic priorities and Local and Connectivity Plan targets.</p>
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that</p>	<p>Before developing construction plans for the project, OCC conducted a community engagement exercise to understand what the priorities for the community are to inform the designs to be taken forward for implementation.</p>

<p>supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups.</p>	<p>Community Engagement involved a survey on the Let's Talk Oxfordshire engagement platform, in person stakeholder workshops, two face to face public events and other comments received by email and post.</p> <p>The results from the Community Engagement online survey showed majority support for the scheme objectives and the feedback received informed the later design stages and the plans presented for public consultation in 2024. The public consultation showed similar levels of support for scheme overall.</p> <p>The full Community Engagement report is available to download at https://letstalk.oxfordshire.gov.uk/witney-high-street and the Public Consultation report is available to download at https://letstalk.oxfordshire.gov.uk/witney-high-street-2</p> <p>The survey results from the community engagement and public consultation exercises enabled OCC to profile respondents based on their demographics. The responses showed that the number of participants in the survey who declared that their day-to-day activities were limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months is similarly proportionate to the overall share of people in Witney who are identified as disabled under the Equalities Act.</p> <p>Accessibility is an essential consideration within the project, so overall responses have been compared to those who declared their day-to-day activities are limited because of a long-term illness, health problem or disability to help identify differential preferences and potential negative impacts for that group. Using this information officers could identify potential gaps in service delivery and necessitate further engagement with transport and accessibility groups, before finalising designs for construction.</p>
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Alternatives considered / rejected

Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.

During the COVID-19 pandemic, a temporary traffic restriction was introduced on the High Street to support social distancing and improve access. As part of those temporary measures, the existing short-stay parking bays between Welch Way and Corn Street were converted to disabled persons' parking places to ensure continued access to amenities for Blue Badge holders. A subsequent decision was made to retain this arrangement on a permanent basis.

However, following further assessment, it became clear that the temporary bays did not meet accessibility standards, primarily because they were not located adjacent to a footway. This creates significant challenges for individuals with mobility impairments when entering or exiting vehicles safely. It was also identified through an accessibility audit and Road Safety Audit that footway widths in some locations were insufficient to safely accommodate wheelchair users and the level of footfall typically experienced in the town centre.

The current scheme therefore proposes to reconfigure the location and number of disabled persons' parking places to ensure they are:

- Located adjacent to footways for safe access;
- Designed to meet accessibility best practice;
- Delivered alongside widened footways and improved sight lines at pedestrian crossing points.

Disabled Persons Parking Bay Numbers

- Pre-COVID: There were six disabled persons' parking places on the High Street and Market Square.
- Public consultation (early design): The scheme proposed twelve disabled bays.
- Statutory consultation (final proposal): The scheme now proposes ten disabled persons' parking places.

This adjustment from 12 to 10 spaces was necessary to achieve improvements in footway width and pedestrian safety, and to address concerns raised during accessibility and safety audits. Despite this reduction from the earlier proposal, the scheme still provides a notable improvement on the pre-pandemic provision of six bays. Blue Badge holders are also permitted to park on double yellow lines for up to three hours, where it is safe and reasonable to do so. This continues to provide additional flexibility for accessing the High Street.

This revised approach reflects a carefully considered balance between:

- Improving the accessibility of the public realm;
- Ensuring compliant and safe disabled parking provision;
- Meeting the needs of pedestrians, businesses, public transport and loading activity.

	<p>The outcome proposes a more accessible and inclusive town centre environment, while still improving the overall provision of disabled persons' parking compared to pre-pandemic levels.</p>
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Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Changes to the highway can exclude those with disabilities where improvements made do not adhere to accessibility guidance / advice. However the project has the opportunity to increase the level of service for people with disabilities.	Engagement / consultation with accessibility groups to ensure the highway changes do not adversely impact disabled users	Nick Howdle-Smith, Project Manager, OCC	Public consultation in 2024 and additional engagement with accessibility groups and third party consultants in 2025. Adjustments were then made to the designs.
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Feedback from the Community Engagement can raise awareness of high preference for extra transport links to rural communities around Witney.	The project must ensure that bus service levels are maintained and also provides for future increases in services	Nick Howdle-Smith, Project Manager, OCC	Engagement with bus companies and site monitoring in 2025 identified exceptional demand for additional passenger and vehicle capacity bus stop and shelters. An additional bus stop and shelter has been provided in the design.
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	New public realm in the project area can enhance the walkability and new public spaces which has shown to improve: health/well-being, social cohesion, business trading activities and public events.	CCTV monitoring and better lighting can help to police/deter anti-social behaviour that may be attracted to new public realm areas	Nick Howdle-Smith, Project Manager, OCC	Comments on the proposals for the preliminary design have been integrated in the final construction plans. Pedestrian monitoring in the High Street is ongoing and will inform baselines and future measures of success.

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	February 2026
Person Responsible for Review	Nick Howdle-Smith
Authorised By	Chris Dyer

Witney High Street and Market Square Enhancement Scheme

Engagement Report

Author(s):

**Active Travel Delivery Team
Place Planning and Coordination South Team and West Team
Communications and Engagement Team**

Date: 7 December 2023

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Summary

This document seeks to report on the findings of the community engagement exercise conducted between 5 September and 3 October 2023 as part of the Witney High Street and Market Square Enhancement scheme.

The purpose of the engagement was to seek feedback from residents, businesses, and stakeholders to form parameters and priorities for the design stages of the project. This was achieved through community participation in a survey on the Let's Talk Oxfordshire engagement platform, in person stakeholder workshops, two face to face public events and other comments received by email and post.

To maximise participation, the project team delivered a communications plan which involved the distribution of leaflets to Witney households and business premises, social media / website updates, press releases, bulletins, councillor interviews and two public events.

The results of the engagement exercises show general support for the project objectives and have identified preferences for a range of street improvements that can be considered in the project design stages.

Key findings

- The survey results show a majority of the respondents support each of the five scheme objectives, particularly the objective to support local businesses and the market. There were similar levels of support for the scheme objectives amongst those respondents who identified as having a disability.
- Improved footway surfacing, more trees, plants and gardens, more seating and more information on history and heritage were the most popular improvements that people would like to see in the project and were similarly popular amongst those who identified as having a disability.
- Free text responses highlighted the importance of helping the local economy whilst also advocating for place-based interventions such as more greenery, more seating, level paving and well-maintained public spaces.
- Other comments supported reopening the High Street to through traffic but there were similar levels of support for full pedestrianisation. A call for better enforcement of the traffic restriction was expressed in the survey's free text comments and by key stakeholders.
- Councillor workshops identified preferences for new public realm areas, improved safety, and better paving materials. Business workshops identified preferences for more signage, more loading bays, and better seating and lighting.
- There were 643 individual responses to the online survey. The proportion of respondents in the 16-24 and 25-34 age groups was significantly lower than other age groups. The proportion of respondents in the over 65 age group was significantly high.
- There was a low participation from local businesses in both the online survey and workshops despite targeted communications aimed to encourage businesses to contribute to the engagement exercises.
- The survey showed that car trips to the High Street by residents living in Witney represented 40% of trips across all transport modes.

Introduction

The existing traffic restriction in Witney High Street and Market Square was implemented as a trial under an experimental traffic regulation order (ETRO) in summer 2020 and subsequently made permanent in December 2021 through the formal traffic regulation order process.

The reduction of car traffic in the town centre had revealed opportunities to reallocate road space to contribute to a better pedestrian environment, improved cycling access and new retail and leisure activities. A survey by West Oxfordshire District Council (**App.01**) found most residents felt the traffic restriction had a positive effect on the town.

On this basis, the county council applied for and was subsequently awarded £1.98m of active travel (tranche 3) funding for full project delivery – comprising scheme development, design, consultation, construction, and monitoring/evaluation of the project.

Early concept designs were drafted to support objectives included in the funding application:

- Encourage walking, wheeling, cycling and public transport
- Rationalise existing space for taxis and on-street parking
- Improve the road layouts at the junctions of High Street/Welch Way and Market Square/Corn Street to support the existing traffic restriction
- Implement public realm enhancements

For the scheme to have the consensus of residents, businesses and stakeholders and to ensure a fair distribution of investment, officers began the project with a pre-design engagement phase. This phase is crucial to find out what high street improvements are most important to the local community and using that information, officers could better define a design brief which could be taken forward in project design stages.

Acknowledging the absence of a masterplan for Witney town centre, Oxfordshire County Council held a series of officer workshops to agree a project vision statement informed by the county's Local Transport and Connectivity Plan and existing policy wording from the West Oxfordshire District Council (WODC) Local Plan. This provided an overarching concept, providing inspiration and motivation for the project team and alignment with the county and district strategies. Additionally, a revised set of scheme objectives were agreed that:

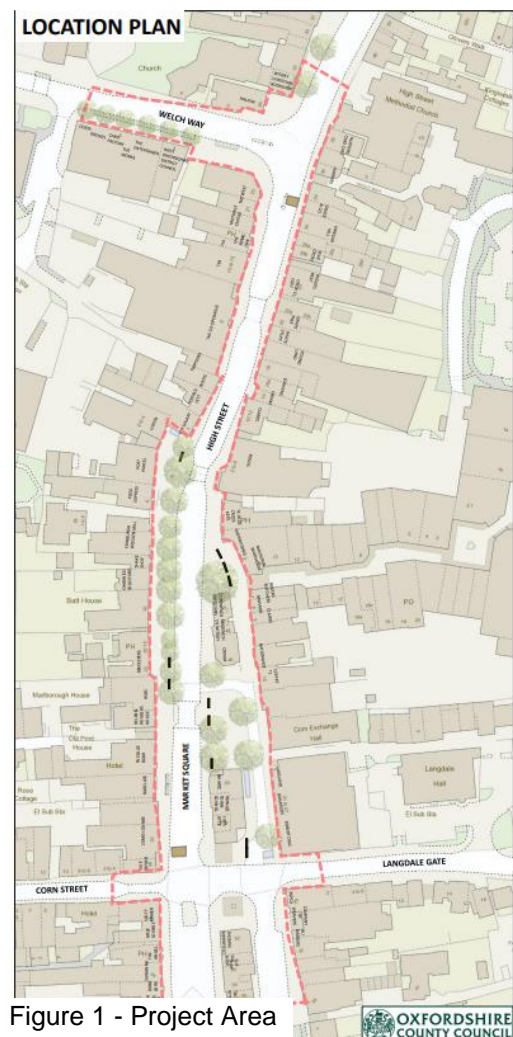


Figure 1 - Project Area

an overarching concept, providing inspiration and motivation for the project team and alignment with the county and district strategies. Additionally, a revised set of scheme objectives were agreed that:

- supported the remit agreed with Active Travel England; and
- set a framework and scope of discussion for the ensuing engagement exercises.

The objectives were based on what officers considered was deliverable within the context of the agreed project area (Fig. 1), budget available and the scope of 'highway improvements'.

The vision and objectives, together with other scheme information were presented on a series of information boards (**App.02**) which were displayed at community engagement events and published online to support the engagement survey.

A series of questions were compiled from the council workshops to be included in the online survey (**App.03**). Questions were designed to show the level of support for each of the scheme objectives and to better quantify the preferences for specific built environment interventions.

In addition to the structured questions, people were invited to comment freely on how they thought the project area could be improved. Comments could be submitted through the survey (online or paper), using the online map (**App.04**) that accompanied the survey, or by direct feedback to the project team. The free text responses allowed for greater context so officers could better understand nuances and wider issues, including points for other actions or that could be considered against future projects.

The draft information boards and survey questions were presented to town, district and county council members in online briefing sessions. Key stakeholders including transport, accessibility groups and a local business group were also briefed. The feedback received was integrated into the final communication materials used and helped to form the communications plan.

Alignment to relevant strategy

The scheme is closely aligned with the county council's vision set out in the '[Local Transport & Connectivity Plan](#) (LTCP, 2022 – 2050)', which includes reducing private car use through making walking, cycling, public and shared transport the natural first choice. In addition, the scheme will play an important role in helping OCC to meet the headline targets that underpin the vision and key themes set out in the LTCP, which are as follows:

By 2030

- Replace or remove one out of every four current car trips in Oxfordshire
- Increase the number of cycle trips made per week in Oxfordshire from 600,000 to 1 million
- Reduce road fatalities or life changing injuries by 50%

By 2040

- Deliver a net-zero transport network

- Replace or remove an additional one out of three car trips in Oxfordshire

By 2050

- Deliver a transport network that contributes to a climate positive future
- Have zero, or as close as possible, fatalities or life-changing injuries as a result of road traffic accidents

The LTCP supporting strategies include the Active Travel Strategy which is aligned to the council's strategic priorities.

The project supports the following county council strategic priorities:

- Prioritise the health and wellbeing of residents (priority three)
- Invest in an inclusive, integrated and sustainable transport network (priority five)
- Preserve and improve access to nature and green spaces (priority six)
- Play our part in a vibrant and participatory local democracy (priority eight)
- Working with local businesses and partners for environmental, economic and social benefit (priority nine)

What happened and who took part?

The community engagement period lasted for 28 days, starting after the state school summer holiday period. The survey and the engagement events were promoted:

- on the county council website and the survey website
- through a series of social media posts (also shared and posted by Councillors, district / town councils communication channels)
- in letters and leaflets direct to properties
- on posters

Ahead of the community engagement, the county council team held steering meetings with councillors and with officers from West Oxfordshire District and Witney Town councils to identify the interests, aims and objectives, and formulate the initial engagement plan. There was also a site walk with officers from the district council to review points of interest. Lead communications, meetings and events were run by the county council.

The online survey was open between 5 September and 3 October on the Let's Talk Oxfordshire platform <https://letstalk.oxfordshire.gov.uk/witney-high-street>. The interactive [map](#) accompanied this and allowed participants to drop coded pins into a virtual map of the project area to highlight issues and recommendations at specific locations.

Two **public engagement drop-in events** were held where people could learn more about the project, share feedback and speak to officers. The events were timed to be more accessible for families, older people and people finishing work:

- Saturday 9 September 2023 between 10am and 4pm at the Witney Methodist Church on the High Street

- Tuesday 19 September 2023 between 5pm and 8pm at Witney Corn Exchange on the Market Square

A0 versions of the information boards and a large plan of the project area were exhibited at both events – setting out the situation/project information and project vision/objectives. The boards helped people focus feedback and visualise opportunities that could be incorporated.

284 people attended the two events, which provided constructive feedback and highlights of common themes. Local councillor attendance at the events was good. Anecdotally, most of the event attendees appeared to be older members of the community and had learned about the events from the leaflets sent to them and/or the posters that had been put up locally.

Member and stakeholder workshops were planned with councillors, local businesses and transport/access groups to allow for more focused discussions around specific stakeholder themes. Email invites were sent to all councillors and to transport and accessibility groups. All businesses between 33 High Street and 46 Market Square received a paper invitation to the business workshop.

The workshops comprised an introduction with project summary, followed by a led site walk of the High Street and Market Square, and then discussion sessions. Around 150 feedback contributions were made to paper maps between the councillor and business workshops (roughly 60 and 80 respectively).

Workshops took place on:

- Tuesday 12 September 2023 between 2pm and 4pm at Witney Corn Exchange (Councillor Workshop)
- Tuesday 26 September 2023 between 6pm and 8pm at Witney Corn Exchange (Business Workshop)

The Transport and Accessibility workshop was cancelled due to very low response to invitations. Officers instead reached out to the contacted groups again to seek one to one discussions and subsequently met with bus companies (Stagecoach and West Oxfordshire Community Transport) and Thames Valley Police.

Printed and online communications:

All project materials were downloadable from the Let's Talk Oxfordshire webpage, Information was also sent to parish councils.

Residents leaflet

Double-sided A4 leaflets (**App.05**) were delivered to just over 15,000 households and businesses throughout the town. The leaflet outlined the project, the dates of the drop-in events, the survey, and how to contact officers with feedback. A number of visitors attending the drop-in events said they did not use the internet and cited the leaflets as their main information on the project – many collected paper survey copies from the public engagement drop-in events to complete. A3 posters showing summarised

information from the leaflets were put up in the Corn Exchange Hall, Witney Town Council noticeboard, Witney Methodist Church, Witney Library and the WODC shop.

Web pages

A [Witney High Street and Market Square enhancements scheme](#) webpage was published on the 22 August – including a link to the survey webpages from 5 September. This and the [Let's Talk Oxfordshire survey](#) webpage are updated as the project evolves. The survey webpage includes copies of all the project information assets (information boards, map, poster, leaflet/flyer, and frequently asked questions).

Press release

A [press release](#) was published by the county council on 5 September to announce the consultation launch. The release was shared directly with local councillors and media channels by email (including local newspapers, local radio and television, and transport/planning press). Local press ran a story promoting the consultation and BBC Radio Oxford interviewed Councillor Enright, the county council Cabinet Member for Travel and Development Strategy on 21 September.

Social media posts

A campaign of social media posts (**App.06**) was posted on X (formerly known as Twitter), LinkedIn and NextDoor between late August and early October to promote the consultation and engagement events. The initial X posts (promoting the engagement events and then the survey launch also) recorded over 1000 views each, and the later posts on X (promoting the survey) recorded over 800 views each.

Geotargeted posts on NextDoor were shared with neighbourhood groups covering the whole of Witney, and neighbouring villages (Crawley, Curbridge, Delly End, Ducklington, East End, Hailey, Minster Lovell, New Yatt, North Leigh, Poffley End, South Leigh and Wilcote).

Bulletins

Two Oxfordshire County Council travel bulletins promoted the consultation survey and events, which were sent to approximately 4,000 registered recipients. It was also promoted in the Your Oxfordshire email bulletin which was sent to approximately 35,000 registered recipients.

Business Letters for workshops

The 151 businesses within the project area received a letter inviting them to the planned business workshop (**App.07**). Additionally, a note was published in West Oxfordshire District Council's September Business Matters newsletter (**App.08**) to promote it.

Invitees were provided an [online registration form](#) to confirm their attendance. Registrants were also asked the following questions so that the event could be better tailored for them:

- What they would like to get out of the event
- If they had any questions they would like to ask ahead of the event
- To share three key interests related to the event

80 people viewed the registration webpage. 16 representatives from 14 businesses

registered for the workshop. Two representatives were ultimately unable to attend the event. The attendees were from a mix of local independent companies and multi-regional chains representing a breadth of services (including hospitality, retail, local government and professional services).

Overview of participation

Over 2,500 people visited the online survey and map on Let's Talk Oxfordshire between 5 September and 3 October 2023. 643 people completed the survey online, and 23 paper surveys were returned. Almost all respondents lived in the town or a neighbouring village. 2,243 people accessed multiple features of the survey pages, and there were 737 document downloads:

- 275 downloads of the information boards
- 138 of the map of the project area
- 96 of the project poster
- 228 downloads of other documents
- Additionally, 170 visitors accessed the FAQs

Registration on the survey site was optional – there were 30 new registrations with Let's Talk Oxfordshire to respond to the survey. Most people accessed the survey webpages directly, many also accessed it from social media links, and some through search engines.

Ways people accessed the Let's Talk Oxfordshire survey webpage:

Social media	875
Emails	150
Search engines	171
Direct	1469
Total	2665

Social media access:

NextDoor	60
Facebook	699
Instagram	3
LinkedIn	9
X(Twitter)	104
Total	875

There was a daily average of 91 visitors to the survey webpage whilst the survey was open.

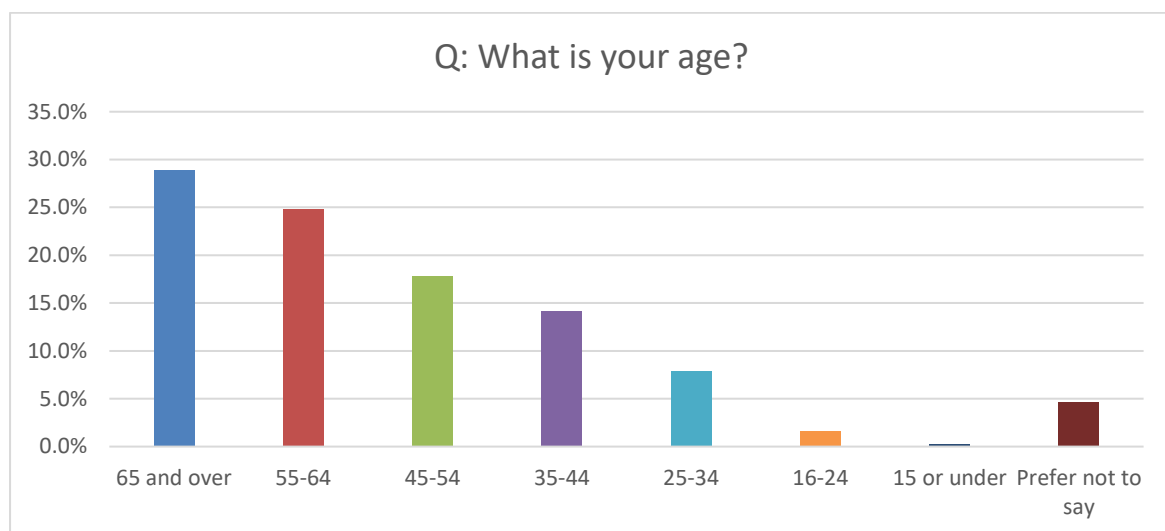
Survey results

Demographic data

To understand more about the balance of those who participated in the online engagement, survey respondents were asked to complete a set of demographic questions. Where applicable, the demographic information received from the survey responses has been compared to the Office for National Statistics Census 2021 population data in the Witney parliamentary constituency area¹ to identify any anomalies.

Q: What is your age?

Results show that respondents to the survey are heavily weighted towards the upper age groups when compared to the overall age demographics of Witney. There is a notable lack of participation amongst the younger age groups.



Q: What is your sex?

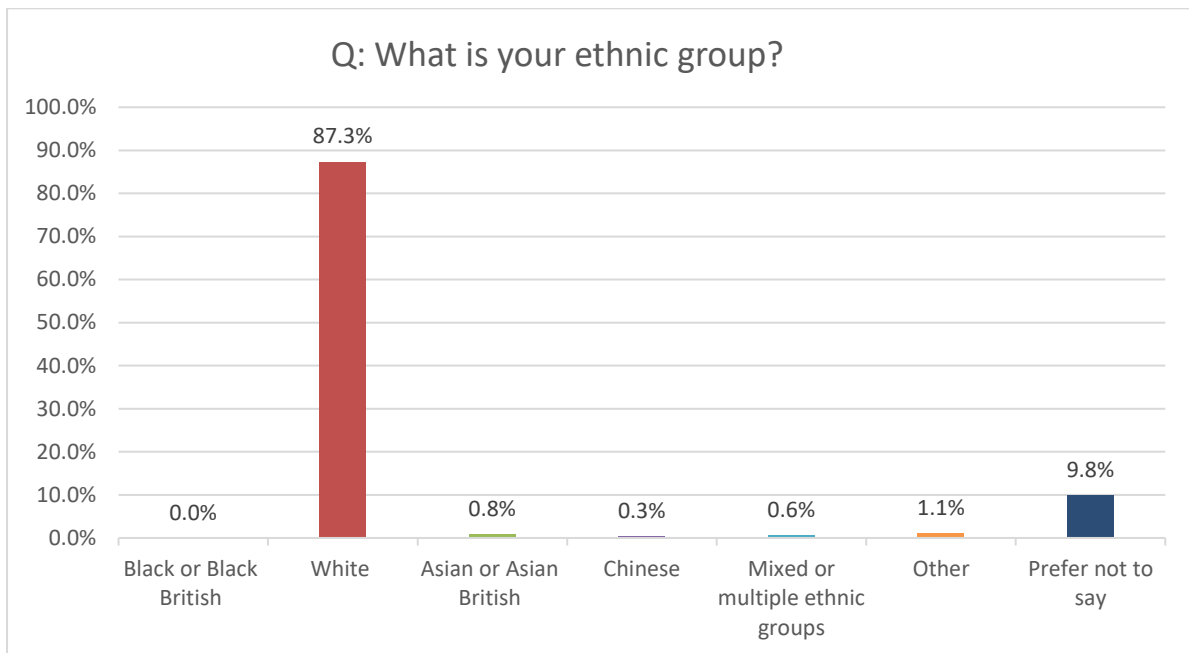
The survey results show that the proportion of male and female respondents is roughly proportionate to the overall gender demographics of Witney (male, 49.1% and female 50.9%).



¹ www.ons.gov.uk/visualisations/customprofiles/build/

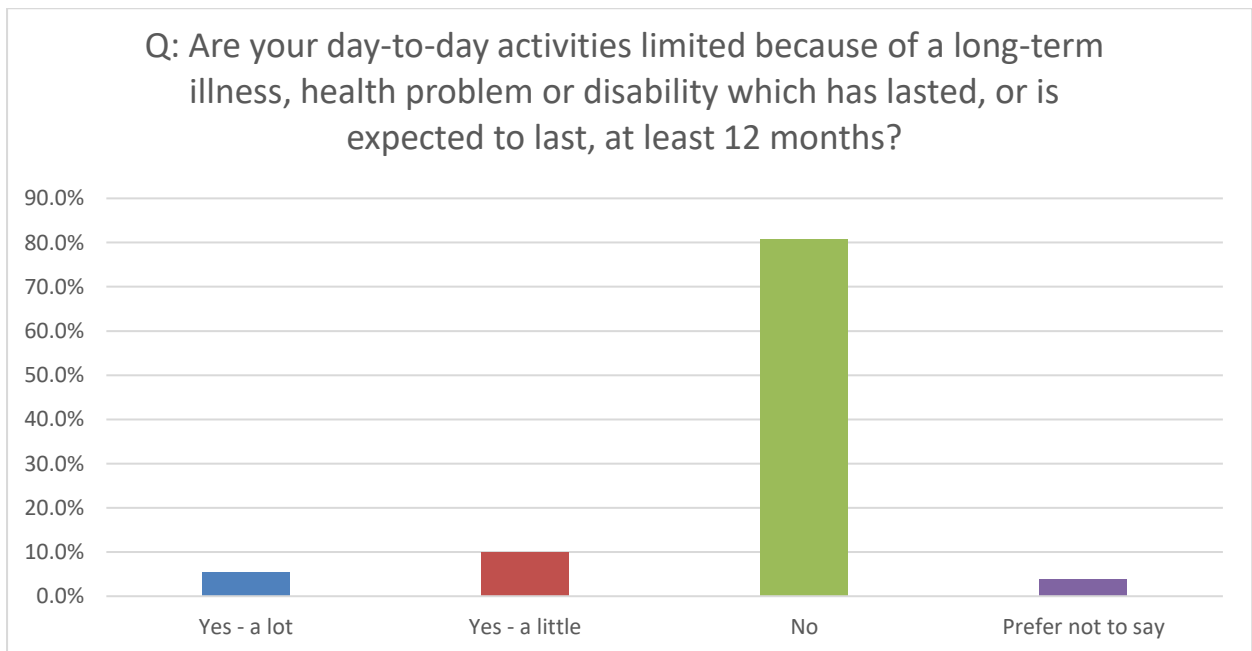
Q: What is your ethnic group?

The survey results show that the share of ethnic groups responding to the survey are roughly proportionate to the overall ethnic demographics of Witney (white, 95.2%).



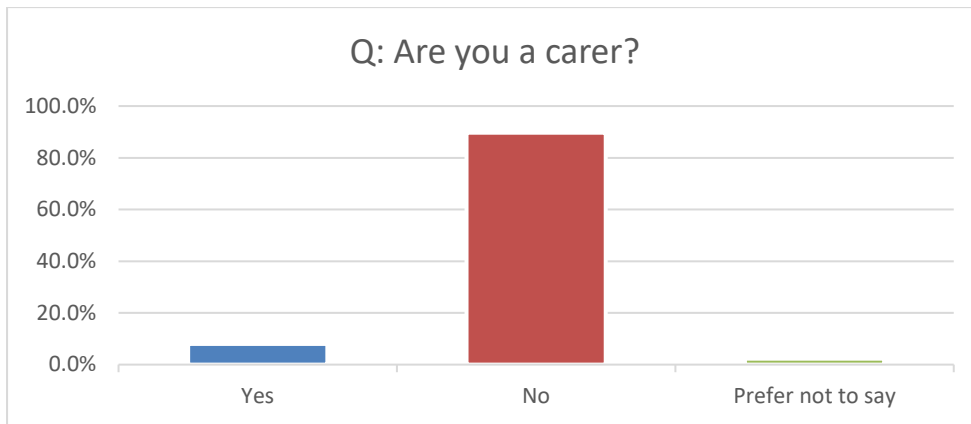
Q: Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?

The survey results show that the share of participants who answered “Yes – a lot” or “Yes – a little” is similarly proportionate to the overall share of people in Witney who are identified as disabled under the Equalities Act (15.1%).



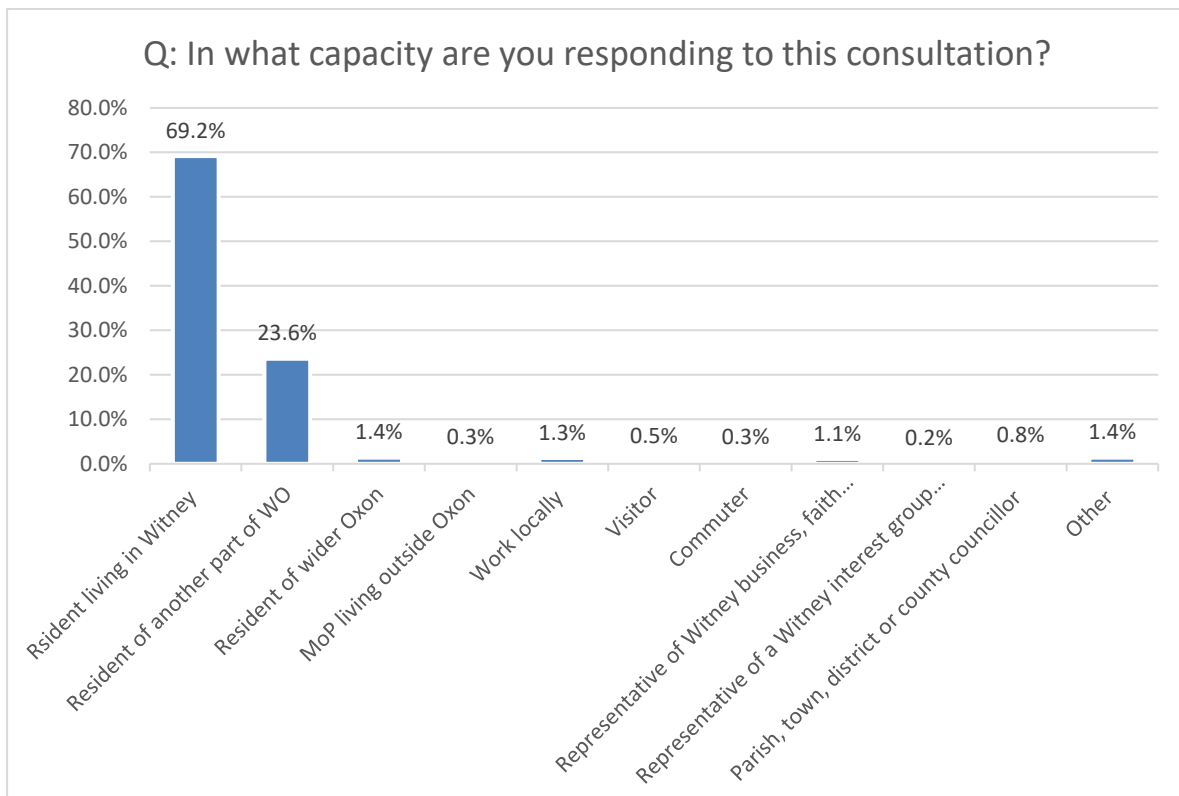
Q: Are you a carer?

The survey results show that the share of participants who answered “Yes” is similarly proportionate to the overall share of people in Witney who are providing unpaid care (8.3%).



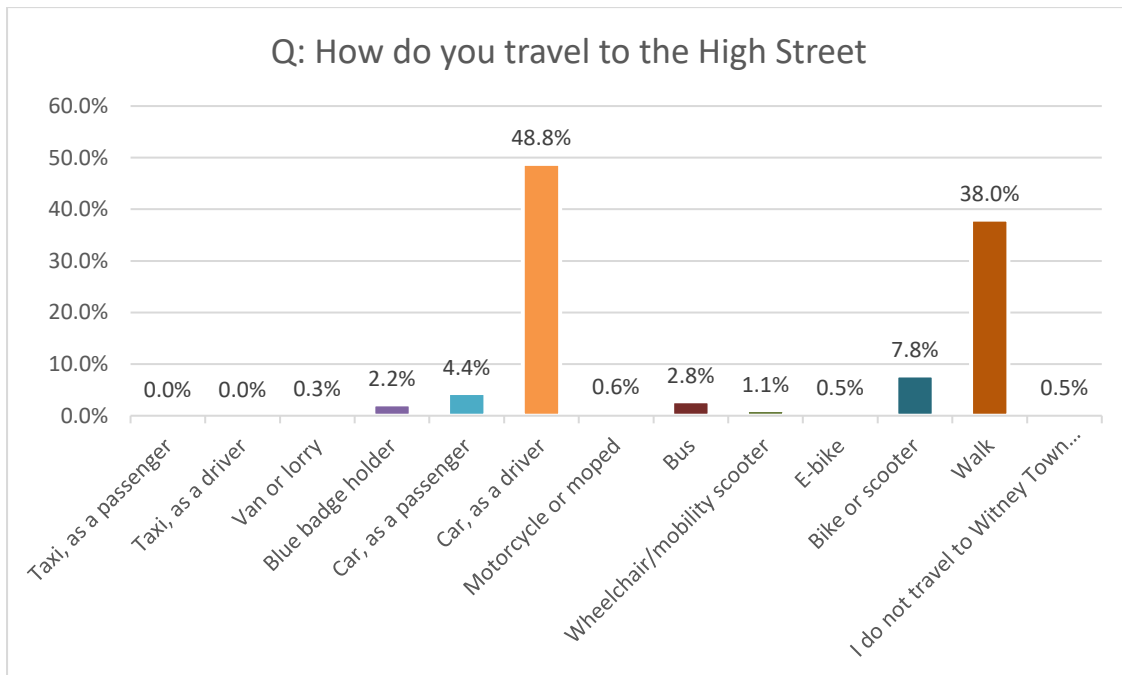
Q: In what capacity are you responding to this consultation?

The survey results show that most respondents to the survey live in Witney and just under a quarter of respondents are living in other West Oxfordshire areas. Although the survey was promoted widely in posters, leaflets, letters and online, there is a lack of response from local businesses/organisations in the survey.

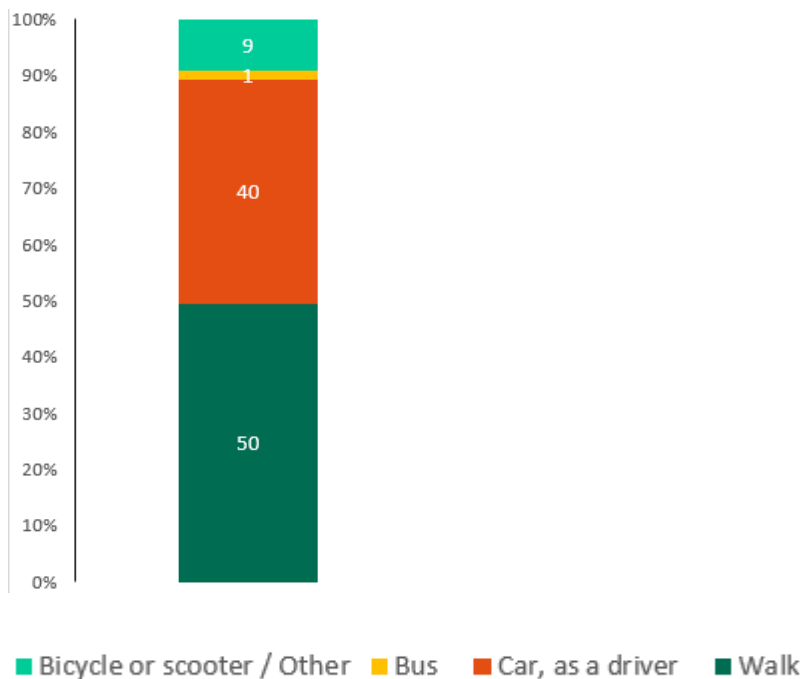


Q: How do you travel to the High Street?

The results show that most survey respondents travel to Witney High Street by car, as a driver. These results were also filtered to only show travel behaviours specifically amongst residents living in Witney.

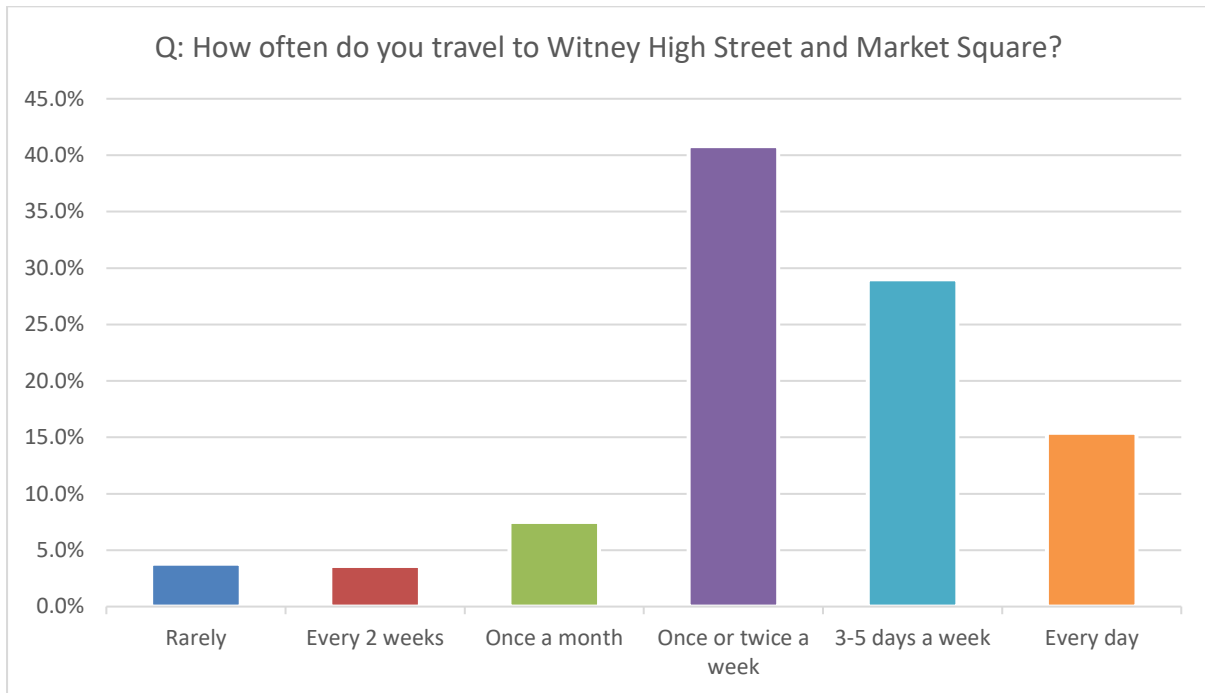


Witney residents: mode share of trips to the High Street



Q: How often do you travel to Witney High Street and Market Square?

Results show that around 85% of respondents to the survey travel to Witney High Street more than once a week.



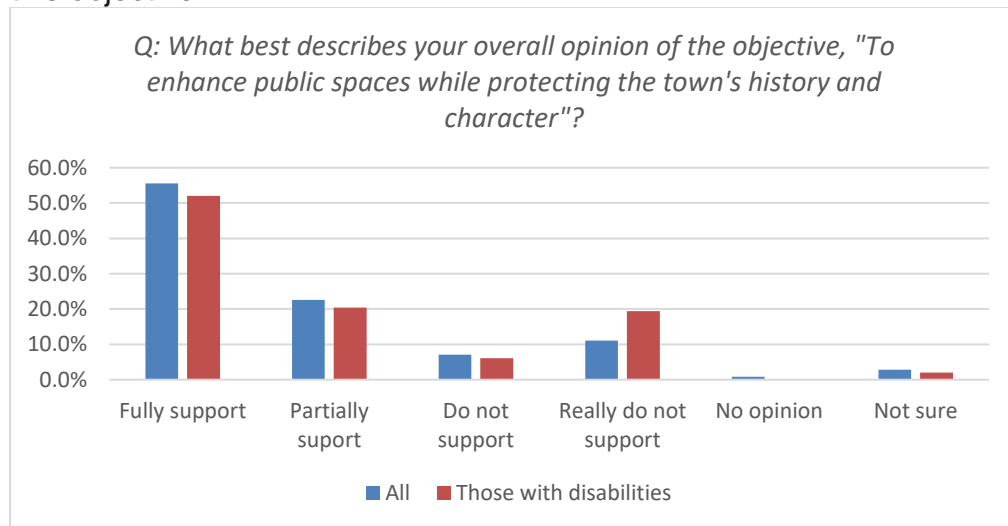
Survey results

Scheme objectives

Participants were asked to indicate their level of support for each of the five scheme objectives, with the aim of learning how well certain aspects of the project may be supported. Accessibility is an essential consideration within the project, so overall responses have been compared to those who answered that their day-to-day activities were limited because of a long-term illness, health problem or disability to help identify differential preferences and potential negative impacts for that group.

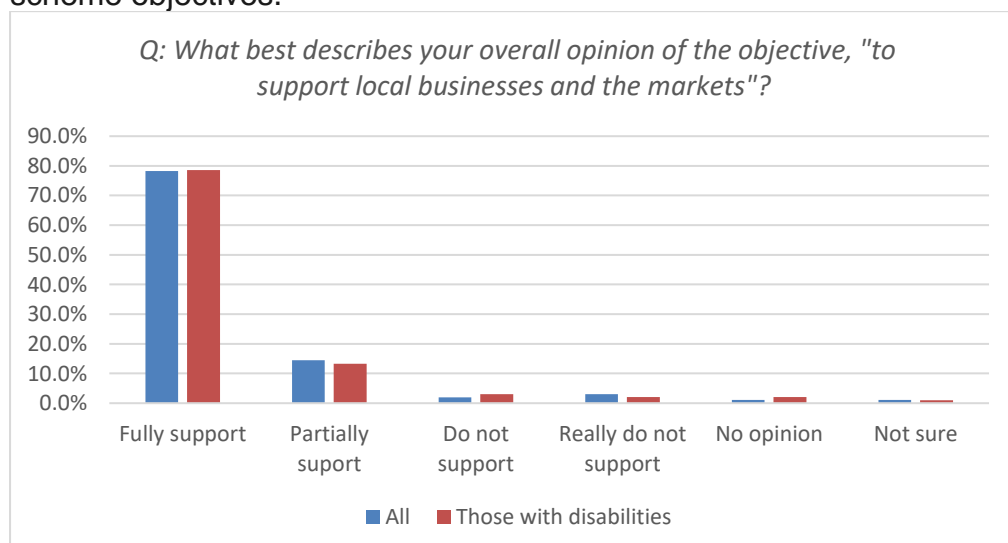
Q: What best describes your overall opinion of the objective, “To enhance public spaces while protecting the town’s history and character”?

The results show that almost 75% of respondents fully support or partially support this objective.



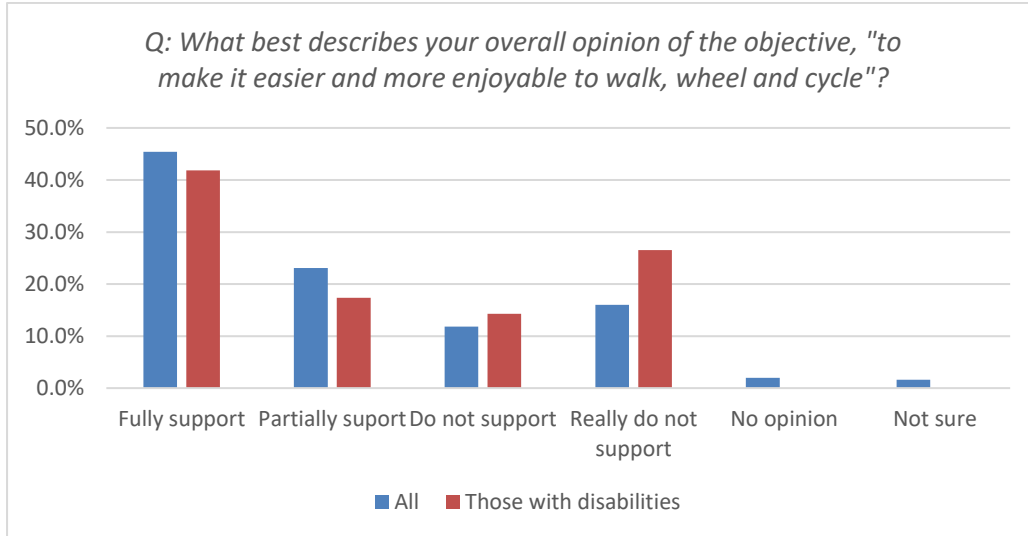
Q: What best describes your overall opinion of the objective “to support local businesses and the markets”?

The results show that survey respondents support this scheme objective over other scheme objectives.



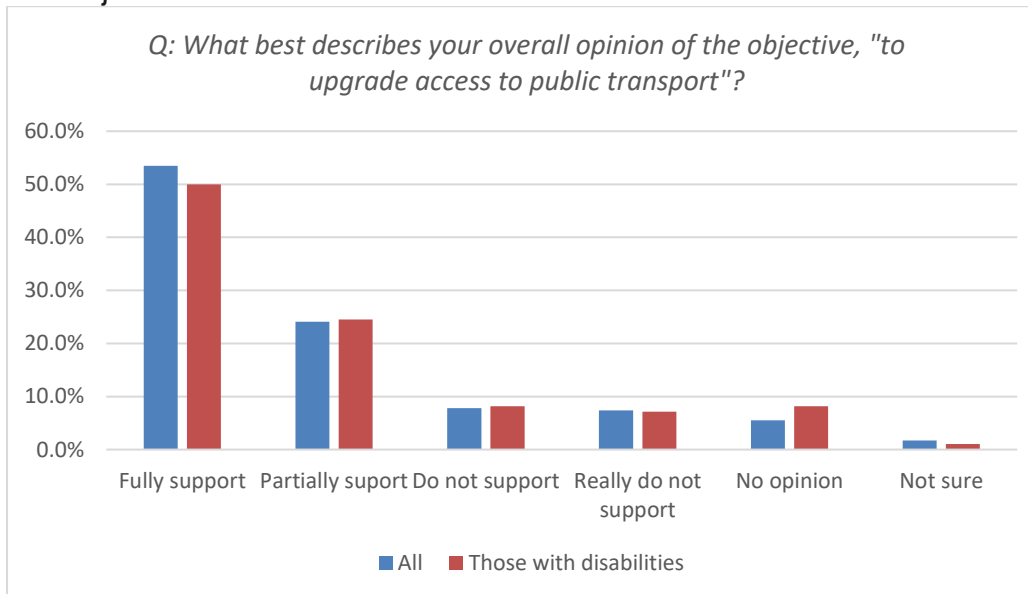
Q: What best describes your overall opinion of the objective “to make it easier and more enjoyable to walk, wheel and cycle”?

The results show that this objective is fully supported or partially supported by over 66% of respondents. This objective is the least supported amongst those identifying with disabilities.



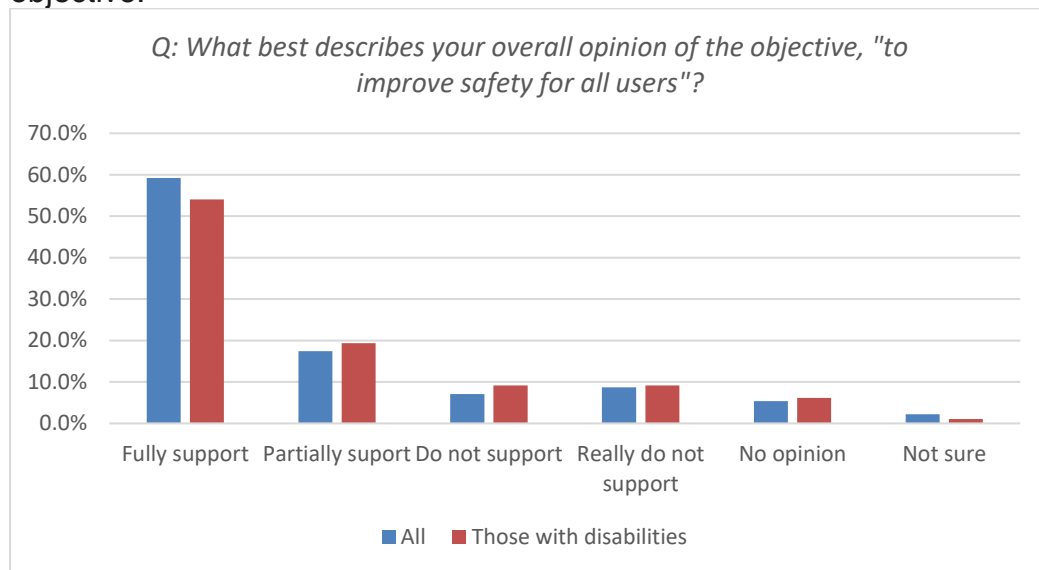
Q: What best describes your overall opinion of the objective “to upgrade access to public transport”?

The results show that almost 75% of respondents fully support or partially support this objective.



Q: What best describes your overall opinion of the objective “to improve safety for all users”?

The results show that over 75% of respondents fully support or partially support this objective.



Q: What improvements would you like to see on Witney High Street and Market Square?

Optional question (636 responded, 7 skipped)

Respondents were provided the opportunity to express their support for a range of specific improvements to the high street environment. 21 improvements were listed with the option to support for each.

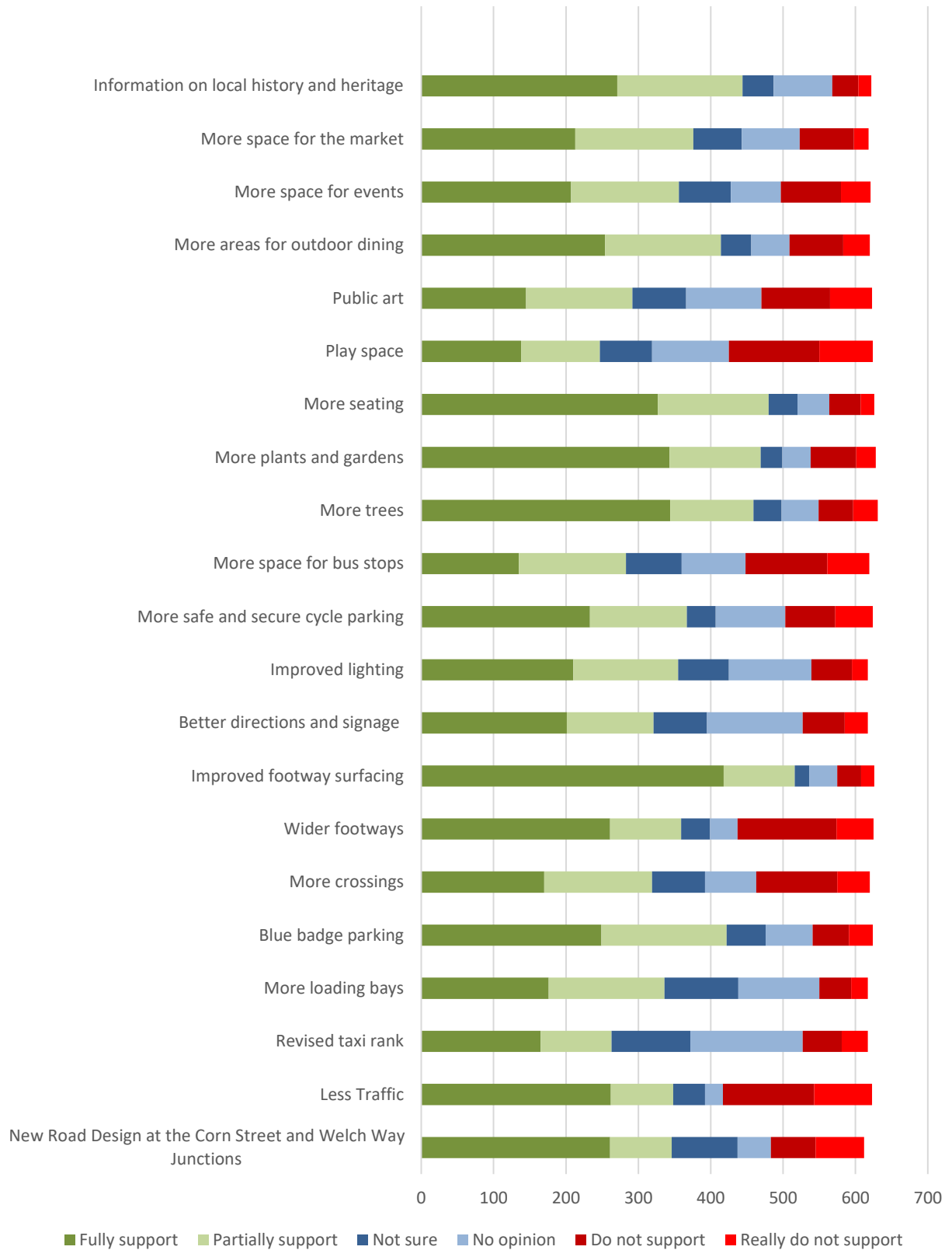
The top five improvements that returned the highest number of those either fully supporting or partially supporting are:

1. Improved footway surfacing, with 516 respondents in full or partial support
2. More seating, with 480 in full or partial support
3. More plants and gardens, with 469 in full or partial support
4. More trees, with 459 in full or partial support
5. Information on local history and heritage, with 444 in full or partial support

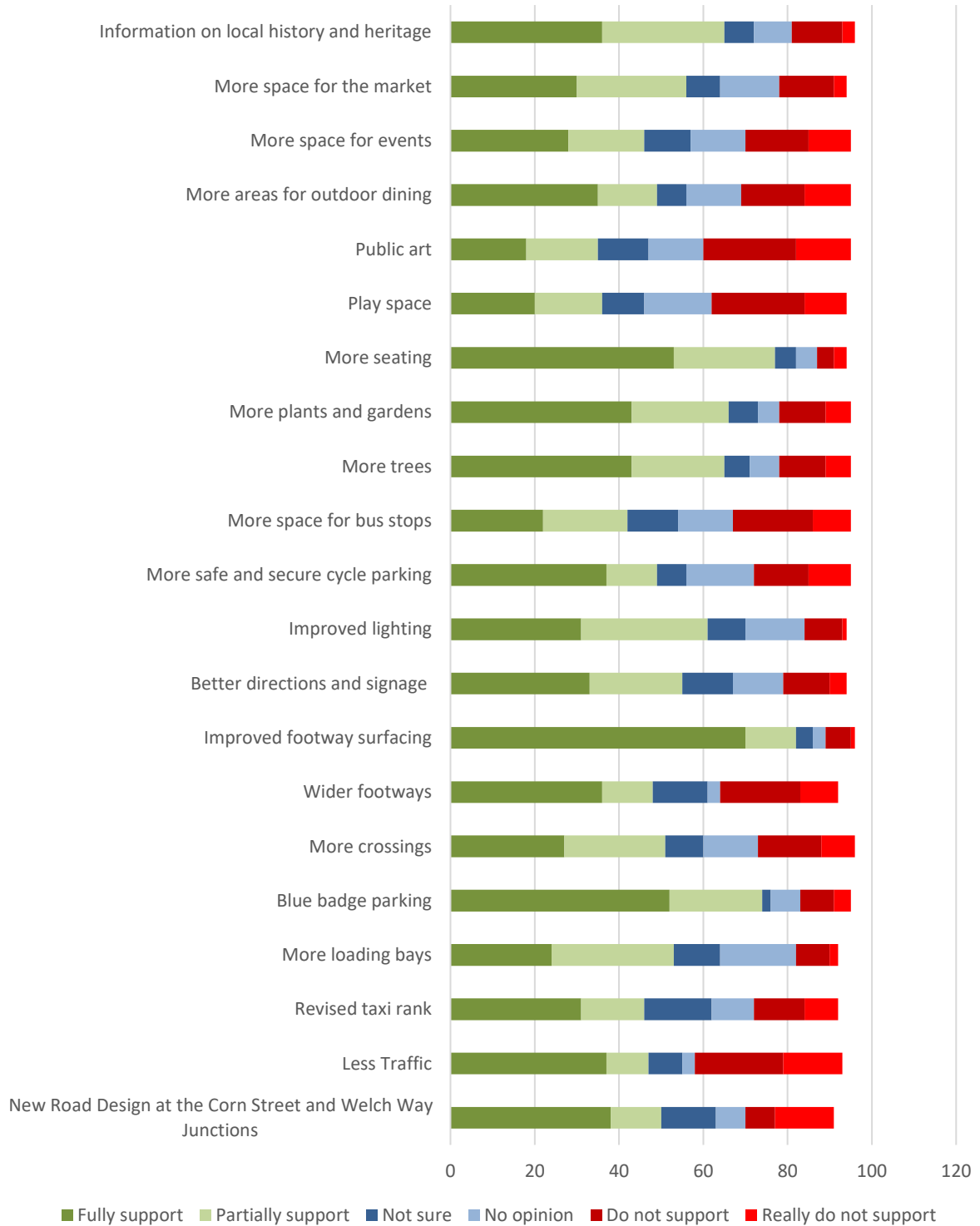
Of these responses, the top five categories from those who identified as having a disability are:

1. Improved footway surfacing, with 82 respondents in full or partial support
2. More seating, with 77 respondents in full or partial support
3. Blue badge parking, with 74 respondents in full or partial support
4. More plants and gardens, with 66 respondents in full or partial support
5. More trees, and information on local history and heritage, both had 65 respondents in full or partial support

Q: What improvements would you like to see on Witney High Street and market Square? (All answers)



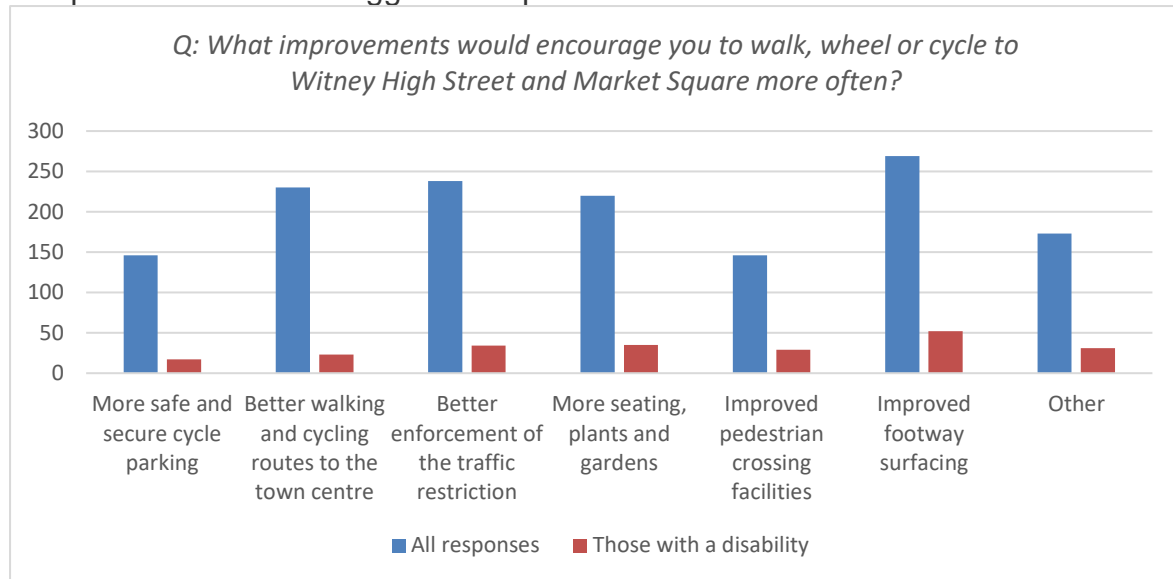
Q: What improvements would you like to see on Witney High Street and market Square? (Those with disabilities' answers)



Q: Improvements that would encourage you to walk, wheel or cycle to Witney High Street and Market Square more often?

Optional question (591 responses, 52 skipped)

The results show less support for more cycle parking and improved crossings compared to the other suggested improvements.



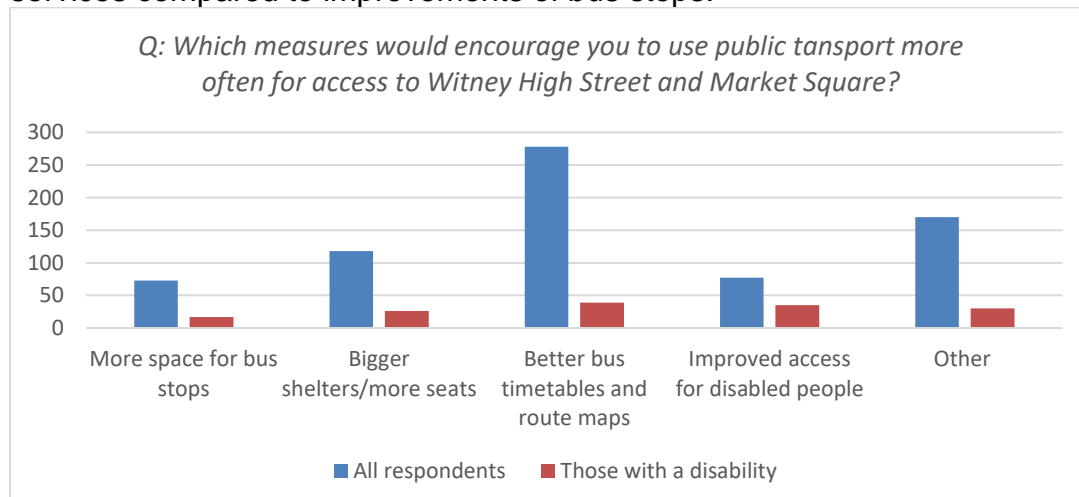
Other responses included:

- Reinstate vehicle access
- Better public transport to/from local villages (twice)
- It's not safe to cycle on the other roads as they now have much more (car) traffic on
- Segregated cycle lanes/footpaths and pavements, better maintenance of greenery
- Spend money on public facilities instead
- Improving cycle lanes into Witney, e.g., the A4095

Q: Which measures would encourage you to use public transport more often for access to Witney High Street and Market Square? (Tick all that apply).

Optional question (495 responses, 148 skipped)

The results show more support for better bus timetables and route maps of bus services compared to improvements of bus stops.



Other comments included:

- Improved links with local villages
- Better timetables and regular routes
- Bus stops at new developments so they are better connected
- More frequent buses that also run into the evening
- Cheaper fares
- More reliable services

The “Other” answers provided by those who said their day-to-day activities limited because of a long-term illness, health problem or disability did not leave any comments.

Qualitative responses (Free text)

Participants were offered the opportunity to comment freely on any issues or improvements that were not available for selection in mandatory/fixed survey responses. These responses were analysed by counting the number of mentions of key words and applying a contextual appraisal of the points raised. The key words were then grouped into sets of themes for reporting.

A summary of the most mentioned themes and key words have been provided in respect to the following questions.

Q: What improvements would you like to see on Witney High Street and market Square? (Free text)

Optional question (436 responses, 207 skipped)

Participants were asked to comment on whether there were any other improvements they would like to see in Witney High Street that weren't listed amongst the 21 selections. From these comments, five key themes were identified:

- Pedestrian and walking environment
- Economy
- Infrastructure/public space
- Traffic/cars
- Cycling

Pedestrian and walking environment:

The most repeated comments included “pedestrianise” which was used 34 times; this referred to the full pedestrianisation of Witney High Street. Other comments most mentioned were walkways or footpaths, particularly surrounding the widening of pavements and consequent narrowing of the carriageway as well as maintenance such as weeding, resurfacing and consideration of drainage. Further to this, increasing useable crossing points was also mentioned. It was suggested that the current traffic light-controlled crossing could be replaced by a zebra crossing, now that traffic has reduced along the High Street so there is no longer a need for the crossing to be controlled by traffic lights. Crossing points were also mentioned in reference to Corn Street junction, suggesting this was a busy junction where pedestrians and cyclists

were not necessarily prioritised by the current layout. Increased seating and signage in the town centre and car parks were also frequently mentioned.

Economy:

A variety of shops being present on the High Street, with a focus on increasing the number of independent/local businesses, was a priority point respondents would like to see in Witney High Street. Similarly, higher occupancy rates of units on the High Street and maintenance of current empty shop frontages were also frequently commented on. It was suggested in the responses that space for pop-up shops or markets for independent businesses could improve the High Street.

Public space: As a public realm scheme, the theme of **public space** was repeated frequently. It included suggestions for pavement improvements and resurfacing as well as maintenance of the current streetscape. This included weeding, drainage and litter picking. Again, full pedestrianisation of the street was frequently mentioned, however a relative number of responses also called for the road to be fully reopened to all traffic. Alongside this, the current signage outlining who is eligible to access the High Street was mentioned to be unclear and cluttered on the streetscape. Regarding public space, it was also commented that the two ends of the project area feel unrelated and some more linkage between the Market Square and Welch Way ends should be considered. It was additionally suggested that linkage to other areas of Witney outside of the scope area such as Marriotts Walk should also be considered. Increased seating options and the creation of a social hub/meeting point also featured in the comments.

Traffic:

Responses highlighted the potential to move the taxi rank out of the High Street. This would allow space for more loading bays which was frequently mentioned as an issue. The current disabled parking available on High Street has accessibility issues as the wall of the sloping bank is on one side and the carriageway on another. It was suggested that these bays could be replaced with drop off/short stay provision such as 30-minute parking bays for everyone.

One of the town's attractions is its free parking. Commenters said that this should stay as it is. Enforcement was mentioned in multiple contexts: the restriction of the traffic to be enforced through Automatic Number Plate Recognition (ANPR) cameras or rising bollards and the disabled parking to be checked and enforced more strictly by traffic officers.

Cycling:

Cycling was referenced regarding current infrastructure – in particular cycle parking and designated cycle spaces such as segregated cycle lanes or widened shared pathways. It was mentioned that cycle parking, although well used, was not in the most appropriate locations and lacked some appropriate features such as lighting and effective design of the cycle racks for their position. Moving cycle parking to more appropriate locations could help discourage pavement cycling, which was highlighted as a priority concern due to pedestrians feeling unsafe. This would also be helped by

delivering more designated cycle spaces. It was commented that Corn Street's cycle lanes would be more useful on the High Street.

Q: In your opinion, what makes a successful High Street?

Optional question (540 responses and 103 skipped)

Participants were asked what they thought made a successful High Street and given the opportunity to respond with free text. Three key themes were identified:

- Economy
- Environment
- Infrastructure

Economy

Independent and local shops was the most mentioned response to what participants thought made a successful High Street. Access for small businesses was mentioned as a key to success, either through incentives such as lower business rates or the opportunity to take part in local markets or events. A successful High Street, to respondents, meant the street having a “buzz” something that comes from elements such as an entertainment space, outdoor seating, café culture and a nighttime economy. To support the feeling of a “buzz”, shops needed to be filled and diverse, with functional businesses alongside local businesses so that locals as well as tourists can use and benefit from the High Street.

Environment:

In terms of the surroundings and conditions as well as the ambience, respondents felt a High Street was successful if the streetscape was clean, uncluttered and natural; displaying flowers and plants that celebrated the town while providing shade and contributing to cleaner air. The ambience was also important to respondents, suggesting a High Street should feel like a community space where visitors feel safe and secure, especially as a pedestrian.

Infrastructure:

Visitors wanted to feel more safe and secure as pedestrians. This could help to be achieved by providing a designated cycle area to reduce pavement cycling. Need for suitable lighting was also highlighted to improve a sense of safety, especially at nighttime. From the comments, a successful High Street was somewhere that had functional seating and access for all ages, including children and the elderly. This included level paving, easy access to shop fronts and comfortable seating at different levels. Other infrastructure such as wayfinding signage, a map of the town centre and the wider area plus information on local events, facilities and transport options was considered key to a successful High Street – particularly for tourist benefits. It was suggested these elements should be in keeping with other signage and infrastructure and celebrate the heritage of the area.

Q: Please tell us anything else you would like to say about Witney High Street and Market Square.

Optional question (414 responses, 229 skipped)

Participants were asked if they wanted to say anything else about the High Street and Market Square many of these responses explained or reiterated responses given to previously asked questions. From this, five key themes were identified:

- Environment
- Infrastructure
- Buses/public transport
- Traffic
- Economy

Environment:

Introducing a green space and greenery to the High Street was a priority for respondents, as was putting a focus on climate change and improving air quality. Good maintenance was also important, including weeding, litter picking and level paving. The comments relating to the ambience suggested that continental style night-time café culture with al fresco dining was a popular idea, and this would contribute to creating a safer space especially after dark. Many respondents felt the history and heritage of Witney could be more celebrated and promoted. It was suggested that signage and wayfinding should be in keeping with the historic town centre as well as draw attention to and provide information on features such as the Buttercross and the Town Hall.

Infrastructure:

The unevenness of walking surfaces was highlighted as a concern for pedestrians and cyclists, particularly in terms of mismatched paving types and the sloping of the “bank” on one side of the High Street. Commenters felt that increasing the number of public bins would help reduce littering in the town centre. As discussed earlier in this report, a number of comments included: changing the current traffic-light controlled crossing to be a zebra crossing, introducing designated cycle areas, enhanced promotion of the Buttercross and the Town Hall as heritage assets, and increased appropriate signage and wayfinding.

Public transport:

There were a number of suggestions for improving frequency and reliability of connections to rural areas and villages. Electrification of buses was mentioned in relation to air quality. Moving the bus stops was also highlighted, mainly noting a concern that buses that spend a long time at the Market Square stops. Cycle parking and issues of bike theft were also highlighted.

Traffic:

A number of responses said the High Street should be fully opened to traffic, however a similar number called for the High Street to be fully pedestrianised. Further comments were made surrounding enforcement of drivers using the High Street illegally, with suggestions of implementing ANPR cameras as a way of enforcing this. The importance of loading bays for businesses to continue to run successfully was a key theme. A focus on the traffic that has been rerouted as a result of the High Street’s closure was also highlighted plus improvements needed for the Market Square’s junction with Corn Street.

Economy:

The importance of tourism, heritage and history to ensuring Witney is fully promoted as an attractive destination for visitors was important. Filling empty shop units by providing businesses with incentives or lower business rates was mentioned as a part of this. Continuing access to free parking was the key element raised.

Additional engagement results

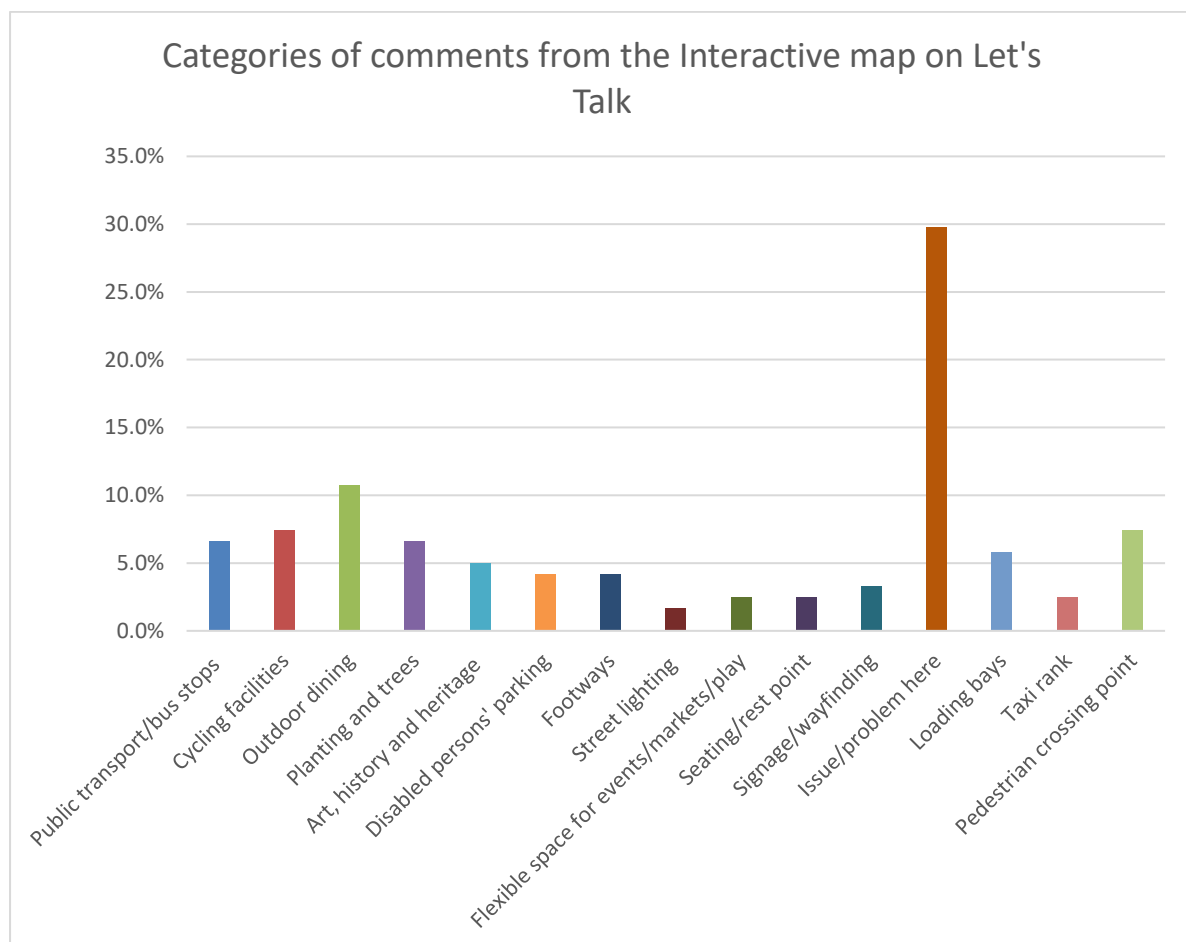
Let's Talk Oxfordshire interactive online map response

Optional activity - 28 people participated adding 121 pins to the map

Alongside the consultation survey, participants had the opportunity to provide comments by adding pins to specific points on a map of the project area. 15 categories were provided for the pins, and the map allowed pictures to be included if participants wished to add them. A summary of the categories has been provided below while a map displaying the spatial distribution of comments is shown (**App.09**).

Of the 121 comments received, eight users uploaded pictures to facilitate their point. These are found in (**App.10**).

Results show that the largest category used was “issue/problem here” which accounts for 29.8% of all responses. These generally were localised issues, such as missing signs, improvements to specific areas (such as the Buttercross) and suggestions for general improvements to the street.



Comments from the event book

A total of 14 people provided handwritten comments in a guest book or to officers at the face-to-face public events. These comments were categorised into three key themes:

- Buses
- Cycling
- Infrastructure

People contributing to the handwritten comments thought that it was important to consider rerouting options for the **buses**, especially in relation to buses that park or dwell at Market Square stops. Also mentioned were buses switching off their engines when parked as this is contributing to noise and air pollution.

Further comments were made about **cycling**, suggesting the cycle lane in Corn Street would be better used in High Street so that cyclists do not use the pavement.

Infrastructure was also a key theme. Wider pavements were important, so that al fresco dining and seating could be introduced to High Street and Market Square. Maintenance was also mentioned relating to litter and a tidy streetscape.

Other comments included considering the issues surrounding traffic rerouted by the closure of the High Street.

Stakeholder workshops

The purpose of the workshops was to identify priorities that were specific to the particular stakeholder groups.

Activities involved site walks so that issues/improvements could be discussed between groups “in the field”.

These discussions were then developed into written markers on a group of maps and used as a basis for further roundtable group discussions. The maps and respective comments for each stakeholder group are shown in **(App.11 and 12)**.

The stakeholder groups were asked to create a list of five key priorities for improvement. These lists are shown below:

Councillor workshop priorities

Group A

- A new public space outside Church Green & the Angel public house, allowing for businesses to have outdoor dining and introduction of green space.
- Digital signage for a map of shops, search function and bus timetables

- More historic street furniture, benches, lamps etc.
- Improved engagement with retailers. Make their voices feel heard
- Introduction of permanent, stone planters, wider pavements with new trees
- Need to identify most popular mode of active travel

Group B

- Focus on road safety.
- Think pedestrian priority and "be more Holland" (look more towards a model based on the Netherlands' pedestrian arrangements)
- Beautiful green spaces for dwelling

Group C

- Better level paving - solve the hotchpotch of paving types
- Celebrate history and way finding
- Add character to the High Street function

Business Workshop Priorities

Group A

- More/better information and heritage signage
- More/better loading bays in Market Square
- Improved benches and seating
- Streets should be well maintained and policed
- Disabled parking should be improved

Group B

- Lighting - bright, ambient lighting to enhance the space and bring people in
- Seating - consistent furniture, coordinated with bins etc more public bins. Keep it tidy!
- Realign street - wider pavements
- Better wayfinding and signage – including digital signage by the Town Council and Waterstones/Halifax
- Welch Way junction opportunity for new public square seating near restriction

Additional stakeholder responses

Witney Town Council

Witney Town Council provided a formal response to the survey questions by letter received on 2 October 2023 (**App.13**).

The letter stated general support for the scheme objectives and provided several detailed comments which included:

- Support for signage/wayfinding to historical visitor sites

- A design that enables expansion of pavement licenses for businesses
- New plans for loading bays and re-organised blue badge parking
- Relocated cycle racks
- Wider footways for pedestrians
- More bus services to regional destinations and better bus information displays
- Improved access for disabled users and participation of access groups
- Formalising road crossings
- Consideration to the implementation of ANPR cameras to enforce the traffic restriction
- Creation of new public realm outside the Angel public house/War Memorial
- Secure of funding for Town Council to maintain new street furniture

Oxfordshire Cycling Network

Oxfordshire Cycling Network (a federation of about 30 cycling advocacy groups and campaigners across the county) provided a formal response by letter received on 19 September 2023 (**App.14**).

The letter provided several detailed comments around general aspirations for the town centre including:

- Development of a town square for socialising
- Enhancing the 'place' through built environment design.
- Creating seating along the raised embankment.
- Declutter of street furniture.
- Increase of benches and cycle parking.
- Redesign of planters for better cycle accessibility.

Bus service providers

In the absence of an in-person workshop with transport and accessibility stakeholders, county council officers met with representatives from two bus service providers: Stagecoach and West Oxfordshire Community Transport, and representatives from Thames Valley Police on 21 September. (**App.15**)

A summary of the key points raised in the discussion follows:

- Limited space for alighting outside the Methodist Church. An additional southbound bus stop would help alleviate this issue.
- Any change to the road layouts at each end of the traffic restriction must accommodate turning movements for buses.
- Many services currently operate through Witney Town Centre, and this often causes the stacking of vehicles where bus stop spaces cant accommodate the number of services.
- A full pedestrianisation of the High Street would have to be balanced against the impact on bus journey times and accounting for plans to introduce more

bus services through Witney (e.g.,: Oxford Tube and Eynsham Park and Ride services).

- The traffic restriction must be enforced to improve road safety. Bus speeds through the High Street can be calmed accordingly.

Thames Valley Police

In the absence of an in-person workshop with transport and accessibility Stakeholders, county council officers met with a representative from Thames Valley Police on 13 October 2023. (**App.16**)

A summary of the key points raised in the discussion are as follows:

- Emergency service vehicle access must be maintained through the traffic restriction at all times.
- Concerns that the traffic restriction is not being enforced.
- Consider hostile vehicle mitigation (measures to ensure a space is best designed to reduce risk of and minimise impact from an event of hostile driving – deliberately driving a vehicle into a group of people) for any new event spaces.
- Closed circuit television (CCTV) cameras are often obscured by tree canopies and their ducting systems are prone to damage. Any new public realm needs to be monitored by CCTV.
- Impact of crime/anti-social behaviour on the nighttime economy is relatively low compared to other towns in Oxfordshire
- The removal of planters at the entrances to the traffic restriction would improve road safety.

Additional responses received by email

30 response emails were received from six businesses, one interest group, one local authority and 13 individual members of the public. Email subjects included survey comments, paper copy requests, promoting local services and some comments around the project itself.

- Three emails were received that offered detailed suggestions for project proposals – two were from individuals and one from an interest group.
- Two people sent four detailed emails opposing the project as a whole and expressing dissatisfaction with existing traffic restrictions on the High Street. One of these people was able to attend the drop-in events and discuss their concerns with officers.

Conclusions

Overall, the scheme objectives were positively received from roughly 66% of survey respondents. This gives assurance to continue the project into the design stages.

Supporting local businesses and the market was a very popular objective amongst survey respondents. Support of this nature is multi-faceted, and the project is limited to delivering highway improvements only, but this should be coordinated with the planning and licensing authorities in West Oxfordshire District Council and Witney Town Council. The project can help to facilitate new business and event activities by providing space and public realm upgrades where identified.

The information received from the survey and workshops has provided an excellent guide for forming the design brief. In particular, the requirement for improved footway surfacing was a repeated theme throughout all the engagement activities and would help deliver enhancements to the place but also increase the level of service for those with mobility impairments. The introduction of new trees, plants and gardens will add to the aesthetic of the town centre and improve the biodiversity, but those features must be well maintained for the long term.

It is encouraging that responses to the survey from those who declared long term health or disabilities are similar to overall trends in the survey responses. However, the survey also underlines that blue badge parking is still an important facility for those groups. Any reallocation of parking to enable better loading provisions for businesses must be based on robust survey data that can provide accurate information on occupancy levels and user demand.

There was low participation from local businesses in both the online survey and workshops despite targeted communication to achieve higher levels of participation. Officers will continue to reach out to local businesses through a variety of media including emails, letters, and walkabouts. The county council is also considering more door-to-door engagement and intercept surveys to improve participation for future engagements.

The county council has noted a consistently lower survey participation rate from younger age groups and is looking at how this can be improved. It is acknowledged that young people represent a more transient population compared to other age groups who are more settled and invested in their local area.

Improving the pedestrian environment in Witney town centre will encourage more trips to be made by sustainable transport modes but the engagement results show that the number of short car trips to the project area is high. This engagement exercise hasn't sought to strictly define 'trips' in comparison with other travel behaviour data but to make a significant contribution to net zero targets, councils must improve walking and cycling routes across the town but must also work together to enact carbon reduction policies that encourage a significant modal shift away from the private car.

What happens next

Using the information gathered from the community engagement exercise, officers will form an outline design brief to be taken forward to preliminary design stages.

A consultant is currently being procured to assist with the development of the design and their services will also extend to the production of a feasibility study where information collated from technical surveys and other relevant data will further inform the scope of the project.

A series of concept drawings based on the design brief and feasibility study will form the basis of an optioneering exercise with key stakeholders with the aim of finalising a preliminary design for public consultation in spring 2024.

The public consultation will give the community a further opportunity to comment on proposals and if no substantial objections are made, officers would approve the final design for construction at a county council Cabinet Member for Decision meeting.

Construction is provisionally scheduled to start in summer/autumn 2024. At this point, a construction phase plan will be communicated through various channels, and details kept updated, with the aim of completing the project with minimal disruption to residents and businesses.

Officers will commit to providing county, district, town and parish council members and key stakeholders (accessibility groups) with information and updates through regular briefings as the project progresses ensuring that communications are clear and prompt.

Appendix List

- 01 West Oxfordshire District Council Review of Temporary Traffic Restrictions in Witney High Street 2021.pdf
- 02 Information Boards.pdf
- 03 Witney High Street paper survey.pdf
- 04 Interactive Map.pdf
- 05 Witney High Street Leaflet.pdf
- 06 Witney High Street social media Posts.pdf
- 07 Business Workshop Invitation OCC letterhead 310823.pdf
- 08 Business Matters Newsletter.pdf
- 09 Interactive Hotspot Map.pdf
- 10 Interactive Map pictures.pdf
- 11 Witney High Street Councillor Workshop Comments.pdf
- 12 Witney High Street Business Workshop Comments.pdf
- 13 Witney Town Council High Street response.pdf
- 14 Oxfordshire Cycling Network Response to consultation on Witney High Street Sep23.pdf
- 15 Buses Stakeholder meeting minutes.pdf
- 16 Thames Valley Police Stakeholder Meeting Minutes.pdf

Witney High Street and Market Square Enhancement Scheme

Public Consultation Report

Authors:

**Active Travel Delivery Team
Communications and Engagement Team**

Date: 18 December 2024

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Summary

This document reports on the findings of the public consultation exercise conducted between 11 September and 9 October 2024 for the Witney High Street and Market Square Enhancement scheme.

The purpose of the consultation was to seek feedback from residents, businesses, and stakeholders on draft proposals for changes to the High Street and Market Square. The proposals aimed to deliver improvements based on feedback received from the 2023 community engagement exercises, technical studies and budgetary parameters.

The consultation involved participation in an online survey on the Let's Talk Oxfordshire engagement platform. Feedback was also received from stakeholder meetings, other comments by email/post and face-to-face engagement with businesses in the project area.

To maximise participation, the project team delivered a communications plan which involved the distribution of leaflets to Witney households and business premises, social media / website updates, press releases, bulletins, councillor interviews and two public events.

The results of the public consultation demonstrate general support for the proposals, whilst the feedback has also identified requirements to adjust certain aspects of the designs.

Key findings

- The survey shows majority support for the proposals, but overall support has slightly decreased compared to the engagement conducted in September 2023.
- Respondents with disabilities or long-term health conditions expressed less support, citing concerns about reduced accessibility due to fewer blue badge parking spaces.
- Feedback highlights the need for more on-street loading facilities.
- There are issues with proposals to introduce bus waiting areas. Stakeholders have requested a new bus stop instead.
- Concerns were raised about plant species, seating arrangements, and the importance of maintaining those features.
- Respondents want bolder measures to promote walking and cycling, such as fully pedestrianising the High Street and better enforcement of the traffic restriction.
- Of the 417 respondents, younger age groups (16-34) were underrepresented, while those over 65 were overrepresented compared to local demographics.

Background

The implementation of the traffic restriction in Witney High Street and Market Square that was made permanent in December 2021 formed the basis of a funding application to Active Travel England with the following criteria:

- Encourage walking, wheeling, cycling and public transport
- Rationalise existing space for taxis and on-street parking
- Improve the road layouts at the junctions of High Street/Welch Way and Market Square/Corn Street to support the existing traffic restriction
- Implement public realm enhancements

Oxfordshire County Council was subsequently awarded £1.98m for full project delivery of a further scheme to provide improvements to a section of the town centre comprising: the High Street between its junction with Welch Way up to and including the Market Square. In 2023 the county council conducted a series of community engagement exercises with the aim of defining an agreed set of project objectives and prioritising improvements to be taken forward in the design stages of the project. Witney Town Council, West Oxfordshire District Council and local county, district, town and parish councillors were integrally involved in the engagement planning and supporting the promotion of and informing about the project.

Following the completion of the community engagement exercises, the council published a Community Engagement Report. Key findings demonstrated broad support for the project objectives and identified specific items for implementation in the designs but also highlighted other concerns around traffic management/road safety and access for businesses. The feedback was used to fine-tune the scheme for future phases, ensuring that community concerns were addressed in the design development stages that followed.

Design development

After carrying out a range of technical surveys of the project area, the council contracted consultants to begin a feasibility study which reviewed the current conditions in Witney High Street and Market Square, highlighting issues including congestion, safety concerns, and outdated infrastructure. The study also used data from the surveys and public feedback from the community engagement to identify key areas needing improvement.

Proposed solutions to these issues were offered focusing on enhancing pedestrian and cycling infrastructure, improving public transport access, and preserving Witney's historical character. The study report includes plans for redesigning street layouts, adding green spaces, and implementing traffic calming measures, with a phased approach to minimise disruption.

This initial feasibility report shown in (***App.01***) presented a vision for optimal public realm improvements across the whole project area. It was acknowledged that budget

limitations would not allow for the complete realisation of this vision, however it would be a cost-effective exercise to conduct the report to reflect the full vision at this point. This means that the report could be used to support future bids for additional funding to enable the delivery of more components of the bigger vision. The initial plans were descope and refocused how the project could deliver key objectives using the funding available.

The design development stages were reviewed by monthly project steering group meetings which included officers from Oxfordshire County Council, West Oxfordshire District Council, and Witney Town Council. The plans were reviewed throughout, taking on feedback from the group and resolved to meet the project's core objectives, reflecting community engagement feedback, technical constraints, and budgetary limits while still providing key infrastructure improvements.

The plans shown in **(App.02)** were published for the public consultation on 11 September 2024 and were accompanied by information boards shown in **(App.03)** and artist impressions of the designs **(App.04)** which contained easy to read annotations and project narrative to aid interpretation.

Alignment to Oxfordshire County Council strategy

The project is closely aligned with the county council's vision set out in the 'Local Transport & Connectivity Plan (LTCP, 2022 – 2050)', which includes reducing private car use by prioritising walking, cycling and shared transport. Additionally, the project helps OCC to meet headline targets that underpin the vision and key themes set out in the LTCP:

By 2030

- Replace or remove one out of every four current car trips in Oxfordshire
- Increase the number of cycle trips made per week in Oxfordshire from 600,000 to 1 million
- Reduce road fatalities or life changing injuries by 50%

By 2040

- Deliver a net-zero transport network
- Replace or remove an additional one out of three car trips in Oxfordshire

By 2050

- Deliver a transport network that contributes to a climate positive future
- Have zero, or as close as possible, fatalities or life-changing injuries as a result of road traffic accidents

The LTCP supporting strategies include the Active Travel Strategy which is aligned to the council's strategic priorities.

Witney High Street and Market Square enhancement project supports the following of the county council's nine stated strategic priorities:

- Prioritise the health and wellbeing of residents (priority three)
- Invest in an inclusive, integrated and sustainable transport network (priority five)
- Preserve and improve access to nature and green spaces (priority six)
- Play our part in a vibrant and participatory local democracy (priority eight)
- Working with local businesses and partners for environmental, economic and social benefit (priority nine)

What happened and who took part?

The public consultation period began on 11 September 2024 and finished 28 days later on 9 October 2024. The public consultation comprised:

- an online survey (<https://letstalk.oxfordshire.gov.uk/witney-high-street-2>) including:
 - downloadable copies of the plans
 - artist's impressions of the High Street if draft designs were implemented
 - full feasibility report carried out by the appointed design contractor: Phil Jones Associates (this was thorough and in-depth with the intention that it could complement potential future funding bids to build on improvements to the town centre)
 - slides of the information boards shared at the drop-in events
 - flyer distributed to all addresses in Witney
 - poster put up around Witney town centre
 - frequently asked questions
 - link to related webpage
 - links to the 2023 community engagement survey pages and report
- a press release (<https://news.oxfordshire.gov.uk/share-your-thoughts-on-design-for-witney-high-street-improvements/>). This was shared directly with local councillors and media channels by email (including local newspapers, local radio and television, and transport/planning press). Local press ran a story promoting the consultation.
- dedicated webpage (<https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/witney-high-street>).
- social media posts on X (Twitter) and NextDoor (geotargeted to Witney and surrounding villages).
- subscriber bulletin entries including the county council's travel bulletin (approximately 4,000 registered recipients) and Your Oxfordshire email bulletin (approximately 35,000 registered recipients); and West Oxfordshire District Council's Business Matters newsletter.
- two drop-in events held in Witney Methodist church.

- as well as promotion from colleagues in Witney Town Council and West Oxfordshire District Council, and local councillors via their preferred channels.
- Stakeholder meeting with bus service providers.
- In person visits to every business in the project area to determine requirements for on street loading facilities and absorb any other feedback.

Physical communications were sent out in the form of:

- emails to key stakeholders – including (but not exclusively) emergency services, local transport operators, interest and access groups, and businesses.
- A two-sided A5 colour flyer (**App.05**) summarising the scheme and proposals with written links and QR codes for the survey webpages, and details of the drop-in events. This was hand delivered to every address in the town by a local cycle courier and comprised over 15000 addresses.
- A4 colour posters (**App.06**) promoting the survey and drop-in events, which were put up around the town centre.
- Paper survey packs with copies of the plans and additional flyers were available for collection from the town council and the library. A further pack was delivered to the retirement village following previous recommendations from councillors and local residents who raised concerns that some residents in the retirement village would like to contribute to the survey but had difficulty accessing it online and could not easily attend the drop-in events.

The two **public engagement drop-in events** gave people the opportunity to pop in to learn more about the project, ask officers any questions they might have, and share their feedback. People were also able to collect paper survey forms to fill in and additional copies of the flyer if they wished to. The events were timed to be more accessible for families, older people and people finishing work. Both events were held in the main worship room in Witney Methodist Church on the High Street:

- Saturday 14 September 2024 between 10am and 4pm
- Thursday 19 September 2024 between 5pm and 8pm

At the events, there was a display of information boards promoting and summarising the proposals, and large-scale paper copies of the draft plans so that visitors could pinpoint any exact concerns or recommendations on the plans. All information provided at the events was also published on the survey webpages to ensure that it was available for people unable to attend the events.

The team of officers at the event were from the project team and comprised the project manager, transport planners, communications and engagement officers and a designer from the appointed design contractor: Phil Jones Associates. This ensured a good representation of distinct aspects of the project and a breadth of specialised expertise to assist visitors. A comments book was provided for people to write in if they wished to do so,

and officers running the event made notes of all the verbal feedback they received. This has been considered with the survey responses, letters, and emails, as a part of the analysis. 12 paper surveys were completed during the events, and these have been added to the overall survey analysis (along with other paper surveys received).

There were 185 visitors to the event on 14 September and 87 visitors to the event on 19 September.

Overview of digital engagement

Over 1,800 people visited the online survey on Let's Talk Oxfordshire during the community engagement period. 417 survey responses were received (382 people completed the survey online, and 35 paper surveys were returned). Almost all respondents lived in the town or a neighbouring village. 870 people accessed multiple features of the survey pages, and there were over 2900 document downloads:

No. people downloaded	Document description
750	Consultation plans
400	Artist's impressions
390	Detailed, formal technical plan
235	Feasibility report
200	Information boards
160	Posters
120	Flyers

Additionally, 150 visitors accessed the frequently asked questions section (FAQs).

Most people accessed the survey webpages directly, many also accessed it from social media links, or from the related press release and webpage on Oxfordshire County Council's website.

Ways people accessed the Let's Talk Oxfordshire survey webpage:

Social media (especially Facebook and X/Twitter)	377
Emails (including subscriber updates in local authority e-newsletters)	115
Search engines (mostly Google)	151
Referrals (mostly from Brevo – an email marketing tool)	175
Gov.uk websites	402
Direct	1192
Total	2412

There was a daily average of 420 visits to the survey page. Of this, there was a daily average of 73 individual visitors who viewed and/or completed the survey questions, and/or viewed documents to the survey webpage whilst the survey was open.

Survey results

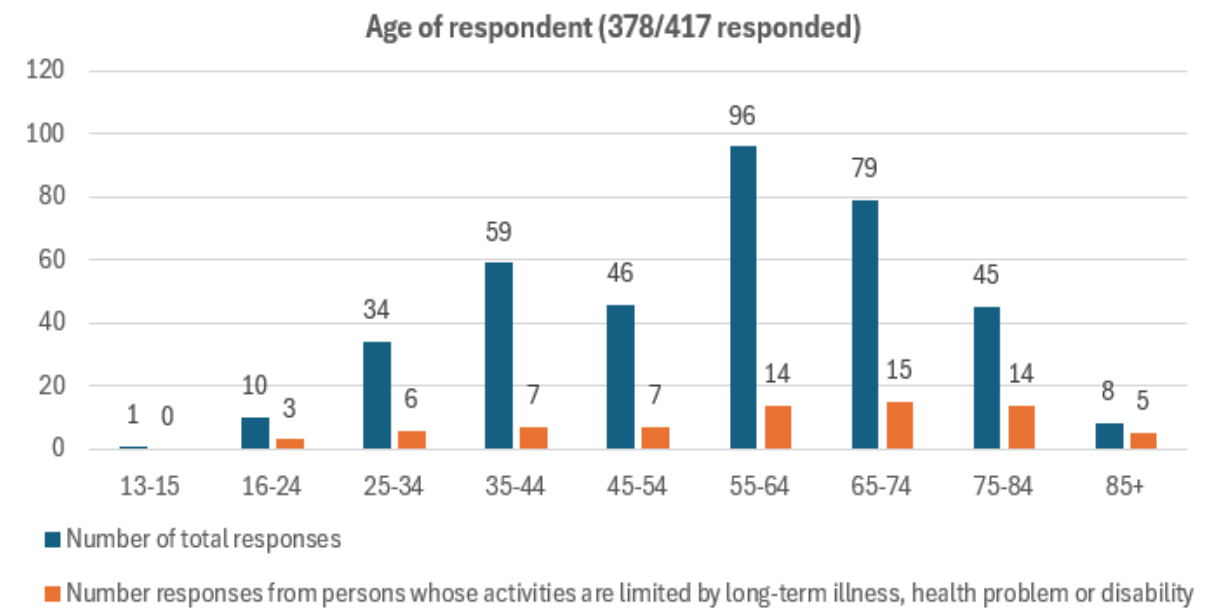
417 people answered the survey, compared to 643 responding to the community engagement survey in 2023. Both surveys were held almost exactly one year apart using similar communications plans and printed materials. The demographics of survey respondents in 2023 and 2024 are broadly similar.

Demographic data

Participants were asked to complete a set of optional demographic questions as part of the survey which helps the county council to understand the balance of respondents and to get a clearer picture of needs relevant to specific groups. As was done in 2023, the demographic information received from the survey responses has been compared to the Office for National Statistics (ONS) Census 2021 population data in the Witney parliamentary constituency area¹ to identify any imbalances in participation.

Q: What is your age?

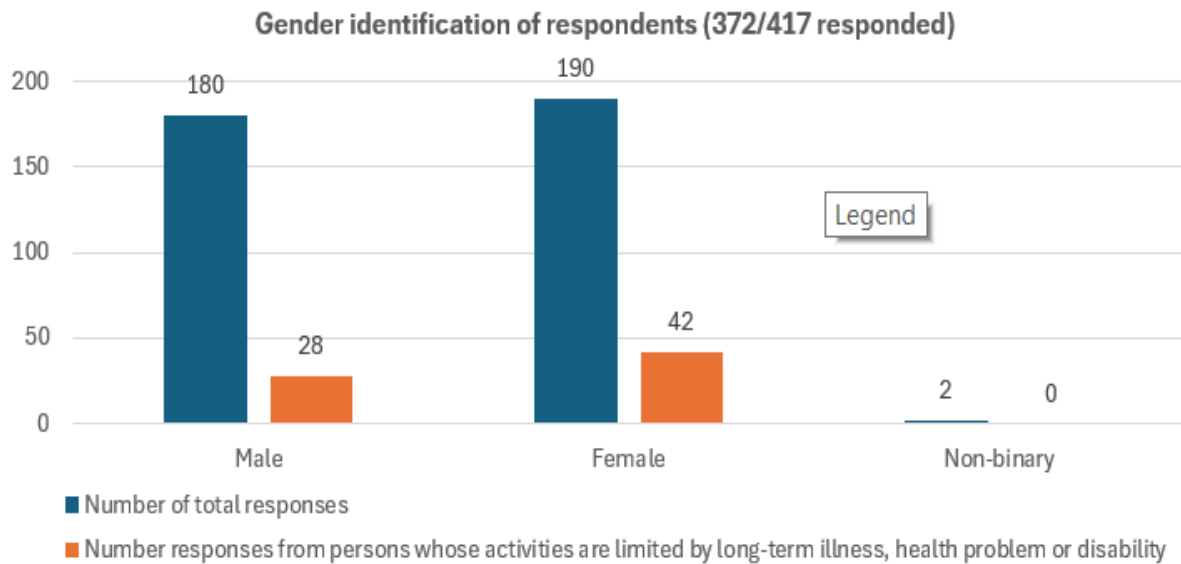
Results show that respondents to the survey are heavily weighted towards the older age groups compared to the overall age demographics of Witney. 55% of respondents are over 55 years old. There is a notable lack of participation amongst the younger age groups although there is an increase in participation from the 35-44 age group compared to the 2023 survey.



¹ www.ons.gov.uk/visualisations/customprofiles/build/

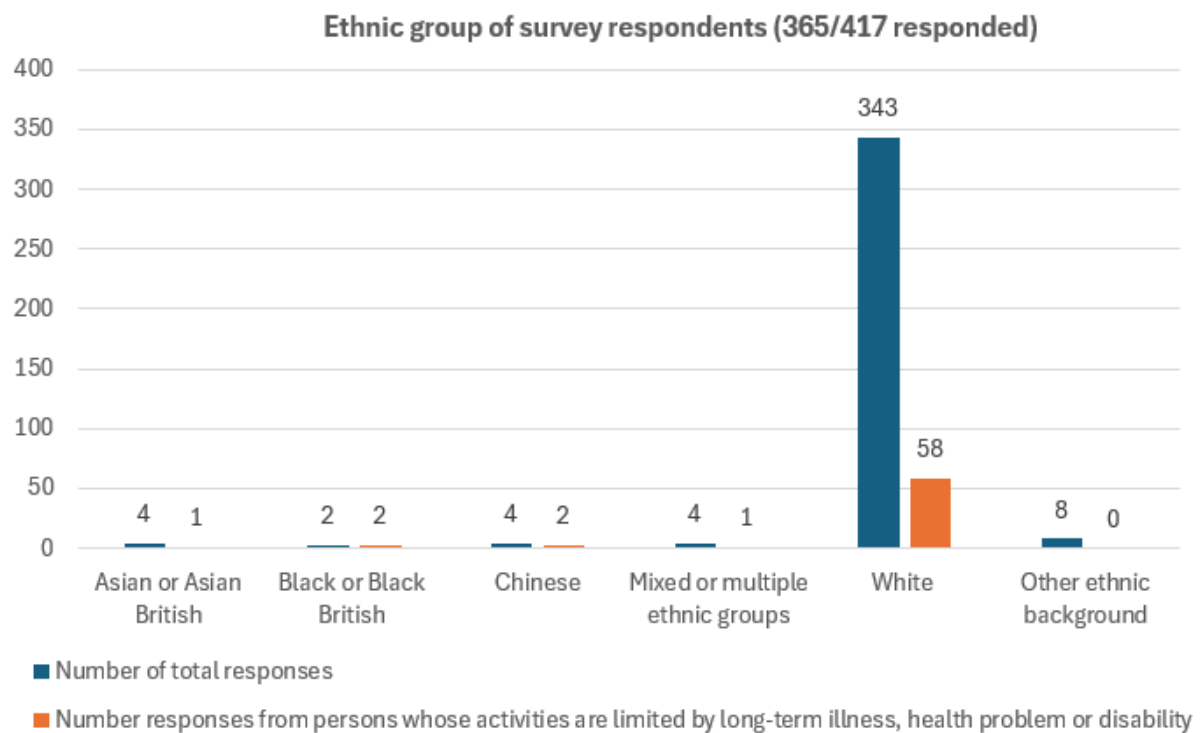
Q: What is your sex?

The survey results show that the proportion of male and female respondents is roughly proportionate to the overall gender demographics of Witney.



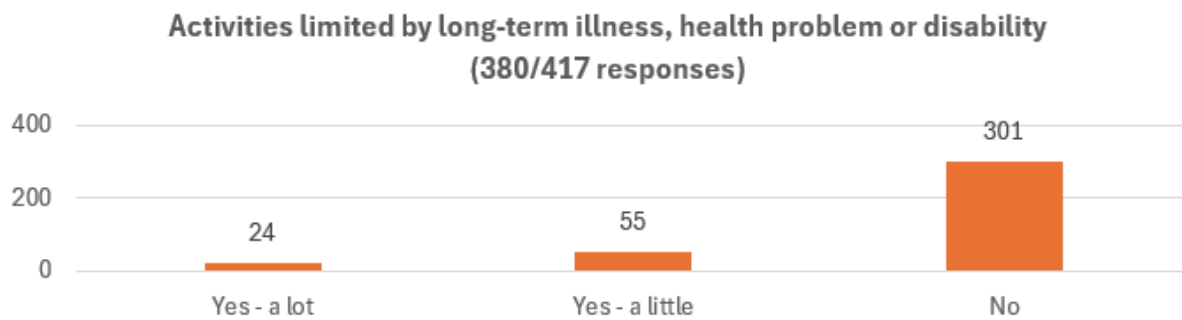
Q: What is your ethnic group?

The survey results show that the share of ethnic groups responding to the survey are roughly proportionate to the overall ethnic demographics of Witney.



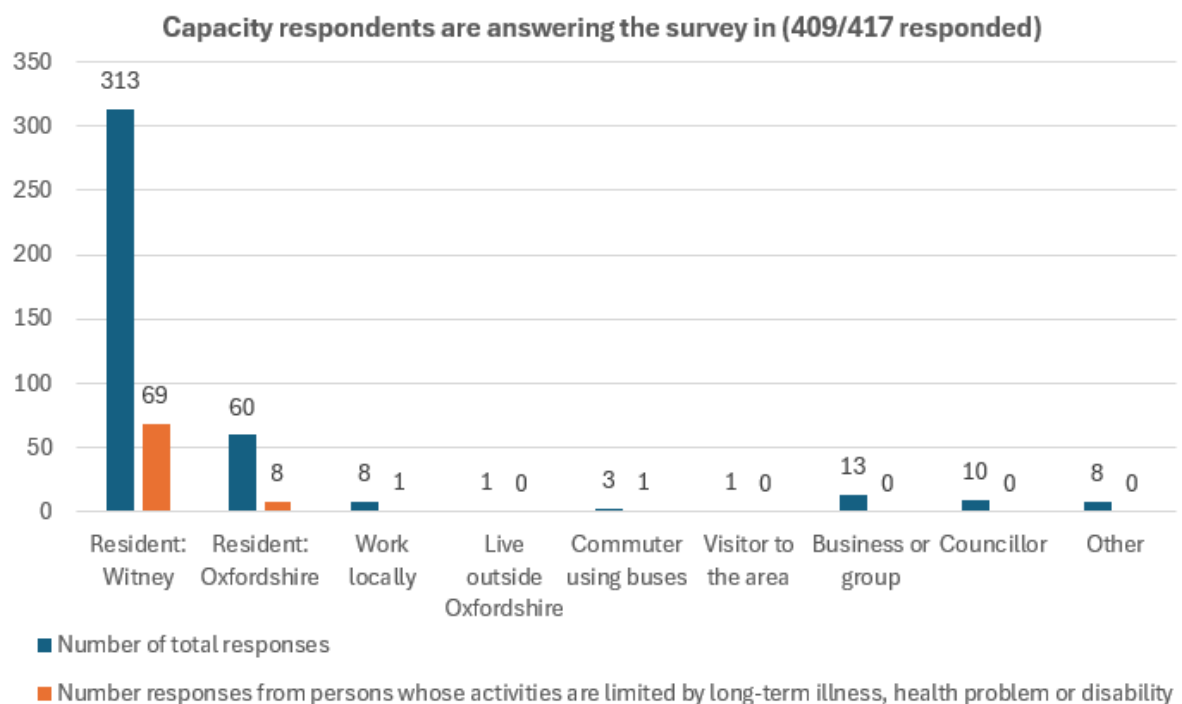
Q: Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?

19% of total participants to the survey said their day-to-day activities were limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months. 15.1% of Witney’s population is formally identified as disabled under the Equalities Act. This is in line with the comparative 2021 ONS figures for west Oxfordshire and for the county (the overall figure for England is 17.7%).



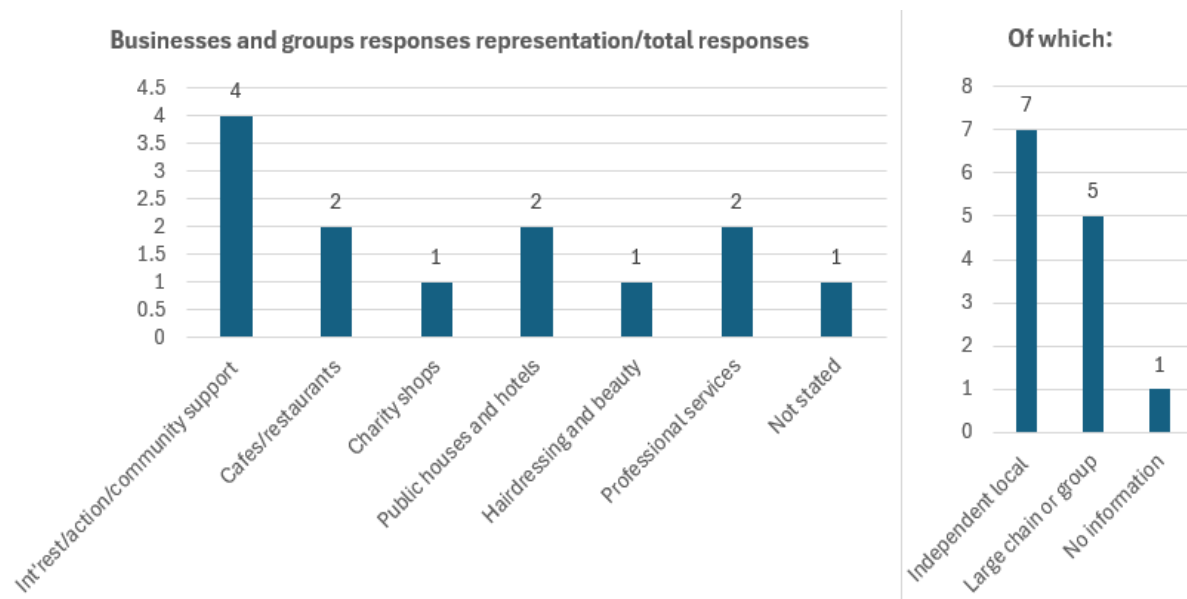
Q: In what capacity are you responding to this consultation?

Almost all respondents live in Oxfordshire. The survey results show that most respondents to the survey live in Witney (75%) and 12% of respondents are living in other West Oxfordshire areas (based on postcode data entered by respondents). Although the online survey was widely promoted there is a lack of participation from local businesses/organisations (3%). Despite the small number, a good breadth of businesses and groups responded to the survey, with just over half of them being independent local enterprises.



Businesses, faith, education and interest groups:

13 groups answered the online survey in total, just over half of which were independent local businesses or independent local organisations.



Question responses

Survey participants were asked to submit their level of support for each of the aspects of the design proposals and had the opportunity to add comments to provide more context. The comments provide important qualitative insight helping to demonstrate how people interact with the town centre, and their individual experiences. Written summaries of these free text responses are included with the following results analysis. The summaries seek to highlight key points and recurring themes identified in the comments.

Accessibility for disabled persons is an essential consideration within the project, so overall responses have been compared to those who answered that their day-to-day activities were limited because of a long-term illness, health problem or disability to help identify differential preferences and potential negative impacts for that group.

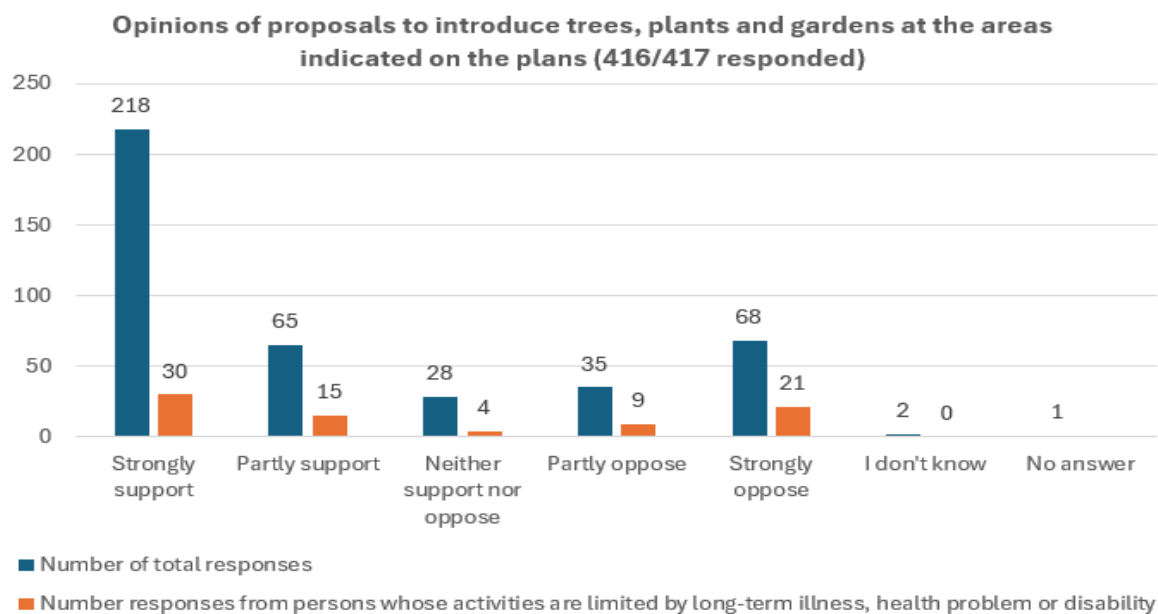
Q: (Trees, Plants and Gardens) What best describes your opinion of our proposals to introduce trees, plants and gardens at the areas indicated on the plans?

The results show that 68% of total survey participants either fully or partially support the proposals for trees, plants and gardens and 25% partially oppose or fully oppose them.

217 respondents provided free text comments. Several respondents expressed concerns about the long-term maintenance of the proposed trees and plants, drawing

attention to issues experienced in the past with overall upkeep and also concerned about potential leaf shed. A recurring suggestion was the preference for cherry blossom trees or other specific types of trees, which were viewed as aesthetically pleasing additions to the town.

There was also a notable divide in feedback, with some respondents offering positive views on the proposals, stating that the changes would enhance the town's appeal. However, a few others were disappointed with the overall ambition of the plan, feeling that it could have been more daring or innovative. These responses provide insight into both enthusiasm and concerns surrounding the proposed green spaces and the types of trees being considered.



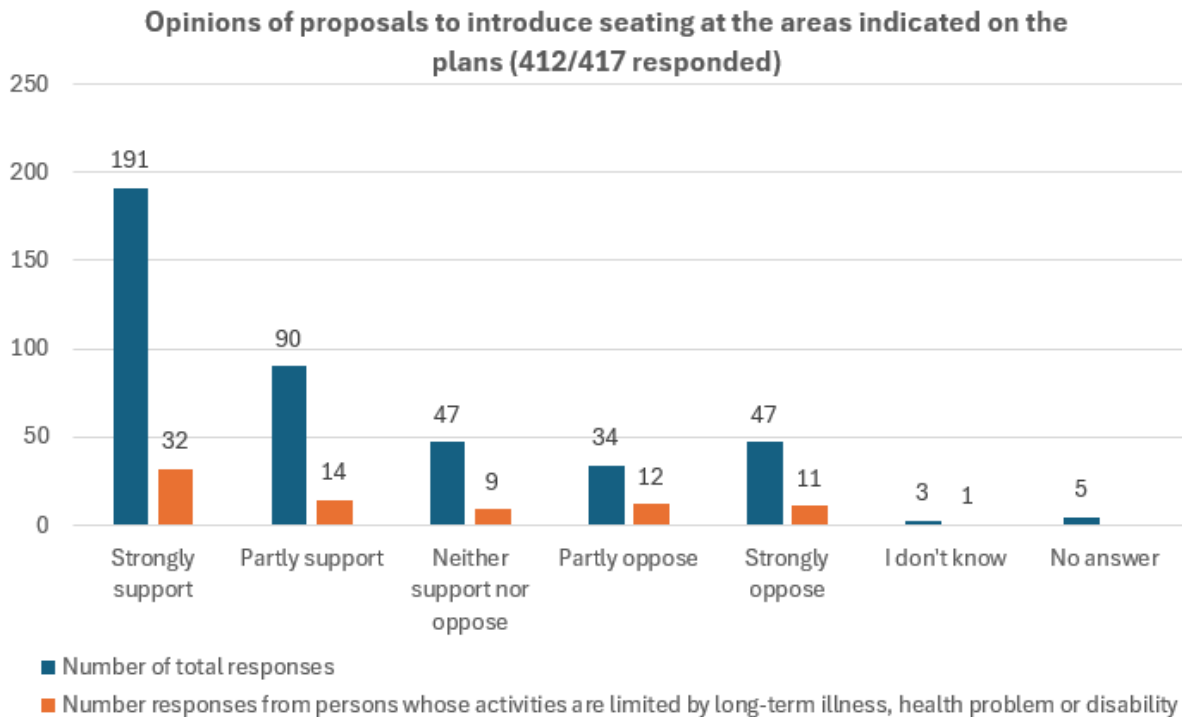
Q: (Seating) What best describes your opinion of our proposals to introduce seating at the areas indicated on the plans?

The results show that 67% of total survey participants either fully or partially support the proposals to introduce seating at the areas indicated on the plans and 19% partially oppose or fully oppose them.

169 respondents provided free text comments. While some respondents appreciated the idea of additional seating to encourage people to spend more time in the area, others felt that too much seating could clutter the high street, particularly in already narrow footpath areas, and hinder pedestrian movement.

Participants expressed concerns about the location, design, and positioning of the proposed seating. Some noted that benches facing towards the shops seemed impractical, and there were suggestions to face them towards the road or vary their direction for better views. Others highlighted the importance of ensuring seating is in places that offer shade or align with the natural surroundings, such as near trees or away from high-traffic areas like bus stops. Several respondents also mentioned that seating should be accessible and beneficial for people with mobility issues, the elderly, or parents with children.

Additionally, some respondents raised concerns about the potential for seating to attract antisocial behaviour or become damaged or vandalised. A few were worried about the ongoing maintenance of the benches, noting that low-maintenance, durable materials should be used. A number of respondents asked for bins to be installed with seating to reduce the risk of littering.



Q: What best describes your opinion of our proposals to reduce the carriageway width, expand the pedestrian footway areas and resurface the footways?

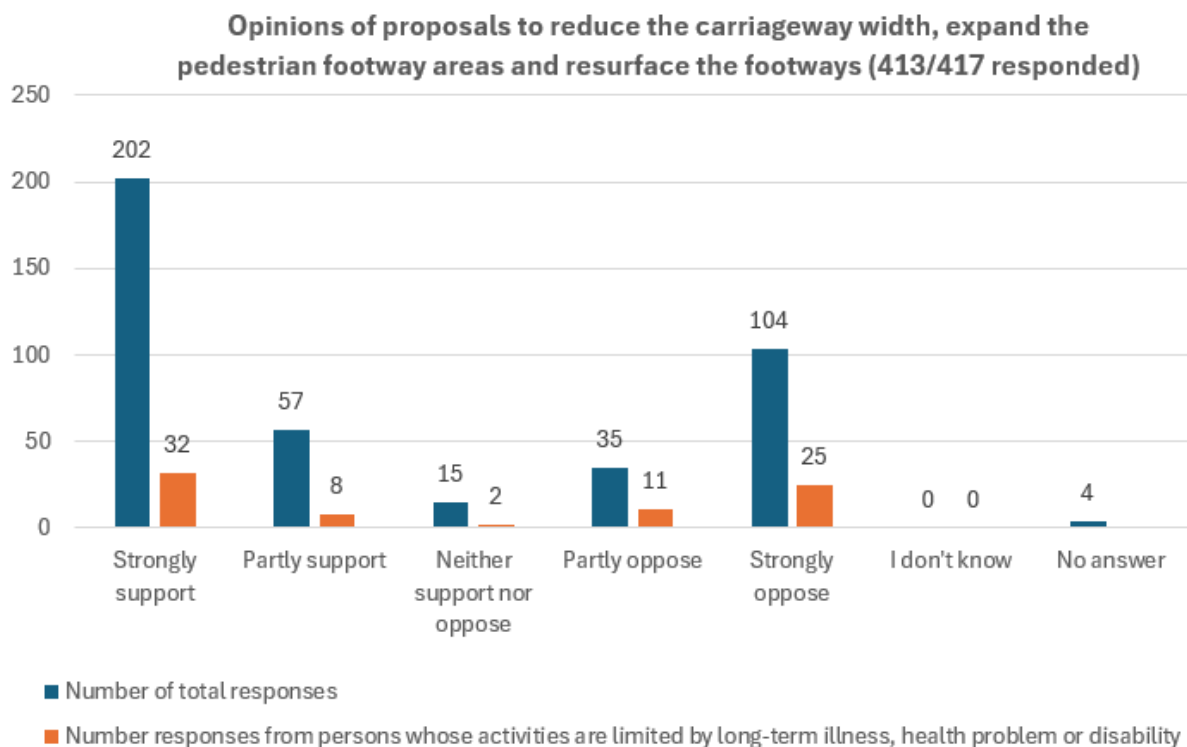
The results show that 62% of total survey participants either full or partially supported the proposals to reduce the carriageway width and expand and resurface footways and 33% partially oppose or fully oppose them.

237 respondents provided free text comments. Many respondents expressed a need for resurfacing the footways, noting the current state of disrepair, which makes them uneven and unsafe for pedestrians, wheelchair users, and people with pushchairs. There was also a consistent call for accessible footpaths, with some emphasising the importance of accommodating mobility scooters and ensuring the new surfaces are safe and smooth. Some participants appreciated the shift towards a more pedestrian-friendly town centre, seeing the proposal as a way to enhance public spaces and make the High Street more welcoming.

A significant number of respondents raised concerns about narrowing the carriageways, fearing this could lead to traffic congestion, especially for buses, emergency vehicles, and deliveries. Many called for clearer enforcement of traffic restrictions, citing ongoing problems with unauthorised vehicles using the High Street and illegal parking, which could be exacerbated by the changes. Some suggested full pedestrianisation of the High Street,

while others felt that reopening it entirely to traffic would be a better solution. There were additional concerns about the impact of the proposed changes on businesses, particularly regarding delivery access and disabled parking.

Some important observations are made about accessibility which would warrant some more focussed discussion with particular stakeholders with accessibility interests. This includes concerns raised about the most suitable space and surfacing for better disabled access (e.g., level footways and access points; and clear footway and crossing distinctions for those with sight impairments, and that best suit the features guide dogs are trained to recognise).



Q: “Loading Bays” - What best describes your opinion of our proposals to introduce loading bays outside Terence Lett Jewellers (3 High Street) and Cotswolds Opticians (43-45 High Street) and to restrict vehicles waiting/loading where parking and loading bays are not provided?

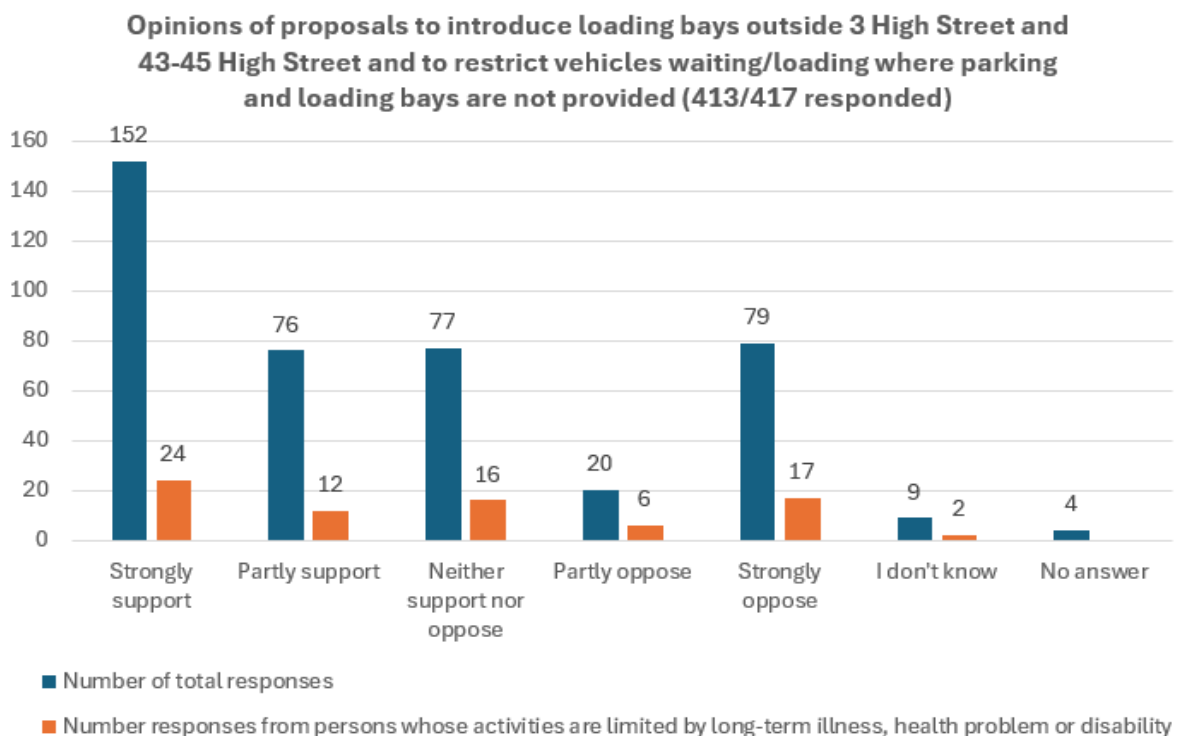
The results show that 55% of total survey participants either full or partially supported the proposals to introduce loading bays outside Terence Lett Jewellers (3 High Street) and Cotswolds Opticians (43-45 High Street) and to restrict vehicles waiting/loading where parking and loading bays are not provided and 24% partially oppose or fully oppose them.

182 respondents provided free text comments. Many respondents emphasised the importance of loading bays for the successful operation of businesses in Witney, particularly for shops that do not have rear access. Several respondents stressed that businesses need easy, close access for deliveries, and that the proposed loading bays

may not be sufficient in number or well-located for all businesses. This included deliveries to businesses and also the need for customers to collect bulky items (and donate re: charity shops).

Some respondents suggested that loading for business deliveries should be restricted to specific times (such as early mornings or late evenings) to minimise disruption during peak shopping hours, while others called for flexibility to accommodate the diverse needs of businesses, including deliveries by larger vehicles or regular deliveries throughout the day. Concerns were also raised about the practical enforcement of loading bays, with many urging for stricter regulation to prevent misuse by unauthorised vehicles.

Another recurring theme was the impact of the proposals on Blue Badge holders and disabled parking. Several respondents highlighted the importance of maintaining adequate disabled parking near the High Street and raised concerns that the focus on loading bays could lead to a reduction in accessible spaces for disabled individuals. Many respondents called for a balance between loading bays and accessible parking, with some suggesting dual-use spaces or time-limited loading zones. Others voiced strong opposition to the perceived "anti-car" nature of the proposals, advocating instead for reopening the High Street to general traffic to support both businesses and ease for customers.



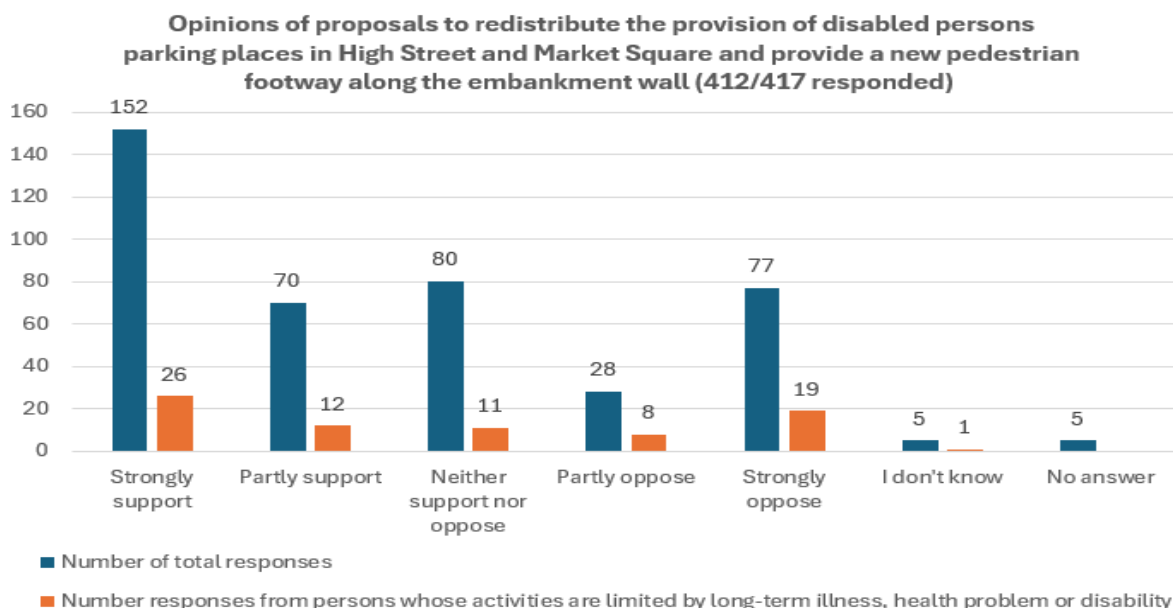
Q: What best describes your opinion of the proposals to redistribute the provision of disabled persons parking places in High Street and Market Square and to provide a new pedestrian footway along the embankment wall?

The results show that 53% of total survey participants either full or partially supported the proposals to redistribute the provision of disabled persons parking places in High Street and Market Square and to provide a new pedestrian footway along the embankment wall and 25% partially oppose or fully oppose them.

151 respondents provided free text comments. Many respondents expressed strong support for retaining or increasing the number of Blue Badge parking spaces, emphasising the importance of accessible parking for disabled individuals to ensure they can continue to visit the High Street and access local businesses.

Some felt that the current number of disabled spaces is insufficient, with a few sharing individual experiences of struggling to find available parking. There was also concern about potential misuse of Blue Badge parking by unauthorised users, with calls for stricter enforcement, such as through automatic number plate recognition (ANPR) cameras. Additionally, several respondents highlighted the need to ensure that the new spaces are well distributed across the High Street and Market Square, with unobstructed access and adequate space for mobility aids, such as wheelchairs.

Some respondents questioned the necessity of having as many Blue Badge spaces in the town centre, pointing out that there are already disabled parking options available nearby, such as in car parks like Waitrose. These individuals felt that central High Street parking should be minimised, particularly if the area is being partially pedestrianised, and argued that disabled spaces could be better placed at the ends of the High Street or in adjacent parking areas. A few responses also critiqued the proposed new pedestrian footway alongside the embankment wall, stating it would not significantly improve accessibility or suggesting that it would unnecessarily reduce the carriageway space.



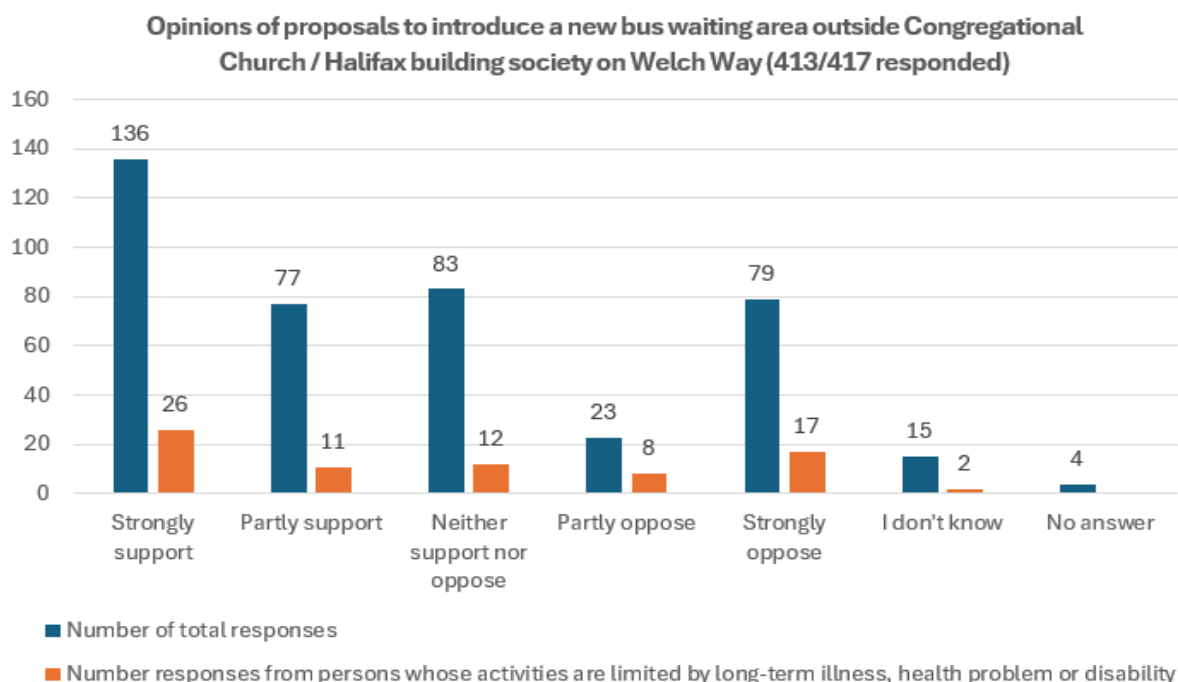
Q: (Bus waiting areas) What best describes your opinion of our proposals to introduce a new bus waiting area outside the Congregational Church / Halifax building society on Welch Way?

The results show that 51% of total survey participants either full or partially supported the proposals introduce a new bus waiting area outside the Congregational Church / Halifax building society on Welch Way and 24% partially oppose or fully oppose them.

156 respondents provided free text comments. Many respondents concerned about potential traffic congestion and pedestrian safety, particularly on Welch Way. Several comments highlight the risk of buses waiting in already congested areas like near the Halifax building society, Greggs, and the congregational church, where illegal parking often occurs. Respondents fear that placing bus waiting areas here could worsen traffic flow, reduce pedestrian visibility at crossings, and limit access for funerals, weddings, or disabled users attending the church.

There were frequent calls for better enforcement of parking restrictions and the consideration of alternative locations, such as in Langdale Gate or by the leisure centre in Witan Way. Some respondents also expressed concerns about buses idling in waiting areas, which could contribute to pollution and disrupt the pedestrian-friendly character of the area.

Some respondents noted that the proposal could help reduce bus congestion in Market Square and improve overall public transport connectivity. Several people suggested that re-routing more buses through Welch Way, away from the High Street, would be beneficial, especially if accompanied by measures such as zebra crossings to ensure pedestrian safety. Others recommended consulting bus companies to determine the best operational routes and placements.

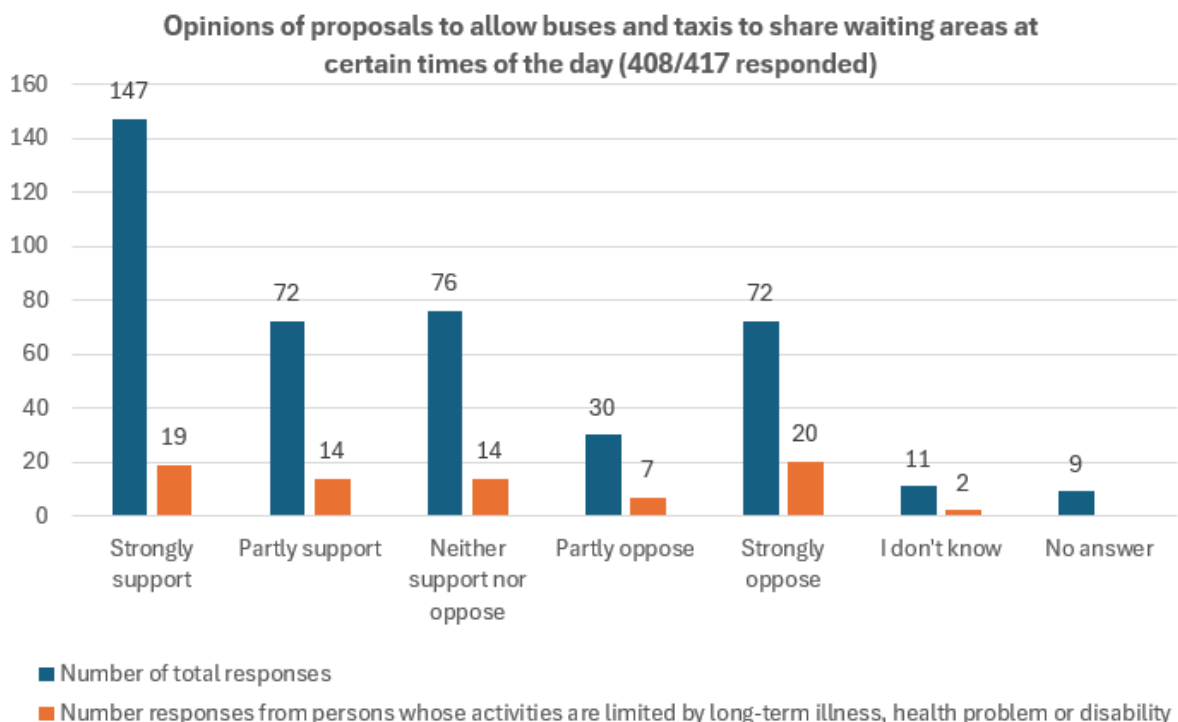


Q: (Shared bus/taxi waiting areas) What best describes your opinion of our proposals to allow buses and taxis to share waiting areas at certain times of the day?

The results show that 52.5% of total survey participants either full or partially supported the proposals to allow buses and taxis to share waiting areas at certain times of the day and 24% partially oppose or fully oppose them.

128 respondents provided free text comments. Many respondents are concerned that waiting buses and taxis could obstruct pedestrian crossings, create blind spots, and block traffic in already busy areas such as Welch Way and Market Square. Some argue that moving the taxi rank away from Market Square would negatively affect taxi trade, particularly during busy periods, and lead to more pollution as taxis circle for space.

Additionally, concerns were raised about illegal parking near bus stops and the need for better enforcement of parking restrictions. Suggestions include enforcing no-idling rules to reduce pollution, improving signage, and consulting transport operators before finalizing plans. There is some support relocating or sharing waiting areas for buses and taxis to alleviate congestion in the town centre and improve traffic flow. Many believe that prioritising buses and taxis over private vehicles is crucial to maintain a pedestrian-friendly environment on the High Street. Several comments highlight the importance of safety for pedestrians and suggest that better planning, including testing proposed changes before implementation, is necessary.



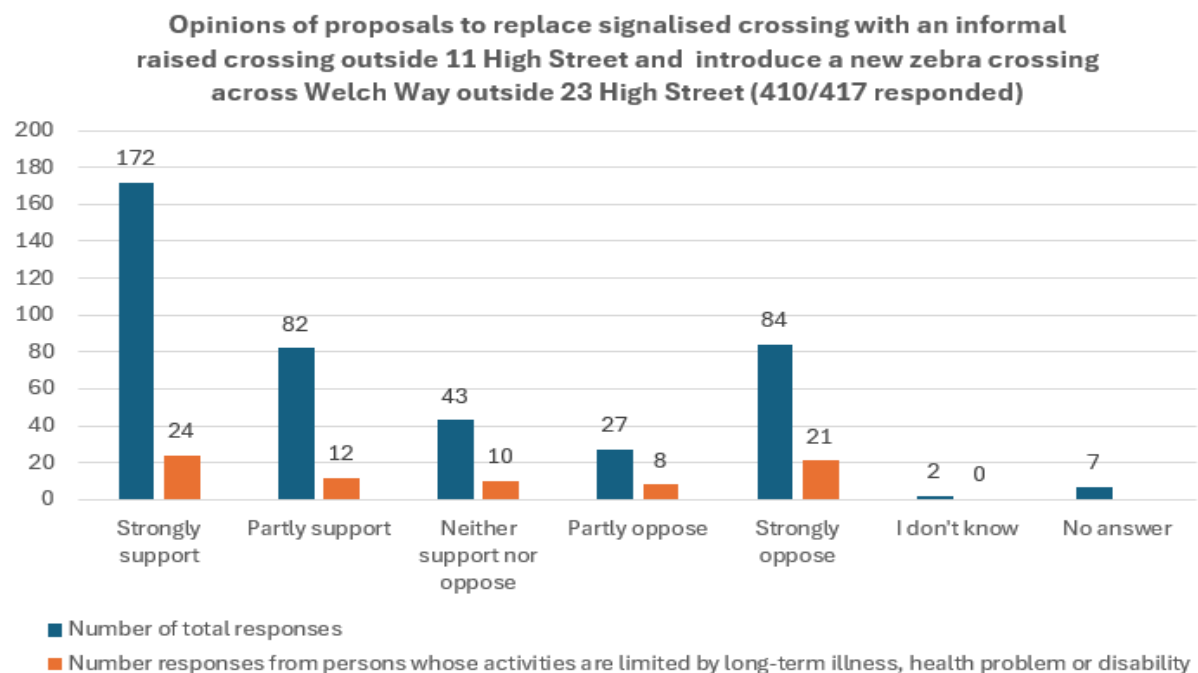
Q: (Pedestrian Crossings) What best describes your opinion of our proposals to replace the signalised crossing with an informal raised crossing outside the Co-op (11 High Street) and to introduce a new zebra crossing across Welch Way outside NatWest bank (23 High Street)?

The results show that 61% of total survey participants either full or partially supported the proposals to replace the signalised crossing with an informal raised crossing outside the Co-op (11 High Street) and to introduce a new zebra crossing across Welch Way outside NatWest bank (23 High Street) and 27% partially oppose or fully oppose them.

187 respondents provided free text comments. Many respondents highlight the importance of proper enforcement of traffic restrictions and speed limits, as well as the need for clearer signage or even the installation of cameras to manage illegal traffic movements in areas like the High Street.

Some comments welcome the proposals for new crossings, particularly in locations like Welch Way, as a way to slow traffic and improve pedestrian safety. However, others are concerned about potential dangers, especially for blind and partially sighted people, who may rely more on signalised crossings. Several respondents argue that zebra crossings might not be as effective as signalised crossings, particularly in areas where traffic is heavier, feeling vehicles might be less inclined to stop at a zebra crossing. There is also support for more crossings in other High Street locations including outside Boots and Marriotts Walk. Other respondents feel that too many crossings could lead to unnecessary traffic congestion and slow down the flow of vehicles, particularly on already busy roads.

A significant number of people believe that zebra crossings could be redundant if pedestrianisation of the town centre was fully implemented, suggesting that the need for such crossings is tied to the continued presence of vehicular traffic.

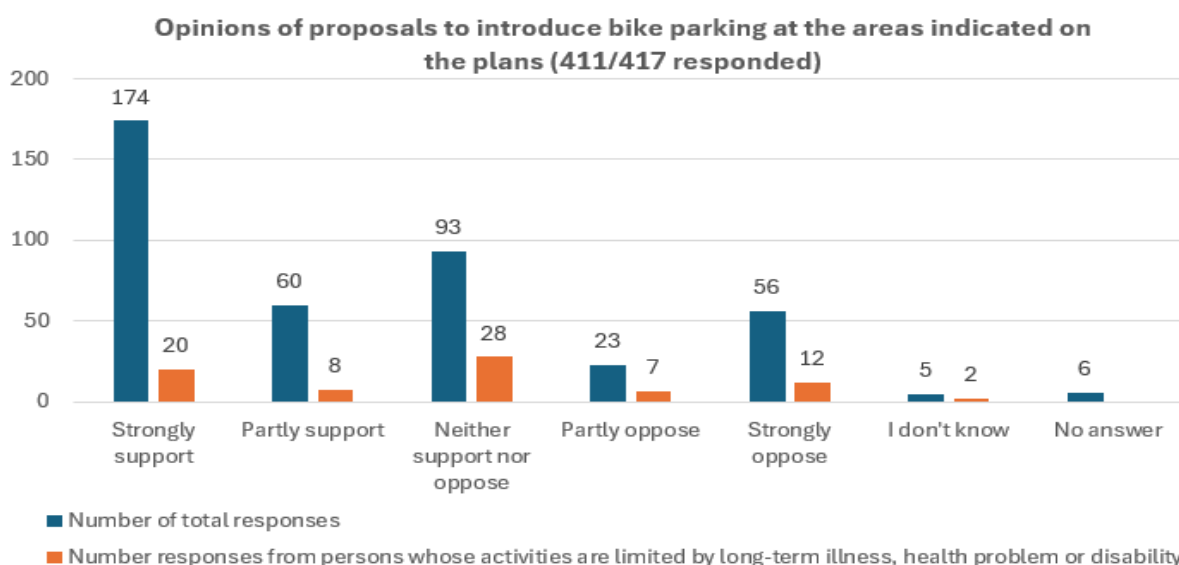


Q: What best describes your opinion of our proposals to introduce bike parking at the areas indicated on the plans?

The results show that 57% of total survey participants either full or partially supported the proposals to introduce bike parking at the areas indicated on the plans and 19% partially oppose or fully oppose them.

141 respondents provided free text comments. Many people support the addition of more cycle parking, recognizing it as beneficial for the environment and public health, as well as a means of encouraging more sustainable modes of transport. However, several respondents stress that bike parking should not clutter footpaths or take up space that could be used for pedestrians, with some suggesting that bikes could be parked on the road instead. There are calls for secure, well-lit, and intelligently designed parking areas to accommodate modern bikes, such as e-bikes, and to reduce the risk of theft. Others emphasise that the plans should not solely focus on adding bike parking but also improve cycle routes leading into town, as unsafe roads are currently a deterrent to cycling.

On the other hand, some respondents question the need for additional cycle parking, citing that the current facilities are often underused and that Witney, being a rural town, has limited cyclists compared to urban areas. Concerns are raised about the impact of bikes on pedestrians, particularly in crowded areas, and about the potential for more bikes to exacerbate issues with bike riders using footpaths irresponsibly. A few respondents feel bikes should be parked in car parks outside of the High Street and cycling restricted from High Street and Market Square to address this concern and concerns about aesthetic impacts from bike parking. There is also scepticism about whether bike parking aligns with the needs of all residents, especially those who rely on cars for shopping or have mobility issues. A few respondents suggest that the focus should be on repairing roads and maintaining existing infrastructure rather than expanding bike parking facilities.



Q: Overall proposals - How do you feel about the overall scheme proposals?

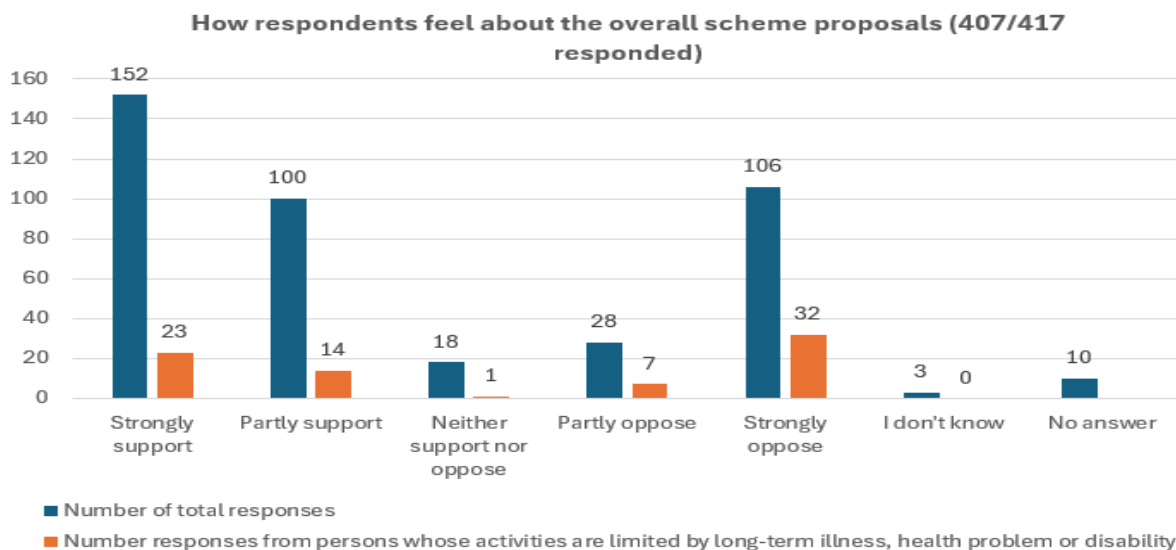
The results show that 60% of total survey participants either full or partially supported the overall proposals and 32% partially oppose or fully oppose them.

254 respondents provided free text comments. A significant number of respondents feel that the proposals would restrict vehicle access to the town centre too heavily: pushing traffic onto surrounding roads like Witan Way, Corn Street, and Bridge Street, which are already congested. These respondents worry that local businesses, particularly those relying on quick access and deliveries, will suffer as a result, leading to a decline in footfall and impacting the character of the town's retail and hospitality offering.

Many view the changes as unnecessary and detrimental, expressing the sentiment that Witney is a rural community where cars are essential, and pedestrianising more of the High Street would further alienate residents who rely on vehicles. Some are calling for a more balanced approach, perhaps with time-limited vehicle access rather than full closures.

Just over half of respondents support the proposed changes, with a number of associated comments appreciating the focus on creating an attractive, more pedestrian-friendly environment with enhanced green spaces. There is a sentiment that the plan would help to modernise the town – making it more attractive and enjoyable for residents and visitors, with wider pavements, new seating areas, and more space for outdoor dining and public events. Some emphasise that the scheme should go even further by fully pedestrianizing the High Street, reducing traffic even more to make the area safer and more appealing. A few highlight the need for better enforcement of traffic restrictions to prevent unauthorised vehicles from entering pedestrian areas and suggest that the plans should focus more on sustainability and long-term benefits for the community.

After looking at comments from those identifying with having disabilities or long-term health condition, there do not appear to be many specific concerns addressing accessibility issues for disabled persons. The comments primarily focus on issues such as financial concerns, traffic management, enforcement, and seating arrangements. However, some general comments about seating or bus routes might indirectly relate to accessibility, as excessive or poorly placed seating and changes to public transport could impact individuals with mobility challenges.



Additional engagement results

Business surveys

On 24 September and 8 October, an Oxfordshire County Council officer visited all businesses on Witney High Street and Market Square in the project area to look at their on-street loading needs. The survey aimed to identify any additional demand for loading bays beyond what was presented in the public consultation. The officer inquired about rear property access, the number of daily deliveries, and the timing of peak deliveries, while also gathering further feedback to understand specific business challenges. The survey results are presented in **(App.09)**

The survey revealed several issues with rear property access, including steps, narrow corridors, and shared access with residents, which obstructed deliveries. It also highlighted that many delivery drivers still preferred to unload on the High Street, indicating assumptions about businesses' ability to use rear access were somewhat incorrect. These findings pointed to the need for additional on-street loading bays to accommodate businesses' delivery needs effectively.

Most businesses were uncertain about the daily timing of their deliveries and the lack of information in this regard does not provide any immediate guidance towards time restricted loading restrictions.

Comments from the events

A total of 272 people visited the two public drop-in events hosted by the county council at Witney Methodist church. Many of the visitors took the opportunity to discuss their thoughts with officers face-to-face, and several submitted either paper notes with comments on or wrote in the guest book provided at the events. In summary, the key feedback points from the events were:

- Many visitors were concerned about sense of wellbeing and safety as pedestrians or wheelchair users due to a high number of non-exempt vehicles coming through the traffic restrictions. A number of these visitors asked specifically if automatic number plate recognition (ANPR) cameras would be installed. Other visitors were advised by officers that ANPR was being looked at as a possible option to enforce the restrictions.
- There were a number of concerns raised, especially by visitors using mobility vehicles, about changes to disabled person's parking places and loss of informal parking that is currently useable by blue badge holders.
- Quite a few people expressed a sentiment that they felt the funds would be better directed to general repairs to the town's roads outside the centre, or to supporting members of the local community in a cost-of-living crisis – especially people

impacted by pensions cuts. A significant proportion of visitors also asked that the existing traffic restrictions be lifted as they felt that the restrictions impact easy access to shops and businesses, and therefore also local retail footfall.

There were 185 visitors to the event on 14 September.

- Visitors were mostly positive about the proposals, but many were concerned that drivers were ignoring current restrictions on the High Street – meaning that they felt it was not as safe as it should be walking in the area.
- Many of these visitors asked for ANPR to be installed to improve safety and wellbeing in the town centre.
- There were many constructive suggestions for aesthetic enhancements including recommending plant species, and heritage waymarking.
- A number of visitors were concerned about disabled parking access on the High Street and near the Market Square – some were concerned that removing some of the available parking space could impact disabled drivers, especially if other drivers use the designated spaces; others raised concerns that the current designated disabled persons parking spaces were difficult to access and exit the vehicle from, especially due to the wall.
- Some visitors were concerned that the proposed bus waiting area on Welch Way impacted space informally used for parking by people attending services and events at the congregational church.
- Visitors came from the town and wider west Oxfordshire. They were mostly representative of the older members of the local community, there were some visitors who were younger members of the community including young families and people newly moved to the town.

There were 87 visitors to the event on 19 September

- Many of the visitors to this event were concerned that the existing traffic restrictions on the High Street and Market Square were impacting businesses' footfall, and a recent social media post to Witney residents from a local business was mentioned by a small number of these visitors.
- A number of visitors felt that the money should not be spent on the town centre (multiple messages were taken about issues on other highways within or near the town and passed to colleagues for separate review), the existing traffic restrictions should be removed in full, and local authorities should be focussing on resolving cost-of-living problems and pensions cuts.
- Some local businesses raised concerns about a lack of loading bay provision.
- Several visitors felt that county council officers would be too far removed from local knowledge to oversee the project with the benefit of a personal understanding and

familiarity with the town. They were assured that several of the county council project team were former or current local residents for several years or more. These team members were at the events. Additionally, project managers and the appointed design contractor regularly visited the town to make site and monitoring visits.

- Visitors came from the town and wider west Oxfordshire. They were mostly representative of older members of the community, and people of more recent retirement age.

Additional stakeholder responses

Witney Town Council

Witney Town Council provided a formal response to the survey questions by letter received on 9 October 2024 ([**App.10**](#)).

Witney Town Council supports the High Street enhancement designs, appreciating the public consultation and proposed improvements such as trees, benches, bike racks, and better paving. They emphasise the need for clear maintenance responsibilities for which funding should be allocated, collaboration with businesses on loading bays, and effective traffic enforcement. Concerns include the safety of the Corn Street and Langdale Gate roundabout, the potential removal of buses to improve pedestrian and cycling conditions, and the inclusion of public art reflecting Witney's heritage. The council looks forward to a greener, more pedestrian-friendly High Street.

West Oxfordshire District Council

West Oxfordshire District Council provided a formal response to the survey questions by letter received on 9 October 2024 ([**App.11**](#)).

West Oxfordshire District Council (WODC) is providing feedback on the proposed enhancements to Witney High Street and Market Square following the 2021 permanent vehicle restrictions in the area. These enhancements, supported by £1.98m from Active Travel England, aim to improve walking, cycling, and public transport opportunities. WODC stresses the importance of clear communication with local businesses during the process, acknowledging the modest funding as an opportunity to make important improvements while identifying future development needs. Independent design architects have been engaged, and public consultation is key to refining the plans and objectives.

WODC supports several proposed measures, including widening footpaths for pedestrian flow and maintaining disabled persons' parking provision. They also endorse formal loading bays, tree planting, additional seating, and improved signage related to Witney's history. However, the council highlights the need to balance pedestrian and vehicle safety, especially regarding footpath narrowing, bus waiting facilities, and taxi bays. They recommend further details to ensure accessibility and minimise disruption to businesses and public services.

Enhancements such as additional bicycle parking, informal crossings, and reducing street clutter are fully supported, with a focus on aesthetics and safety. WODC suggests opportunities to modernise cycle parking and make it more visible while also proposing the installation of Electric Vehicle Charging Points (EVCPs) and electric bike charging facilities. Gateways to the High Street should be designed to direct traffic away from restricted zones and improve the streetscape, especially at key junctions like Corn Street and Welch Way.

Finally, WODC strongly supports increasing greenery in the area, suggesting planting options that enhance biodiversity and mitigate climate impacts, such as rainwater gardens. Lighting should also be considered to balance personal safety with wildlife conservation. WODC offers to provide advice on surfacing materials, street furniture, public art, and the incorporation of cultural spaces to reflect Witney's heritage, ensuring the project complements the town's historical significance and conservation requirements.

Unlimited Oxfordshire

Unlimited Oxfordshire, a charity representing the rights and service levels for disabled persons, provided a formal response to the survey questions by letter received on 9 October 2024 (**App.12**).

The letter highlights concerns regarding disabled access. They emphasise the need for retaining sufficient Disabled Persons' Parking Spaces (DPPSs), noting a potential net loss of five DPPSs in the proposed plan, and argue that this reduction could limit accessibility for disabled individuals. The organisation also suggests specific design improvements, such as reducing crossfall at DPPS locations, ensuring level access to businesses, and businesses incorporating more training for staff to support disabled customers.

Additionally, the text mentions the importance of maintaining safe and accessible exits for disabled drivers, especially those using wheelchair-accessible vehicles (WAVs). They stress that features like accessible toilets and adjustments to ensure the safe use of steps and tactile paving for visually impaired individuals should be integrated. These recommendations aim to make the environment more inclusive for people with physical impairments while supporting local businesses and the broader community.

Witney Chamber of Commerce

Letter received via Councillor Liz Leffman (not dated) (**App.13**)

The Witney Chamber of Commerce is raising concerns over the traffic restrictions imposed on Witney High Street, initially put in place during the COVID-19 pandemic. They point out that despite a consultation, in which a majority opposed the restrictions or expressed concerns, Oxfordshire County Council (OCC) decided to maintain them. They claim the decision was made by a single councillor, without professional input or consideration of the impact on local traders, many of whom support lifting the restrictions.

The Chamber highlights how these restrictions have negatively affected businesses, with traders facing difficulties in loading, unloading, and attracting customers who no longer drive through the High Street. Additionally, the letter expresses that OCC's recent proposal for a long-term scheme is widely criticised as it focuses on maintaining the traffic restriction without addressing the real needs of the town, therefore prioritising an 'anti-car' stance rather than the economic vitality of the High Street.

The Chamber of Commerce urges OCC to reconsider the current scheme and involve local traders and residents in the planning process. They believe that a more balanced and well-researched approach is needed to protect Witney's heritage and ensure that the High Street continues to thrive, rather than suffer from restrictive and ideologically driven policies.

Bus service providers

Following a meeting with OCC officers in August, officials from bus stakeholders were invited to make comments on the proposed plans by email. A summary of key points raised is below.

New Bus Stop for Community Transport: A proposed bus stop near the Cross Keys public house at the edge of the Market Square and walkthrough to the Woolgate would be exclusive to community transport services to reduce congestion at the existing bus stops on Market Square. It would need to accommodate two minibuses and have a dedicated shelter with seating, and a real-time passenger information (RTPI) display. This stop is intended to alleviate traffic at Market Square by diverting services although some may continue to use Stop D.

Issues with the Stagecoach Bus Garage and Bus Waiting: Concerns were raised about the timing of driver changes at Witney Bus Garage, causing delays. It was suggested that the garage should be made a Principal Timing Point (a place where the reliability of the bus service is monitored) to reduce waiting times in the Market Square. An alternative bus waiting area on Welch Way was proposed, but another suggestion was made to cut into a grass verge by Witney Hospital for a waiting area, also providing a much-needed bus stop for hospital services.

Concerns about Traffic and Roundabout Changes: The removal of the mini roundabout at Welch Way/High Street junction is viewed as a potential cause of serious traffic congestion. Suggestions include retaining the roundabout and using planters to discourage pedestrian crossings at dangerous points. Relocating the current island refuge to improve pedestrian safety and re-siting bus stops to ease traffic flow were also recommended.

Wider Implications and Bus Service Growth: The emails highlight the significant growth in bus services, with some operators (e.g., Pulhams coaches) increasing their number of service departures. Anticipated schemes, including Phase 1 of A40 bus lanes, are expected to improve bus service frequency. However, concerns remain about insufficient space for bus stops at Market Square and the impact of proposed changes on bus passengers, including potential aesthetic improvements at the cost of practical functionality.

Additional responses received by email

10 emails were received of which nine were from individual members of the public and one from Witney Congregational church. A summary of the key issues raised follows:

- **Concerns about traffic and pedestrian safety:** Several respondents raised issues about drivers speeding through the High Street, particularly commercial vehicles, despite restrictions. They expressed concerns about pedestrian safety, especially with the absence of effective enforcement like cameras, and emphasised the need to address these hazards before making further improvements.
- **Parking and accessibility:** There were multiple concerns about the reduction of disabled persons parking places and the limitations of proposed loading bays. Respondents noted issues with rear access to businesses and questioned how well the scheme accommodates deliveries and the needs of Blue Badge holders. Additionally, concerns were raised about maintaining clear pedestrian zones and avoiding obstructions like seating in narrow areas.
- **Support and creative suggestions:** Some respondents supported the overall improvement proposals but emphasised a need for design changes. For example, there were calls for a more distinctive, community-centred design that reflects the unique character of Witney, with ideas for public art, festivals, and incorporating local heritage. Others felt that the budget constraints limited the full potential of the High Street redesign.
- **Objections to specific aspects:** Certain proposals, like the removal of the mini roundabout at Welch Way and the establishment of a bus holding area in front of Witney Congregational church, received objection letters. These concerns centred on traffic flow, increased risk of non-compliance with restrictions, and how changes might inconvenience businesses, churchgoers, and Blue Badge holders.

Conclusion

Overall, approximately 60% of survey respondents have expressed positive feedback on the proposals, providing confidence to proceed into the detailed design and construction phase. However, while the plans have incorporated several features identified through community engagement, further changes are necessary to meet the operational needs of businesses and public transport.

Discussions with businesses during canvassing and surveys have highlighted that, although widening footways improves pedestrian accessibility and allows for more greening, it limits loading opportunities. To address this, adjustments are required to the current designs, including the addition of more on-street loading bays, to ensure that businesses can continue their operations efficiently without compromising the pedestrian and public realm improvements.

Concerns have been raised regarding the safety and functionality of the proposed bus waiting areas at Market Square and Welch Way. These areas have not been well-received

by bus operators, members of the public, or the Congregational church, which would be directly affected by the changes. Focused engagement with bus operators has led to alternative suggestions that will be further explored by council officers.

Feedback from disabled persons, and those identifying with long-term illness or health condition, has shown more opposition to the plans and this mainly relates to the reduction of available disabled persons parking places in the scheme compared to the current layout following introduction of the traffic restriction.. Overall, while there is broad support for maintaining Blue Badge parking, opinions vary on the exact number of spaces required and their optimal locations, with a recurring concern about ensuring fair enforcement of the parking rules.

It is essential for officers to continue to review the proposals to balance the needs of disabled users, ensuring their experience in the High Street and Market Square is enhanced rather than hindered. Additionally, the feedback suggests a need for the council to improve how it communicates plans and how it engages with specific groups in future projects.

It is noted that the current seating arrangements in the plan require adjustments, following several comments regarding the location, design, and positioning of the benches. Their proposed locations may potentially impact business operations and reduce available footway space, necessitating reconsideration.

Officers are still evaluating the best options for planting species, considering factors such as soil conditions, available footway space, root growth, natural light, and ongoing maintenance. The development of a comprehensive maintenance plan will be essential to ensure the long-term viability of the scheme, particularly for elements like seating, trees, plants and bespoke footway materials. This plan may require commuted funds to support future maintenance needs and upkeep.

Respondents share a wealth of constructive recommendations and considerations, although there is also a recurring opinion through some responses that the High Street should be fully reopened to traffic and a sentiment that the existing restrictions create a negative impact on local businesses' footfall. It is stated on the programme webpage and in the survey pages (2023 and 2024) that the engagement has no bearing on the presence or continuation of the existing traffic restriction and many other respondents supported the traffic restriction or advised that they would support greater intervention such as full pedestrianisation.

What happens next

Based on the information gathered from public consultation exercises, surveys, safety audits, and costing reviews, the plans will be revised prior to initiating the statutory consultation. This statutory consultation will present the proposed traffic orders and provide an opportunity for any interested party to submit objections. If the plans proceed without significant objections during the statutory consultation, a cabinet member decision will be sought to move forward with the construction phase of the project.

Construction is provisionally scheduled to start in summer 2025. At this point, a construction phase plan will be communicated through various channels, and details kept updated, with the aim of completing the project with minimal disruption to residents and businesses.

Officers will commit to providing county, district, town and parish council members and accessibility stakeholders with information and updates through regular briefings as the project progresses ensuring that communications are clear and prompt and ensuring that the needs of users they represent are met.

List of appendices

- 01 [Witney High Street and Market Square Designer Feasibility Report.pdf](#)
- 02 *Consultation plans:*
 - [Witney consultation drawing 1.pdf](#)
 - [Witney consultation drawing 2.pdf](#)
 - [Witney technical drawing.pdf](#)
- 03 [Information boards.pdf](#)
- 04 [Artist impressions.pdf](#)
- 05 [A5 Leaflet.pdf](#)
- 06 [A4 Poster.pdf](#)
- 07 [Frequently asked questions.pdf](#)
- 08 [Examples of online promotions of Witney High Street and Market Place Enhancements engagement in 2024.pdf](#)
- 09 [Business on street loading survey results.pdf](#)
- 10 [Witney Town Council High Street response.pdf](#)
- 11 [West Oxfordshire District Council response.pdf](#)
- 12 [Unlimited Oxfordshire response.pdf](#)
- 13 [Witney Chamber of Commerce response.pdf](#)

Division(s) affected: *Cowley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 March 2026

OXFORD: TEMPLE COWLEY CPZ – PROPOSED PARKING RESTRICTION AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- (a) **Approve the proposed new Cycle parking bay in Crescent Road, as advertised.**
- (b) **Approve the proposed new Cycle parking bay in Junction Road, as advertised.**
- (c) **Approve the proposed new micromobility (e-scooter & e-bike) parking bay in Junction Road, as advertised.**
- (d) **Approve the proposed new Cycle parking bay in Marsh Road, as advertised**
- (e) **Not approve/withdraw the proposed removal of no waiting at any time & introduction of new shared use parking areas in Marsh Road.**
- (f) **Not approve/withdraw the proposed new Shared-use parking area in Salegate Lane.**
- (g) **Not approve/withdraw the proposed inclusion of permit eligibility for Silkdale Close.**

Executive Summary

2. This report outlines proposed changes to the Temple Cowley CPZ as a result a holistic review to deal with some challenges and inconsistencies in respect of safety, ability to robustly enforce, and road space allocations.
3. The delivery of this can be done relatively promptly to provide some immediate benefit in advance of a wider review of CPZ policy and associated schemes -

which it is acknowledged needs to be undertaken. The ideal time to do this would be subsequent to a central government ban on pavement parking, who recently advised in their response to the 2020 consultation, that they would be looking to amend primary legislation and develop regulatory framework at the next available opportunity.

4. In addition, the government have confirmed that *'our next steps will focus on delivering swift and precise work to develop powers which will enable local transport authorities to prohibit pavement parking in their areas'*. Whilst this is in development, inclusion within the councils Kerbside Strategy which is also in development, will be explored and would consider potential wider changes to CPZ schemes.'

Background

5. Since the early 1990's, controlled parking zones have been used across Oxford as a vital tool for managing parking demand and acting as a deterrent for commuter parking.
6. Historically amendments to parking restrictions within zones has been piecemeal, either through development funded changes or through transport projects that only impact part of a CPZ (e.g. LTNs). However, to ensure that they remain safe and operational and continue to deliver the benefits to local communities, it is important that periodically they are reviewed to take into consideration changes in user demand, emerging transport policies and wider impacts of development within an area.
7. Following a prioritization exercise, the County Council presented a proposal to Oxford City Council to secure the release of Community Infrastructure Funding (CIL) for the review of 7 existing Controlled Parking Zones (CPZs) within the Oxford City Boundary, including Temple Cowley. At the Oxford City cabinet meeting on 11th December 2024, a decision was made to approve the release of £358,080 from CIL to process the reviews and associated works for the identified zones.
8. The Temple Cowley Permit Parking Area (PPA) was first introduced in early 2022 and has been operational for just over 4 years. Although some very minor modifications have been made over time, these have largely been related to permit eligibility changes rather than 'on the ground'. By securing CIL funding for this review it will enable us to address immediate concerns around safety, being able to enforce properly, due to correct lining and signage being present and the effective operation of the zone in response to current pressures and complaints.
9. In addition to any required Traffic Regulation Order (TRO) amendments within the zone, the project will include a review of existing road markings and signage across the zone. This will ensure that faded lines are refreshed and any missing or damaged signs are replaced, supporting effective enforcement of the

restrictions. These signing and lining changes, do not need a CMD decision, but do make up a large part of this shorter-term solution.

10. An informal consultation with residents was carried out in June & July 2025, which aimed at gathering opinions and feedback on changes or improvements that they would like to see. Proposals have been developed taking into account this public feedback, historic requests and input from other County Council teams. The reviews seek to address parking concerns on an area-wide basis, with the view to improving the performance of parking restrictions across the locality.
11. Officers have also worked with the local County Councillor on the proposals for the Temple Cowley CPZ, which have been designed to help improve parking provision and cycle and/or micromobility facilities, whilst also seeking to include a road within the area for permit eligibility.
12. This report presents responses received to the statutory consultation on proposed amendments to the existing Temple Cowley Permit Parking Area (PPA) which includes various proposals to implement new or amend existing permit holders and/or short stay parking areas and implement new cycle parking or micromobility provision, as shown in **Annexes 1 to 5**.

Corporate Policies and Priorities

13. The project to propose amendments to the existing parking controls in the Temple Cowley CPZ will help to; Prioritise the health and wellbeing of residents, put action to address the climate emergency at the heart of our work, invest in an inclusive, integrated and sustainable transport network and play our part in a vibrant and participatory local democracy.

Financial Implications

14. Funding for consultation (and all other aspects associated with amending the relevant Traffic Regulation Orders) and any agreed associated works for the identified zones has been provided by the City Council's Community Infrastructure Levy (CIL). There are no risks or pressures on existing council budgets or resources.
15. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Finance has therefore assumed that the service has confirmed the funding arrangements independently, and responsibility for validating the financial position and underlying data rests with the service area.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

16. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
17. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

18. The design & appraisal of the proposals, as well as the consultation process have been undertaken by Officers from 'TRO & Schemes' teams as part of their regular day-to-day duties. Additional resources have been brought in to deliver the project, and these resources are being funded through CIL allocations and there are no pressures or resource implications for existing teams.

Equality & Inclusion Implications

19. Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is considered that these are mitigated by the fact that in all permit schemes that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid residential permit. The proposals do however have a positive impact and have been designed to support vulnerable users by ensuring that parking and transport options meet the diverse needs of the community. The council acknowledges that some residents and visitors may not be able to use cycling or micromobility alternatives, so the changes aim to provide accessible solutions for everyone.
20. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant, and will provide additional parking capacity for any holder of an authorised current blue badge.
21. A full equality impact assessment has been undertaken and can be viewed in **Annex 8** (available in separate document).

Sustainability Implications

22. Following feedback from the informal consultation and County Councillors, the proposals will provide additional parking capacity (for up to approx. 17 vehicles) for residential permit holders and visitors parking in the zone, increase the cycle parking provision for cyclists and provide new micromobility parking provision. The proposed additional parking space represents an increase of approximately 2.04% based on the current total of 832 spaces.

Risk Management

23. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified.

Formal Consultation

24. Formal consultation was carried out between 15 January and 20 February 2026. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, relevant local City Cllrs, and the local County Councillor representing the Cowley division
25. Letters were also sent directly to approximately 371 properties in the area, and public notices were also placed on site in the vicinity of the proposed amendments.
26. During the course of the formal consultation, 94 responses were received via the online survey, with 57 of those stating that they live within the CPZ boundary (61%), and 37 outside (39%) – these are summarised in the table below:

Proposal	Object	Partially support / concerns	Support	No opinion /objection
Crescent Road	16	6	60	12
Junction Road	16	29	35	14
Marsh Road	51	8	28	7
Salegate Lane	50	7	18	19
Silkdale Close	27	9	17	41

27. Additionally, a further eight emails were received directly – with Thames Valley Police & Oxford Bus Company not objecting, the County Cllr responsible for the Bartlemas division & Active Travel champion raising concerns, a combined response from 'Oxfordshire Liveable Streets' & 'Cyclox' and a separate response from 'Liveable Cowley' submitting mixed responses containing

objections & support to certain aspects (as shown in **Annex 7**), and then three local residents objecting to specific proposals for Junction Road, Salegate Lane, and Silkdale Close.

28. A response from the County Councillor covering the Cowley division has also been received:

“I welcome the extra cycle parking stands in the Temple Cowley especially at Crescent road and Marsh road. I am concerned about the parking purpose at the Salegate lane. I would request this to be withdrawn from the scheme. I visited the site with Paul Fermer because residents are complaining about the entry and exit being too narrow and poor visibility to get out and additional parking will make it worse for the residents.

The other suggestion made allowing the residents at Liz mans court to have the parking permits. We already have parking issues at the road and lack of enforcement. I think allowing the residents to have parking permits will be bad idea and will put extra parking pressure at our streets.

I welcome back the parking spaces at Marsh road. This will have multi benefits in the area. Since the parking was taken away this had bad effect at the local pub Marsh Harrier lunch business. Marsh road is the only road in and out for Temple Cowley because of the LTNs. The speeding has risen and residents have made complaints about people speeding. Parking also plays deterrent for drivers to slow down. This will make road safer and help the residents with visitors for parking in the evening especially the Old and frail with mobility issues.”

29. The full responses are shown in **Annex 6**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

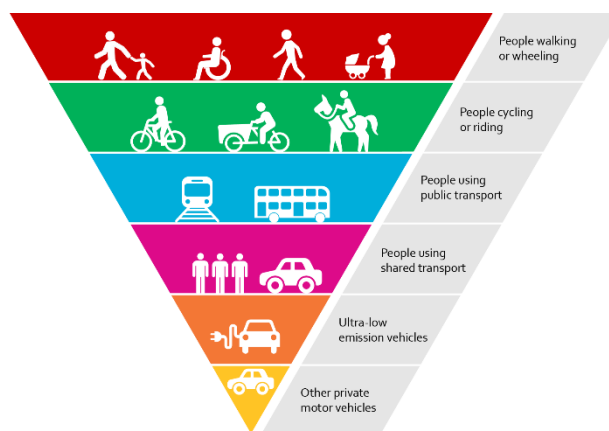
a) General feedback to the proposals:

30. Key themes and comments from respondents:
31. **Opposition to Increased Car Parking** – Many respondents object to proposals that increase car parking, especially short-stay/shared use bays for non-residents. Respondents have concerns that his will:
- Encourage more driving into residential streets.
 - Increase traffic movements, congestion, and pollution.
 - Reduce road safety for pedestrians and cyclists.
 - Conflict with Oxfordshire County Council’s stated goals to reduce car use and promote active travel

32. **Road Safety Concerns** – Safety is one of the most frequently cited issues, especially in relation to Marsh Road and Salegate Lane. Key concerns include: Reduced carriageway width and visibility, increased conflict between vehicles, cyclists and pedestrians, HGV movements associated with the ODS depot and risks to vulnerable road users.
33. **Policy Consistency** – Many respondents cited Oxfordshire’s Local Transport and Connectivity Plan (LTCP) and Central Oxfordshire Travel Plan (COTP), arguing the proposals contradict policies to reduce car trips, prioritize active travel, and improve public transport.
34. **Concerns about Enforcement** – Respondents have cited concerns about a lack of parking enforcement, leading to overstaying and illegal parking with the two hour parking limit ineffective.
35. **Conflict between resident needs and parking capacity** - Feedback highlights a tension between different resident groups, particularly in relation to permit eligibility and parking capacity:
- Existing CPZ residents express concern that any increase in permit numbers would overwhelm limited available space.
 - Residents of Silkdale Close express frustration at being excluded from permit eligibility, citing mobility needs, lack of alternatives and increased PCNs.
36. **Strong Support for Cycle & Micromobility Parking** – There is strong support for additional cycle parking and micromobility provision. This is seen as supporting active travel, reducing car dependency and improving access for visitors and residents travelling by bike or scooter.
37. **Minority support for increased car parking** - While outweighed by objections, a minority of respondents support additional car parking, particularly on Marsh Road. Reasons given include:
- Supporting local businesses and community facilities
 - Reducing illegal pavement parking
 - Improving access for visitors, carers and people with limited mobility
 - Perceived traffic-calming benefits from a narrower carriageway
38. Overall, the feedback shows strong public support for active travel measures and clear resistance to increasing car parking capacity, particularly where this is seen to compromise safety, accessibility or policy objectives. However, the consultation feedback also highlights localised parking pressures and competing needs, which respondents feel require careful balancing rather than uniform increases in parking provision.
- b) Officer’s response and breakdown of each proposal:

39. The primary objective of this CPZ review has been to ensure that the designated zones remain safe, operational and enforceable. The scope of the project includes:
- A comprehensive review of parking restrictions, Traffic Regulation Orders (TROs), signage, and road markings within the designated zones.
 - Identification of opportunities to introduce alternative parking provisions, including facilities for cycles, scooters, and car clubs.
 - Engagement with internal teams to identify synergies with other ongoing projects.
 - Implementation of decluttering measures to enhance the street scene.
 - Trials of new restriction types, including those applicable to permit holders.
40. The proposals arising from the CPZ review incorporates a range of measures, including a small increase in parking provision for permit holders and visitors, the introduction of new cycle parking facilities and micromobility provision in Marsh Road, Crescent Road and Junction Road, and the inclusion of Silkdale Close for permit eligibility. The proposals take into account the needs of different users, and the County Council recognises that not all residents can use cycling or micromobility options.
41. An initial officer review of the zone assessed the purpose and effectiveness of current restrictions and identified yellow lines that do not contribute to road safety and areas where changes can be made. Within a CPZ, all kerbside space must be subject to some form of restriction. Consequently, these areas were re-designated for alternative uses.
42. In undertaking this work, officers considered the needs of all permit holders, visitors, local businesses, and cyclists, alongside feedback received from residents and the County Councillor during the informal consultation and design process. This process resulted in the creation of a small number of new parking spaces in selected locations (Marsh Road & Salegate Lane), the introduction of new cycle or micromobility parking bays.
43. The proposals consider the needs of different users, and the council recognises that not all residents can use cycling or hire e-scooter and e-bike options. As outlined in the Oxfordshire County Council Network Management Plan 2023–2028 under the Parking Management section:
- “Our parking policy will support and link in with the ambitious transport goals by managing kerbside space fairly to ensure a balance is maintained between supporting the vitality of local businesses and catering for resident and visitor parking.”*
44. The advertised proposals for the Temple Cowley CPZ review reflect these objectives and align with wider transport policies, including the Local Transport and Connectivity Plan (LTCP) and the Central Oxfordshire Travel Plan (COTP).

45. While the addition of new spaces does not conflict with policy—given that LTCP’s hierarchy is to cater for active travel and public transport in the first instance and a focus on reducing car journeys and prioritising the removal of parking on key cycling routes—it is essential to ensure that proposed changes do not disproportionately benefit or disadvantage any group.
46. The County Council is committed to implementing measures that reflect the authority’s priority for road users, as illustrated in the diagram below. As part of the project to review controlled parking zones within the City, officers have collaborated with various teams across the service to identify opportunities to incorporate improvements for active travel within the proposals. This work has included assessing potential needs and demands linked to other projects, as outlined in paragraphs 46 - 50.



47. To address this, officers of this report have worked with Transport Planning colleagues to explore whether some of the spaces consulted on as part of this CPZ review could be reallocated for cycle parking and/or micromobility options such as hire e-bike and hire e-scooter parking as a part of their ongoing Transport and Mobility projects.
48. The county council wants to increase the availability of parking for e-scooters and e-bikes across Oxford city. This includes the provision of parking for these vehicles on-carriageway and given all parking for e-scooters and e-bikes in Oxford is currently provided on pavement. In identifying potential locations officers have engaged with Voi and Lime, current hire e-scooter and e-bike operators in the city to check proposed locations are in areas where there is demand for more parking and that parking bays will be promoted by operators when implemented.
49. Additional parking bays for e-scooters and e-bikes not only help the schemes to be more useful for users (which will help to further reduce the number of short trips by car in the city, which is a key objective of the county council) but also encourages tidy and compliant parking including by taking pressure off existing (pavement) parking and which can be oversubscribed in places (causing an obstruction for pedestrians).

50. Some provision has been identified for potential cycle or micromobility parking through the review of the Temple Cowley CPZ and which will be considered as part of these recommendations.
51. Separately, the county council is undertaking a study to identify additional cycle and micromobility parking bays across Oxford city. Further potential locations will be considered as part of the study and will also be used to inform the review of other CPZs as they come forward. More generally, the study will provide a pipeline of cycle and micromobility parking locations that can be implemented when funding becomes available and subject to separate consultation. The study is expected to conclude by June 2026, with consultation and delivery expected later in 2026.
52. It should also be noted that whilst there is a desire to remove vehicle numbers on Oxfordshire roads, it is recognised that cars will still continue to make up the largest percentage of road users, so ensuring there are places to park vehicles on the carriageway is essential to allow for the safety of all road users
53. Officers have reviewed the approximate number of parking spaces within the Temple Cowley zone and compared this against the number of proposed spaces. The proposals outlined in this report would increase the allocation of parking spaces by 17, which represents an increase of approximately 2.04% based on the current total of 832 spaces.
54. The Temple Cowley area generally experiences high parking demand. This pressure often results in contraventions such as double parking, parking on double yellow lines, or on footways. These practices can create safety hazards and cause obstruction, particularly for emergency vehicles, cyclists, and pedestrians.
55. While enforcement helps address these issues, it cannot be maintained continuously. It has been noted where concerns are raised over enforcement, and we have instructed our enforcement officers to visit the sites. Effective kerbside management therefore plays a crucial role in improving compliance and reducing complaints about insufficient enforcement. The proposals seek to address some these challenges by reviewing the allocation of kerbside space where appropriate.
56. Permit allocation or varying permit types helps play a part in the management of CPZ's and associated road space allocation, but this would need to be considered as part of strategic review of the current CPZ policy which is a much bigger and different piece of work with significant implications that would need to be considered.
57. It is planned to consider this as part of the kerbside management strategy which is being developed and will potentially be part of this project if appropriate.

Crescent Road:

58. Proposed cycle parking bay – This bay has been proposed in response to feedback from the Place Planning team during the preliminary design stage of the wider CPZ review. Officers have therefore proposed to implement a new cycle parking bay outside No. 120. The proposal is largely supported by residents, with some concern that the provision is not implemented on the footway.
59. Considering this Officers can confirm that the cycle bay would be marked on the carriageway with the appropriate white bay markings and would use Sheffield stands (specially, Bilton with mid rail) within the space for cyclists to secure their bicycles against. The stands and bicycles would be protected by two Manchester Bollards. Approval of the cycle parking bay is therefore recommended by officers.

Junction Road:

60. Proposed cycle parking bay – This bay has been proposed in response to feedback from the Place Planning team during the preliminary design stage of the wider CPZ review. Officers have therefore proposed to implement a new cycle parking bay adjacent to No.1. The proposal is largely supported by residents, with some concern that the provision is not implemented on the footway.
61. Considering this, officers can confirm that the cycle bay would be marked on the carriageway with the appropriate white bay markings and would use Sheffield stands (specially, Bilton with mid rail) within the space for cyclists to secure their bicycles against. The stands and bicycles would be protected by two Manchester Bollards. Approval of the cycle parking bay is therefore recommended by officers.
62. Proposed micromobility parking bay – This bay has been proposed in response to feedback from the Place Planning team during the preliminary design stage of the wider CPZ review. Officers have therefore proposed to implement a micromobility parking bay adjacent to No.2. The proposal is largely supported by residents, with some concern that the provision is not implemented on the footway.
63. Considering this Officers can confirm that the micromobility bay would be marked on the carriageway with the appropriate bay markings and bollards if required. All other infrastructure would be installed and provided by e-scooter and e-bike operators. Approval of the micromobility bay is therefore recommended by officers.

Marsh Road:

64. Proposed permit holder or visitors parking areas – The new shared use parking areas along Marsh Road have been proposed following several years of feedback from the residents and from the County Councilor Saj Malik. Prior to the implementation of the Temple Cowley zone in 2022, parking along Marsh Road was largely unrestricted, with parking on both sides of the road. During

the design and introduction of the zone, the previous County Councillor for the area strongly advocated for the majority of Marsh Road to be double yellow-lined, replacing the then existing single yellow lines and unrestricted parking.

65. Despite officers not identifying any safety issues or strategic initiatives behind these changes, and without any reported accidents in that area, the changes were implemented. The decision made at the time by the cabinet member was to proceed despite heavy objection and Officer concerns.
66. Following the approval at CMD, Officers did receive a number of complaints from residents about the removal of parking. The current County Councillor for Temple Cowley, Cllr Malik, has been proactive in representing the residents' concerns and has requested that the double yellow lines be scaled back to allow for some parking to be reinstated. From our assessment, officers have not identified any safety concerns with accommodating some parking at this location.
67. The reintroduction of parking on Marsh Road is not expected to offer benefits in terms of road safety and does not specifically contribute towards meeting our objectives under the local transport and connectivity plan therefore officers are recommending withdrawing all such proposals at this stage. If the road layout or usage changes in the future the area can be reviewed again in line with our policies.
68. This will allow time for the development and adoption to of a formal kerbside management strategy, ensuring that on-street parking within CPZs is allocated fairly across different transport modes and that there is an appropriate balance between CPZ permit allocation and the supply of private car parking spaces.

Salegate Lane:

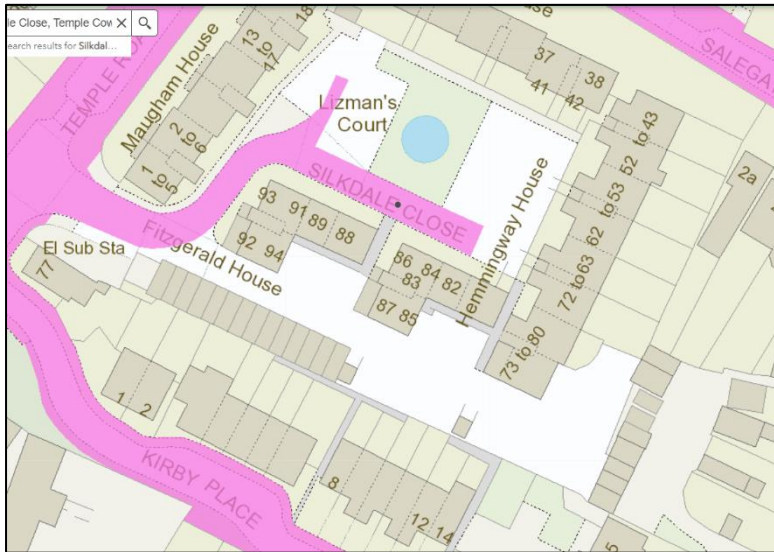
69. Proposed new permit holders or visitor (shared use) parking area – The proposed 15 metres of parking area has been proposed following feedback from the informal consultation conducted with residents & businesses which raised issues with the lack of shared use/ short stay parking availability across Temple Cowley area. Officers identified existing yellow lines which do not offer any benefits in terms of road safety through the review of the existing restrictions.
70. The proposed shared use parking bay is not expected to offer benefits in terms of road safety and does not specifically contribute towards meeting our objectives under the local transport and connectivity plan therefore officers are recommending withdrawing all such proposals at this stage. If the road layout or usage changes in the future the area can be reviewed again in line with our policies.

Silkdale Close:

71. Proposed inclusion of Silkdale Close for permit eligibility – This proposal has been included following several years of requests from the property

management company of Silkdale Close/Lizmans Court and some residents for inclusion of these addresses for parking permits.

72. When the CPZ for Temple Cowley was first introduced, it was agreed that Silkdale Close would be excluded from the restricted area due to the complexities around which sections were adopted public highway and which were private land. As you will see from the highway boundary extract below, only the 'entrance road' of Silkdale Close is formally adopted as public highway with Lizmans Court remaining private which the County Council would have no jurisdiction over, nor apply parking restrictions here.



73. Following a few years of correspondence with the property management company and residents, it was agreed that Officers would propose the inclusion of Silkdale Close for permit eligibility. The review of the CPZ was the ideal opportunity to do this.
74. However, following further consideration of the objections received and concerns from respondents and the County Councillor that this would increase pressure on parking availability in the area, Officers recommend that this proposal is withdrawn.
75. As is usual practice with parking proposals and scheme changes, the County Council will monitor the impacts on all protected characteristics, women and vulnerable groups including collecting feedback from residents and stakeholders, and adapting the scheme as needed post-implementation.

Paul Fermer
Director of Environment and Highways

Annex(es): Annexes 1-5: Consultation plans
 Annex 6: Consultation responses

Annex 7 (*separate document*): 'Oxfordshire Liveable Streets' & 'CycloX' response
Annex 8 (*separate document*): Equalities Impact Assessment (EQIA)





Background papers: n/a
Other Documents: n/a

Contact Officer(s): Vicki Neville (Senior Officer – TRO & Schemes)
Jennifer Yeboah (Senior Officer - TRO & Schemes)
James Whiting (Team Leader – TRO & Schemes)

March 2026

Drawing No. PRD/2024/TRO/035

KEY

	Existing Double yellow lines
	Existing Double yellow lines to be removed
	Existing Single yellow line to be removed
	Existing disabled parking bay

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

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Project title
2025 Parking Review
Temple Cowley CPZ Area
New Parking Schemes

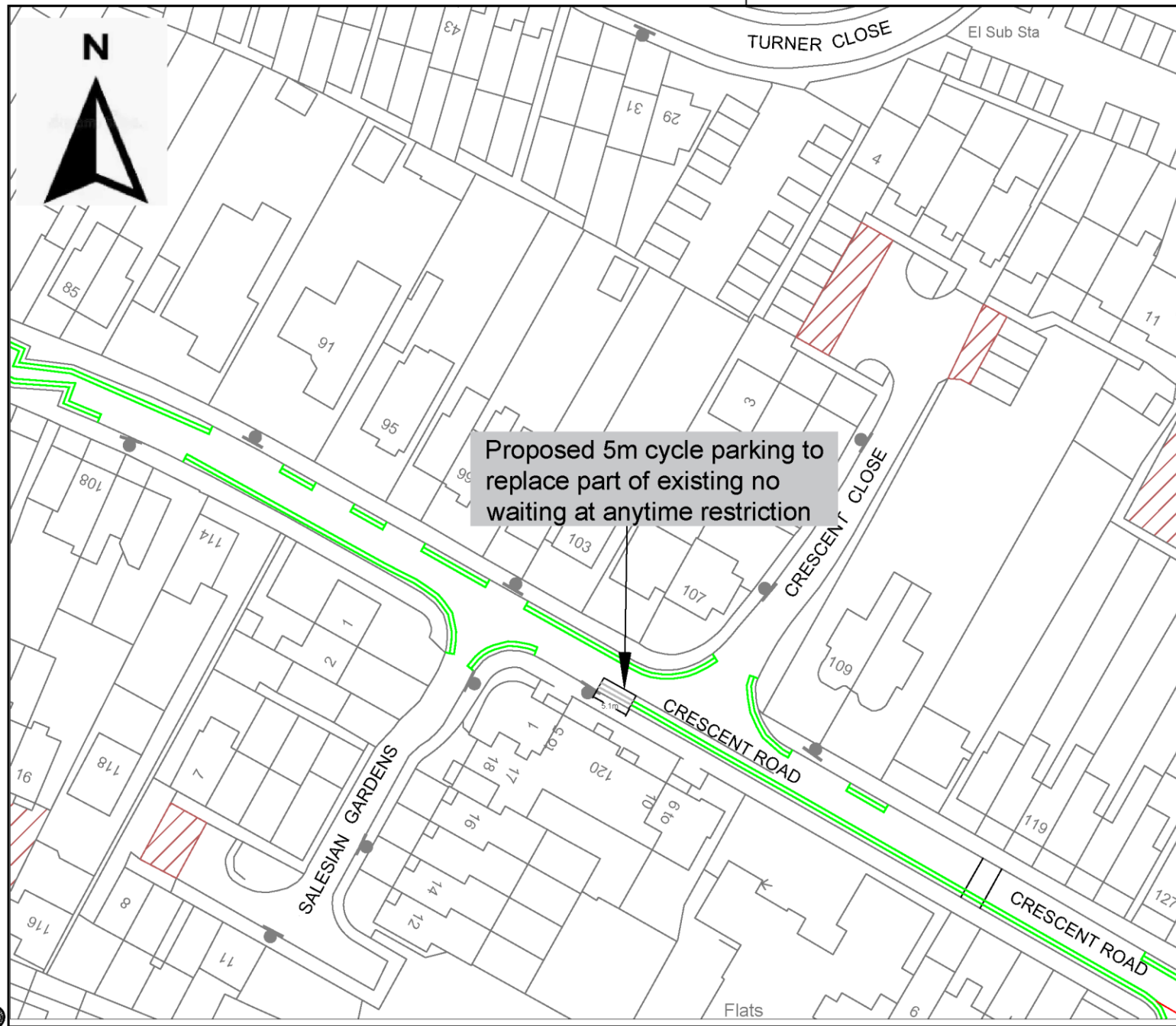
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Crescent Road
Proposed Parking Changes
TRO consultation drawing

Drawing Status- Final

Scale @ A3 1:500	Drawn by-JY Date drawn- 21/11/25	Checked by-JW Date checked	Approved by-JW Date approved
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Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/035	Revision 0
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Drawing No. PRD/2024/TRO/036

KEY

	Existing Double yellow lines
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	Existing Single yellow line to be removed
	Existing disabled parking bay
	Proposed Cycle Parking bay
	Proposed Micromobility (e-bike and/or e-scooter) parking bay

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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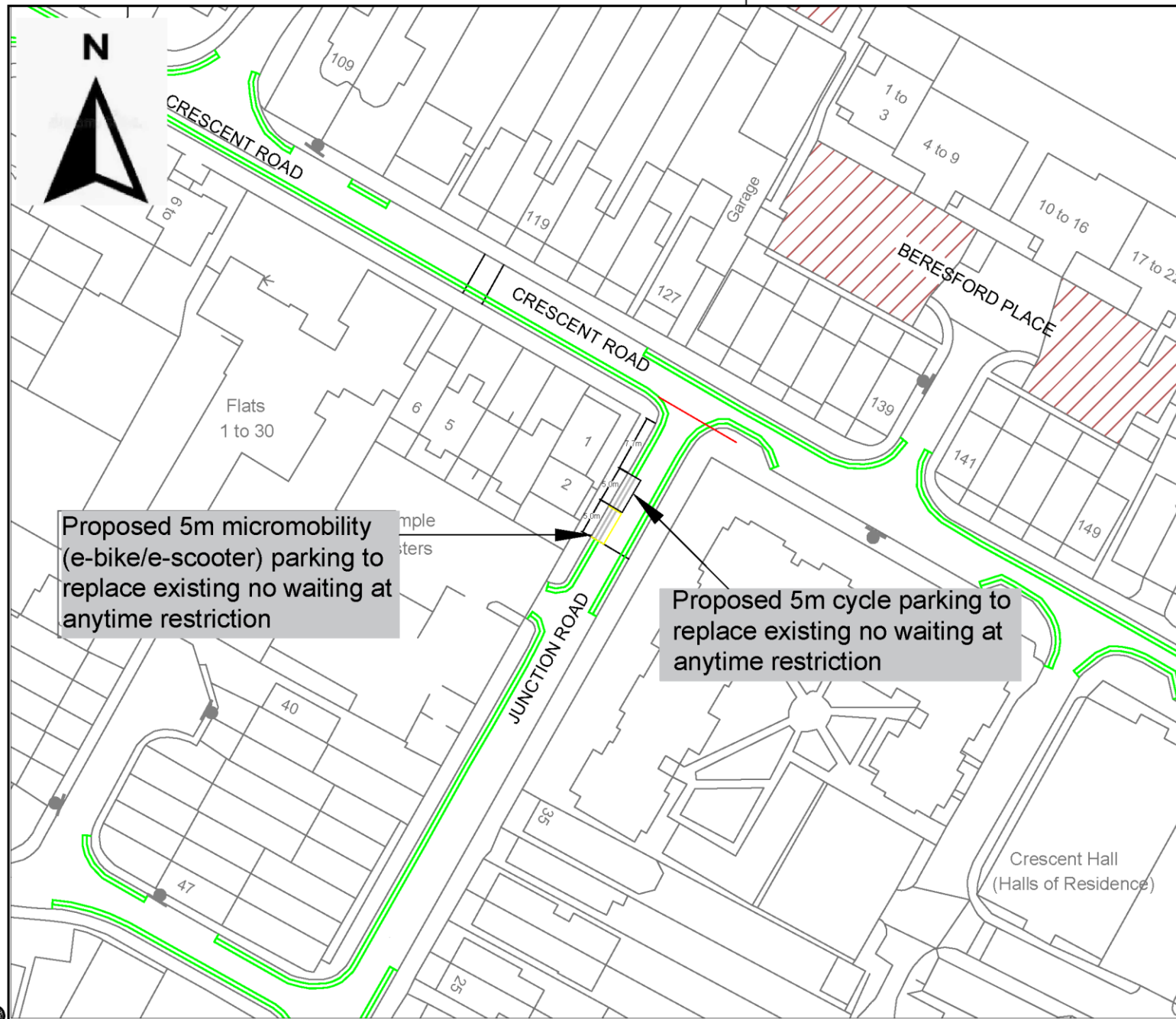
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TRO consultation drawing

Drawing Status- Final

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Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/036 Revision 0



Drawing No. PRD/2024/TRO/034 | Revision 1

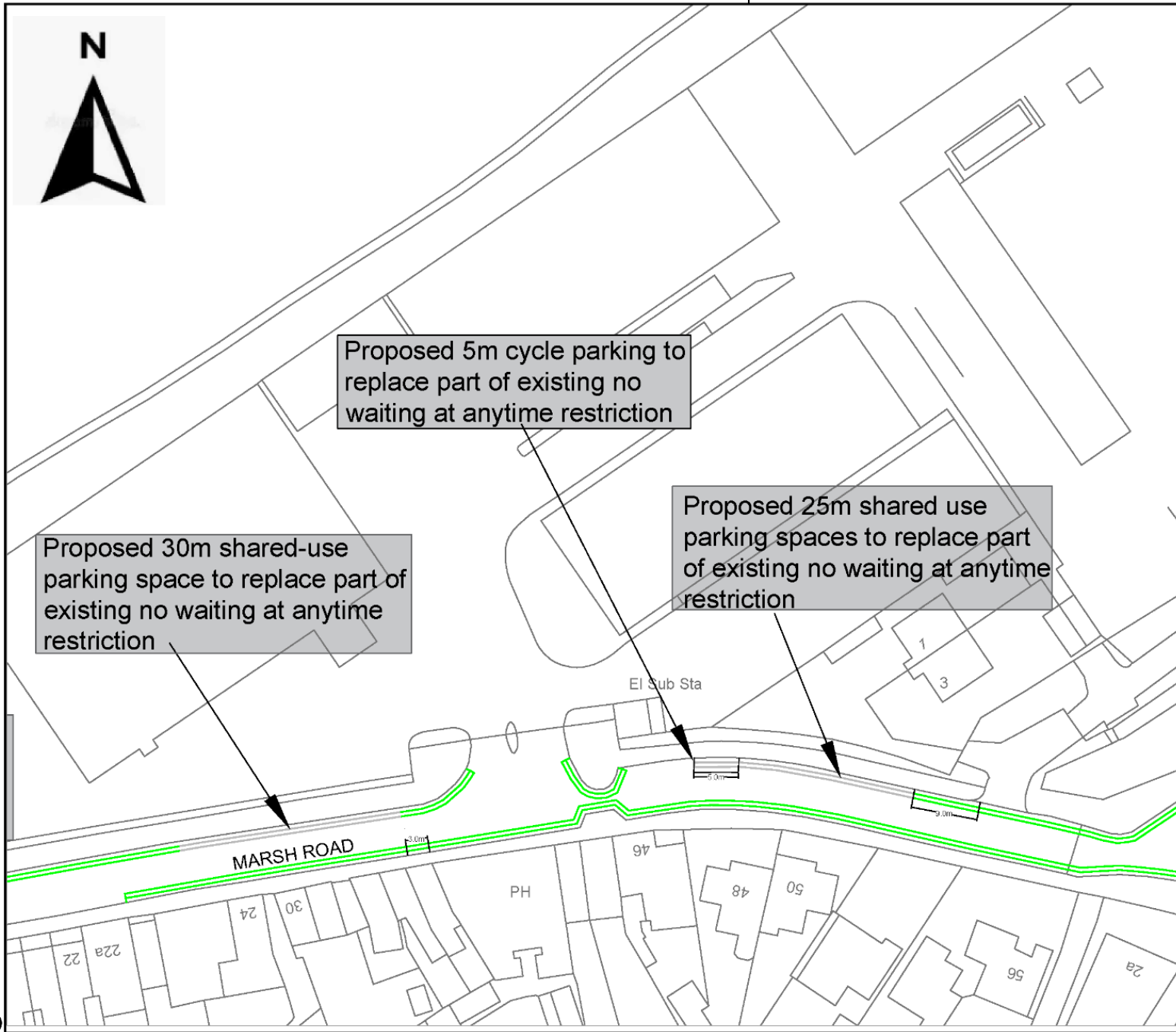


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	Existing disabled parking bay
	Proposed Cycle Parking bay

Proposed 5m cycle parking to replace part of existing no waiting at anytime restriction

Proposed 30m shared-use parking space to replace part of existing no waiting at anytime restriction

Proposed 25m shared use parking spaces to replace part of existing no waiting at anytime restriction



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Project title
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Temple Cowley CPZ Area
New Parking Schemes

Drawing title
Marsh Road
Proposed Parking Changes
TRO consultation drawing

Drawing Status - Final





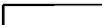
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Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/034 | Revision 1

Drawing No. PRD/2024/TRO/033 | Revision 1

KEY

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	Existing Single yellow line to be removed
	Existing disabled parking bay
	Proposed Cycle Parking bay

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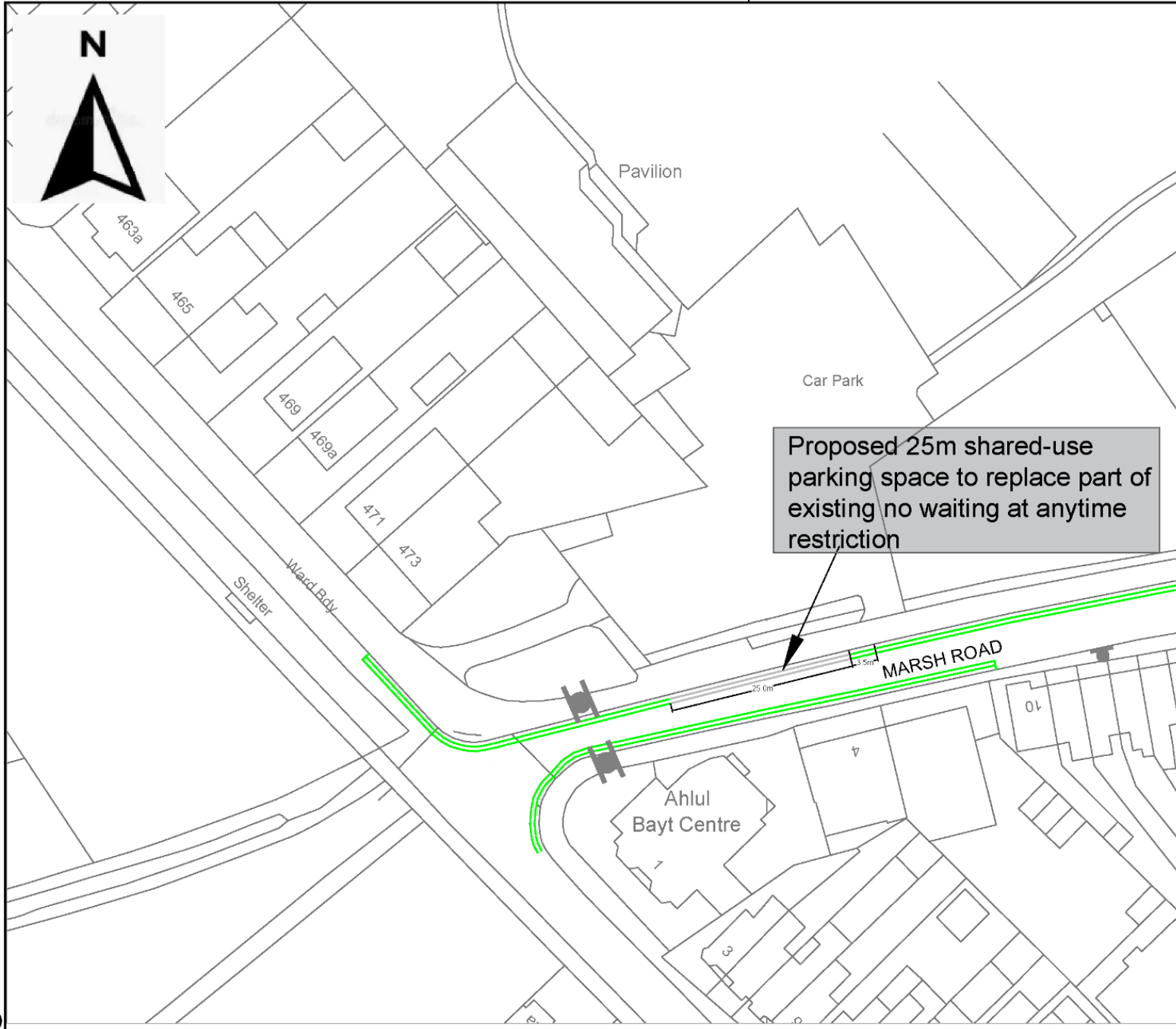
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TRO consultation drawing

Drawing Status-Final

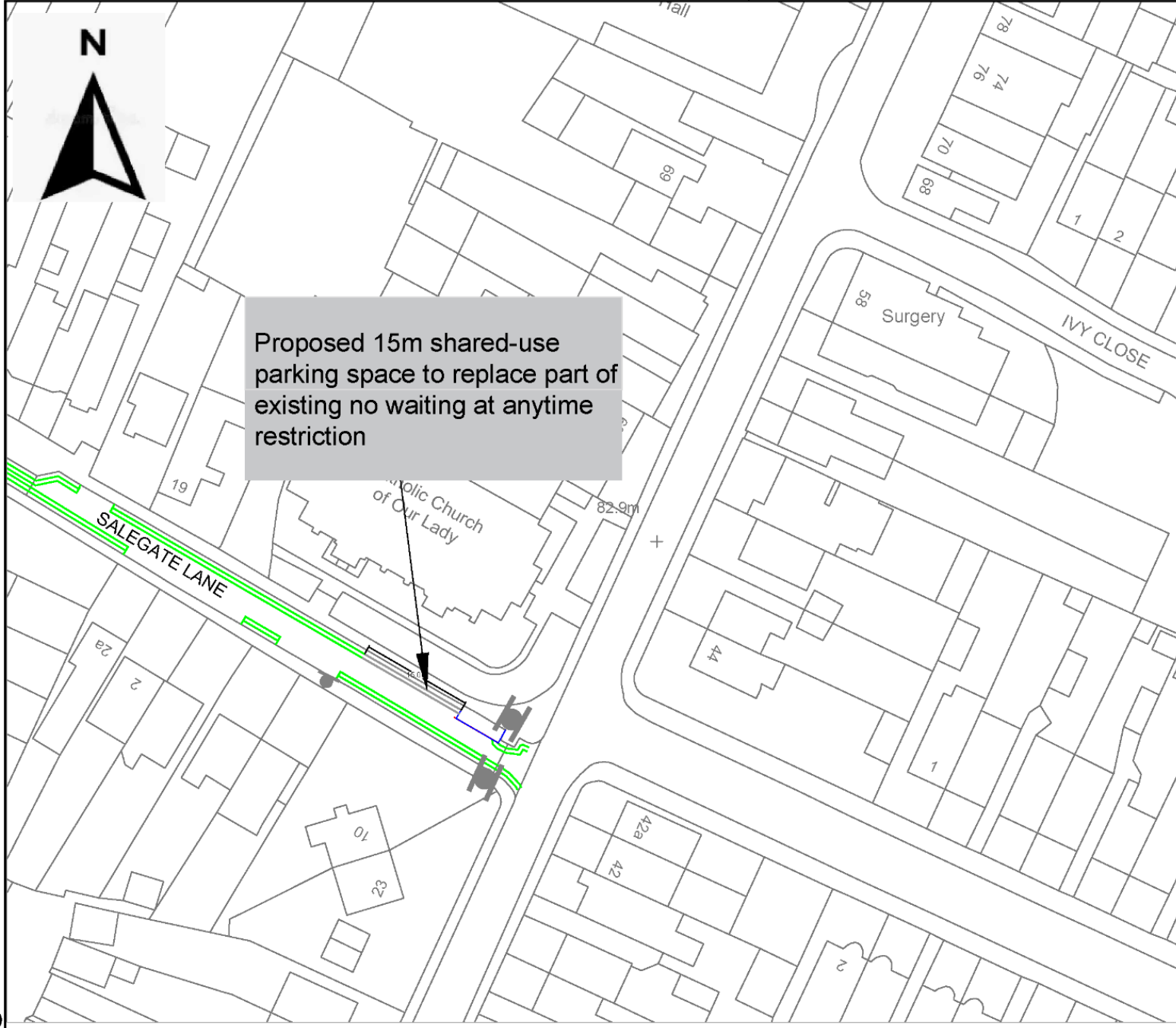
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1:500	Date drawn- 21/11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/033 | Revision 1



Drawing No. PRD/2024/TRO/037



Proposed 15m shared-use parking space to replace part of existing no waiting at anytime restriction

KEY	
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	Existing Single yellow line to be removed
	Existing disabled parking bay

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OXFORDSHIRE COUNTY COUNCIL

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Project title

2025 Parking Review
Temple Cowley CPZ Area
New Parking Schemes

Drawing title

Salegate Lane
Proposed Parking Changes
TRO consultation drawing

Drawing Status-Final

Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn- 21/11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/037 Revision 0

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – Thank you for the consultation documents. The Police have no objection.
(e2) Local County Cllr, (Bartlemas division)	<p>Concerns – I'm exceptionally concerned to see yet more car parking proposed for Marsh Lane, yet again in contravention of policy. And with no benefits to residents, as it's right outside a car park and will only increase danger and vehicle movements on this key active travel corridor.</p> <p>However, I'm mostly getting in touch to check if you have spoken to ODS about this before going ahead with the proposal and visited the site? As I am sure you are aware, this car parking is proposed to go into a space which is used by turning HGVs and a huge number of ODS operational vehicles, which is presumably why it's double yellow lines in the first place. I really don't think putting in a lot of private cars in order to block bin lorries is a very good idea, quite apart from the lack of policy compliance, and I don't see ODS supporting it. But of course I might be wrong. Please can you ensure this goes to ODS as they are a key stakeholder?</p>
(e3) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection
(e4) Local group/organisation, (Oxfordshire Liveable Streets & Cyclox)	<p>Object/Support – There are still proposals here to put in more car parking, which we object to, as contrary to policy. Here we will just quote from LTCP Policy 33 - "Take measures to reduce and restrict car parking availability" - and from the cabinet member for transport in his January decisions meeting - "Increasing car parking increases cars and that is against our policy".</p> <p>There needs to be a recognition that visitor cycle parking should be provided on residential streets, not just at destinations. People visit other people, not just shops and venues, and if they cycle then they need to be able to find cycle parking on the street, to avoid having to lock cycles to fences and posts, often obstructing footways. In many locations, where homes lack front yards or other space for cycle parking, residents would also benefit</p>

	<p>from on-street cycle parking - ideally this would be in the form of bike hangers but, given the costs of those, ordinary cycle parking stands are much better than nothing. Again, LTCP Policy 33: "Ensure the parking requirements of all modes of transport are considered, in line with our transport user hierarchy".</p> <p>Pending a full kerbside strategy, a simple approach to visitor cycle parking might be to target at least one set of cycle parking stands on every residential street segment. In some places these could be put in on existing DYLS - because cycle parking does not obstruct visibility in the same way that parked cars or vans do, and may require less width. In CPZs such as Temple Cowley, that are not under as much car parking pressure, reallocation of space to cycle parking could be done without waiting on parking "demand management" through COTP Action 4 ("review eligibility and quantity of permits in existing CPZ areas")</p> <p>We suggest that, as with other highways schemes, CPZ changes and other parking schemes involve co-production with stakeholder groups as well as with local councillors. In addition to CycloX and Oxfordshire Liveable Streets, we suggest Oxford Pedestrians Association, Neighbourhood Forums, local groups such as Liveable Cowley and Headington Liveable Streets, and school Transport Action Groups.</p> <p><i>(Full response shown at Annex 7)</i></p>
<p>(e5) Local group/organisation, (Liveable Cowley)</p>	<p>Object/Support – We love the cycle and eScooter parking on the road (not the pavement), but don't understand why we need to put some car-parking spaces back into the CPZ, as it goes against the overall policy of the council's own Local Transport and Connectivity Plan – especially policies 1 (transport hierarchy), 7 (community activation), 8 (healthy streets), 33 (parking management), and 38 (micromobility).</p> <p>The more parking that is provided in a neighbourhood, the more cars will use the road to try and access that parking, so let's not add more spaces.</p> <p>Crescent Road – Support It makes sense to add cycle parking here.</p> <p>Junction Road – Partially Support/Concerns There should be no need to extend the cycle/scooter parking provision onto the pavement, when there is space enough on the road.</p> <p>Marsh Road – Object</p>

	<p>When the CPZ was implemented car parking here was removed on safety grounds, especially with the mix of vulnerable road users and the large vehicles using the ODS depot. Putting parking back in now could also cause blockages when cars queue to get onto Cowley Road.</p> <p>Salegate Lane – Object There is no need to add car parking spaces here, it goes against overall policy, and it could cause issues for access to resident driveways. Without adding new car parking here there is an opportunity to move the existing nearby scooter parking from the pavement into the road.</p>
(e6) Local resident, (Oxford, Junction Road)	<p>Silkdale Close – Object</p> <p>That's a huge number of additional vehicles so I'm afraid I will have to object very strongly. It's all very well saying people can park anywhere within the zone, but there are not very many streets, most are now cut off by an LTN barrier, and they're generally already full.</p>
(e7) Local resident, (Oxford, Salegate Lane)	<p>Salegate Lane – Object</p> <p>I most strongly object to the proposal to allow parking on the north side of Salegate LANE, (n.b. LANE). When I moved in some 40+ years ago. the Lane was an open through road with vehicles going where they want , as they want, when they want. All seemed to be well and no-one complained. At some point the western junction, Hollow Way, had a tree island created, for no known reason, restricting the width to a single vehicle exit which causes problems particularly if you want to turn right out as someone else wants to turn left in. Result? Gridlock.</p> <p>Again at some stage another tree island was created halfway down the LANE allowing a single car only.. Why this was done is difficult to fathom as Salegate LANE is just that. A Lane; 'a narrow road or pathway', because it is narrow, particularly at the Temple Road junction which is already a single width only. As well as that residents with no off road parking parked along there so the road was permanently restricted by them anyway and what parking there was was reduced by one or more for the island creation .To my knowledge no-one complained of the LANE being used as a RATRUN.</p> <p>The blocking off of Salegate Lane at the Temple Rd. junction as part of the LTN scheme, meant the number of routes out went from 4 to 1. As a Blue Badge holder when I go to the Library or as a n NHS patient to the surgery I now have to go out of Salegate, into Hollow Way, wait one or two or three traffic light sequences, I</p>

	<p>then turn right and wait at the traffic lights again, go forward and turn right into Temple Rd. Often a 10 to 15 minute journey instead of 1 and 20 times or whatever more emissions!</p> <p>Now you want to make more restrictions and make access more difficult. If you allow parking where there is now parking and residents use their on road parking as is their right' on the other side of the road then there will only be a single carriage some 30 m long in the middle of the road. How then will people ingress and egress? There will be massive gridlock. There are no ' NO ENTRY ' signs at this junction and already it can be a big problem getting in and out exacerbated by the fact that this is a blind corner unless in a 4 x 4 because the view is blocked by the, (conservation?) garden wall. Who is this for?</p> <p>Why is there a necessity for parking there at all? Who is it for? There are no facilities nearby except for the residents houses and the church which has a more than adequate carpark just round the corner. This is a ridiculous proposal that is of no benefit whatsoever to the local residents you purport to represent but could affect their quality of life vastly for the worse. This looks like a solution looking for a problem!</p>
<p>(e8) Local resident, (Oxford, Junction Road)</p>	<p>Junction Road – Object</p> <p>The proposed 2x 5 metre long (approx. 33 feet total) parking places for pedal cycles and e bikes/e scooters will exacerbate the difficult traffic flow/parking problems that Junction Road residents already experience.</p> <p>I understand that double yellow lines (No Waiting at Any Time) were installed for 4 main reasons:</p> <ol style="list-style-type: none"> 1. To prevent dangerous parking: Parking of these vehicles, although smaller, will still constitute dangerous parking 2. To reduce traffic obstruction: Traffic obstruction will be the result of these parking places (see pt.4) 3. To enhance visibility at junctions: Visibility at the Temple Road junction will be reduced. 4. To improve traffic flow: 2-way traffic flow is already compromised - incoming and outgoing vehicles have to pull over to pass each other. <p>Junction Road residents pay annually for a parking permit and I am annoyed that pedal cycles/e bikes/e scooters will be able to park in our road with no charge being levied especially considering the above problems and the ongoing safety problems with some of these vehicles (ignoring traffic lights/riding on pavements/ignorance of the highway code/no document registration or insurance/under age usage).</p>

B. Online responses: (**Note** – when a response is blank, this equates to a submission of “No objection/No opinion” having been provided)

RESPONDENT	COMMENTS						
<p>(o1) County Cllr, (Oxford, Mary price close)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 480 2040 667"> <tr> <td data-bbox="577 480 1323 544">Crescent Road – Support</td> <td data-bbox="1323 480 2040 544">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 544 1323 608">Junction Road – Object</td> <td data-bbox="1323 544 2040 608">Silkdale Close (Permits) – Object</td> </tr> <tr> <td data-bbox="577 608 1323 667">Marsh Road – Support</td> <td data-bbox="1323 608 2040 667"></td> </tr> </table> <p>Like to support the marsh road parking as this is plays a deterrent to speeding as this is the only way in & out from temple cowley after the Ltms. Plus local pub will benefit from parking welcoming back the customers for lunch hours especially. Local residents which are majority cyclist and pedestrians own cars to transport children or grandchildren and elderly folks who can't walk far to visit require parking.</p> <p>Marsh road Never registered any accidents or any safety issues so please support the recommendations. I object to the salgate lane parking because the access is very narrow and residents don't want extra parking. Object to silkdale close (Liz man's court) this street already have parking issues due to lack of enforcement and allowing the residents of Lizmans court will not be a good idea.</p> <p>Object to junction road . I would like the Ltms enforcement camera to move up bit so people can in future access junction road from top of crescent road.</p>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Object	Silkdale Close (Permits) – Object	Marsh Road – Support	
Crescent Road – Support	Salegate Lane – Object						
Junction Road – Object	Silkdale Close (Permits) – Object						
Marsh Road – Support							
<p>(o2) County Cllr, (Oxford, New Road)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 1246 2040 1366"> <tr> <td data-bbox="577 1246 1323 1310">Crescent Road – Support</td> <td data-bbox="1323 1246 2040 1310">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 1310 1323 1366">Junction Road – Support</td> <td data-bbox="1323 1310 2040 1366">Silkdale Close (Permits) –</td> </tr> </table>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Support	Silkdale Close (Permits) –		
Crescent Road – Support	Salegate Lane – Object						
Junction Road – Support	Silkdale Close (Permits) –						

	<table border="1" data-bbox="577 193 2040 252"> <tr> <td data-bbox="577 193 1323 252">Marsh Road – Object</td> <td data-bbox="1323 193 2040 252"></td> </tr> </table> <p data-bbox="577 292 2040 528">Adding private car parking to Marsh Lane is extremely problematic and exposes the County to unacceptable risk. This car parking was removed in 2021 on safety grounds, to improve the safety of cyclists and pedestrians. If it is re-instated and a collision happens, the County would likely be found at fault. There is a serious concern about safety in this location due to it being a key cycling route for teenagers, and it's very close to the park. It is right next to the ODS depot, where large HGVs turn, and therefore preserving visibility is key. Adding more cycle parking and hire bike parking (which should be included here) would not have the visibility issues, but private car parking goes against County Policy on Vision Zero, as well as LTCP objectives.</p> <p data-bbox="577 560 2040 663">Salegate lane is simply too narrow to add in additional private car parking, these spaces should be left as DYs or converted to narrower cycle parking or hire cycle parking. Again, parking spaces go against LTCP and other County policy.</p>	Marsh Road – Object					
Marsh Road – Object							
<p data-bbox="188 914 499 983">(o3) County Cllr, (East Oxford, Peat Moors)</p>	<p data-bbox="577 730 992 762">Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 799 2040 991"> <tr> <td data-bbox="577 799 1323 858">Crescent Road – Support</td> <td data-bbox="1323 799 2040 858">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 858 1323 930">Junction Road – Support</td> <td data-bbox="1323 858 2040 930">Silkdale Close (Permits) – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 930 1323 991">Marsh Road – Object</td> <td data-bbox="1323 930 2040 991"></td> </tr> </table> <p data-bbox="577 1031 2040 1161">I support introducing new cycle parking and bays for hire e-scooters and e-bikes. I completely oppose introducing new car parking spaces and removing double yellow lines on Marsh Lane. I cycle along there regularly - and additional car parking on a new side of the road would make it a less friendly active-travel route, particularly with ODS vehicles coming in and out of the depot.</p>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Support	Silkdale Close (Permits) – Partially support/concerns	Marsh Road – Object	
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Marsh Road – Object							
<p data-bbox="188 1249 533 1318">(o4) County Cllr, (Oxford, Rawlinson Rd)</p>	<p data-bbox="577 1233 992 1265">Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 1302 2040 1353"> <tr> <td data-bbox="577 1302 1323 1353">Crescent Road – Partially support/concerns</td> <td data-bbox="1323 1302 2040 1353">Salegate Lane – Partially support/concerns</td> </tr> </table>	Crescent Road – Partially support/concerns	Salegate Lane – Partially support/concerns				
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<p>(o5) County Cllr, (Parks County Council,)</p>	<p>Do you live within the CPZ ? No</p> <table border="1"> <tr> <td data-bbox="560 566 1321 630">Crescent Road – Support</td> <td data-bbox="1321 566 2045 630">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="560 630 1321 694">Junction Road – Support</td> <td data-bbox="1321 630 2045 694">Silkdale Close (Permits) – Partially support/concerns</td> </tr> <tr> <td data-bbox="560 694 1321 758">Marsh Road – Object</td> <td data-bbox="1321 694 2045 758"></td> </tr> </table> <p>I support introducing new cycle parking and bays for hire e-scooters and e-bikes.</p> <p>I completely oppose introducing new car parking spaces and removing double yellow lines on Marsh Lane. I cycle along there regularly - and additional car parking on a new side of the road would make it a less friendly active-travel route, particularly with ODS vehicles coming in and out of the depot.</p> <p>Adding in car parking spaces encourages more car journeys – which goes against OCC’s aim to cut car journeys by 25% from 2024 to 2030. https://theconversation.com/12-best-ways-to-get-cars-out-of-cities-ranked-by-new-research-180642</p>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Support	Silkdale Close (Permits) – Partially support/concerns	Marsh Road – Object	
Crescent Road – Support	Salegate Lane – Object						
Junction Road – Support	Silkdale Close (Permits) – Partially support/concerns						
Marsh Road – Object							
<p>(o6) Local resident, (Oxford, 10 Salegate Lane)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1"> <tr> <td data-bbox="560 1236 1321 1300">Crescent Road –</td> <td data-bbox="1321 1236 2045 1300">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="560 1300 1321 1358">Junction Road –</td> <td data-bbox="1321 1300 2045 1358">Silkdale Close (Permits) –</td> </tr> </table>	Crescent Road –	Salegate Lane – Object	Junction Road –	Silkdale Close (Permits) –		
Crescent Road –	Salegate Lane – Object						
Junction Road –	Silkdale Close (Permits) –						

	<p>Marsh Road –</p>	
	<p>I am writing on the behalf of the residents of 10 Salegate Lane, a household with four licensed drivers, four vehicles, and a garage that is in constant use. Our objection is due to the proposal of introducing a 15 metre 'Shared-use' parking place replacing the existing 'No Waiting at Any Time', opposite our household. All members of the household strongly condemn this proposed change.</p> <p>Access to our garage is already problematic due to the persistent illegal parking on the existing double yellow lines, which occurs daily and regularly impedes entry and exit. The situation is particularly severe on weekends, when visitors and members of the Church park on the double yellow lines, occupying the proposed 15 metres, significantly restricting access to our garage. In extreme cases, vehicles park on the double yellow lines on both sides of the road, at times completely preventing use of our garage and, on occasion, obstructing access to Salegate Lane itself.</p> <p>I would also like to remind the consultating authority that Salegate Lane is closed road as a result of the LTN on the South Side. It is also a narrow road, only allowing one vehicle to enter or exit the road at a time. Any further reduction in the effective road width therefore has a significant impact on access and safety.</p> <p>Our strong preference is for the existing road markings and parking restrictions to remain unchanged. However, if the proposed parking place must proceed, we request that its length be significantly reduced.</p> <p>A single parking space adjacent to the existing blue badge bay would not affect access to our garage. A two vehicle bay would partially restrict entry to our garage, but would be manageable. A bay accommodating three vehicles, however, would severely impede both entry to and exit from our garage.</p> <p>Given that standard UK parking spaces are approximately 4.8 metres in length, we would therefore consider acceptable a shared-use parking bay of no more than 10 metres, adjoining the existing blue badge bay. We believe this is a reasonable compromise that does not significantly interfere with the use of our garage while still allowing for some additional parking provision.</p>	
<p>(o7) Local resident, (Oxford, Badgers Walk)</p>	<p>Do you live within the CPZ ? Yes</p>	

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Crescent Road –	Salegate Lane –						
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(o8) Local resident, (Oxford, Badgers Walk)	<p>Do you live within the CPZ ? Yes</p> <table border="1"> <tr> <td>Crescent Road – Support</td> <td>Salegate Lane – Partially support/concerns</td> </tr> <tr> <td>Junction Road – Support</td> <td>Silkdale Close (Permits) – Partially support/concerns</td> </tr> <tr> <td>Marsh Road – Object</td> <td></td> </tr> </table> <p>I support the new cycle parking on crescent road, it makes sense to have this. I also support the cycle parking/scooter parking location on Junction Rd.</p> <p>I cannot fathom why new parking is needed on Marsh Road though, this is a dangerous intersection with the Cowley/Oxford Rd as it is, hence why the SYLs were changed to DYLS when the CPZ was created in 2021, adding parking here will cause traffic to back up into Marsh Road meaning it'll be harder to navigate this junction by bicycle or on foot.</p> <p>The junction of Marsh Rd and Cowley/Oxford Rd has many utilities underneath it - as a result it is common for temporary traffic lights to be set up at this junction to enable works on underground services. These car parking spaces will cause additional problems to an already overcrowded junction.</p>	Crescent Road – Support	Salegate Lane – Partially support/concerns	Junction Road – Support	Silkdale Close (Permits) – Partially support/concerns	Marsh Road – Object	
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Junction Road – Support	Silkdale Close (Permits) – Partially support/concerns						
Marsh Road – Object							
(o9) Local resident, (Oxford, Badger's Walk)	<p>Do you live within the CPZ ? Yes</p>						

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<p>(o10) Local resident, (Oxford, BADGERS WALK)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1"> <tr> <td>Crescent Road – Object</td> <td>Salegate Lane – Object</td> </tr> <tr> <td>Junction Road – Object</td> <td>Silkdale Close (Permits) –</td> </tr> <tr> <td>Marsh Road – Object</td> <td></td> </tr> </table>		Crescent Road – Object	Salegate Lane – Object	Junction Road – Object	Silkdale Close (Permits) –	Marsh Road – Object				
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Crescent Road - I support the addition of cycle parking.

Junction Road - I support the addition of cycle/micro mobility parking but there is no need to put it on the pavement. There is plenty of space in the carriageway.

Marsh Road - I object to the addition of car parking spaces. This stretch of road is already dangerous because of the HGVs and other vehicles entering and exiting the depot. Putting more parking here will increase danger to vulnerable road users. I support the addition of the cycle parking which will be useful for customers arriving at the pub by bike.

Salegate Lane - I object to the addition of car parking here. The road is incredibly narrow and this would increase danger for vulnerable road users, especially as it's close to the pedestrian access to Our Lady's church. This space could be better used for a micro mobility bay and/or cycle parking.

Overall I strongly object to the addition of any car parking spaces in the CPZ. This goes against the policy of reducing car dominance and reliance. It is good to see cycle and micro mobility parking as this promotes the use of active travel.

	<p>The LTNs and the filters have caused an enormous upset. We used to have 3 ways of coming in or out of home and now there's only one way- through Marsh Road. There's loss of time, the increased journeys and the increased money spent in petrol is very upsetting.</p>							
<p>(o11) Local resident, (Oxford, Barracks Lane)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 432 2040 616"> <tr> <td data-bbox="577 432 1323 493">Crescent Road – Object</td> <td data-bbox="1323 432 2040 493">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 493 1323 553">Junction Road – Object</td> <td data-bbox="1323 493 2040 553">Silkdale Close (Permits) – Object</td> </tr> <tr> <td data-bbox="577 553 1323 616">Marsh Road – Object</td> <td data-bbox="1323 553 2040 616"></td> </tr> </table> <p>They are not needed</p>		Crescent Road – Object	Salegate Lane – Object	Junction Road – Object	Silkdale Close (Permits) – Object	Marsh Road – Object	
Crescent Road – Object	Salegate Lane – Object							
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Marsh Road – Object								
<p>(o12) Local resident, (Oxford, Barracks lane)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 823 2040 1007"> <tr> <td data-bbox="577 823 1323 884">Crescent Road –</td> <td data-bbox="1323 823 2040 884">Salegate Lane –</td> </tr> <tr> <td data-bbox="577 884 1323 944">Junction Road –</td> <td data-bbox="1323 884 2040 944">Silkdale Close (Permits) –</td> </tr> <tr> <td data-bbox="577 944 1323 1007">Marsh Road –</td> <td data-bbox="1323 944 2040 1007"></td> </tr> </table> <p>I'm here to ask about barracks lane Why add more restrictions when it's already a school street. We don't need more restrictions. We need less. We have been crippled by school street and congestion charge. Can you just stop it with adding more layers of complication</p>		Crescent Road –	Salegate Lane –	Junction Road –	Silkdale Close (Permits) –	Marsh Road –	
Crescent Road –	Salegate Lane –							
Junction Road –	Silkdale Close (Permits) –							
Marsh Road –								
<p>(o13) Local resident, (Oxford, Cowley rd)</p>	<p>Do you live within the CPZ ? Yes</p>							

	Crescent Road – Object	Salegate Lane – Object
	Junction Road – Object	Silkdale Close (Permits) – Object
	Marsh Road – Object	
	Oxford is under threat of control of freedom	
(o14) Local resident, (Oxford, Cowley road)	Do you live within the CPZ ? Yes	
	Crescent Road – Support	Salegate Lane –
	Junction Road –	Silkdale Close (Permits) – Partially support/concerns
	Marsh Road – Support	
	More parking generally needed . Esp in the evening and at weekends for visitors	
(o15) Local resident, (Oxford, Crescent Close)	Do you live within the CPZ ? Yes	
	Crescent Road – Support	Salegate Lane – Object
	Junction Road – Partially support/concerns	Silkdale Close (Permits) –
	Marsh Road – Object	
	Crescent Road: support, because cycle parking can easily be put here and it would be extremely useful for people visiting friends/family by bike, and for people going to the Marsh Harrier pub.	
	Marsh road: Strongly oppose the plans, for safety reasons, especially for people cycling on this road, and given the large amount of traffic including HGV traffic on this road. Please reconsider this	

(o16) Local resident, (Oxford, Crescent close)	Do you live within the CPZ ? Yes						
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Marsh Road – Object							
it would be good to have more cycle parking on crescent road and strongly oppose more car parking on marsh road							
(o17) Local resident, (Oxford, Crescent rd)	Do you live within the CPZ ? Yes						
	<table border="1"> <tr> <td>Crescent Road – Object</td> <td>Salegate Lane –</td> </tr> <tr> <td>Junction Road –</td> <td>Silkdale Close (Permits) – Object</td> </tr> <tr> <td>Marsh Road – Object</td> <td></td> </tr> </table>	Crescent Road – Object	Salegate Lane –	Junction Road –	Silkdale Close (Permits) – Object	Marsh Road – Object	
	Crescent Road – Object	Salegate Lane –					
	Junction Road –	Silkdale Close (Permits) – Object					
Marsh Road – Object							
To try and be heard							
(o18) Local resident, (Oxford, Crescent Road)	Do you live within the CPZ ? Yes						
	<table border="1"> <tr> <td>Crescent Road – Support</td> <td>Salegate Lane – Support</td> </tr> <tr> <td>Junction Road – Support</td> <td>Silkdale Close (Permits) – Support</td> </tr> </table>	Crescent Road – Support	Salegate Lane – Support	Junction Road – Support	Silkdale Close (Permits) – Support		
	Crescent Road – Support	Salegate Lane – Support					
Junction Road – Support	Silkdale Close (Permits) – Support						

	Marsh Road – Support	
	Strong support for more cycle parking places. Given that Oxford claims to be a 'a cycling city' there's way more infrastructure needed, including safe parking places to lock bikes. Please make sure to regularly (every 3/6 months?) check for abandoned bikes.	
(o19) Local resident, (Oxford, Crescent Road)	Do you live within the CPZ ? Yes	
	Crescent Road – Support	Salegate Lane –
	Junction Road – Support	Silkdale Close (Permits) –
	Marsh Road – Support	
	Supporting additional bicycle parking within cowley	
(o20) Local resident, (Oxford, Crescent Road)	Do you live within the CPZ ? Yes	
	Crescent Road – Support	Salegate Lane –
	Junction Road – Partially support/concerns	Silkdale Close (Permits) –
	Marsh Road – Support	
	I do not think parking should be allocated to e-scooters on Junction Road: the scooters are a dangerous nuisance. In particular, any parking space should be on the road, not on the pavement.	
(o21) Local resident, (Oxford, Crescent Road)	Do you live within the CPZ ? Yes	

	Crescent Road – Support	Salegate Lane – Object
	Junction Road – Partially support/concerns	Silkdale Close (Permits) –
	Marsh Road – Object	
	<p>I love the cycle and eScooter parking on the road (not the pavement), but don't understand why the council would need to put some car-parking spaces back into the CPZ, as it goes against the overall policy of the councils own Local Transport and Connectivity Plan – especially policies 1 (transport hierarchy), 7 (community activation), 8 (healthy streets), 33 (parking management), and 38 (micromobility).</p>	
<p>(o22) Local resident, (Oxford, Crescent Road)</p>	<p>Do you live within the CPZ ? Yes</p>	
	Crescent Road – Support	Salegate Lane – Support
	Junction Road – Support	Silkdale Close (Permits) –
	Marsh Road – Support	
	<p>Excellent for cyclists</p>	
<p>(o23) Local resident, (Oxford, Crescent Road)</p>	<p>Do you live within the CPZ ? Yes</p>	
	Crescent Road – Support	Salegate Lane – Support
	Junction Road – Support	Silkdale Close (Permits) – Object
	Marsh Road – Support	
	<p>Mash Road currently has very restrictive parking, each evening there are at least 1-2 residence cars illegally parking on double yellow lines in the evening. Either enforce these or allow spaces to be created for them to</p>	

	<p>legally park. Considering the number of legal parking spaces were reduced I do not have a problem with bringing some back.</p> <p>Silkdale Close already has adequate parking spots so should not need road side parking permits.</p>						
<p>(o24) Local resident, (Oxford, Crescent road)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 464 2040 651"> <tr> <td data-bbox="577 464 1323 528">Crescent Road – Support</td> <td data-bbox="1323 464 2040 528">Salegate Lane –</td> </tr> <tr> <td data-bbox="577 528 1323 592">Junction Road – Support</td> <td data-bbox="1323 528 2040 592">Silkdale Close (Permits) – Object</td> </tr> <tr> <td data-bbox="577 592 1323 651">Marsh Road – Object</td> <td data-bbox="1323 592 2040 651"></td> </tr> </table> <p>Marsh road will become very dangerous and congested as it is already extremely busy with taxis, ods depot vehicles, local vehicles, and cyclists. Cycling and other active transport will be very dangerous if there is additional parking. There is the marsh park car park if people really need to park. Otherwise there are very good bus routes near marsh road.</p>	Crescent Road – Support	Salegate Lane –	Junction Road – Support	Silkdale Close (Permits) – Object	Marsh Road – Object	
Crescent Road – Support	Salegate Lane –						
Junction Road – Support	Silkdale Close (Permits) – Object						
Marsh Road – Object							
<p>(o25) Local resident, (Oxford, Crescent Road)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 959 2040 1145"> <tr> <td data-bbox="577 959 1323 1023">Crescent Road – Partially support/concerns</td> <td data-bbox="1323 959 2040 1023">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 1023 1323 1086">Junction Road – Object</td> <td data-bbox="1323 1023 2040 1086">Silkdale Close (Permits) – Object</td> </tr> <tr> <td data-bbox="577 1086 1323 1145">Marsh Road – Object</td> <td data-bbox="1323 1086 2040 1145"></td> </tr> </table> <p>Crescent Road There is currently too much car parking. This is difficult for cyclists, particularly now that the road is busy with taxis. There are frequent conflicts for downhill cyclists meeting taxis just north of Leafield Road. Higher up, on the steep hill, where there is no gap with parking on both sides, it is difficult for cyclists being followed by taxis. The situation is very difficult for cyclists. There is an urgent need to give space for uphill cyclists.</p>	Crescent Road – Partially support/concerns	Salegate Lane – Object	Junction Road – Object	Silkdale Close (Permits) – Object	Marsh Road – Object	
Crescent Road – Partially support/concerns	Salegate Lane – Object						
Junction Road – Object	Silkdale Close (Permits) – Object						
Marsh Road – Object							

Obviously support on-road cycle parking but not sure of its location. It would be better on a flatter surface further south. A lot of vans also turn turning into and out of Crescent Close which may find the cycle parking in an inconvenient road. There is a much greater need for cycle parking outside Kumars, the local shop.

Junction Road

Support cycle parking and e-scooter parking

Leafield Road

There is an urgent need for removing car parking on the north side (opposite 4 and 6 Leafield Road) where there is the only link to the Barracks Lane cycle path (OXR 13 on the LCWIP map) for Temple Cowley residents. There is also an urgent need for a dropped kerb. Currently cyclists have to use the footway between the dropped kerb opposite no. 4 leading to inconvenience for pedestrians and cyclists. Something must be done if we want to encourage cyclists!

Marsh Road

East of ODS. Strongly object to more car parking in this location. This is an opportunity to remove e-scooter parking on corner of Crescent Road and place it on road in line with policy.

West of ODS entrance: Strongly object to more parking. I think it is important that officers observe what happens. ODS has a large number of lorries entering its workspace (heading east). Vans and cars (heading west) already have to wait at the exiting (south side) car parking. Creating parking on both sides will create a bottleneck neck at a crucial location just west of the narrowing, which will affect cyclists (held up between waiting vehicles)

Marsh Road map 2

Strongly object: See reasons above. A council that cared for cyclists would install a right turn lane in the road on the approach to Cowley Road to cater for the many cyclists who turn into the shared footway to cross Cowley Road at the parallel crossing. Why is the Council promoting more car parking here? Does OCC policy user hierarchy not matter at all?

Additionally, the car parking will create a pinch point for vehicles turning into Marsh Road meaning that lorries will wait here potentially queuing back onto Cowley Road. This will potentially create an additional barrier for cyclists turning right onto the shared path. I would strongly recommend undertaking an on-site survey at this location because I think the impact has not been properly assessed.

Salegate Lane: Object. Why are we increasing car parking here? All the houses have off-road parking. However this might be a good place to introduce scooter or cycle parking to serve the church.

	<p>Silkdale Close: Do they not already have internal car parking?</p> <p>Wider policy and process: This report seems to fail to understand the objectives of Oxfordshire LTCP and LCWIP. I think the CPZ team need to consider the wider transport objectives rather than just provide as much car parking as possible.</p>						
(o26) Local resident, (Oxford, Crescent Road)	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 533 2038 718"> <tr> <td>Crescent Road – Object</td> <td>Salegate Lane – Object</td> </tr> <tr> <td>Junction Road – Object</td> <td>Silkdale Close (Permits) –</td> </tr> <tr> <td>Marsh Road – Object</td> <td></td> </tr> </table> <p>I am very supportive of measures to encourage cycling, but I dont think new cycle parks will have an impact: local residents who cycle would not want to leave their bikes parked outside their properties anyway due to the risk of theft (which is high in the area, even for bikes kept in private property). The additional car parking areas will encourage more driving in the area, which is something we want to discourage. The new parking areas will make it more dangerous for cyclists, and will encourage more people to drive.</p>	Crescent Road – Object	Salegate Lane – Object	Junction Road – Object	Silkdale Close (Permits) –	Marsh Road – Object	
Crescent Road – Object	Salegate Lane – Object						
Junction Road – Object	Silkdale Close (Permits) –						
Marsh Road – Object							
(o27) Local resident, (Oxford, crescent road)	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 1059 2038 1244"> <tr> <td>Crescent Road – Support</td> <td>Salegate Lane – Support</td> </tr> <tr> <td>Junction Road – Support</td> <td>Silkdale Close (Permits) – Support</td> </tr> <tr> <td>Marsh Road – Support</td> <td></td> </tr> </table> <p>Cause residents and visitors have no parking</p>	Crescent Road – Support	Salegate Lane – Support	Junction Road – Support	Silkdale Close (Permits) – Support	Marsh Road – Support	
Crescent Road – Support	Salegate Lane – Support						
Junction Road – Support	Silkdale Close (Permits) – Support						
Marsh Road – Support							

(o28) Local resident,
(Oxford, Crescent Road)

Do you live within the CPZ ? **Yes**

Crescent Road – Object	Salegate Lane – Object
Junction Road – Partially support/concerns	Silkdale Close (Permits) – Support
Marsh Road – Object	

Crescent Road - need to provide a better solution to e-scooters on the corner of Marsh Road as they are currently parked on the footway. They need to be parked on the road. With the road now being busy with taxis there needs to be fewer parking spaces. At school times when taxi drivers drop off and collect children the road becomes gridlocked despite supposedly being a low traffic neighbourhood. There needs to be on-road cycle parking outside the local shop. The proposed cycle parking needs to be closer to Hollow Way or by the shop as the space by Crescent Close is used for turning by lorries and vans and this would make it harder for them to turn. It's not clear who this cycle parking is for as the flats and Crescent Hall have their own cycle parking. It makes more sense to put cycle parking at destinations not just plonked somewhere because there is a bit of space - which in this case there isn't because of the needs of turning vehicles.

Junction Road - it looks from the diagram as though the cycle parking is on the footway but I am really hoping this is on the road.

Marsh Road - NO NO NO This is already a nightmare for cycling with ODS lorries and other traffic and there is definitely a need to NOT increase the parking along this road AT ALL.

Salegate Lane - NO - this lane is narrow and adding more parking is just going to make it worse. The church has its own car park.

Leafield Road - there needs to be a gap in the parking on the road by the footway link to Badgers Walk. This is a very steep footway link and when doing this in a wheelchair you need momentum to get up it and space to then reduce speed again but there is always a parked car there which creates a barrier. There needs to be a dropped kerb too. This has been missed out.

Overall - The Local Transport Connectivity Plan has a policy of REDUCING car parking spaces within the city, NOT increasing car parking spaces. Why has the parking team not got this message?? Paul Fermer says that

	<p>you can't charge for parking permits without providing car parking spaces but the railway operators are happy to charge for train tickets without guaranteeing a seat. I think the same principle of first come first served should apply to car parking. If it's inconvenient to park a car on the street this will encourage greater use of sustainable transport modes in the longer term.</p>	
(o29) Local resident, (Oxford, Hendred street)	Do you live within the CPZ ? Yes	
	Crescent Road – Object	Salegate Lane – Object
	Junction Road – Object	Silkdale Close (Permits) –
	Marsh Road – Object	
<p>You dont need a reason! You'll do as you please without consideration of the residence! Examples: LTNs and congestion charge</p>		
(o30) Local resident, (Oxford, hollow way)	Do you live within the CPZ ? Yes	
	Crescent Road – Support	Salegate Lane –
	Junction Road –	Silkdale Close (Permits) –
	Marsh Road – Support	
<p>marsh harrier could use a few parking places - it's a nice pub and deserves a little love fro the council</p>		
(o31) Local resident, (Oxford, Junction Rd)	Do you live within the CPZ ? Yes	
	Crescent Road – Support	Salegate Lane – Support

	Junction Road – Support	Silkdale Close (Permits) – Object
	Marsh Road – Support	
	<p>Concerns re the number of additional cars from Silkdale Close parking on an already very congested area. My understanding is that the flats already have their own designated parking spaces.</p>	
(o32) Local resident, (Oxford, Junction Road)	Do you live within the CPZ ? Yes	
	Crescent Road –	Salegate Lane –
	Junction Road – Support	Silkdale Close (Permits) – Object
	Marsh Road –	
	<p>There is already limited parking on Junction Road for residents. Cars are often left here for several days by the garage on Temple Road or people attending courses at local colleges.</p> <p>Evenings can be difficult to find a parking spot when people leave their cars here after the CPZ time has passed meaning it can be difficult to find a spot when returning home from work. I would be worried that the even 10 residents in Silkdale Close having extra permits would mean there would be no parking for Junction Road residents.</p>	
(o33) Local resident, (Oxford, Junction Road)	Do you live within the CPZ ? Yes	
	Crescent Road – Support	Salegate Lane – Support
	Junction Road – Support	Silkdale Close (Permits) – Object
	Marsh Road – Support	

	<p>There is already limited parking on Junction Road for residents. Cars are often left here for several days by the garage on Temple Road or people attending courses at local colleges. Evenings can be difficult to find a parking spot when people leave their cars here after the CPZ time has passed meaning it can be difficult to find a spot when returning home from work. I am concerned that the even 10 residents in Silkdale Close having extra permits would mean there would be no parking for Junction Road residents.</p>							
<p>(o34) Local resident, (Oxford, Junction Road)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 501 2040 683"> <tr> <td data-bbox="577 501 1323 560">Crescent Road –</td> <td data-bbox="1323 501 2040 560">Salegate Lane –</td> </tr> <tr> <td data-bbox="577 560 1323 619">Junction Road –</td> <td data-bbox="1323 560 2040 619">Silkdale Close (Permits) – Object</td> </tr> <tr> <td data-bbox="577 619 1323 683">Marsh Road –</td> <td data-bbox="1323 619 2040 683"></td> </tr> </table> <p>There are 95 properties in Silkdale Close. It will be completely impossible to accommodate that number of additional vehicles within the zone. Even if not all residents apply, some may apply for two vehicles, and even if there are only 40-50 new permits, the result will be chaos. On average there are only ever perhaps half a dozen free parking spaces, depending on the day and time. This proposal will only exacerbate an already difficult situation for residents and runs counter to the council's declared intention to reduce car use within the city.</p>		Crescent Road –	Salegate Lane –	Junction Road –	Silkdale Close (Permits) – Object	Marsh Road –	
Crescent Road –	Salegate Lane –							
Junction Road –	Silkdale Close (Permits) – Object							
Marsh Road –								
<p>(o35) Local resident, (Oxford, Junction Road)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 1027 2040 1209"> <tr> <td data-bbox="577 1027 1323 1086">Crescent Road – Object</td> <td data-bbox="1323 1027 2040 1086">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 1086 1323 1145">Junction Road – Object</td> <td data-bbox="1323 1086 2040 1145">Silkdale Close (Permits) – Object</td> </tr> <tr> <td data-bbox="577 1145 1323 1209">Marsh Road – Object</td> <td data-bbox="1323 1145 2040 1209"></td> </tr> </table> <p>The current parking restrictions aren't effective, as we often see a large number of commuters parking in the area during the day and especially. We regularly have to park significant distances from our property. If there's going to be an increase in permit holders, the restrictions need to change to a full residential zone, with only limited two-hour parking available for non-permit holders. An increase in permit holders with outburther controls will not</p>		Crescent Road – Object	Salegate Lane – Object	Junction Road – Object	Silkdale Close (Permits) – Object	Marsh Road – Object	
Crescent Road – Object	Salegate Lane – Object							
Junction Road – Object	Silkdale Close (Permits) – Object							
Marsh Road – Object								

	work. The enforcement does not work effectively as enforcers need to visit the area at least twice to capture those over staying the 2hr limit. There must also be restrictions to stop parking at night	
(o36) Local resident, (Oxford, Junction road)	Do you live within the CPZ ? Yes	
	Crescent Road – Object	Salegate Lane – Partially support/concerns
	Junction Road – Object	Silkdale Close (Permits) – Object
	Marsh Road – Partially support/concerns	
	Object to providing further permits to silkdale close as there are not enough spaces already for local residents and if you Make it 2hours for non residents no one ever comes and checks and there are no spaces for existing residents	
(o37) Local resident, (Oxford, Leaffield Road)	Do you live within the CPZ ? Yes	
	Crescent Road – Object	Salegate Lane – Object
	Junction Road – Object	Silkdale Close (Permits) – Object
	Marsh Road – Object	
	Adding additional car parking encourages car use and is against the councils policies	
(o38) Local resident, (Oxford, Leaffield Road)	Do you live within the CPZ ? Yes	
	Crescent Road – Support	Salegate Lane –
	Junction Road – Support	Silkdale Close (Permits) –

	Marsh Road – Support	
The current parking situation is somewhat unclear and also tricky to navigate when needing to get to another location. With the addition of LTNs, these roads have become more critical for residents. I feel in many cases a re-evaluation of the road and parking could benefit all concerned		
(o39) Local resident, (Oxford, Leafield Road)	Do you live within the CPZ ? Yes	
Crescent Road – Support		Salegate Lane – Support
Junction Road – Support		Silkdale Close (Permits) –
Marsh Road – Support		
You seem to be adding parking spaces, rather than taking them away, so I generally support that.		
(o40) Local resident, (Oxford, Maidcroft Road)	Do you live within the CPZ ? Yes	
Crescent Road –		Salegate Lane –
Junction Road –		Silkdale Close (Permits) – Object
Marsh Road –		
It increases the safety of and promotes cycling and walking As obesity is a particular problem on Cowley. Imposing huge costs on the NHS and resulting in increased ill health and unemployment among the local population These measures are beneficial and need to be implemented ASAP.		

<p>(o41) Local resident, (Oxford, Marsh Rd)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 296 2040 483"> <tr> <td data-bbox="577 296 1323 357">Crescent Road – Support</td> <td data-bbox="1323 296 2040 357">Salegate Lane –</td> </tr> <tr> <td data-bbox="577 357 1323 418">Junction Road – Partially support/concerns</td> <td data-bbox="1323 357 2040 418">Silkdale Close (Permits) – Support</td> </tr> <tr> <td data-bbox="577 418 1323 483">Marsh Road – Support</td> <td data-bbox="1323 418 2040 483"></td> </tr> </table> <p>As residents of Marsh Rd although we support the CPZ we have found that since the removal of parking bays cars are often parked on the pavement and on double yellow lines.</p>	Crescent Road – Support	Salegate Lane –	Junction Road – Partially support/concerns	Silkdale Close (Permits) – Support	Marsh Road – Support	
Crescent Road – Support	Salegate Lane –						
Junction Road – Partially support/concerns	Silkdale Close (Permits) – Support						
Marsh Road – Support							
<p>(o42) Local resident, (Oxford, Marsh Rd)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 722 2040 909"> <tr> <td data-bbox="577 722 1323 783">Crescent Road – Support</td> <td data-bbox="1323 722 2040 783">Salegate Lane –</td> </tr> <tr> <td data-bbox="577 783 1323 844">Junction Road – Partially support/concerns</td> <td data-bbox="1323 783 2040 844">Silkdale Close (Permits) – Support</td> </tr> <tr> <td data-bbox="577 844 1323 909">Marsh Road – Support</td> <td data-bbox="1323 844 2040 909"></td> </tr> </table> <p>As a resident of Marsh Road and a non-driver, I support the proposal to have more Parking back on Marsh Road. Since its removal, there has been a constant problem of cars parking on the double yellow lines half on the pavement causing obstruction for pedestrians coming up and down the road. It has also resulted in some very high speed car driving between Oxford Road and the Fork into Crescent Road/Temple Road. It has also resulted in the access to my house being frequently blocked by cars parking on the pavement. This has been a major problem for me personally. I have Parkinson's and because of the LTN's I still feel safe to cycle to work on my Tricycle. However, when my gate is blocked by cars parking on the pavement on the double yellow lines, it makes manoeuvring in and out of my home with the Tricycle very difficult. We need the Parking put back on Marsh Road.</p>	Crescent Road – Support	Salegate Lane –	Junction Road – Partially support/concerns	Silkdale Close (Permits) – Support	Marsh Road – Support	
Crescent Road – Support	Salegate Lane –						
Junction Road – Partially support/concerns	Silkdale Close (Permits) – Support						
Marsh Road – Support							
<p>(o43) Local resident, (Oxford, Marsh Road)</p>	<p>Do you live within the CPZ ? Yes</p>						

	<table border="1"> <tr> <td>Crescent Road – Support</td> <td>Salegate Lane – Support</td> </tr> <tr> <td>Junction Road – Support</td> <td>Silkdale Close (Permits) – Object</td> </tr> <tr> <td>Marsh Road – Support</td> <td></td> </tr> </table> <p>Marsh Road desperately needs more parking so I support replacing existing double yellows with more parking spaces. I ask you to please make the road parking on Marsh Road for permit holders only - most of our spaces are occupied for far more than 2 hours by non-residents who can use the car park which has 3 hours free parking. We end up having to park our cars in the car park most days and pay for this despite having paid for a permit.</p>	Crescent Road – Support	Salegate Lane – Support	Junction Road – Support	Silkdale Close (Permits) – Object	Marsh Road – Support	
Crescent Road – Support	Salegate Lane – Support						
Junction Road – Support	Silkdale Close (Permits) – Object						
Marsh Road – Support							
(o44) Local resident, (Oxford, Marsh Road)	<p>Do you live within the CPZ ? Yes</p> <table border="1"> <tr> <td>Crescent Road – Object</td> <td>Salegate Lane – Object</td> </tr> <tr> <td>Junction Road – Object</td> <td>Silkdale Close (Permits) –</td> </tr> <tr> <td>Marsh Road – Object</td> <td></td> </tr> </table> <p>The parking restrictions on my street have been really good for reducing traffic and making life easier for pedestrians, so I would not like to see more parking on Marsh Road or nearby</p>	Crescent Road – Object	Salegate Lane – Object	Junction Road – Object	Silkdale Close (Permits) –	Marsh Road – Object	
Crescent Road – Object	Salegate Lane – Object						
Junction Road – Object	Silkdale Close (Permits) –						
Marsh Road – Object							
(o45) Local resident, (Oxford, Marsh Road)	<p>Do you live within the CPZ ? Yes</p> <table border="1"> <tr> <td>Crescent Road –</td> <td>Salegate Lane –</td> </tr> <tr> <td>Junction Road –</td> <td>Silkdale Close (Permits) –</td> </tr> <tr> <td>Marsh Road – Object</td> <td></td> </tr> </table>	Crescent Road –	Salegate Lane –	Junction Road –	Silkdale Close (Permits) –	Marsh Road – Object	
Crescent Road –	Salegate Lane –						
Junction Road –	Silkdale Close (Permits) –						
Marsh Road – Object							

	<p>I live at number 50 Marsh Road. When cars illegally park opposite, on the double yellow lines, which you propose to make parking, it's so difficult and unsafe to get off my drive. The road is not wide enough to allow safe exit, with cars parked opposite and the volume of passing cars, bikes and pedestrians.</p>						
<p>(o46) Local resident, (Oxford, Marsh Road)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 432 2040 616"> <tr> <td data-bbox="577 432 1323 496">Crescent Road – Support</td> <td data-bbox="1323 432 2040 496">Salegate Lane – Support</td> </tr> <tr> <td data-bbox="577 496 1323 560">Junction Road – Support</td> <td data-bbox="1323 496 2040 560">Silkdale Close (Permits) – Support</td> </tr> <tr> <td data-bbox="577 560 1323 616">Marsh Road – Support</td> <td data-bbox="1323 560 2040 616"></td> </tr> </table> <p>I have lived on marsh Road for 1.5 years now. I support the increased parking availability but would prefer it if the majority of the existing spaces/new spaces were converted to be residents only rather than 9-5 2 hours free. Particularly on Marsh Road it is very difficult for residents to get parking near to houses and many of my neighbours and I have had to resort to paying for the car park over the road (which provides plenty of spaces & 3 hours free parking for visitors anyway) so I don't believe that all available street parking should be 2 hours free and unrestricted on weekends otherwise what do we as residents really get in terms of consistent parking availability for our £80 a year.</p>	Crescent Road – Support	Salegate Lane – Support	Junction Road – Support	Silkdale Close (Permits) – Support	Marsh Road – Support	
Crescent Road – Support	Salegate Lane – Support						
Junction Road – Support	Silkdale Close (Permits) – Support						
Marsh Road – Support							
<p>(o47) Local resident, (Oxford, Marsh Road)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 1026 2040 1209"> <tr> <td data-bbox="577 1026 1323 1090">Crescent Road – Support</td> <td data-bbox="1323 1026 2040 1090">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 1090 1323 1153">Junction Road – Support</td> <td data-bbox="1323 1090 2040 1153">Silkdale Close (Permits) – Object</td> </tr> <tr> <td data-bbox="577 1153 1323 1209">Marsh Road – Support</td> <td data-bbox="1323 1153 2040 1209"></td> </tr> </table> <p>Our visitors struggled to park</p>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Support	Silkdale Close (Permits) – Object	Marsh Road – Support	
Crescent Road – Support	Salegate Lane – Object						
Junction Road – Support	Silkdale Close (Permits) – Object						
Marsh Road – Support							

<p>(o48) Local resident, (Oxford, Owens Way)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 293 2033 480"> <tr> <td data-bbox="577 293 1323 355">Crescent Road – Support</td> <td data-bbox="1323 293 2033 355">Salegate Lane – Support</td> </tr> <tr> <td data-bbox="577 355 1323 418">Junction Road – Support</td> <td data-bbox="1323 355 2033 418">Silkdale Close (Permits) – Support</td> </tr> <tr> <td data-bbox="577 418 1323 480">Marsh Road – Support</td> <td data-bbox="1323 418 2033 480"></td> </tr> </table> <p>Since the Temple Cowley LTNs were installed Marsh Road has been the only vehicular access road for the majority of our neighbourhood and the volume of traffic it takes has increased exponentially.</p> <p>Speeding and road safety for vulnerable road users on Marsh Road has become a particular concern for local residents as a consequence and this situation has been exacerbated by the removal of on-street parking which previously served to slow vehicles down by restricting the available road space.</p> <p>Restoring on street parking to Marsh Road is an excellent example of joined up local thinking that will not only improve road safety but also support our much valued Marsh Harrier pub, whose lunch time trade has suffered since the on street parking was removed.</p> <p>I congratulate council officers on this proposal and look forward to seeing it implemented.</p>	Crescent Road – Support	Salegate Lane – Support	Junction Road – Support	Silkdale Close (Permits) – Support	Marsh Road – Support	
Crescent Road – Support	Salegate Lane – Support						
Junction Road – Support	Silkdale Close (Permits) – Support						
Marsh Road – Support							
<p>(o49) Local resident, (Oxford, Owens way)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 1059 2033 1246"> <tr> <td data-bbox="577 1059 1323 1121">Crescent Road – Object</td> <td data-bbox="1323 1059 2033 1121">Salegate Lane – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 1121 1323 1184">Junction Road – Object</td> <td data-bbox="1323 1121 2033 1184">Silkdale Close (Permits) – Object</td> </tr> <tr> <td data-bbox="577 1184 1323 1246">Marsh Road – Partially support/concerns</td> <td data-bbox="1323 1184 2033 1246"></td> </tr> </table> <p>Temple Cowley does not need more pavement clutter such as more scooter parking. Also why do we need on street cycle parking? What is the rationale behind this? Those in flats have designated cycle parking, those in houses store bikes in their homes/garden sheds/garages. The pavements here are narrow, and cluttering them</p>	Crescent Road – Object	Salegate Lane – Partially support/concerns	Junction Road – Object	Silkdale Close (Permits) – Object	Marsh Road – Partially support/concerns	
Crescent Road – Object	Salegate Lane – Partially support/concerns						
Junction Road – Object	Silkdale Close (Permits) – Object						
Marsh Road – Partially support/concerns							

	<p>with bike, scooter parking further restricts room available for those who are walking, with pushchairs or for those of us like me who use a powerchair. I agree with removing double yellows, but I don't agree with cluttering the pavements. Maybe the money could be better spent on improving the pavements locally and the roads which are in poor conditions. Trying to get around in a powerchair locally is really difficult due to the state of pavements and how narrow they are. Yes remove restrictions, but don't impose something else. The escooters are a nothing but dangerous, why are we encouraging more of them which are often dumped down on the pavement, or dumped in the park. Spend council tax payers money better please OCC, I'm fed up of schemes being implemented when money could be better spent elsewhere</p>							
<p>(o50) Rather not say, (Oxford, Oxford Rd)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 635 2038 826"> <tr> <td data-bbox="577 635 1323 699">Crescent Road – Partially support/concerns</td> <td data-bbox="1323 635 2038 699">Salegate Lane – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 699 1323 762">Junction Road – Partially support/concerns</td> <td data-bbox="1323 699 2038 762">Silkdale Close (Permits) – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 762 1323 826">Marsh Road – Partially support/concerns</td> <td data-bbox="1323 762 2038 826"></td> </tr> </table> <p>It is good if more parking is made available for Marsh Rd as this is a busy area with a pub,/ restaurant and park and a need for more parking. Concern for all streets is that cycling spaces do not reduce the available parking space- as it is needed for residents as well as park visitors- particularly for those with young families or vulnerable adults</p>		Crescent Road – Partially support/concerns	Salegate Lane – Partially support/concerns	Junction Road – Partially support/concerns	Silkdale Close (Permits) – Partially support/concerns	Marsh Road – Partially support/concerns	
Crescent Road – Partially support/concerns	Salegate Lane – Partially support/concerns							
Junction Road – Partially support/concerns	Silkdale Close (Permits) – Partially support/concerns							
Marsh Road – Partially support/concerns								
<p>(o51) Local resident, (Oxford, Oxford Road)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 1136 2038 1327"> <tr> <td data-bbox="577 1136 1323 1200">Crescent Road – Support</td> <td data-bbox="1323 1136 2038 1200">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 1200 1323 1264">Junction Road – Partially support/concerns</td> <td data-bbox="1323 1200 2038 1264">Silkdale Close (Permits) –</td> </tr> <tr> <td data-bbox="577 1264 1323 1327">Marsh Road – Object</td> <td data-bbox="1323 1264 2038 1327"></td> </tr> </table>		Crescent Road – Support	Salegate Lane – Object	Junction Road – Partially support/concerns	Silkdale Close (Permits) –	Marsh Road – Object	
Crescent Road – Support	Salegate Lane – Object							
Junction Road – Partially support/concerns	Silkdale Close (Permits) –							
Marsh Road – Object								

	More road parking for bikes and scooters is great as it encourages active and environmentally friendly travel. More car parking spaces only encourage more cars.	
(o52) Local resident, (Oxford, Oxford Road)	Do you live within the CPZ ? Yes	
	Crescent Road – Support	Salegate Lane – Support
	Junction Road – Support	Silkdale Close (Permits) – Support
	Marsh Road – Support	
No comments		
(o53) Local resident, (Oxford, Oxford Road)	Do you live within the CPZ ? Yes	
	Crescent Road – Object	Salegate Lane – Object
	Junction Road – Object	Silkdale Close (Permits) – Object
	Marsh Road – Object	
Your parking restrictions are, in many cases, quite unnecessary. There is often no case for restricting parking, and the restrictions make life in this area more difficult. I want to park, for example, near Florence Park and Marsh Park in order to exercise both me and my dog. The restrictions make this harder. Why? Why is it made harder to simply visit parks? Or stop at shops or chemists? There are spaces to park available which would not bother anyone, but always restrictions. It's intrusive and depressing.		
(o54) Local resident, (Oxford, Reliance Way)	Do you live within the CPZ ? Yes	
	Crescent Road – Support	Salegate Lane – Object

	Junction Road – Support	Silkdale Close (Permits) –
	Marsh Road – Support	
	Selegate Road is uphill and very narrow and going to temple Road. There is Health Centre, local Library and Church . More visitors parking is needed	
(o55) Local resident, (Oxford, Salesian Gardens OX4 2PE)	Do you live within the CPZ ? Yes	
	Crescent Road – Partially support/concerns	Salegate Lane –
	Junction Road – Partially support/concerns	Silkdale Close (Permits) –
	Marsh Road – Partially support/concerns	
	Pedal cycle parking is fine but will undoubtedly mean that hired e-bikes and scooters will be abandoned dangerously as often happens in random places but a dedicated cycle parking area may encourage these users to abandon their e-vehicles in this one location, preventing some cycle users from parking, and instead causing a hazard to pedestrians with a consolidated area of e-bikes/scooters. More thought should be given to the problem this causes to pedestrians and more importantly those with mobility problems and wheelchairs/pushchairs.	
(o56) Local resident, (Oxford, Silkdale Close)	Do you live within the CPZ ? Yes	
	Crescent Road – Support	Salegate Lane – Support
	Junction Road – Support	Silkdale Close (Permits) – Support
	Marsh Road – Support	
	As a resident of Silkdale Close it's become increasingly frustrating to not be eligible for a CPZ parking permit. Our ineligibility for a permit has not reduced our need for a car but has increased our monthly costs of regularly	

	getting a parking ticket. Especially considering we used to have parking permits but when renewing last year was told we should never have been eligible even though we are happy to pay for the privilege.	
(o57) Local resident, (Oxford, Silkdale Close)	Do you live within the CPZ ? Yes	
	Crescent Road – Support	Salegate Lane – Support
	Junction Road – Support	Silkdale Close (Permits) – Support
	Marsh Road – Support	
		Being resident in Silkdale close and reliant on a car due to reduced mobility having the ability & flexibility of parking on the street is important
(o58) Local resident, (Oxford, Silkdale close)	Do you live within the CPZ ? Yes	
	Crescent Road – Support	Salegate Lane – Support
	Junction Road – Support	Silkdale Close (Permits) – Support
	Marsh Road – Support	
		I am a homeowner, & I am unable to buy a car because there is no place to park and garage is not big enough to fit a car. Parking on the neighbouring small roads would be essential. It is also hard to rent/lodge out flats if people cannot park anywhere. Also, friends/family currently cannot visit, because there is no place to park longer than 2 hours. Great idea to offer visitors& residents parking.
(o59) Local resident, (Oxford, Silkdale Close)	Do you live within the CPZ ? Yes	
	Crescent Road – Support	Salegate Lane – Support

	Junction Road – Support	Silkdale Close (Permits) – Support
	Marsh Road – Support	
	<p>I am very supportive of cycle parking in the area. Although there are bicycle hoops in Silkdale Close, there are not enough for the residents, let alone for the friends who visit me on their bicycles. There is also nowhere for, for example, the Cricketer's Arms patrons to lock bicycles to. In addition, some properties in Lizman's Court do not have parking spaces at all. This means they can only park illegally (or have a taxi do so) when for example moving in/out. Although I have a parking space associated with my flat, I occasionally have a friend or family member visit. Finally, allowing Silkdale Close residents to apply for parking permits and creating shared-use parking places will mean that there should be fewer people parking on the curved road into the Close, which has restricted access to vehicles such as waste/recycling lorries.</p>	
(o60) Local resident, (Oxford, Silkdale clsoe)	Do you live within the CPZ ? Yes	
	Crescent Road – Object	Salegate Lane – Object
	Junction Road – Object	Silkdale Close (Permits) – Support
	Marsh Road – Object	
(o61) Local resident, (Oxford, Temple Rd)	Do you live within the CPZ ? Yes	
	Crescent Road –	Salegate Lane –
	Junction Road –	Silkdale Close (Permits) – Object
	Marsh Road –	

	The new residents in the 12 bed HMO under construction at 86(when complete) will not be able to apply as the available parking in this area is already saturated . Planning was only granted with this provision.	
(o62) Local resident, (Oxford, Temple road)	Do you live within the CPZ ? Yes	
	Crescent Road – Support	Salegate Lane – Support
	Junction Road – Support	Silkdale Close (Permits) –
	Marsh Road – Support	
	More emphasis on bikes needed	
(o63) Local resident, (Littlemore, Alice Smith sq)	Do you live within the CPZ ? No	
	Crescent Road – Partially support/concerns	Salegate Lane – Partially support/concerns
	Junction Road – Partially support/concerns	Silkdale Close (Permits) – Partially support/concerns
	Marsh Road – Partially support/concerns	
	just remove as many parking bays as possible. Put bicycle parking on-the-road instead. This city has suffered from high volumes of car traffic for long time. The cost of keeping a private car on public land is negligible and unless the city is able to actually make a profit it should remove it completely. If somebody wants to own a car should think where to store it - and it should not be on public, subsidised land	
(o64) Local resident, (Oxford, Boundary Brook Rd)	Do you live within the CPZ ? No	
	Crescent Road – Support	Salegate Lane – Object

	Junction Road – Partially support/concerns	Silkdale Close (Permits) – Support						
	Marsh Road – Object							
	<p>Junction Rd - I do not support any form of parking on the pavement. Pavement parking narrows the pavement making it harder to get down, particularly for people with prams, mobility aids, and those with visual impairments. This is made drastically worse when it is bin day. If there was no pavement parking I'd be in favour.</p> <p>Marsh Rd - I regularly cycle this way and it is already dangerous enough without additional parking. It is simply too narrow for parking there due to the lorries that go in and out of the depot.</p> <p>Salegate lane - Oxford does not need additional parking, I fully support Cyclox's recommendation of moving micromobility bay onto the road along with cycle parking. Once again, any form of parking on the road (including scooters, bikes and bins) makes it much harder for pedestrians to navigate.</p>							
(o65) Local resident, (Oxford, Boundary Brook Rd)	<p>Do you live within the CPZ? No</p> <table border="1" data-bbox="577 858 2038 1050"> <tr> <td data-bbox="577 858 1323 922">Crescent Road – Support</td> <td data-bbox="1323 858 2038 922">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 922 1323 986">Junction Road – Partially support/concerns</td> <td data-bbox="1323 922 2038 986">Silkdale Close (Permits) –</td> </tr> <tr> <td data-bbox="577 986 1323 1050">Marsh Road – Object</td> <td data-bbox="1323 986 2038 1050"></td> </tr> </table> <p>Policy 31 of the LTCP -- which was adopted by the council in full -- states: "We will ... Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport AT EVERY OPPORTUNITY." (Emphasis mine). The proposals to create new space for private motor vehicle parking fly in the face of the council's own LTCP and must be sent back.</p> <p>I support the addition of cycle parking on Crescent Rd — this is a good place for cycle parking; car parking would be problematic here, though.</p>		Crescent Road – Support	Salegate Lane – Object	Junction Road – Partially support/concerns	Silkdale Close (Permits) –	Marsh Road – Object	
Crescent Road – Support	Salegate Lane – Object							
Junction Road – Partially support/concerns	Silkdale Close (Permits) –							
Marsh Road – Object								

	<p>I support the addition of cycle and micromobility parking on Junction Rd, but I object to these being put on the footpath; they should be put on the road instead.</p> <p>I strongly oppose adding car parking spots to Marsh Rd. It is against County Council policy and unsafe. With respect to policy: Policy 31 of the LTCP, which the council adopted in full, states that "We will ... Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport at every opportunity." _At every opportunity._ Moreover, Policy 33 states that the council should "Take measures to reduce and restrict car parking availability." Adding new parking spots here therefore flagrantly contradicts the council's own policy and must be rejected.</p> <p>On safety: I understand that parking at these locations on Marsh Rd was removed when the CPZ first came into existence in 2021, precisely because it was unsafe. It's also important to have space for two-way movement of vehicles at the western end of Marsh Rd to prevent the road from becoming blocked when vehicles queue to exit onto Cowley Rd.</p> <p>The same objections I raised to parking on Marsh Lane also apply to Salegate Lane. In addition, because it's a very narrow street and it would be good to minimise the number of people driving into it and having to do three-point turns to exit — this is unsafe.</p> <p>Instead of adding new car parking in this spot on Salegate Lane, why not move the micromobility bay to the eastern 5m of the proposed 15m parking bay? Cycle parking could be added to the middle 5m of the proposed car parking bay, which would be very useful because there is currently no public cycle parking on Salegate Lane. The western 5m of the proposed parking bay should be left as DYL to maintain easy access to the nearby driveway.</p>						
<p>(o66) Local resident, (Oxford, campbell road)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 1142 2038 1331"> <tr> <td data-bbox="577 1142 1323 1206">Crescent Road – Support</td> <td data-bbox="1323 1142 2038 1206">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 1206 1323 1270">Junction Road – Partially support/concerns</td> <td data-bbox="1323 1206 2038 1270">Silkdale Close (Permits) –</td> </tr> <tr> <td data-bbox="577 1270 1323 1331">Marsh Road – Object</td> <td data-bbox="1323 1270 2038 1331"></td> </tr> </table>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Partially support/concerns	Silkdale Close (Permits) –	Marsh Road – Object	
Crescent Road – Support	Salegate Lane – Object						
Junction Road – Partially support/concerns	Silkdale Close (Permits) –						
Marsh Road – Object							

	Overall, pavements need to be safe for all users, especially vulnerable users. Also more parking spaces will encourage more outside/ non-neighbourhood cars to come into local area and make a residential area into a car park for non residents/ non locals who should be encouraged to take public transport. More cars also affects safety in local areas.						
(o67) Local resident, (Oxford, Cavell Road)	<p>Do you live within the CPZ ? No</p> <table border="1"> <tr> <td>Crescent Road – Support</td> <td>Salegate Lane – Object</td> </tr> <tr> <td>Junction Road – Partially support/concerns</td> <td>Silkdale Close (Permits) –</td> </tr> <tr> <td>Marsh Road – Object</td> <td></td> </tr> </table> <p>cycle/scooter parking should not infringe on pavements. Reintroducing car parking spaces compromises the overall aims of the scheme and is a step backwards.</p>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Partially support/concerns	Silkdale Close (Permits) –	Marsh Road – Object	
Crescent Road – Support	Salegate Lane – Object						
Junction Road – Partially support/concerns	Silkdale Close (Permits) –						
Marsh Road – Object							
(o68) Local resident, (Oxford, Church Cowley Road)	<p>Do you live within the CPZ ? No</p> <table border="1"> <tr> <td>Crescent Road – Support</td> <td>Salegate Lane – Object</td> </tr> <tr> <td>Junction Road – Partially support/concerns</td> <td>Silkdale Close (Permits) –</td> </tr> <tr> <td>Marsh Road – Object</td> <td></td> </tr> </table> <p>better use of pavement for pedestrians, convert existing car parking spaces to e-scooter parking, promote active travel, reduce disincentivise car use in general, improve public health</p>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Partially support/concerns	Silkdale Close (Permits) –	Marsh Road – Object	
Crescent Road – Support	Salegate Lane – Object						
Junction Road – Partially support/concerns	Silkdale Close (Permits) –						
Marsh Road – Object							
(o69) Local resident, (Oxford, Church Cowley Road)	<p>Do you live within the CPZ ? No</p> <table border="1"> <tr> <td>Crescent Road – Support</td> <td>Salegate Lane – Partially support/concerns</td> </tr> </table>	Crescent Road – Support	Salegate Lane – Partially support/concerns				
Crescent Road – Support	Salegate Lane – Partially support/concerns						

	Junction Road – Partially support/concerns	Silkdale Close (Permits) –
	Marsh Road – Object	
	<p>The proposed new parking area at the eastern end of Marsh Road is too close to the junction with the foot+cycle path to Barracks Lane. Cars parked there will obstruct the view of oncoming traffic for people turning out of this path onto Marsh Road. The Highway Code (rule 243) says not to park within 10m of a junction, and the council is usually happy to add DYLS to enforce that -- but here, the diagram shows that the parking begins only 9m from the turning.</p> <p>Extra parking at the western end of Marsh Road reduces the width of the available road near the junction. This is likely to worsen congestion, as it is the only entrance to the Temple Cowley LTN. (The added parking at the eastern end of Crescent Road is less likely to be a problem as long as the LTN filters stay in place.)</p> <p>The cycle+micromobility hire parking beside the Junction Road filter is welcome, but additional infrastructure (bollards or wands) will be needed to prevent motorists from parking there anyway. Parking in LTN stubs is the norm now, despite the DYLS, because enforcement is rare.</p> <p>Overall, this increases the amount of parking in the area, and is in conflict with the LTCP goal to reduce car ownership and vehicle miles.</p>	
(o70) Local resident, (Oxford, Cowley)	Do you live within the CPZ ? No	
	Crescent Road – Object	Salegate Lane – Object
	Junction Road – Object	Silkdale Close (Permits) – Support
	Marsh Road – Object	
(o71) Local resident, (Oxford, Dene Rd)	Do you live within the CPZ ? No	

	<table border="1"> <tr> <td>Crescent Road – Support</td> <td>Salegate Lane – Object</td> </tr> <tr> <td>Junction Road – Support</td> <td>Silkdale Close (Permits) – Partially support/concerns</td> </tr> <tr> <td>Marsh Road – Object</td> <td></td> </tr> </table>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Support	Silkdale Close (Permits) – Partially support/concerns	Marsh Road – Object		<table border="1"> <tr> <td>Salegate Lane – Object</td> </tr> <tr> <td>Silkdale Close (Permits) – Partially support/concerns</td> </tr> <tr> <td></td> </tr> </table>	Salegate Lane – Object	Silkdale Close (Permits) – Partially support/concerns	
Crescent Road – Support	Salegate Lane – Object										
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Marsh Road – Object											
Salegate Lane – Object											
Silkdale Close (Permits) – Partially support/concerns											
	<p>I agree that there should be more cycle parking and more bays for hire e-scooters and hire e-bikes. No more car parking should be added, it would just encourage yet more car travel - I understood that Oxford City Council aims to cut car journeys over the next few years, not to encourage car travel.</p> <p>I'm strongly against introducing any new car parking spaces, and believe that no double yellow lines should be removed on Marsh Lane. I cycle along there regularly. Additional car parking on the other side of the road would make this a less welcoming area for active travel. The ODS depot vehicles already cause a lot of issues and the proposals would make this area extremely difficult for active travel.</p>										
<p>(o72) Local resident, (Oxford, Dene Road)</p>	<p>Do you live within the CPZ? No</p> <table border="1"> <tr> <td>Crescent Road – Support</td> <td>Salegate Lane – Object</td> </tr> <tr> <td>Junction Road – Support</td> <td>Silkdale Close (Permits) – Partially support/concerns</td> </tr> <tr> <td>Marsh Road – Object</td> <td></td> </tr> </table>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Support	Silkdale Close (Permits) – Partially support/concerns	Marsh Road – Object		<table border="1"> <tr> <td>Salegate Lane – Object</td> </tr> <tr> <td>Silkdale Close (Permits) – Partially support/concerns</td> </tr> <tr> <td></td> </tr> </table> <p>I support new cycle parking and bays for e bikes and e scooters.</p> <p>I oppose any removal of double yellow lines and any new car parking spaces on Marsh Lane, it will increase dangers for cyclists. Adding car spaces will only increase car driving which goes against the County Councils's aims to reduce car traffic.</p>	Salegate Lane – Object	Silkdale Close (Permits) – Partially support/concerns	
Crescent Road – Support	Salegate Lane – Object										
Junction Road – Support	Silkdale Close (Permits) – Partially support/concerns										
Marsh Road – Object											
Salegate Lane – Object											
Silkdale Close (Permits) – Partially support/concerns											
<p>(o73) Local resident, (Oxford, Florence Park Road)</p>	<p>Do you live within the CPZ? No</p>										

	<table border="1"> <tr> <td>Crescent Road – Support</td> <td>Salegate Lane – Object</td> </tr> <tr> <td>Junction Road – Partially support/concerns</td> <td>Silkdale Close (Permits) –</td> </tr> <tr> <td>Marsh Road – Object</td> <td></td> </tr> </table> <p>Please don't put the car parking back in, the roads have been much safer with fewer parking manoeuvres. Please use the road space for cycle and hire scooter parking.</p>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Partially support/concerns	Silkdale Close (Permits) –	Marsh Road – Object	
Crescent Road – Support	Salegate Lane – Object						
Junction Road – Partially support/concerns	Silkdale Close (Permits) –						
Marsh Road – Object							
(o74) Local resident, (Oxford, GEORGE MOORE CLOSE)	<p>Do you live within the CPZ ? No</p> <table border="1"> <tr> <td>Crescent Road – Support</td> <td>Salegate Lane – Support</td> </tr> <tr> <td>Junction Road – Support</td> <td>Silkdale Close (Permits) – Support</td> </tr> <tr> <td>Marsh Road – Support</td> <td></td> </tr> </table> <p>Traffic problems in Temple Cowley affect more than just the local roads. Fewer car journeys means safer roads for other users and also lower pollution. CPZs in other areas have worked well and supplement the effects of the congestion charge.</p>	Crescent Road – Support	Salegate Lane – Support	Junction Road – Support	Silkdale Close (Permits) – Support	Marsh Road – Support	
Crescent Road – Support	Salegate Lane – Support						
Junction Road – Support	Silkdale Close (Permits) – Support						
Marsh Road – Support							
(o75) Local resident, (Horspath, Gidley Way)	<p>Do you live within the CPZ ? No</p> <table border="1"> <tr> <td>Crescent Road – Support</td> <td>Salegate Lane – Object</td> </tr> <tr> <td>Junction Road – Partially support/concerns</td> <td>Silkdale Close (Permits) – Object</td> </tr> <tr> <td>Marsh Road – Object</td> <td></td> </tr> </table> <p>I mainly travel around the Temple Cowley area by bicycle or on foot, but occasionally by car if necessary. I think Crescent Road could use more cycle parking. Generally I think cycle parking should not impede pavements,</p>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Partially support/concerns	Silkdale Close (Permits) – Object	Marsh Road – Object	
Crescent Road – Support	Salegate Lane – Object						
Junction Road – Partially support/concerns	Silkdale Close (Permits) – Object						
Marsh Road – Object							

	<p>though, so on Junction Road, I don't support cycle/scooter parking on the pavement. If there is space on the road it should be used for cycle/scooter parking.</p> <p>I felt safer as a pedestrian/cyclist after car parking was removed from Marsh Road, and it seems a backward step to add parking back to this road.</p> <p>I oppose the proposed changes to Salegate Lane because this road is so narrow. Adding spaces for car parking will encourage people to drive, which goes against the overall policy of reducing motor traffic. Also, there's currently scooter parking on the pavement, and if this could be moved onto the road instead of adding car parking spaces this would benefit pedestrians.</p>						
<p>(o76) Local resident, (Oxford, Hamilton Road)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 667 2040 852"> <tr> <td>Crescent Road – Support</td> <td>Salegate Lane – Object</td> </tr> <tr> <td>Junction Road – Partially support/concerns</td> <td>Silkdale Close (Permits) –</td> </tr> <tr> <td>Marsh Road – Object</td> <td></td> </tr> </table> <p>Generally, I support more provision for cycle parking. However, this should be on the road, not the pavement, and we should not be adding provision for car parking - that goes against the whole idea of improving the road environment and encouraging people to use other, less damaging modes of transport.</p>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Partially support/concerns	Silkdale Close (Permits) –	Marsh Road – Object	
Crescent Road – Support	Salegate Lane – Object						
Junction Road – Partially support/concerns	Silkdale Close (Permits) –						
Marsh Road – Object							
<p>(o77) Local resident, (Oxford, howard street)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 1128 2040 1313"> <tr> <td>Crescent Road – Object</td> <td>Salegate Lane – Object</td> </tr> <tr> <td>Junction Road – Object</td> <td>Silkdale Close (Permits) –</td> </tr> <tr> <td>Marsh Road – Object</td> <td></td> </tr> </table> <p>Fed up with 'cyclists first' policies. What Danny Yee wants, Danny Yee gets and to hell with the rest of us</p>	Crescent Road – Object	Salegate Lane – Object	Junction Road – Object	Silkdale Close (Permits) –	Marsh Road – Object	
Crescent Road – Object	Salegate Lane – Object						
Junction Road – Object	Silkdale Close (Permits) –						
Marsh Road – Object							

(o78) Local resident, (Oxford, Hugh Allen Crescent)	<p>Do you live within the CPZ ? No</p> <table border="1"> <tr> <td>Crescent Road – Support</td> <td>Salegate Lane – Object</td> </tr> <tr> <td>Junction Road – Partially support/concerns</td> <td>Silkdale Close (Permits) –</td> </tr> <tr> <td>Marsh Road – Object</td> <td></td> </tr> </table> <p>New on road cycle and scooter storage is good. Extra clutter on the pavement is bad. Storage space for private cars on public roads should be reduced in line with council policy on traffic and the climate emergency. The council needs to start taking their own policies serious.</p>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Partially support/concerns	Silkdale Close (Permits) –	Marsh Road – Object	
Crescent Road – Support	Salegate Lane – Object						
Junction Road – Partially support/concerns	Silkdale Close (Permits) –						
Marsh Road – Object							
(o79) Local resident, (Oxford, Inott Furze)	<p>Do you live within the CPZ ? No</p> <table border="1"> <tr> <td>Crescent Road – Support</td> <td>Salegate Lane – Object</td> </tr> <tr> <td>Junction Road – Support</td> <td>Silkdale Close (Permits) – Object</td> </tr> <tr> <td>Marsh Road – Object</td> <td></td> </tr> </table> <p>I support creation of on-street cycle parking as long as proper means of securing cycles (Sheffield bars) and an effective and economic system for dealing with the inevitable abandoned/vandalised bikes are in place. I don't see any reason for providing further parking for motor vehicles but the consultation doesn't say if they are genuinely needed (eg for visiting carers etc) in which case I wouldn't object.</p>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Support	Silkdale Close (Permits) – Object	Marsh Road – Object	
Crescent Road – Support	Salegate Lane – Object						
Junction Road – Support	Silkdale Close (Permits) – Object						
Marsh Road – Object							

<p>(o80) Local resident, (Oxford, Long Lane)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 296 2036 480"> <tr> <td data-bbox="577 296 1323 357">Crescent Road – Support</td> <td data-bbox="1326 296 2036 357">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 359 1323 419">Junction Road – Partially support/concerns</td> <td data-bbox="1326 359 2036 419">Silkdale Close (Permits) –</td> </tr> <tr> <td data-bbox="577 421 1323 480">Marsh Road – Object</td> <td data-bbox="1326 421 2036 480"></td> </tr> </table> <p>Extra cycling and scooting parking is a great idea. Thank you.</p> <p>I object to extra car parking spaces being created as it contravenes local transport and connectivity plan - policies 1 (transport hierarchy), 7 (community activation), 8 (healthy streets), 33 (parking management), and 38 (micromobility).</p>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Partially support/concerns	Silkdale Close (Permits) –	Marsh Road – Object	
Crescent Road – Support	Salegate Lane – Object						
Junction Road – Partially support/concerns	Silkdale Close (Permits) –						
Marsh Road – Object							
<p>(o81) Local resident, (Oxford, Lytton Rd)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 825 2036 1008"> <tr> <td data-bbox="577 825 1323 885">Crescent Road –</td> <td data-bbox="1326 825 2036 885">Salegate Lane –</td> </tr> <tr> <td data-bbox="577 887 1323 948">Junction Road –</td> <td data-bbox="1326 887 2036 948">Silkdale Close (Permits) –</td> </tr> <tr> <td data-bbox="577 949 1323 1008">Marsh Road –</td> <td data-bbox="1326 949 2036 1008"></td> </tr> </table>	Crescent Road –	Salegate Lane –	Junction Road –	Silkdale Close (Permits) –	Marsh Road –	
Crescent Road –	Salegate Lane –						
Junction Road –	Silkdale Close (Permits) –						
Marsh Road –							
<p>(o82) Local resident, (Cowley Division, Maidcroft Road)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 1184 2036 1367"> <tr> <td data-bbox="577 1184 1323 1244">Crescent Road – Support</td> <td data-bbox="1326 1184 2036 1244">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 1246 1323 1307">Junction Road – Support</td> <td data-bbox="1326 1246 2036 1307">Silkdale Close (Permits) – Object</td> </tr> <tr> <td data-bbox="577 1308 1323 1367">Marsh Road – Object</td> <td data-bbox="1326 1308 2036 1367"></td> </tr> </table>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Support	Silkdale Close (Permits) – Object	Marsh Road – Object	
Crescent Road – Support	Salegate Lane – Object						
Junction Road – Support	Silkdale Close (Permits) – Object						
Marsh Road – Object							

	<p>I am a frequent cyclist up Salegate Lane. It is not wide enough for additional parking and the proposal is in a really bad place, being on the left of the steep up-hill as you approach the junction. The car parking for Marsh Road is inappropriate. HGVs move in and out of the depot and visibility is key. This onstreet parking was removed for safety reasons in around 2021 and vehicles have only got larger on average since then.</p> <p>More car parking leads to more cars. Our roads are already too busy, please don't approve any more car parking.</p> <p>I do not think the 5m length of micromobility parking on Junction Road is sufficient near to a hall of residences.</p>						
<p>(o83) Local business, (ODS Group, Marsh Road)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 667 2040 852"> <tr> <td data-bbox="577 667 1323 730">Crescent Road –</td> <td data-bbox="1323 667 2040 730">Salegate Lane –</td> </tr> <tr> <td data-bbox="577 730 1323 794">Junction Road –</td> <td data-bbox="1323 730 2040 794">Silkdale Close (Permits) –</td> </tr> <tr> <td data-bbox="577 794 1323 852">Marsh Road – Object</td> <td data-bbox="1323 794 2040 852"></td> </tr> </table> <p>In relation to the Marsh Road proposals. ODS operates their primary depot facilities from Marsh road. This is an extremely busy site with many dozens of vehicle and HGV movement in and out of the site daily. The proposed parking changes presents an increased risk to vulnerable road users and increases the likelihood of incidents and accidents on the road by narrowing the carriageway. This road is a busy throughfare used by cyclists and school children.</p> <p>At peak times, this parking will also increase the probability of vehicles backing up onto Oxford Rd as the navigate the parking arrangements when returning to the depot. This further increases the risk to vulnerable road users and pedestrians at the pedestrian crossing point on Oxford Road.</p>	Crescent Road –	Salegate Lane –	Junction Road –	Silkdale Close (Permits) –	Marsh Road – Object	
Crescent Road –	Salegate Lane –						
Junction Road –	Silkdale Close (Permits) –						
Marsh Road – Object							
<p>(o84) Local resident, (Oxford, Maywood Road)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 1331 2040 1385"> <tr> <td data-bbox="577 1331 1323 1385">Crescent Road – Support</td> <td data-bbox="1323 1331 2040 1385">Salegate Lane – Object</td> </tr> </table>	Crescent Road – Support	Salegate Lane – Object				
Crescent Road – Support	Salegate Lane – Object						

	<table border="1" data-bbox="577 193 2033 316"> <tr> <td data-bbox="577 193 1323 252">Junction Road – Partially support/concerns</td> <td data-bbox="1323 193 2033 252">Silkdale Close (Permits) –</td> </tr> <tr> <td data-bbox="577 252 1323 316">Marsh Road – Object</td> <td data-bbox="1323 252 2033 316"></td> </tr> </table> <p data-bbox="577 352 1989 488">I object to the proposals to add parking spaces, and I note furthermore that this is contrary to Council policy. I object to the failure to recognise the need for cycle parking in all residential streets, which contrasts with the assumption that car parking must be provided in all residential streets. Again, this is contrary to council policy (see LTCP Policy 33). Cycle parking should be on-street rather than on the pavement.</p> <p data-bbox="577 523 1939 592">Reason for objection/partial concern re. Junction Road: the proposals show the proposed parking spaces intruding onto the pavement. I object to this reallocation of space away from people on foot to cars.</p> <p data-bbox="577 627 2024 791">Reason for objection/partial concern re. Marsh Road: I strongly object to the addition of car parking here as inconsistent with policy and as dangerous. ODS vehicles pass along this road, but so do lots of people cycling (it's a key access to Marsh Park and the Barracks Lane cycle route, including for schoolchildren), so nothing should be done that reduces visibility and space here. It's dangerous enough for my children to cycle the mile or so to school as it is. The council should not be increasing the obstacles.</p> <p data-bbox="577 826 1977 927">Reason for objection/partial concern re. Salegate Lane: Again, I object to increasing parking bays in general. Moreover, Salegate Lane is narrow as it is, and the difficulties that creates would be exacerbated by the proposals.</p>	Junction Road – Partially support/concerns	Silkdale Close (Permits) –	Marsh Road – Object			
Junction Road – Partially support/concerns	Silkdale Close (Permits) –						
Marsh Road – Object							
(o85) Member of public, (Oxford, Plantation Road)	<p data-bbox="577 999 992 1031">Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 1066 2033 1251"> <tr> <td data-bbox="577 1066 1323 1125">Crescent Road – Support</td> <td data-bbox="1323 1066 2033 1125">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 1125 1323 1184">Junction Road – Partially support/concerns</td> <td data-bbox="1323 1125 2033 1184">Silkdale Close (Permits) – Object</td> </tr> <tr> <td data-bbox="577 1184 1323 1251">Marsh Road – Object</td> <td data-bbox="1323 1184 2033 1251"></td> </tr> </table> <p data-bbox="577 1289 1473 1353">Providing additional parking will encourage additional cars. Why should scooters and bikes always be parked on the pavement?</p>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Partially support/concerns	Silkdale Close (Permits) – Object	Marsh Road – Object	
Crescent Road – Support	Salegate Lane – Object						
Junction Road – Partially support/concerns	Silkdale Close (Permits) – Object						
Marsh Road – Object							

<p>(o86) Local resident, (Oxford, Reliance Way)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 293 2038 480"> <tr> <td data-bbox="577 293 1323 355">Crescent Road – Support</td> <td data-bbox="1323 293 2038 355">Salegate Lane – Support</td> </tr> <tr> <td data-bbox="577 355 1323 418">Junction Road – Support</td> <td data-bbox="1323 355 2038 418">Silkdale Close (Permits) – Support</td> </tr> <tr> <td data-bbox="577 418 1323 480">Marsh Road – Support</td> <td data-bbox="1323 418 2038 480"></td> </tr> </table> <p>I don't go to the places because I know it's so hard to find bike parking and get stressed about visiting friends who live there for the same reason. I the space taken up by one parked you can easily get 10 well spaced bike parking spaces, I cycle further to other parts of town where there is more bike parking.</p>	Crescent Road – Support	Salegate Lane – Support	Junction Road – Support	Silkdale Close (Permits) – Support	Marsh Road – Support	
Crescent Road – Support	Salegate Lane – Support						
Junction Road – Support	Silkdale Close (Permits) – Support						
Marsh Road – Support							
<p>(o87) Local resident, (Oxford, Rymers)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 756 2038 943"> <tr> <td data-bbox="577 756 1323 818">Crescent Road – Support</td> <td data-bbox="1323 756 2038 818">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 818 1323 880">Junction Road – Support</td> <td data-bbox="1323 818 2038 880">Silkdale Close (Permits) – Object</td> </tr> <tr> <td data-bbox="577 880 1323 943">Marsh Road – Object</td> <td data-bbox="1323 880 2038 943"></td> </tr> </table> <p>There should not be additional car parking on these roads which would make the area less safe and is not required.</p>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Support	Silkdale Close (Permits) – Object	Marsh Road – Object	
Crescent Road – Support	Salegate Lane – Object						
Junction Road – Support	Silkdale Close (Permits) – Object						
Marsh Road – Object							
<p>(o88) Member of public, (Oxford, Rymers Lane)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 1184 2038 1370"> <tr> <td data-bbox="577 1184 1323 1246">Crescent Road –</td> <td data-bbox="1323 1184 2038 1246">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 1246 1323 1308">Junction Road –</td> <td data-bbox="1323 1246 2038 1308">Silkdale Close (Permits) –</td> </tr> <tr> <td data-bbox="577 1308 1323 1370">Marsh Road – Object</td> <td data-bbox="1323 1308 2038 1370"></td> </tr> </table>	Crescent Road –	Salegate Lane – Object	Junction Road –	Silkdale Close (Permits) –	Marsh Road – Object	
Crescent Road –	Salegate Lane – Object						
Junction Road –	Silkdale Close (Permits) –						
Marsh Road – Object							

	<p>Policy 31 of the LTCP -- which was adopted by the council in full -- states: "We will ... Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport AT EVERY OPPORTUNITY." (Emphasis mine). The proposals to create new space for private motor vehicle parking fly in the face of the council's own LTCP and must be sent back.</p>							
<p>(o89) Local resident, (Oxford, Rymers Lane)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 466 2038 651"> <tr> <td data-bbox="577 466 1323 528">Crescent Road – Partially support/concerns</td> <td data-bbox="1323 466 2038 528">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 528 1323 590">Junction Road – Partially support/concerns</td> <td data-bbox="1323 528 2038 590">Silkdale Close (Permits) – Object</td> </tr> <tr> <td data-bbox="577 590 1323 651">Marsh Road – Object</td> <td data-bbox="1323 590 2038 651"></td> </tr> </table> <p>No new parking should be created. This is not aligned with council policy. Parking creates traffic, and the no waiting at any time restrictions are a safety measure. We cannot compromise safety for a perceived need of more parking.</p> <p>I support the creation of cycle parking and micromobility parking, but the plans look like this will be partly on the pavement. The transport hierarchy puts pedestrians at the top. Pavements are for people to walk and wheel, not for parking cars, bikes or scooters.</p> <p>Silkdale Close already has a ton of parking, residents should not be able to apply for more parking in the neighbourhood.</p> <p>Parking creates traffic. Council policy is to reduce traffic volumes and to make our streets safer. This proposal is entirely misaligned with these goals.</p>		Crescent Road – Partially support/concerns	Salegate Lane – Object	Junction Road – Partially support/concerns	Silkdale Close (Permits) – Object	Marsh Road – Object	
Crescent Road – Partially support/concerns	Salegate Lane – Object							
Junction Road – Partially support/concerns	Silkdale Close (Permits) – Object							
Marsh Road – Object								
<p>(o90) Local resident, (Oxford, Silver Rd)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 1264 2038 1380"> <tr> <td data-bbox="577 1264 1323 1326">Crescent Road – Support</td> <td data-bbox="1323 1264 2038 1326">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 1326 1323 1380">Junction Road – Partially support/concerns</td> <td data-bbox="1323 1326 2038 1380">Silkdale Close (Permits) –</td> </tr> </table>		Crescent Road – Support	Salegate Lane – Object	Junction Road – Partially support/concerns	Silkdale Close (Permits) –		
Crescent Road – Support	Salegate Lane – Object							
Junction Road – Partially support/concerns	Silkdale Close (Permits) –							

	<table border="1" data-bbox="577 193 2040 252"> <tr> <td data-bbox="577 193 1323 252">Marsh Road – Object</td> <td data-bbox="1323 193 2040 252"></td> </tr> </table> <p data-bbox="577 292 2040 389">Junction Road Partially Support/Concerns There should be no need to extend the cycle/scooter parking provision onto the pavement, when there is space enough on the road.</p> <p data-bbox="577 429 2040 563">Marsh Road Object When the CPZ was implemented car parking here was removed on safety grounds, especially with the mix of vulnerable road users and the large vehicles using the ODS depot. Putting parking back in now could also cause blockages when cars queue to get onto Cowley Road.</p> <p data-bbox="577 603 2040 730">Salegate Lane Object There is no need to add car parking spaces here, it goes against overall policy, and it could cause issues for access to resident driveways. Without adding new car parking here there is an opportunity to move the existing nearby scooter parking from the pavement into the road.</p>	Marsh Road – Object					
Marsh Road – Object							
<p data-bbox="188 1034 526 1098">(o91) Local resident, (Oxford, Southfield Park)</p>	<p data-bbox="577 802 992 834">Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 866 2040 1054"> <tr> <td data-bbox="577 866 1323 930">Crescent Road –</td> <td data-bbox="1323 866 2040 930">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 930 1323 994">Junction Road –</td> <td data-bbox="1323 930 2040 994">Silkdale Close (Permits) –</td> </tr> <tr> <td data-bbox="577 994 1323 1054">Marsh Road – Object</td> <td data-bbox="1323 994 2040 1054"></td> </tr> </table> <p data-bbox="577 1094 2040 1262">Marsh Road OBJECT I frequently walk and cycle to the Marsh Harrier pub and I use the cycle parking outside the ODS depot opposite. I am dismayed at the proposal to provide an extra 80m of car parking, which will massively increase vehicle movements in what should be a low-traffic area. This goes against council policy as well as common sense.</p> <p data-bbox="577 1302 768 1359">Salegate Lane OBJECT</p>	Crescent Road –	Salegate Lane – Object	Junction Road –	Silkdale Close (Permits) –	Marsh Road – Object	
Crescent Road –	Salegate Lane – Object						
Junction Road –	Silkdale Close (Permits) –						
Marsh Road – Object							

	<p>This is a narrow lane barely suitable for driving. The LTN filter has made it part of a safe low-traffic cycling route. Adding 15m of car parking will introduce hazards, especially there is little room for turning.</p>						
<p>(o92) Local resident, (Oxford, Stratford Street)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 411 2038 596"> <tr> <td data-bbox="577 411 1323 472">Crescent Road – Support</td> <td data-bbox="1323 411 2038 472">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 472 1323 533">Junction Road – Support</td> <td data-bbox="1323 472 2038 533">Silkdale Close (Permits) –</td> </tr> <tr> <td data-bbox="577 533 1323 596">Marsh Road – Object</td> <td data-bbox="1323 533 2038 596"></td> </tr> </table> <p>I support introducing cycle parking - really important to make it easier for peopel to cycle (better for environment, less congestion, improved heath and air quality)</p> <p>I oppose reducing double yellow lines to allow more parking. Would add to congestion, make it harder for vehicles coming in and out the depot on Marsh Lane.</p>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Support	Silkdale Close (Permits) –	Marsh Road – Object	
Crescent Road – Support	Salegate Lane – Object						
Junction Road – Support	Silkdale Close (Permits) –						
Marsh Road – Object							
<p>(o93) Local resident, (Oxford, Westbury Cr)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 970 2038 1155"> <tr> <td data-bbox="577 970 1323 1031">Crescent Road – Support</td> <td data-bbox="1323 970 2038 1031">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 1031 1323 1091">Junction Road – Partially support/concerns</td> <td data-bbox="1323 1031 2038 1091">Silkdale Close (Permits) –</td> </tr> <tr> <td data-bbox="577 1091 1323 1155">Marsh Road – Object</td> <td data-bbox="1323 1091 2038 1155"></td> </tr> </table> <p>I support adding cycle parking in Crescent Rd as long as on roadway and not on pavement obstructing people walking.</p> <p>I think on Junction Rd there is space to put the cycle parking on the roadway so it should go there and not on the pavement.</p>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Partially support/concerns	Silkdale Close (Permits) –	Marsh Road – Object	
Crescent Road – Support	Salegate Lane – Object						
Junction Road – Partially support/concerns	Silkdale Close (Permits) –						
Marsh Road – Object							

	<p>Putting parking for vehicles at Marsh Rd makes no sense from a safety point of view and it was removed originally when the CPZ was created due to safety concerns around the ODS compound. It will cause blockages and tail backs on to Cowley Rd. Please leave out extra car spaces here.</p> <p>Putting new car park spaces here goes against the County's own policy for reducing car parkign spaces and inducing car journeys. It would cause access problems for residents to their drives. Without the extra car spaces the scooter parking can be moved from the pavement to the road which would be a much better action. These suggestions about extra parking spaces are against the County's own policies for active travel and reducing car use and car parking provision. The idea of a CPZ which is also within an LTN is to encourage more active travel. I hope the council will see these proposals need to be reconsidered.</p>						
<p>(o94) Local resident, (Oxford, Westbury Crescent)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 667 2040 853"> <tr> <td data-bbox="577 667 1323 730">Crescent Road – Support</td> <td data-bbox="1323 667 2040 730">Salegate Lane – Object</td> </tr> <tr> <td data-bbox="577 730 1323 794">Junction Road – Support</td> <td data-bbox="1323 730 2040 794">Silkdale Close (Permits) –</td> </tr> <tr> <td data-bbox="577 794 1323 853">Marsh Road – Partially support/concerns</td> <td data-bbox="1323 794 2040 853"></td> </tr> </table> <p>Getting cars off the roads to make them safer for cycling; driveway parking or in adequate parking structures preferred</p>	Crescent Road – Support	Salegate Lane – Object	Junction Road – Support	Silkdale Close (Permits) –	Marsh Road – Partially support/concerns	
Crescent Road – Support	Salegate Lane – Object						
Junction Road – Support	Silkdale Close (Permits) –						
Marsh Road – Partially support/concerns							

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"Temple Cowley CPZ amendments" - consultation response by Oxfordshire Liveable Streets and CycloX, January 2026

We are not going to go over all the concerns and policy issues raised in our responses to the Headington Central and East Oxford schemes, but make four comments and suggestions.

There are still proposals here to put in more car parking, which we object to, as contrary to policy. Here we will just quote from LTCP Policy 33 - "Take measures to reduce and restrict car parking availability" - and from the cabinet member for transport in his January decisions meeting - "Increasing car parking increases cars and that is against our policy".

There needs to be a recognition that **visitor cycle parking should be provided on residential streets**, not just at destinations. People visit other people, not just shops and venues, and if they cycle then they need to be able to find cycle parking on the street, to avoid having to lock cycles to fences and posts, often obstructing footways. In many locations, where homes lack front yards or other space for cycle parking, residents would also benefit from on-street cycle parking - ideally this would be in the form of bike hangers but, given the costs of those, ordinary cycle parking stands are much better than nothing. Again, LTCP Policy 33: "Ensure the parking requirements of all modes of transport are considered, in line with our transport user hierarchy".

Pending a full kerbside strategy, a simple approach to visitor cycle parking might be to **target at least one set of cycle parking stands on every residential street segment**. In some places these could be put in on existing DYs - because cycle parking does not obstruct visibility in the same way that parked cars or vans do, and may require less width. In CPZs such as Temple Cowley, that are not under as much car parking pressure, reallocation of space to cycle parking could be done without waiting on parking "demand management" through COTP Action 4 ("review eligibility and quantity of permits in existing CPZ areas").

We suggest that, as with other highways schemes, **CPZ changes and other parking schemes involve co-production with stakeholder groups** as well as with local councillors. In addition to CycloX and Oxfordshire Liveable Streets, we suggest Oxford Pedestrians Association, Neighbourhood Forums, local groups such as Liveable Cowley and Headington Liveable Streets, and school Transport Action Groups.

Some comments on the specific schemes follow.

Crescent Rd

SUPPORT

This is a location where cycle parking can safely be put in but where car parking would be problematic

Junction Rd

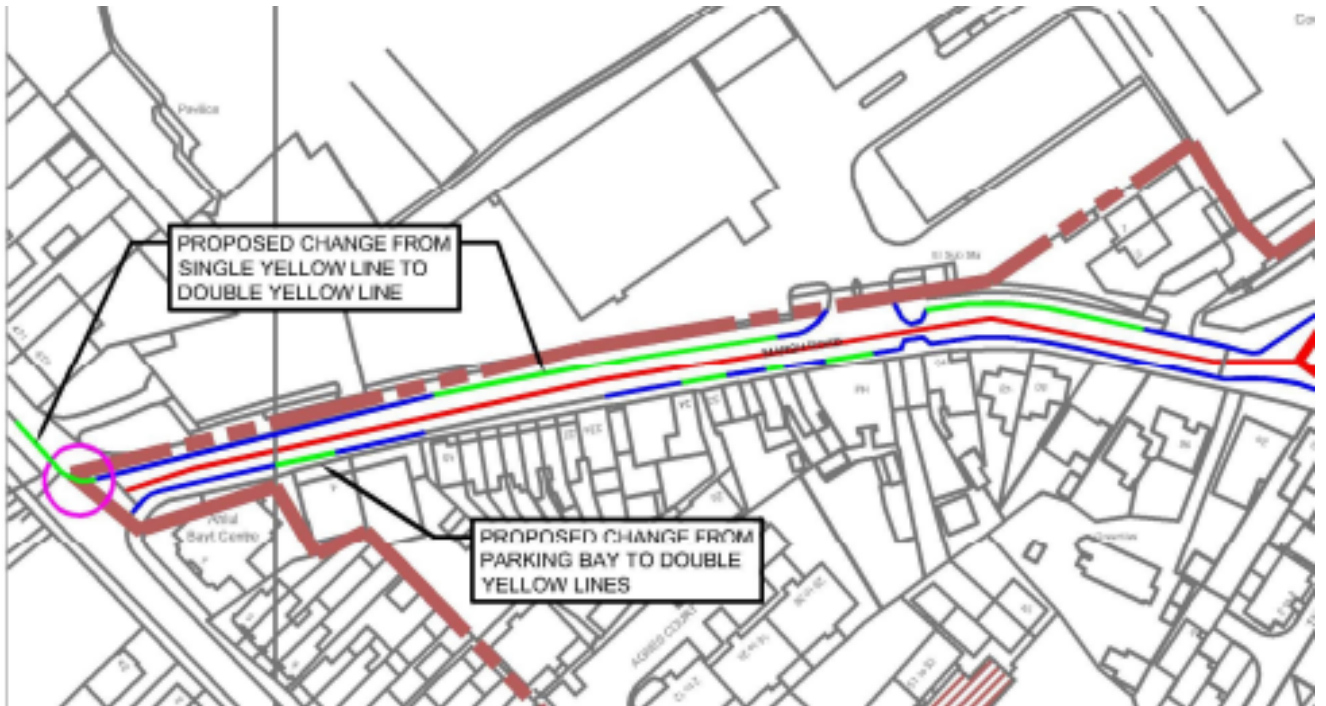
SUPPORT WITH CONCERNS

We support the provision of cycle and micromobility parking. But the scheme diagram appears to show the proposed parking bays extending onto the footway. We oppose taking footway space here and suggest that the bays can fit entirely on the carriageway.

Marsh Rd

OPPOSE

We oppose the addition of car parking here, both on policy and safety grounds. Parking here was removed (SYLs changed to DYLS) when the CPZ was created in 2021, on safety grounds, as shown in this detail from the CPZ plan.



The presence of the Oxford Direct Services depot results in a large number of HGVs and other large vehicles on this stretch of road. As well as requiring more space, these impede visibility, making carriageway width important for safety, especially for people cycling.

It is also important to have space for two-way motor vehicle movement at the western end of Marsh Rd, to prevent blockages when vehicles queue to exit onto Cowley Rd.

Salegate Lane

OPPOSE WITH ALTERNATIVE

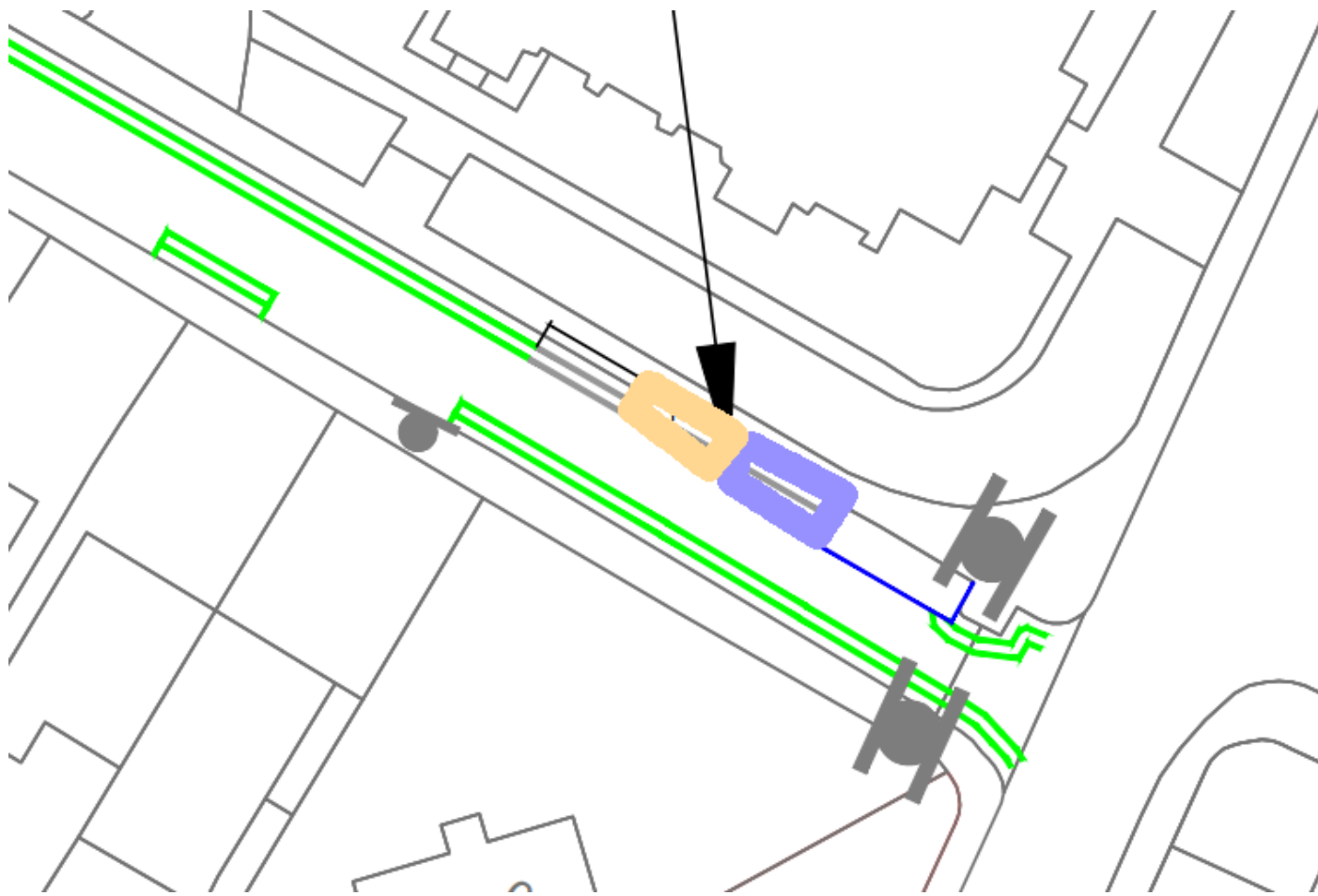
As well as our general objections to increased car parking, we note that Salegate Lane is very narrow and it would be good to minimise the number of people driving into it and having to do three-point turns to exit.

We suggest an alternative. The existing on-footway micromobility bay could be relocated to the eastern 5m of the proposed 15m bay, as shown here.



The middle 5m of the proposed bay could be used for cycle parking, noting that there is no public cycle parking on Salegate Lane, for visitors to the church, or along this stretch of Hollow Way.

And the western 5m should be left as DYL to maintain easy access to the driveway of No 10. The proposed layout is as shown here, with the micromobility bay in purple and the cycle parking in orange.



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**Oxfordshire County Council
Equalities Impact Assessment**

Temple Cowley – Controlled Parking Zone (CPZ) Review
March 2026

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Section 1: Summary details

Directorate and Service Area	Environment & Highways– Network Management
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Temple Cowley – Controlled Parking Zone (CPZ) Review.
Is this a new or existing function or policy?	Existing - the parking team already operate CPZs/Permit Parking Zones elsewhere in Oxfordshire, and measures to restrict and control car parking availability, including further use and expansion of CPZs, form part of the county's recently adopted Local Transport and Connectivity Plan and Central Oxfordshire Travel Plan.
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>The Temple Cowley CPZ is an area where on-street parking is subject to restrictions. This CPZ gives residents preferential treatment when parking in the street around their home. Permit holders can park without restriction throughout the CPZ operational hours, but non-permit holders can only park for a limited period of two hours across the zone. Disabled badge holders may park free of charge in CPZs.</p> <p>Large parts of Oxford are already covered by CPZs and where these have been implemented, they have been extremely successful in removing commuter parking, however over time they do require review to ensure that they are still fit for purpose and meet the needs of its users. CPZs help to reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking in the city. They also improve the street scene and can make streets safer and more accessible for all road users by removing obstructive parking. These benefits mostly fall on those living within the zones but there are wider transport and environmental benefits.</p> <p>All residents in CPZ areas who wish to park their vehicle on the public highway in the zone during the hours of operation have to pay for a permit(s); unless access to a permit has been restricted because of a planning permission, for example, the development is car free. Businesses can also apply for permits. Both residents and businesses can also apply for permits for their visitors. Special provisions also apply for carers and contractor's vehicles with more details available on https://www.oxfordshire.gov.uk/cms/public-site/parking-permits.</p> <p>Households that don't have access to a drive or private parking are likely to be most disadvantaged particularly if it is a household with multiple car ownership. Parking permit charges may also affect low income households. The charges are however necessary to ensure that more of the schemes operating costs are met and they are able to continue to operate and deliver their transport and environmental benefits.</p>
Completed By	Vicki Neville – Senior Officer (City) – TRO & Schemes

Authorised By	Jim Whiting – Team Leader TRO & Schemes
Date of Assessment	March 2026

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Since the early 1990's, controlled parking zones have been used across Oxford as a vital tool for managing parking demand and acting as a deterrent for commuter parking.</p> <p>Historically amendments to parking restrictions within zones has been piecemeal, either through development funded changes or through transport projects that only impact part of a CPZ (e.g. LTNs). However, to ensure that they remain fit for purpose and continue to deliver the benefits to local communities, it is important that periodically they are reviewed to take into consideration changes in user demand, emerging transport policies and wider impacts of development within an area.</p> <p>Following a prioritization exercise, the County Council presented a proposal to Oxford City Council to secure the release of Community Infrastructure Funding (CIL) for the review of 7 existing Controlled Parking Zones (CPZs) within the Oxford City Boundary, including East Oxford. At the Oxford City cabinet meeting on 11th December 2024, a decision was made to approve the release of £358,080 from CIL to process the reviews and associated works for the identified zones.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>An informal consultation with residents was carried out in June & July 2025, which aimed at gathering opinions and feedback on changes or improvements that they would like to see. Proposals have been developed taking into account this public feedback, historic requests and input from County Councillors for the area and other County Council teams. The reviews seek to address parking concerns on an area-wide basis, with the view to improving the performance of parking restrictions across the locality.</p> <p>Officers have also worked with the local County Councillors and wider County Council teams on the proposals for the Temple Cowley CPZ, which have been designed to help improve road safety, parking provision and cycle facilities, whilst also seeking to remove those restrictions which have been identified as being redundant given alternatives in the area.</p>

	<p>A statutory consultation on proposed amendments to the existing Temple Cowley Controlled Parking Zone (CPZ) has been concluded, which includes various proposals to implement new permit holders and/or short stay parking areas implement new cycle parking provision and implement new micromobility (e-scooter/e-bike) parking.</p>
<p>Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>An informal consultation with residents was carried out in June & July 2025, which aimed at gathering opinions and feedback on changes or improvements that they would like to see. Formal statutory consultation was then carried out in January/February 2026 on the proposed CPZ amendments for Temple Cowley.</p> <p>Several factors are considered when deciding whether to approve and implement changes to a CPZ including local support and existing and future parking pressure and other policy considerations. All proposed CPZ amendments are subject to formal consultation. Any objections to the formal consultation will be reported to the Oxfordshire County Council Cabinet Member for Transport Management decisions meeting – these are public meetings, which members of the public may apply to address.</p>
<p>Alternatives considered / rejected Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Targets to reduce private car travel form part of the county’s Local Transport and Connectivity Plan.</p> <p>Controlled parking zones work alongside other strategy proposals (see Central Oxfordshire Travel Plan) to manage travel by private car (traffic filters, workplace parking levy) and encourage more sustainable modes of travel (for example public transport, cycling or walking) by managing the availability and demand for parking. This is traditionally achieved by on street parking schemes with controls on who is able to park, for how long and a charge to do so.</p> <p>Within the design of the existing CPZ and as part of some of the proposed amendments concession has been made to allow for short term free parking for non-permit holders in specific bays.</p> <p>Doing nothing is not an option because existing parking controls must remain fit for purpose and meet the needs of all users, including cyclists. Displaced parking is likely to occur with the roll out of other recently introduced CPZs and should proposals for a city-wide workplace parking levy be approved and implemented.</p>

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Improved control of the on-street parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including older people, vulnerable people, women and children.</p> <p>No specific impacts identified and a CPZ is not considered to impact disproportionately on any age group.</p>	Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.	OCC Project Team	Post implementation engagement including with Local Member

Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Those with a disability may be more reliant on a car for mobility and/or require support from a professional carer or family or friends for daily care. Management of on street parking may impact on people reliant on care.</p> <p>Improved control of the on-street parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including those with a mobility impairment including those who use a wheelchair or motorized scooter.</p>	<p>Blue badge holders can apply to have a bay provided outside their homes.</p> <p>Blue badge holders can park in CPZs unlimited.</p> <p>Within the design of the CPZ concession has been made to allow for short stay parking for non-permit holders for two hours across the zone.</p> <p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.</p>	OCC Project Team	Post implementation engagement including with Local Member
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified on amendments to an existing CPZ are not considered to impact disproportionately on any gender.			
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified on amendments to an existing CPZ are not considered to impact disproportionately on marital status.			

Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Pregnant people and with infants may require home support from a medical or other professional who need to park on street.</p> <p>Improved control of the on-street parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users.</p>	<p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property.</p> <p>Within the design of the CPZ concession has been made to allow for short stay parking for non-permit holders for two hours across the zone.</p>	OCC Project Team	Post implementation engagement including with Local Member
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified on amendments to an existing CPZ are not considered to impact disproportionately on any race.			
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified on amendments to an existing CPZ is not considered to impact disproportionately on either sex.			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified on amendments to an existing CPZ is not considered to impact disproportionately in terms of sexual orientation.			
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified on amendments to an existing CPZ is not expected to impact disproportionately on any religious groups.			

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Improves use of the kerb side and on-street parking controls, which is mostly likely to impact on those travelling from outside the city. Parts of Oxford are highly accessible by public transport including Park & Ride.			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and amendments to an existing CPZ is not expected to impact disproportionately on any armed forces groups.			
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Carers, including family and friends, that need to look after older and disabled people, and who need to drive and park on street.	Within the design of the CPZ concession has been made to allow for short stay parking for non-permit holders for two hours across the zone. Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property.	OCC Project Team	Post implementation engagement including with Local Member

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Parking permit charges may affect low-income households. The most deprived LSOA in Oxford is Northfield Brook (Blackbird Leys). Areas of The Leys, Rose Hill, Barton, Carfax and Littlemore are amongst the most deprived 20% in England. Nationally, those on lower incomes have lower levels of private car ownership, with 40 per cent of those in the lowest income households having no access to a car or van. Improved control of the on-street parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution. This is important as deprived areas can also have the worst health outcomes. CPZs can also help to boost active travel and public transport modes which also benefit from less traffic.</p>	<p>Within the design of the CPZ concession has been made to allow for short stay parking for non-permit holders for two hours across the zone.</p> <p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property.</p>	OCC Project Team	Post implementation engagement including with Local Member

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staff will not be disproportionately impacted.			
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Potential need for some council services e.g. social services, to use a car and park in residential streets.	<p>Within the design of the CPZ concession has been made to allow for short stay parking for non-permit holders for two hours across the zone.</p> <p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property.</p>	OCC Project Team	Post implementation engagement including with Local Member
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified on the amendments to an existing CPZ and are not expected to impact disproportionately on any providers.			
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improved control of the on-street parking, kerb side and/or the		OCC Project Team	Post implementation

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
				removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution.			engagement including with Local Member

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	March 2027 – as part of post implementation scheme monitoring
Person Responsible for Review	Vicki Neville – Senior Officer (City) TRO & Schemes
Authorised By	Jim Whiting – Team Leader TRO & Schemes

Division(s) affected: *Summertown & Walton Manor, Wolvercote & Cutteslowe*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 March 2026

OXFORD: SUMMERTOWN CPZ – PROPOSED PARKING RESTRICTION AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- (a) Approve the proposed amendment of existing Permit Holders parking bay to Shared-use parking (Permit holders & non-permit holders), Cycle parking bay and new Double Yellow Lines in Capel Close, as advertised.
- (b) Approve the proposed new Micromobility (e-scooter & e-bike) parking bay in Hamilton Road, as advertised.
- (c) Approve the proposed new Coach parking bays, Double Yellow Lines and Permit Holders parking bay in Hernes Road & Hernes Crescent, as advertised.
- (d) Approve the proposed new Cycle parking bay and Micromobility (e-scooter & e-bike) parking bay in Lonsdale Road, as advertised
- (e) Approve the proposed new Cycle parking bay and amendment of existing Single Yellow Lines to Double Yellow Lines in Mayfield Road, as advertised.
- (f) Approve the proposed new Shared-use parking bay (Permit holders & non-permit holders) and Double Yellow Lines in Rogers Street, as advertised.
- (g) Approve the proposed change of use for the existing parking bay (from permit holders to shared use (permit holders & non-permit holders) in Squitchey Lane, as advertised.
- (h) Approve the proposed change of operational hours and maximum stay limit of the existing goods vehicle loading bay in Summerfield Road, as advertised.

- (i) **Approve the proposed extension of Double Yellow Lines and reduction of existing Permit Holders Parking bay in Thorncliffe Road, as advertised.**
- (j) **Not approve/withdraw the proposed extension of the existing Permit Holders parking bay in Oakthorpe Road.**

Executive Summary

- 2. This report outlines proposed changes to the Summertown CPZ as a result a holistic review to deal with some challenges and inconsistencies in respect of safety, ability to robustly enforce, and road space allocations.
- 3. The delivery of this can be done relatively promptly to provide some immediate benefit in advance of a wider review of CPZ policy and associated schemes - which it is acknowledged needs to be undertaken. The ideal time to do this would be subsequent to a central government ban on pavement parking, who recently advised in their response to the 2020 consultation, that they would be looking to amend primary legislation and develop regulatory framework at the next available opportunity.
- 4. In addition, the government have confirmed that *'our next steps will focus on delivering swift and precise work to develop powers which will enable local transport authorities to prohibit pavement parking in their areas'*. Whilst this is in development, inclusion within the councils Kerbside Strategy which is also in development, will be explored and would consider potential wider changes to CPZ schemes.'

Background

- 5. Since the early 1990's, controlled parking zones have been used across Oxford as a vital tool for managing parking demand and acting as a deterrent for commuter parking.
- 6. Historically amendments to parking restrictions within zones has been piecemeal, either through development funded changes or through transport projects that only impact part of a CPZ (e.g. LTNs). However, to ensure that they remain safe and operational and continue to deliver the benefits to local communities, it is important that periodically they are reviewed to take into consideration changes in user demand, emerging transport policies and wider impacts of development within an area.
- 7. Following a prioritization exercise, the County Council presented a proposal to Oxford City Council to secure the release of Community Infrastructure Funding (CIL) for the review of 7 existing Controlled Parking Zones (CPZs) within the Oxford City Boundary, including Summertown. At the Oxford City Council's Cabinet meeting on 11th December 2024, a decision was made to approve the

release of £358,080 from CIL to process the reviews and associated works for the identified zones.

8. The Summertown Controlled Parking Zone (CPZ) was first introduced by Oxford City Council in 1997 and has been operational for close to 30 years. Although some modifications have been made over time, these have largely been ad hoc or linked to other transport initiatives. By securing CIL funding for this review it will enable us to address immediate concerns around safety, being able to enforce properly, due to correct lining and signage being present and the effective operation of the zone in response to current pressures and complaints.
9. In addition to any required Traffic Regulation Order (TRO) amendments within the zone, the project will include a review of existing road markings and signage across the zone. This will ensure that faded lines are refreshed and any missing or damaged signs are replaced, supporting effective enforcement of the restrictions. These signage and lining changes, do not need a CMD decision, but do make up a large part of this shorter-term solution.
10. An informal consultation with residents was carried out in June & July 2025, which aimed at gathering opinions and feedback on changes or improvements that they would like to see. Proposals have been developed taking into account this public feedback, historic requests and input from other County Council teams. The reviews seek to address parking concerns on an area-wide basis, with the view to improving the performance of parking restrictions across the locality.
11. Officers have also worked with the local County Councillors on the proposals for the Summertown CPZ, which have been designed to help improve road safety, improve parking provision and cycle and/or micromobility facilities.
12. This report presents responses received to the statutory consultation on proposed amendments to the existing Summertown CPZ which includes various proposals to amend existing safety restrictions (such as double or single yellow lines) implement new or amend existing permit holders and/or short stay parking areas and implement new cycle parking or micromobility provision, as shown in **Annexes 1 to 10**.

Corporate Policies and Priorities

13. The project to propose amendments to the existing parking controls in the Summertown CPZ will help to; Prioritise the health and wellbeing of residents, put action to address the climate emergency at the heart of our work, invest in an inclusive, integrated and sustainable transport network and play our part in a vibrant and participatory local democracy.

Financial Implications

14. Funding for consultation (and all other aspects associated with amending the relevant Traffic Regulation Orders) and any agreed associated works for the identified zones has been provided by City Council's Community Infrastructure Levy (CIL). There are no risks or pressures on existing council budgets or resources.
15. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Finance has therefore assumed that the service has confirmed the funding arrangements independently, and responsibility for validating the financial position and underlying data rests with the service area.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

16. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
17. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

18. The design & appraisal of the proposals, as well as the consultation process have been undertaken by Officers from 'TRO & Schemes' teams as part of their regular day-to-day duties. Additional resources have been brought in to deliver the project, these resources are being funded through CIL allocations and there are no pressures or resource implications for existing teams.

Equality & Inclusion Implications

19. Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is considered that these are

mitigated by the fact that in all permit schemes that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid residential permit. The proposals do however have a positive impact and have been designed to support vulnerable users by ensuring that parking and transport options meet the diverse needs of the community. The council acknowledges that some residents and visitors may not be able to use cycling or micromobility alternatives, so the changes aim to provide accessible solutions for everyone.

20. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant, and will provide additional parking capacity for any holder of an authorised current blue badge.
21. A full equality impact assessment has been undertaken and can be viewed in **Annex 11**.

Sustainability Implications

22. As such the proposed changes have a net loss of 4 spaces. The 12 current permit or shared use parking spaces removed will be used for other purposes such as cycle parking, micromobility parking, coach parking or waiting restrictions (allowing for improved movement).

Risk Management

23. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified.

Formal Consultation

24. Formal consultation was carried out between 15 January and 20 February 2026. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, relevant local City Cllrs, and the local County Councillors representing the Summertown & Walton Manor, and the Wolvercote & Cutteslowe divisions.
25. Letters were also sent directly to approximately 670 properties in the area, and public notices were also placed on site in the vicinity of the proposed amendments.

26. During the course of the formal consultation, 25 responses were received via the online survey, with 22 of those stating that they live within the CPZ boundary (88%), and 3 outside (22%) – these are summarised in the table below:

Proposal	Object	Partially support / concerns	Support	No opinion /objection
Capel Close	7	-	9	9
Hamilton Road	6	1	8	10
Hernes Crescent	5	-	11	9
Hernes Road	5	1	10	9
Lonsdale Road	4	1	10	10
Mayfield Road	5	-	9	11
Oakthorpe Road	8	2	7	8
Rogers Street	8	1	6	10
Squitchey Lane	5	-	9	11
Summerfield Road	3	2	8	12
Thorncliffe Road	7	-	9	9

27. Additionally, a further 17 emails were received directly – with Thames Valley Police not objecting, Oxford Bus company supporting, a combined response from ‘Oxfordshire Liveable Streets’ & ‘Cyclox’ submitting a mixed response containing objections & support to certain aspects (as shown in **Annex 12**), ‘Oxfordshire Unlimited’ offered suggestions for locations needing further review, and the ‘Summertown & St Margaret’s Neighbourhood Forum’ also submitting a mixed response. Finally, 12 local residents submitted objections to various specific proposals.
28. The full responses are shown in **Annex 11**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

- a) General feedback to the proposals:

29. Key themes and comments from respondents:

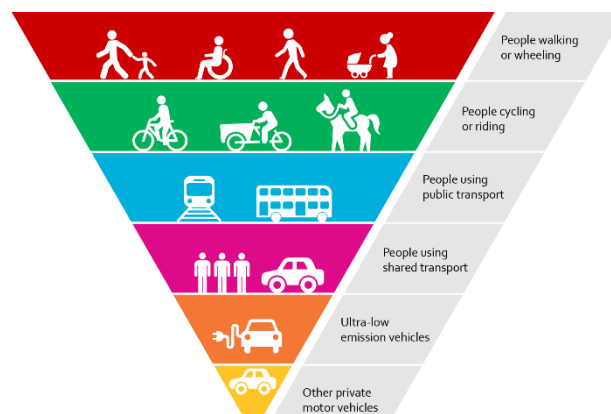
30. **Loss of resident parking capacity** - The most consistent concern relates to the removal or reduction of existing resident parking spaces. Respondents state that parking in Summertown is already difficult, particularly in the evenings, and that further reductions will:
- Increase circulation and time spent searching for parking
 - Displace parking onto neighbouring streets
 - Create inconvenience for residents, visitors, carers and deliveries
 - Disproportionately affect those without alternatives to car use
31. **Policy Consistency** – Many respondents cited Oxfordshire’s Local Transport and Connectivity Plan (LTCP) and Central Oxfordshire Travel Plan (COTP), arguing the proposals contradict policies to reduce car trips, prioritize active travel, and improve public transport.
32. **Safety & Visibility Concerns** – A significant number of comments raise road safety concerns, particularly:
- Parking too close to junctions reducing visibility
 - Risks to cyclists from parked vehicles, micromobility users, and poor sightlines
 - Potential conflicts at narrow roads and driveways
 - Increased risk to children, elderly residents and pedestrians
33. **Objections to coach parking** - Several objections focus on proposed coach bays, especially around Hernes Crescent, Hernes Road and Capel Close. Key issues raised include:
- Loss of permit holder parking for residents
 - Perceived unfairness of prioritising private school operations over residents
 - Concerns about idling engines, air quality and noise
 - Safety risks for pedestrians, cyclists and vulnerable residents
 - Impacts on elderly residents and those with mobility needs
34. **Micromobility (e-bikes and e-scooters)** - Feedback on micromobility infrastructure:
- Some support improved provision for sustainable transport and micromobility
 - Others object, citing:
 - Pavement obstruction
 - Unsafe riding behaviour
 - Late-night noise and antisocial behaviour
 - Abandoned or poorly parked scooters and bikes
 - Unsuitability of quiet residential streets for hubs
35. Several respondents suggest relocating micromobility and cycle parking closer to shops, main roads, or existing transport corridors instead of residential streets.

36. **Cycle parking – written feedback on cycle parking is mixed:**
- Some respondents support reallocating car parking to cycle parking, particularly where visitor cycle provision is lacking
 - Others object, citing:
 - There is no demonstrated demand
 - Residents already have space on private property
 - Nearby institutions already provide under-used cycle facilities
37. **General comments and concerns – Some respondents raise:**
- Personal safety concerns, particularly for women walking further distances in the dark
 - Air quality and noise impacts from increased traffic or idling vehicles
 - Perceived inequity between residents and institutional or commuter users
 - Requests for residents-only bays rather than shared use
 - Calls for one-way traffic arrangements on specific streets
38. Overall, the feedback and responses to the consultation show a majority support on most of the proposals, except for some where objection does outweigh support. There are site specific and design concerns, which will be addressed further in this report.
- b) Officer's response and breakdown of each proposal:
39. The primary objective of this CPZ review has been to ensure that the designated zones remain safe, operational and enforceable. The scope of the project includes:
- A comprehensive review of parking restrictions, Traffic Regulation Orders (TROs), signage, and road markings within the designated zones.
 - Identification of opportunities to introduce alternative parking provisions, including facilities for cycles, scooters, and car clubs.
 - Engagement with internal teams to identify synergies with other ongoing projects.
 - Implementation of decluttering measures to enhance the street scene.
 - Trials of new restriction types, including those applicable to permit holders.
40. The proposals arising from the CPZ review incorporates a range of measures, such as new double yellow lines, the re-designation of certain existing spaces, the reallocation of permit parking spaces, the introduction of new cycle parking facilities and/or micromobility provision in Capel Close, Hamilton Road, Lonsdale Road & Mayfield Road and the proposed change of operation times for the existing Goods Vehicle Loading Bay in Summerfield Road. The proposals take into account the needs of different users, and the County Council recognises that not all residents can use cycling or micromobility options.
41. The proposals do include the introduction of new parking spaces, but to confirm the overall parking provision is not being increased. The proposals remove 12 existing permit or shared-use parking spaces - to accommodate other road uses

and restrictions, with 8 new parking spaces proposed. This results in a net reduction of 4 parking spaces overall.

42. An initial officer review of the zone assessed the purpose and effectiveness of current restrictions and identified yellow lines that do not contribute to road safety and areas where changes can be made. Within a CPZ, all kerbside space must be subject to some form of restriction. Consequently, these areas were re-designated for alternative uses.
43. In undertaking this work, officers considered the needs of all permit holders, visitors, local businesses, and cyclists, alongside feedback received from residents and the County Councillor during the informal consultation and design process. The proposals consider the needs of different users, and the council recognises that not all residents can use cycling or hire e-scooter and e-bike options. As outlined in the Oxfordshire County Council Network Management Plan 2023–2028 under the Parking Management section:

“Our parking policy will support and link in with the ambitious transport goals by managing kerbside space fairly to ensure a balance is maintained between supporting the vitality of local businesses and catering for resident and visitor parking.”
44. The advertised proposals for the Summertown CPZ review reflect these objectives and align with wider transport policies, including the Local Transport and Connectivity Plan (LTCP) and the Central Oxfordshire Travel Plan (COTP).
45. While the addition of new spaces does not conflict with policy—given that LTCP’s hierarchy is to cater for active travel and public transport in the first instance and a focus on reducing car journeys and prioritising the removal of parking on key cycling routes—it is essential to ensure that proposed changes do not disproportionately benefit or disadvantage any group.
46. The County Council is committed to implementing measures that reflect the authority’s priority for road users, as illustrated in the diagram below. As part of the project to review controlled parking zones within the City, officers have collaborated with various teams across the service to identify opportunities to incorporate improvements for active travel within the proposals. This work has included assessing potential needs and demands linked to other projects, as outlined in paragraphs 47 – 49.

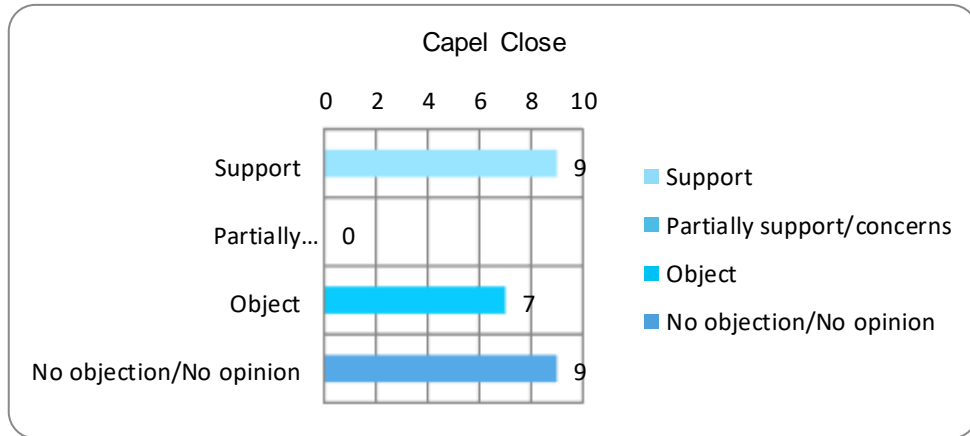


47. To address this, officers of this report have worked with Transport Planning colleagues to explore whether some of the spaces consulted on as part of this CPZ review could be reallocated for cycle parking and/or micromobility options such as hire e-bike and hire e-scooter parking as a part of their ongoing Transport and Mobility projects.
48. The county council wants to increase the availability of parking for e-scooters and e-bikes across Oxford city. This includes the provision of parking for these vehicles on-carriageway and given all parking for e-scooters and e-bikes in Oxford is currently provided on pavement. In identifying potential locations officers have engaged with Voi and Lime, current hire e-scooter and e-bike operators in the city to check proposed locations are in areas where there is demand for more parking and that parking bays will be promoted by operators when implemented.
49. Additional parking bays for e-scooters and e-bikes not only help the schemes to be more useful for users (which will help to further reduce the number of short trips by car in the city, which is a key objective of the county council) but also encourages tidy and compliant parking including by taking pressure off existing (pavement) parking and which can be oversubscribed in places (causing an obstruction for pedestrians).
50. Some provision has been identified for potential cycle or micromobility parking through the review of the Summertown CPZ and which will be considered as part of these recommendations.
51. Separately, the county council is undertaking a study to identify additional cycle and micromobility parking bays across Oxford city. Further potential locations will be considered as part of the study and will also be used to inform the review of other CPZs as they come forward. More generally, the study will provide a pipeline of cycle and micromobility parking locations that can be implemented when funding becomes available and subject to separate consultation. The study is expected to conclude by June 2026, with consultation and delivery expected later in 2026.
52. It should also be noted that whilst there is a desire to remove vehicle numbers on Oxfordshire roads, it is recognised that cars will still continue to make up the largest percentage of road users, so ensuring there are places to park vehicles on the carriageway is essential to allow for the safety of all road users.
53. The Summertown area generally experiences high parking demand. This pressure often results in contraventions such as double parking, parking on double yellow lines, or on footways. These practices can create safety hazards and cause obstruction, particularly for emergency vehicles, cyclists, and pedestrians.

54. While enforcement helps address these issues, it cannot be maintained continuously. It has been noted where concerns are raised over enforcement, and we have instructed our enforcement officers to visit the sites. Effective kerbside management therefore plays a crucial role in improving compliance and reducing complaints about insufficient enforcement. The proposals seek to address some these challenges by reviewing the allocation of kerbside space where appropriate.
55. Permit allocation or varying permit types helps play a part in the management of CPZ's and associated road space allocation, but this would need to be considered as part of strategic review of the current CPZ policy which is a much bigger and different piece of work with significant implications that would need to be considered.
56. It is planned to consider this as part of the kerbside management strategy which is being developed and will potentially be part of this project if appropriate.

Capel Close:

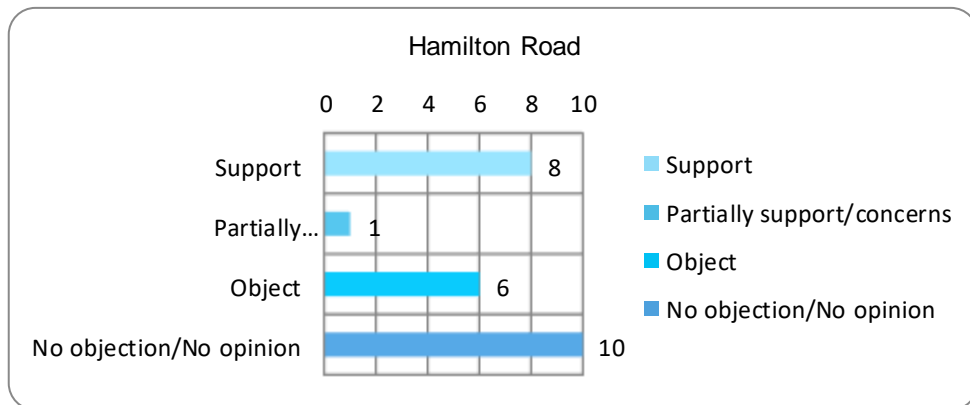
57. Proposed cycle parking bay – This bay has been proposed in response to feedback from the Place Planning team during the preliminary design stage of the wider CPZ review and increases the provision of cyclists to the nearby school. Officers have therefore proposed to implement a new cycle parking bay opposite No.13.
58. Considering this Officers can confirm that the cycle bay would be marked on the carriageway with the appropriate white bay markings and would use Sheffield stands (specially, Bilton with mid rail) within the space for cyclists to secure their bicycles against. The stands and bicycles would be protected by two Manchester Bollards.
59. Proposed shared use parking bays (currently permit holders only) – The change of use of this bay has been proposed following feedback from a meeting between officers, the local County & City Councillor and the nearby school regarding the use and movements of school minibuses. The proposals allow for the short term drop off of school children, without contravening any parking regulations. Whilst some concern has been raised over the loss of parking for residential permit holders, the shared use parking spaces will serve both residents and a limited group of users such as shoppers, carers, or tradespeople who may not have access to visitor permits.
60. Overall, the proposed changes are supported by respondents and therefore officers recommendation would be for the cycle parking bay, the shared use parking bays and the new double yellow line to protect the access of the school are approved.



Number of online responses.

Hamilton Road:

- 61. Proposed micromobility parking bay – This bay has been proposed in response to feedback from the Place Planning team during the preliminary design stage of the wider CPZ review. Officers have therefore proposed to implement a micromobility parking bay adjacent to No.5. The proposal is largely supported by residents, with some concern regarding environmental/anti-social impact.
- 62. Officers can confirm that the micromobility bay would be marked on the carriageway with the appropriate bay markings and bollards if required. All other infrastructure would be installed and provided by e-scooter and e-bike operators. Approval of the micromobility bay is therefore recommended by officers.



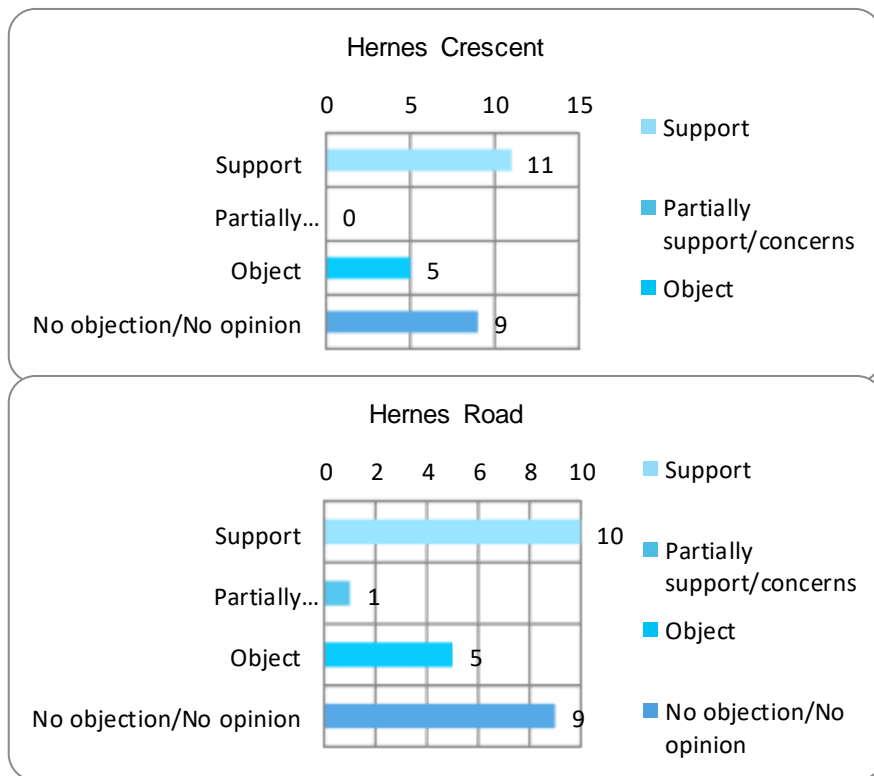
Number of online responses.

Hernes Road & Hernes Crescent:

- 63. Proposed coach parking bays, double yellow lines and new permit holders parking bay - Following complaints concerning coaches & buses stopping on the Banbury Road obstructing the cycle lanes and footways, officers have worked with the local County & City Councillors and the school to find a solution

where school drop-off and pick-up can take place on Hernes Crescent & Hernes Road, with locations identified that have been deemed safer for both school children and other road users.

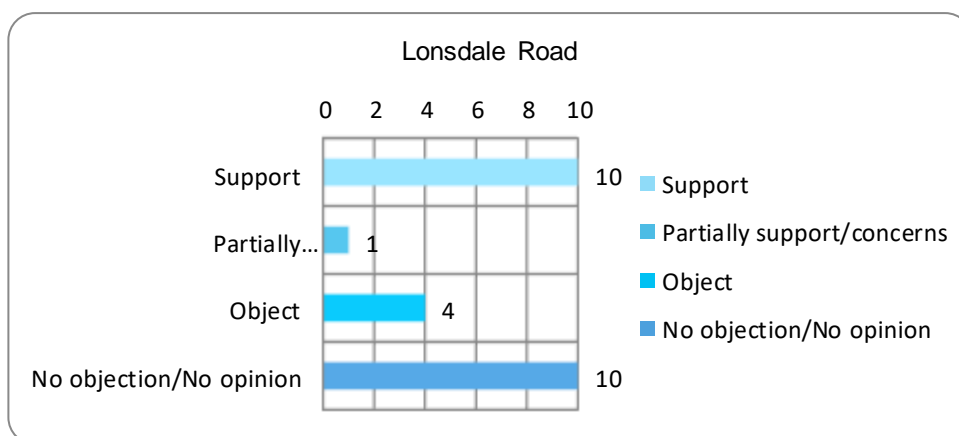
64. The proposal is generally supported; however, concerns have been raised regarding the potential loss of residential parking, vehicle idling and associated emissions, and road safety. In response to these concerns, the proposals include the introduction of a new permit holder parking bay and the small extension of a shared use parking bay to partially mitigate the loss of spaces resulting from the proposed coach parking bays. Overall, the proposals would result in the removal of approximately six parking spaces, with three spaces re-provided through the new bay(s). As such, there remains a net reduction in on-street parking capacity.
65. Officers have also used tracking software to check coach movements in and out of Hernes Road/Hernes Crescent, which have resulted in no impact being identified.
66. Officers have worked with members, and the school to find the best possible current solution to the issues raised and therefore it is recommended that the proposal is approved.



Number of online responses.

Lonsdale Road

67. Proposed cycle parking bay – This bay has been proposed in response to feedback from the Place Planning team and local County Councillor during the preliminary design stage of the wider CPZ review. Officers have therefore proposed to implement a new cycle parking bay.
68. Officers can confirm that the cycle bay would be marked on the carriageway with the appropriate white bay markings and would use Sheffield stands (specially, Bilton with mid rail) within the space for cyclists to secure their bicycles against. The stands and bicycles would be protected by two Manchester Bollards.
69. Proposed micromobility parking bay – This bay has been proposed in response to feedback from the Place Planning team during the preliminary design stage of the wider CPZ review. Officers have therefore proposed to implement a micromobility parking bay.
70. Officers can confirm that the micromobility bay would be marked on the carriageway with the appropriate bay markings and bollards if required. All other infrastructure would be installed and provided by e-scooter and e-bike operators.
71. The proposals are largely supported but there is some concern over the removal of double yellow lines and closeness to the junction. Officers have identified that these yellow lines can be removed to accommodate active travel alternatives without impact on safety or reduced visibility at the junction. Officers recommendation would therefore be for the cycle parking bay and the micromobility parking bay to be approved.



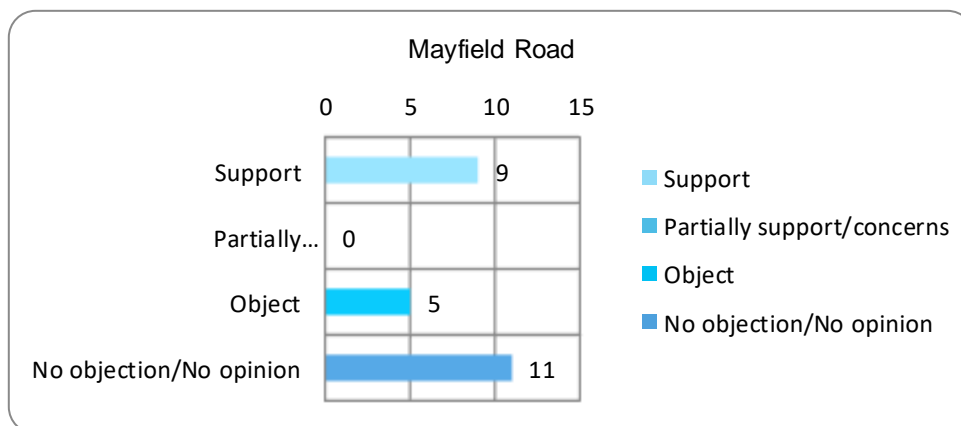
Number of online responses.

Mayfield Road:

72. Proposed cycle parking bay – This bay has been proposed in response to feedback from the Place Planning team and local County Councillor during the preliminary design stage of the wider CPZ review and increases the provision

of cyclists to the nearby school. Officers have therefore proposed to implement a new cycle parking bay.

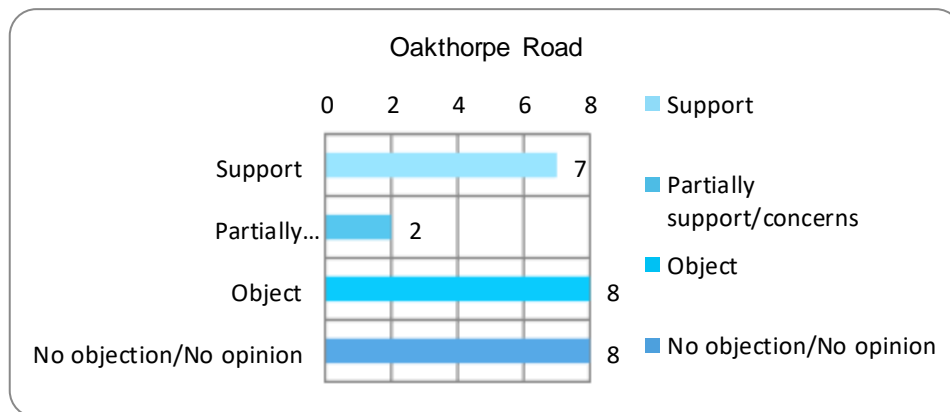
73. Officers can confirm that the cycle bay would be marked on the carriageway with the appropriate white bay markings and would use Sheffield stands (specially, Bilton with mid rail) within the space for cyclists to secure their bicycles against. The stands and bicycles would be protected by two Manchester Bollards.
74. The proposed cycle parking bay is generally supported; however, some concerns have been raised regarding the removal of existing double yellow lines, potential access implications, and its proximity to the junction. Officers have assessed these concerns and are satisfied that the removal of the double yellow lines would not result in any adverse impact on highway safety or visibility, either in relation to nearby accesses or the junction. The proposal would support active travel objectives without compromising safety. Officers therefore recommend that the cycle parking bay be approved.
75. Proposed double yellow lines (currently single yellow lines) – This restriction change has been proposed following a request and concern raised regarding parking on the single yellow line causing an obstruction to the access's opposite. Officers therefore proposed to amend the restriction(s) to double yellow lines to ensure that access is protected 'at all times'.
76. Whilst many respondents are in support of the proposed change, a detailed objection has been raised by a local resident that the loss of parking on the single yellow line outside of their operational hours would impact on their parking availability and on their visitors.
77. While officers acknowledge that the proposed removal of parking may affect a small number of residents and are sympathetic to these concerns, alternative parking provision is available across the wider Summertown Zone. When balanced against the benefits of improved highway safety and access, these considerations are considered to outweigh the loss of parking. Officers therefore recommend that the proposed double yellow line restrictions be approved.



Number of online responses.

Oakthorpe Road:

78. Proposed extension of permit holder parking bay– This new permit holders bay has been proposed following feedback from the informal consultation conducted with residents & businesses and following Officers identification of existing yellow lines which do not offer any benefits in terms of road safety through the review of the existing restrictions.
79. Upon further consideration of the feedback, the proposed change is not expected to offer benefits in terms of road safety and does not specifically contribute towards meeting our objectives under the local transport and connectivity plan, therefore officers are recommending withdrawing all such proposals at this stage. If the road layout or usage changes in the future the area can be reviewed again in line with our policies.
80. This will allow time for the development and adoption of a formal kerbside management strategy, ensuring that on-street parking within CPZs is allocated fairly across different transport modes and that there is an appropriate balance between CPZ permit allocation and the supply of private car parking spaces.

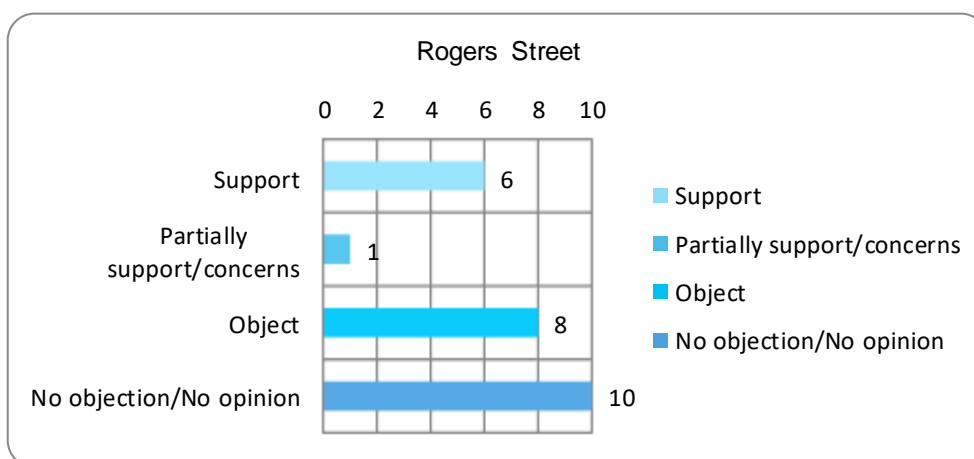


Number of online responses.

Rogers Street:

81. Proposed new permit holders or visitor (shared use) parking bay – This new bay has been proposed following feedback from the informal consultation conducted with residents & businesses which raised issues with the lack of shared use/ short stay parking availability across the Summertown area. Officers identified an existing single yellow lines which do not offer any benefits in terms of road safety through the review of the existing restrictions and therefore proposed its removal and replacement of shared use parking.
82. Whilst wider objections have been raised over the increase of parking availability for private car users and that this type of proposal does not follow County Council policy, the aim of the new proposed shared use bay is to ensure that existing parking capacity across the zone is reasonably maintained and fit for purpose.

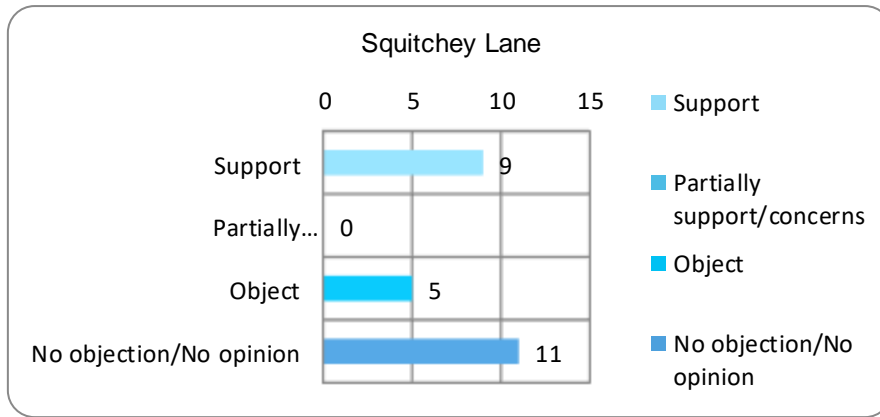
83. Additionally, whilst some of the proposals within this report include the introduction of additional parking spaces, this does create a perception that overall parking provision is being increased. In practice, however, the proposals remove 12 existing permit or shared-use parking spaces through the introduction of alternative restriction types, while only 8 new parking spaces are proposed. This results in a net reduction of 4 parking spaces overall, rather than an increase.
84. Officers recommendation would be for all the proposed parking changes in Rogers Street (new shared use bay & new double yellow lines) be approved.



Number of online responses.

Squitchey Lane:

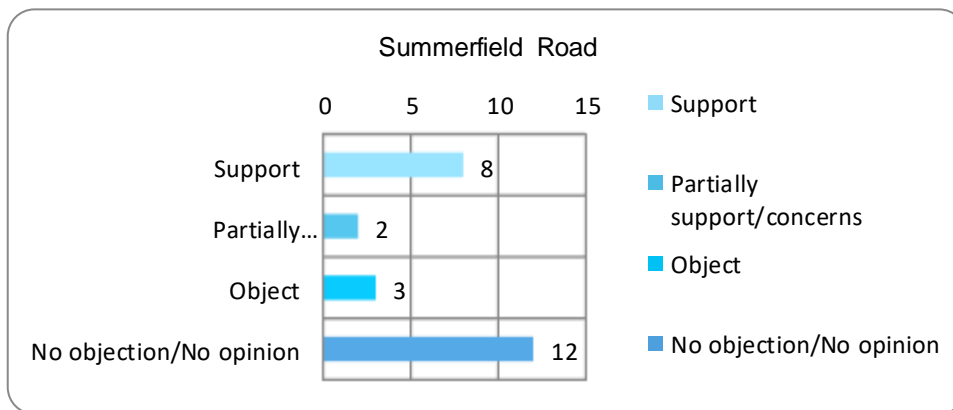
85. Proposed change of use for the existing parking bay (from permit holders to shared use (permit holders & non-permit holders) – This new bay has been proposed following feedback from the informal consultation conducted with residents & businesses which raised issues with the lack of shared use/ short stay parking availability across the Summertown area. Officers identified an underuse in the existing permit holder parking bays, but a higher level of use of the short stay parking bays (almost to capacity). This led to the proposed change of use for 15 metres of the existing bay.
86. Whilst there is general support from respondents, wider objections have been raised over the increase of parking availability for private car users citing that this type of proposal does not follow County Council policy. The aim of the proposed change of use of this existing bay is to maintain a fair balance between spaces available for shared use and those reserved exclusively for permit holders. Other comments received request that the bay is repurposed as cycle parking instead.
87. This proposal does not contribute to a net increase in parking space as it is already an existing space, officer recommendation is to therefore approve the proposal, with a view that the space could partially be repurposed for alternative use by cycle or hire e-bike or hire e-scooter parking space in future.



Number of online responses.

Summerfield Road:

88. Proposed change of operational hours and stay limit of the existing goods vehicle loading bay – Following a request submitted by a Transport Planning consultant on behalf of their client, Marks & Spencer, a proposal has been brought forward to amend the operational hours and maximum stay associated with the existing goods vehicle loading bay. This request has arisen due to operational difficulties currently experienced by the store, whereby deliveries are unable to take place effectively as the loading bay is routinely occupied by parked vehicles outside of its existing hours of operation.
89. The proposal is largely supported and officers recommendation would therefore be for the amendments to be approved.

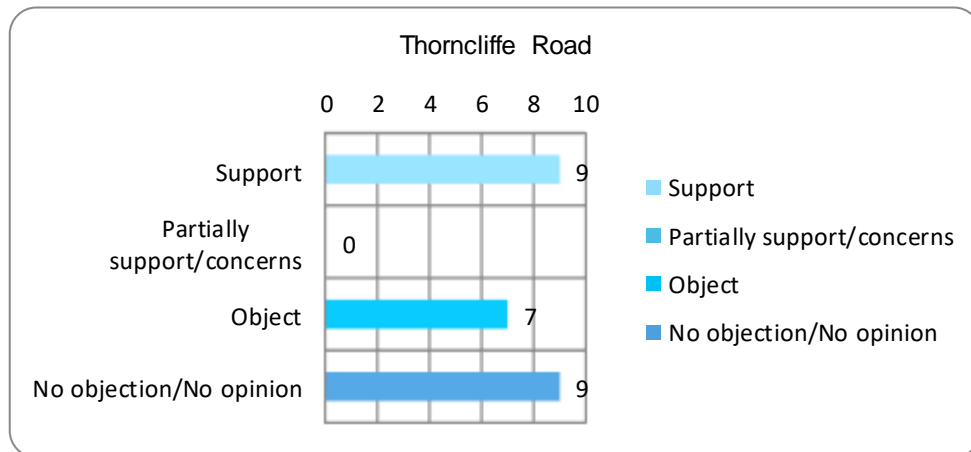


Number of online responses.

Thornccliffe Road:

90. Proposed double yellow lines (to replace part of the existing permit holders bay) – This short extension of double yellow lines has been proposed following feedback that motorists are trying to squeeze two vehicles into the existing space, which can only really accommodate one vehicle. Officers have therefore proposed to extend the existing double yellow lines reducing the permit holders bay to 5 metres.

91. Whilst there is general support from respondents, there is some objection to the loss of residents parking availability and a request that the bay is repurposed as cycle parking instead.
92. This proposed change will ensure that the permit holders bay is used correctly and that vehicles are not overhanging the confines of the bay, thus parking in contravention. Officer recommendation is to therefore approve the proposal, with a view that the space could be repurposed for alternative use by cycle or hire e-bike or hire e-scooter parking space in future, if deemed an appropriate location.



Number of online responses

93. As is usual practice with parking proposals and scheme changes, the County Council will monitor the impacts on all protected characteristics, women and vulnerable groups including collecting feedback from residents and stakeholders, and adapting the scheme as needed post-implementation.

Paul Fermer
Director of Environment and Highways

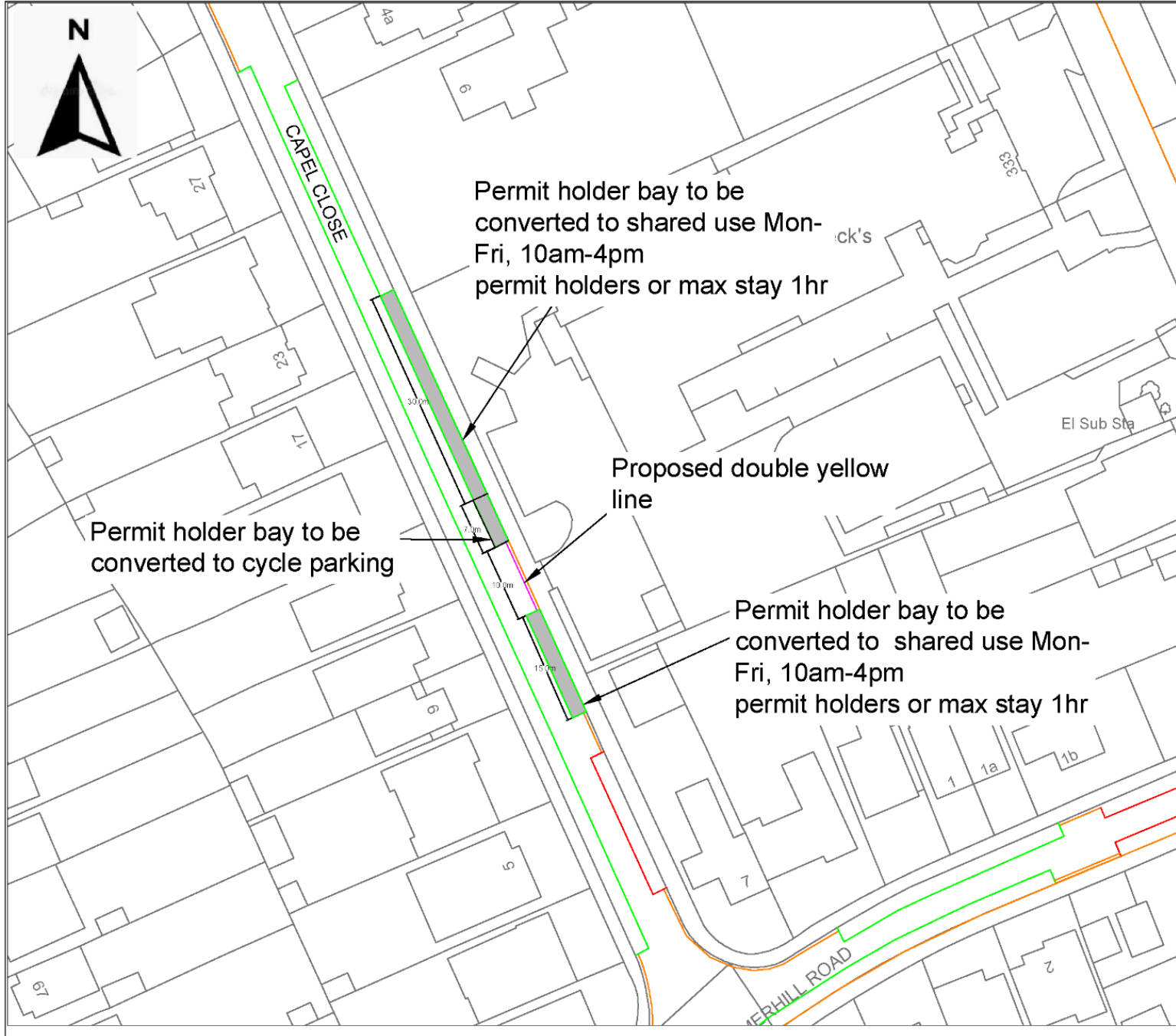
Annex(es): Annexes 1-10: Consultation plans
Annex 11: Consultation responses
Annex 12 (*separate document*): 'Oxfordshire Liveable Streets' & 'CycloX' response
Annex 13: Equalities Impact Assessment (EQIA)

Background papers: n/a
Other Documents: n/a

Contact Officer(s): Vicki Neville (Senior Officer – TRO & Schemes)
Jennifer Yeboah (Senior Officer - TRO & Schemes)
James Whiting (Team Leader – TRO & Schemes)

March 2026

Drawing No. PRD/2024/TRO/029



KEY	
	Existing Double yellow line (to be replaced)
	Existing cycleway lane
	Existing cycleway extension
	Existing cycleway extension to be removed
	Existing Disabled Bay
	Existing shared cycleway parking
	Existing Permit Holder Bays
	Existing bus stops
	Existing Taxi rank Loading Bay
	Proposed Disabled Bay
	Proposed Cycleway extension
	Proposed No parking at any time
	Proposed Shared cycleway parking
	Proposed Cycleway extension

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION	(ENTER NONE IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER NONE IF APPLICABLE)
USE	(ENTER NONE IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
2025 Parking Review
Summertown CPZ Area
New Parking Schemes

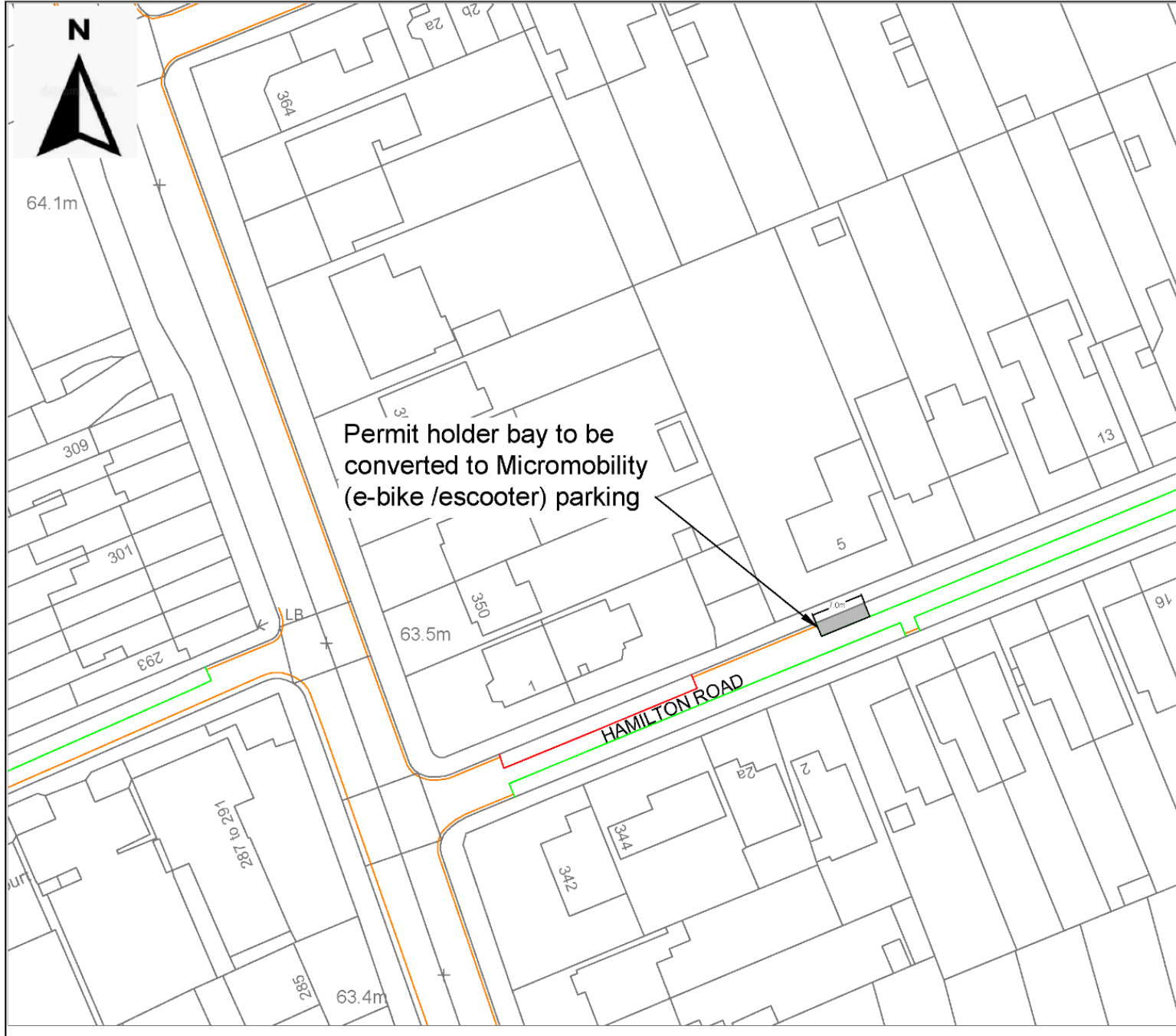
Drawing title
Capel Close
Proposed Parking Changes
TRO consultation drawing

Drawing Status - Final

Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn- 21/11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/029 Revision 0



KEY

	Existing Double yellow lines (the width of vehicle)
	Existing single white line
	Existing existing bollards
	Existing white/yellow bollards to be removed
	Existing Disabled Bay
	Existing street cleaner stop points
	Existing Permit holder bays
	Existing bus stops
	Proposed Micromobility parking
	Proposed Disabled Bay
	Proposed Double white line
	Proposed for signing of scheme
	Existing Permit holder bay to be removed
	Proposed Cycle Micromobility
	Proposed Cycle Micromobility

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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USE
(ENTER NONE IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
(ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
2025 Parking Review
Summertown CPZ Area
New Parking Schemes

Drawing title
Hamilton Road
Proposed Parking Changes
TRO consultation drawing

Drawing Status- Final

Scale @ A3 1:500	Drawn by-JY Date drawn- 11/11/25	Checked by-JW Date checked	Approved by-JW Date approved
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Drawing No. PRD/2025/TRO/003 v1

- KEY**
-  EXISTING NO WAITING AT ANY TIME RESTRICTIONS (DOUBLE YELLOW LINES)
 -  PROPOSED NEW NO WAITING ANY TIME RESTRICTIONS (DOUBLE YELLOW LINES)
 -  PROPOSED REMOVAL OF NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
 -  PROPOSED CHANGE OF USE FROM RESIDENTS PARKING TO A COACH PARKING BAY 8AM - 8PM FOR 1 HOUR NO RETURN WITHIN 2 HOURS (ALL DAYS)
 -  PROPOSED REMOVAL OF SMALL SECTION OF RESIDENTS PARKING BAY TO ACCOMMODATE PROPOSED NEW DOUBLE YELLOW LINES
 -  PROPOSED NEW RESIDENTS PARKING BAY MON - FRI 10AM - 4PM AND EXTENSION OF EXISTING PARKING BAY (DUAL USE)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

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MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)
USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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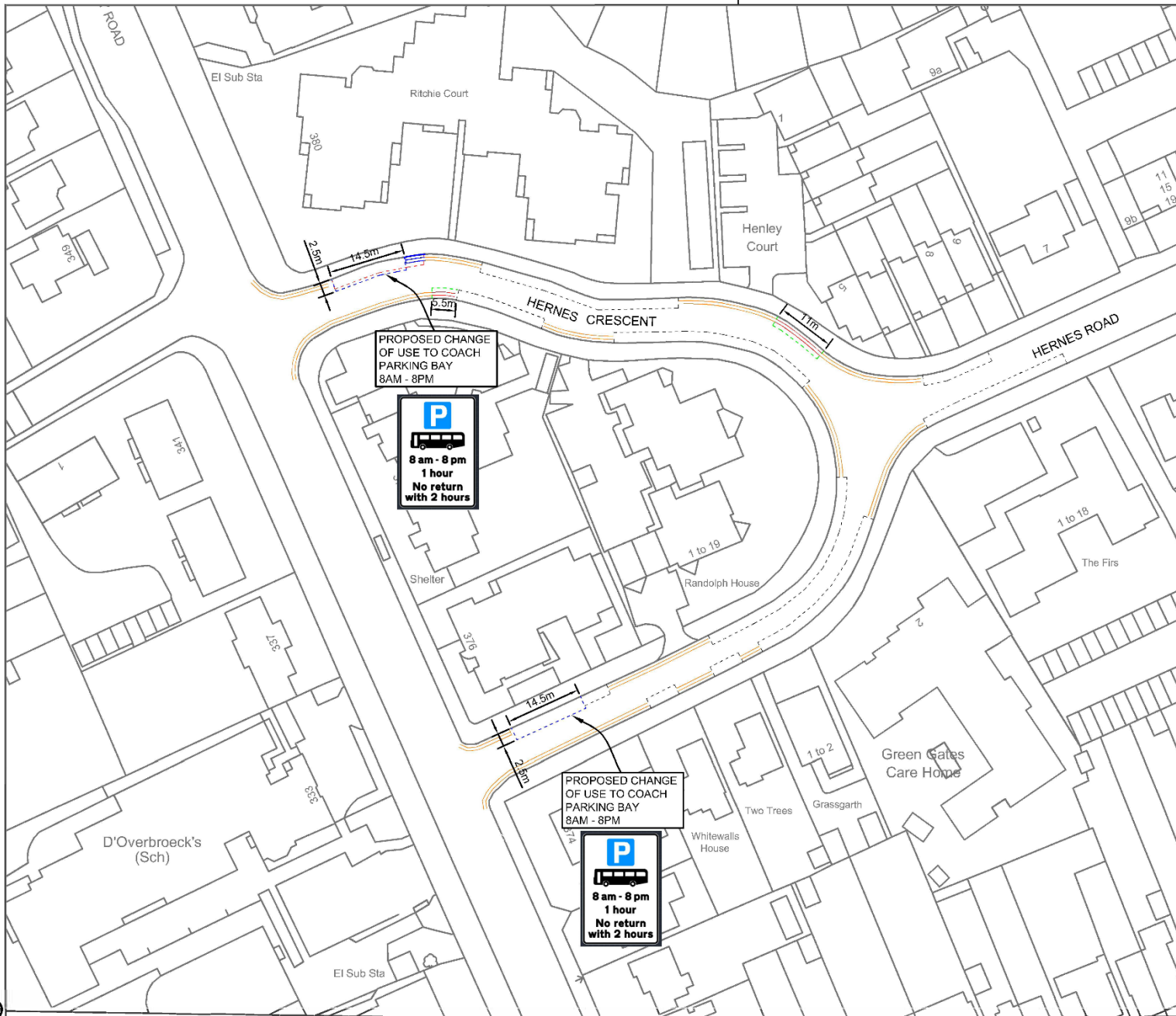
Project title
**Traffic Regulation Order
 Consultation Drawing
 2025**

Drawing title
**Proposed Parking Changes
 New Coach Parking Bays
 Hernes Road & Hernes Crescent
 Oxford**

Drawing Status
Consultation

Scale @ A4 1:1000	Drawn by VN	Checked by JW	Approved by
Date drawn July 2025	Date checked	Date approved	

Oxfordshire Project No. & File Ref
 Drawing No. PRD/2025/TRO/003
 Revision v1



Drawing No. PRD/2024/TRO/027

KEY	
	Existing Double yellow line (the width of which)
	Existing single white line
	Existing yellow kerbside
	Existing yellow kerbside to be removed
	Existing Disabled Bay
	Existing street cleaner stop points
	Existing Permit holder bays
	Existing bus stops
	Proposed Micromobility parking
	Proposed Disabled Bay
	Proposed Disabled white line
	Proposed for scaling of kerbside yellow kerbside and width to be removed
	Proposed Cycle Motorcycle parking

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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USE
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DECOMMISSIONING/DEMOLITION
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Project title
2025 Parking Review
Summertown CPZ Area
New Parking Schemes

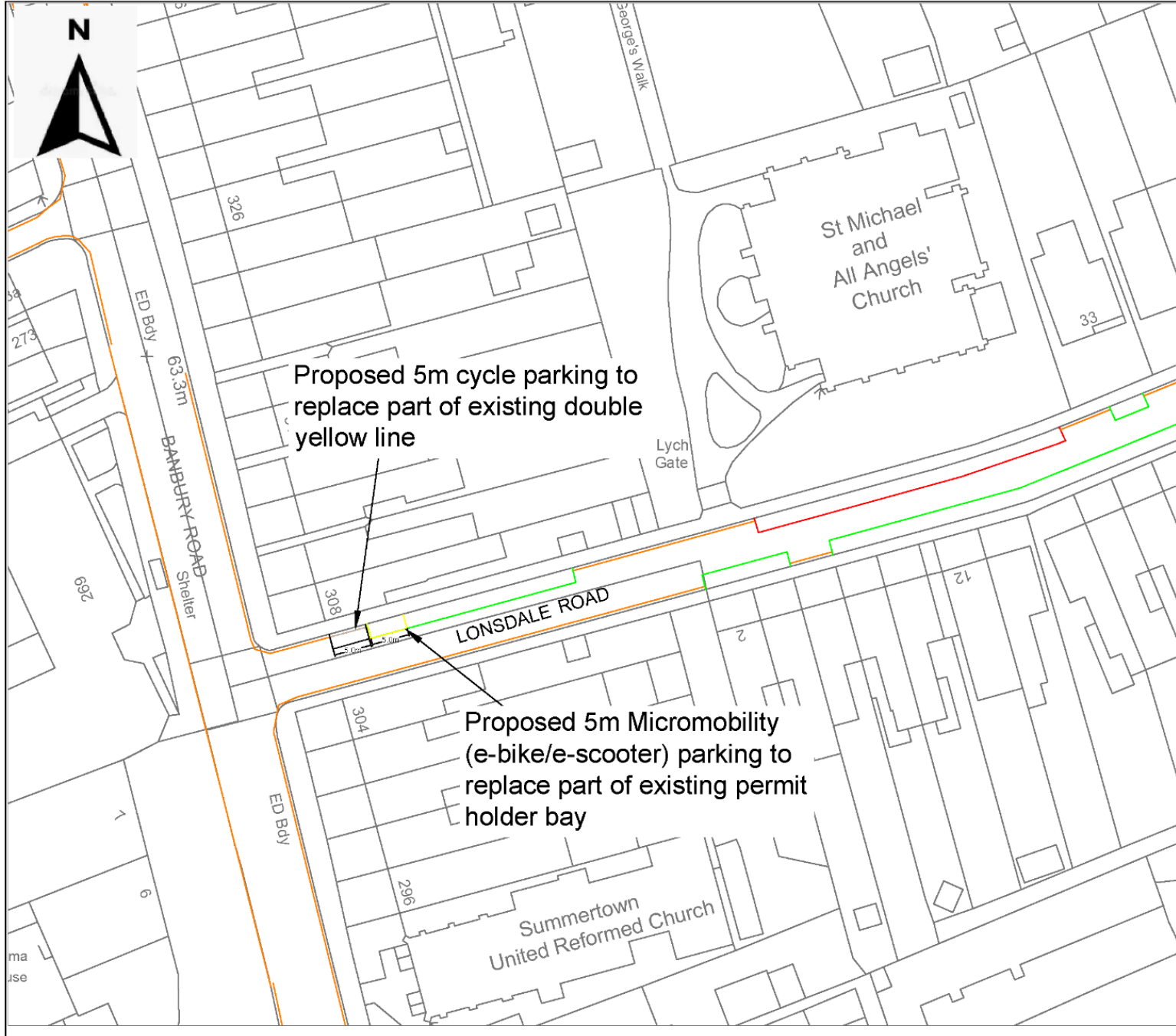
Drawing title
Lonsdale Road
Proposed Parking Changes
TRO consultation drawing

Drawing Status- Final

Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn- 24/11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/027 Revision 0



Drawing No. PRD/2024/TRO/026

KEY	
	Existing Double yellow line from the adjacent parking area
	Existing single yellow line
	Existing parking restrictions to be converted
	Existing parking restrictions to be converted
	Existing Disabled Bay
	Existing coach/loaded site parking
	Existing Permit Holder Bays
	Existing bus stops
	Existing Taxi rank Loading Bay
	Proposed Disabled Bay
	Proposed Coach/loaded site
	Proposed for loading at any time
	Proposed for loading at any time
	Proposed Cycle Minimum
	Proposed Cycle Minimum

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Project title
2025 Parking Review
Summertown CPZ Area
New Parking Schemes

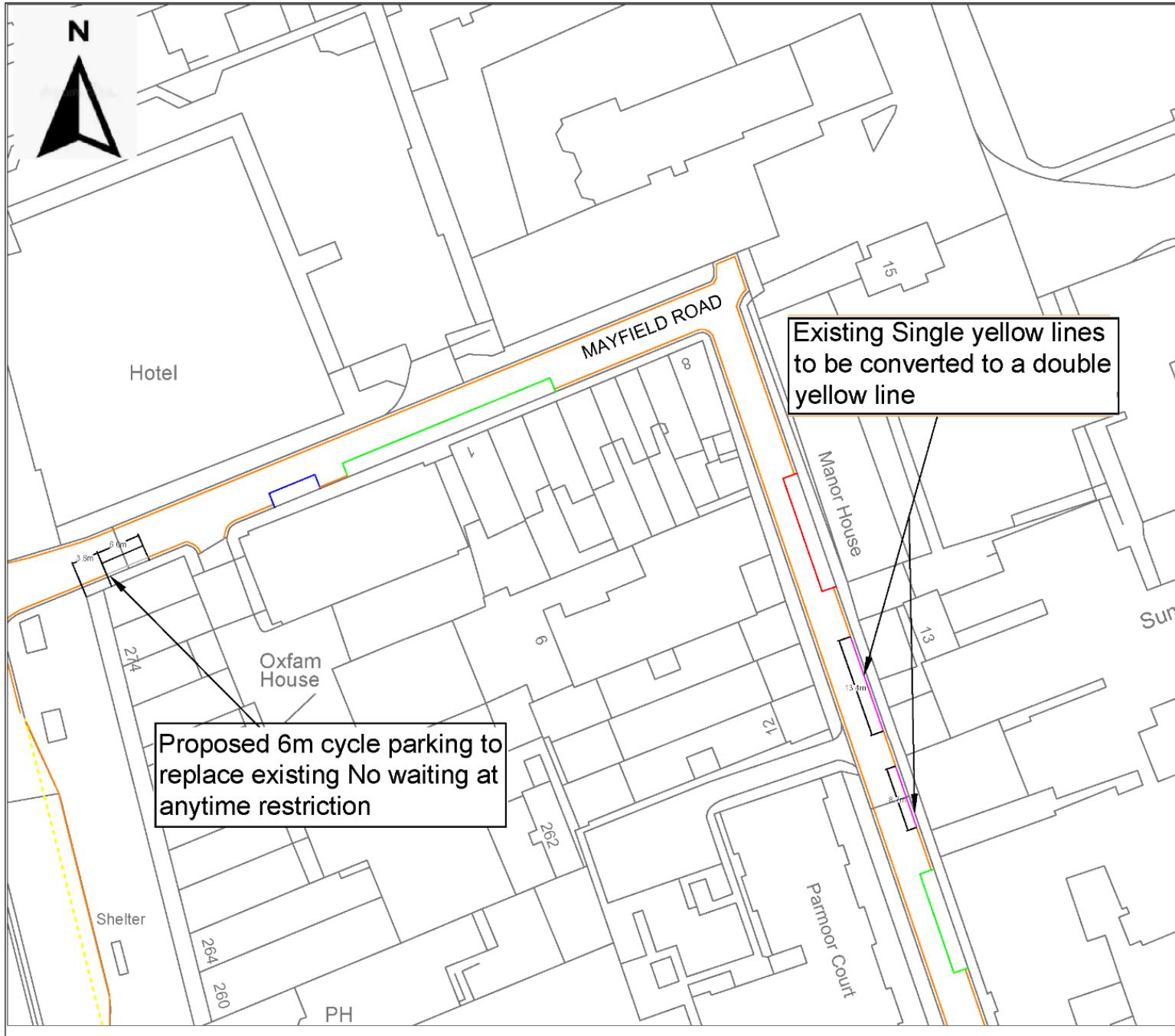
Drawing title
Mayfield Road
Proposed Parking Changes
TRO consultation drawing

Drawing Status- TRO Consultation

Scale @ A3 1:500	Drawn by-JY	Checked by-JW	Approved by-JW
	Date drawn- 25/11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

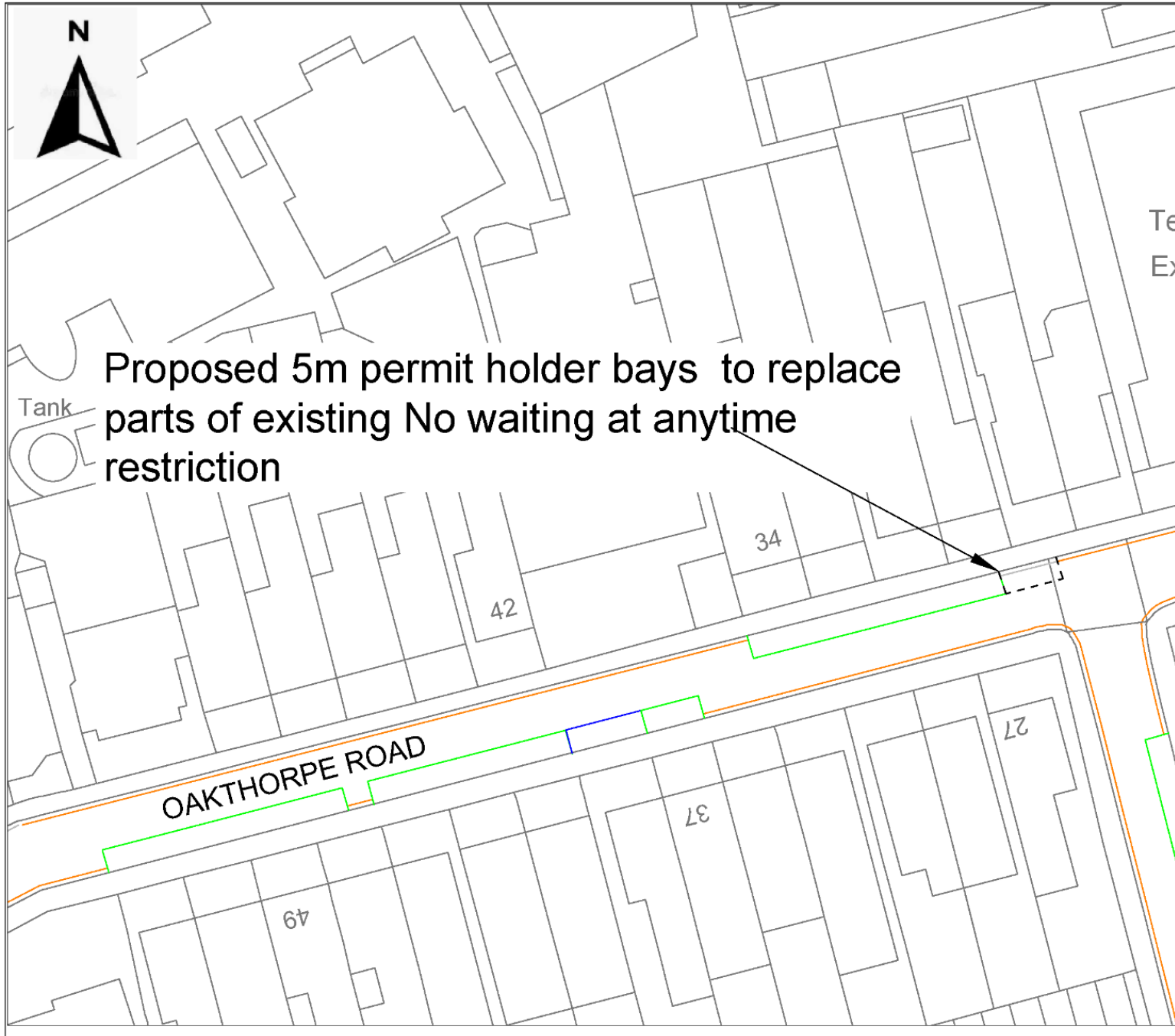
Drawing No. PRD/2025/TRO/026 Revision 0



Existing Single yellow lines to be converted to a double yellow line

Proposed 6m cycle parking to replace existing No waiting at anytime restriction

Drawing No. PRD/2024/TRO/031



Proposed 5m permit holder bays to replace parts of existing No waiting at any time restriction

Tel
Ex

KEY	
	Existing Double yellow line (to be replaced)
	Existing single yellow line
	Existing no waiting restriction
	Existing permit holder bay
	Proposed 5m permit holder bay
	Proposed double yellow line
	Proposed no waiting restriction
	Proposed permit holder bay
	Proposed double yellow line
	Proposed single yellow line
	Proposed no waiting restriction
	Proposed permit holder bay
	Proposed 5m permit holder bay
	Proposed double yellow line
	Proposed no waiting restriction
	Proposed permit holder bay

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Project title
2025 Parking Review
Summertown CPZ Area
New Parking Schemes

Drawing title
Oakthorpe Road
Proposed Parking Changes
TRO consultation drawing

Drawing Status- Final

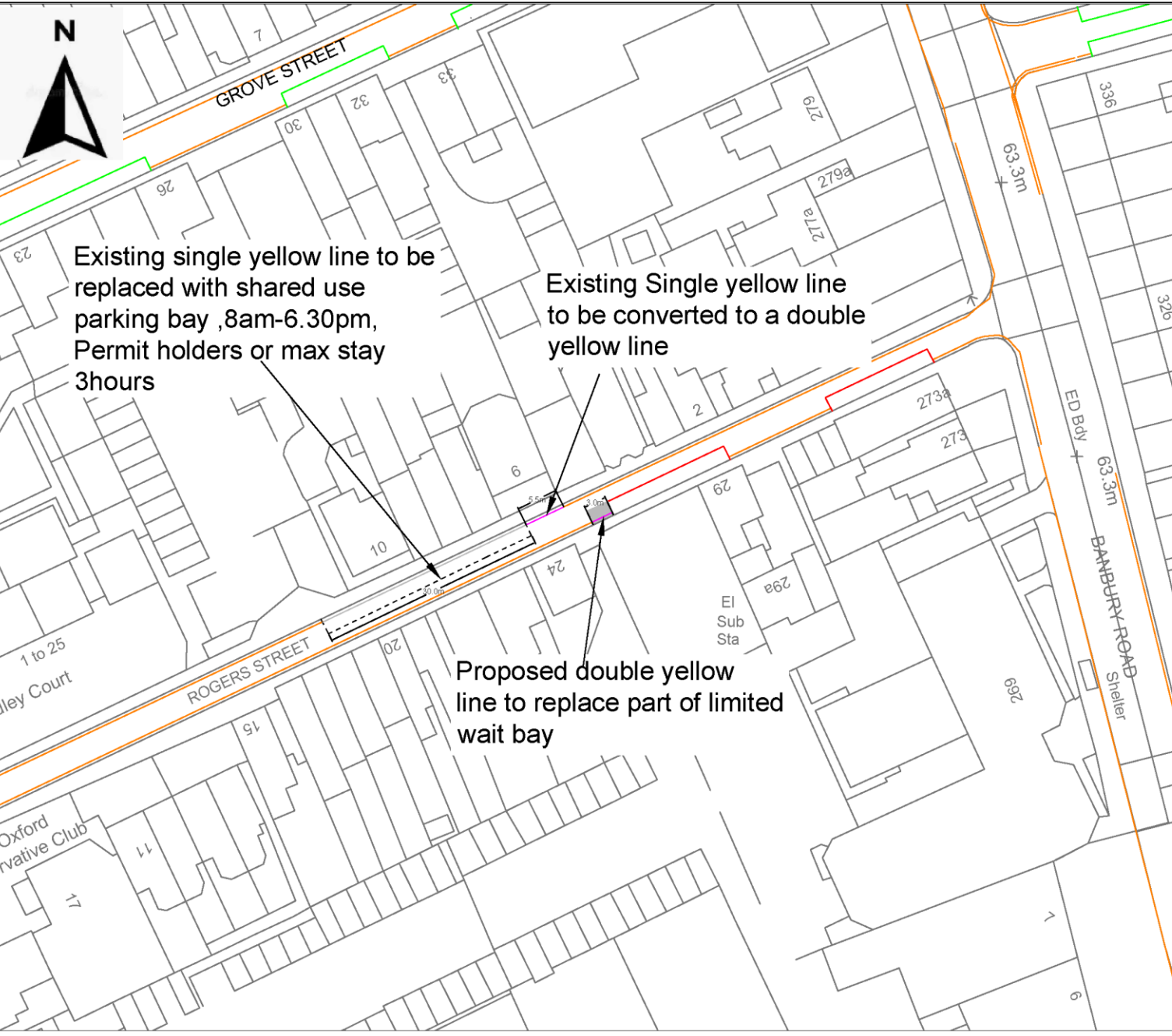
Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn- 21/11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/031

Revision 0

Drawing No. PRD/2024/TRO/030



KEY

	Existing Double yellow line (No waiting at anytime)
	Existing single yellow line
	Existing loading restrictions
	Existing unloading restrictions to be considered
	Existing Disabled bay
	Existing shared user/1st city parking
	Existing Permit Holder Bays
	Existing bus stop
	Existing Taxi and Loading bay
	Proposed Disabled Bay
	Proposed Double yellow line
	Proposed No Loading at anytime
	Existing permit holder/1st city bay to be considered
	Proposed Cycle Motorcycle Parking

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

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Project title
2025 Parking Review
Summertown CPZ Area
New Parking Schemes

Drawing title
Rogers Street
Proposed Parking Changes
TRO consultation drawing

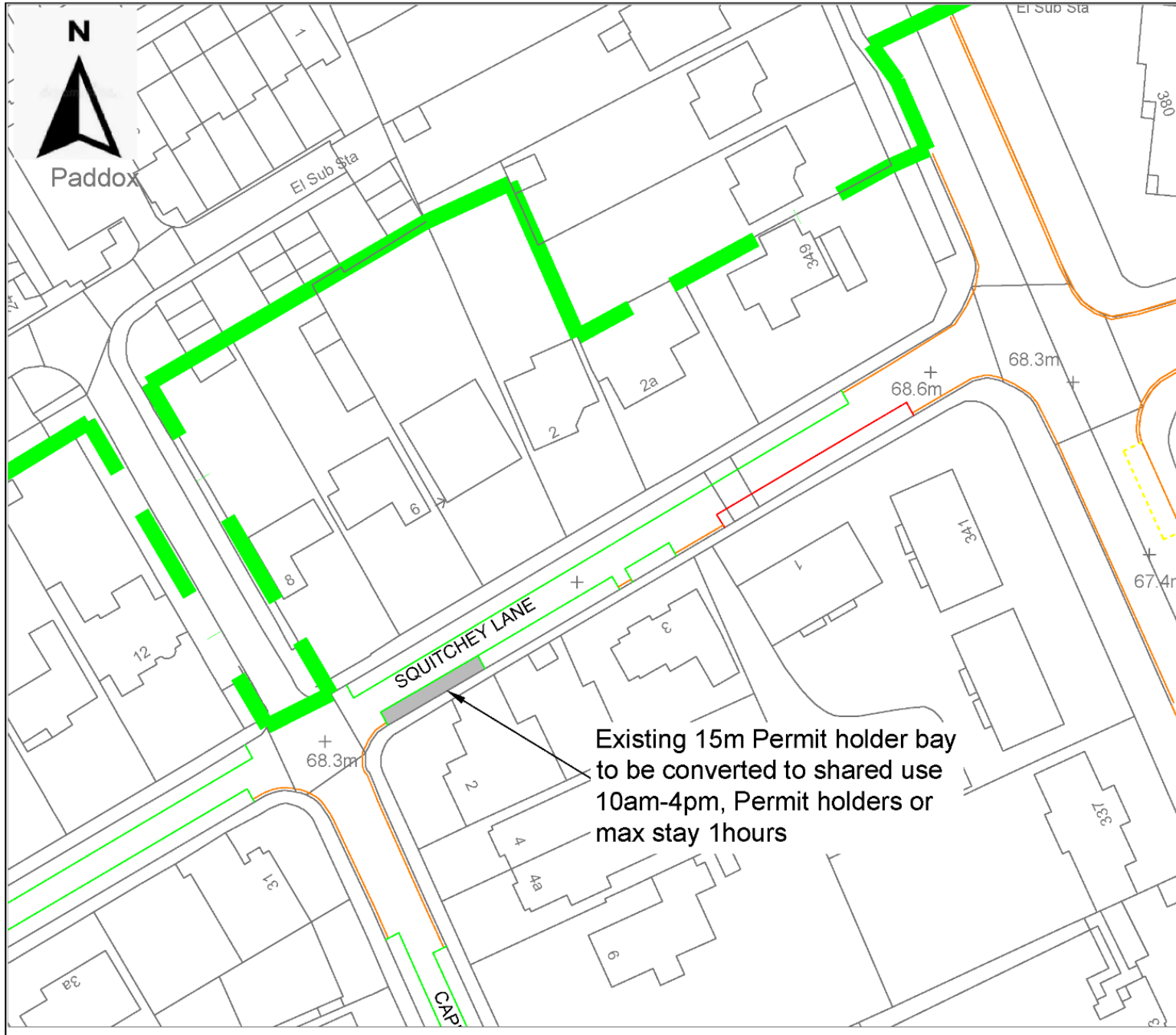
Drawing Status- Final

Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn- 21/11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/030	Revision 0
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Drawing No. PRD/2025/TRO/028 | 1



KEY

	Existing Double yellow lines (the width of kerb)
	Existing asphalt kerbs
	Existing kerb extensions
	Existing yellow kerb extensions to be converted
	Existing Disabled Bay
	Existing shared resident drop/pick up
	Existing Permit holder bays
	Existing bus bays
	Existing Taxi rank/Loading Bay
	Proposed Disabled Bay
	Proposed Shared use area
	Proposed for kerb at endline
	Existing Permit holder bay to be converted
	Proposed Cycle Maintenance Parking

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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USE	(ENTER NONE IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER NONE IF APPLICABLE)

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Project title
 2025 Parking Review
 Summertown CPZ Area
 New Parking Schemes

Drawing title
 Squitchey Lane
 Proposed Parking Changes
 TRO consultation drawing

Drawing Status- Draft

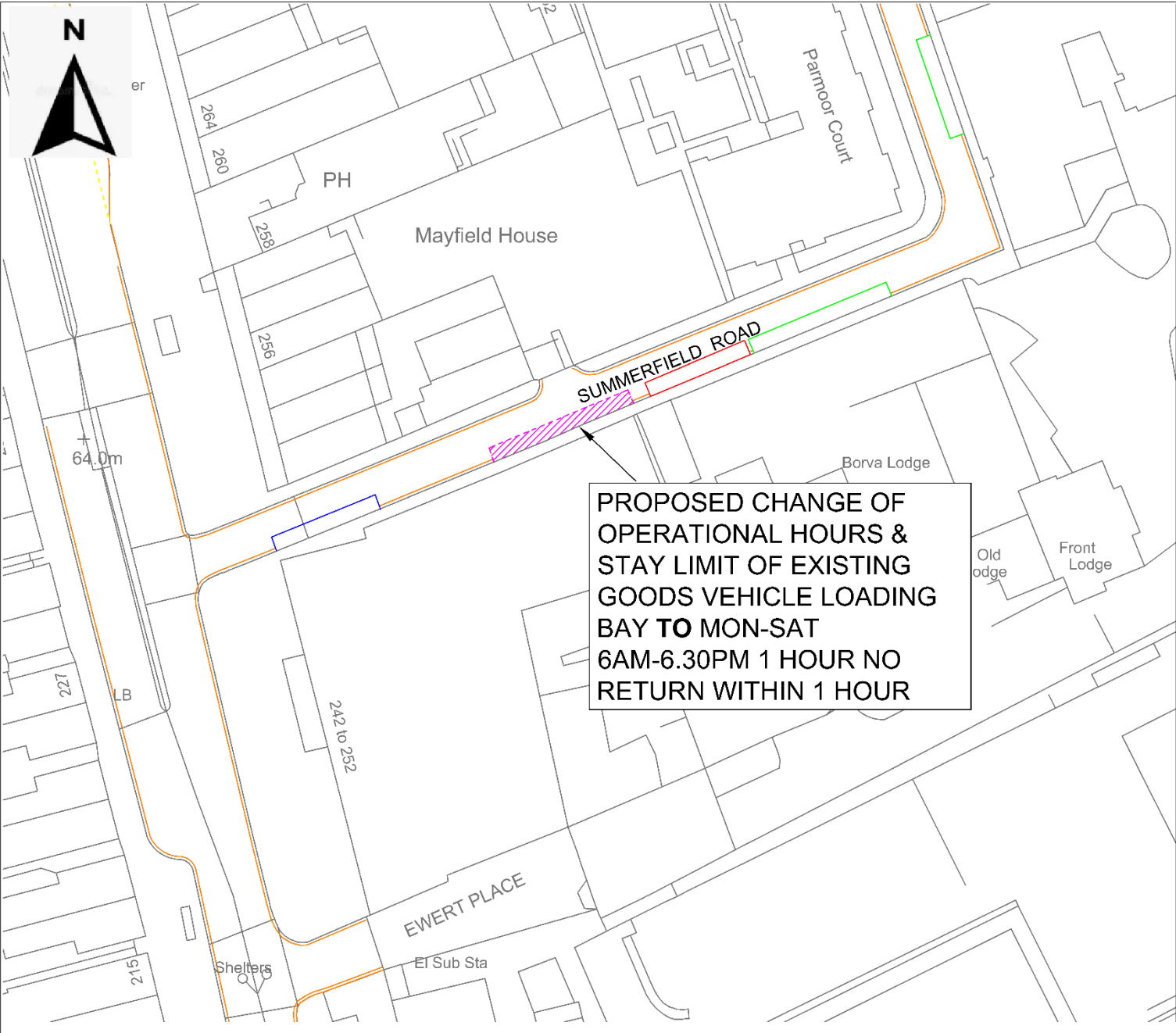
Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn- 21/11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/028 | Revision 1


Existing 15m Permit holder bay to be converted to shared use 10am-4pm, Permit holders or max stay 1hours

Drawing No. PRD/2024/TRO/040 | v1



PROPOSED CHANGE OF OPERATIONAL HOURS & STAY LIMIT OF EXISTING GOODS VEHICLE LOADING BAY TO MON-SAT 6AM-6.30PM 1 HOUR NO RETURN WITHIN 1 HOUR

KEY

 PROPOSED CHANGE OF OPERATIONAL HOURS & TIME LIMIT ON EXISTING GOODS VEHICLE LOADING BAY

CHANGE FROM 'GOODS VEHICLE LOADING ONLY MON-SAT 8AM-6.30PM 20 MINS NO RETURN WITHIN 20 MINS TO MON - SAT 6AM - 6.30PM 1 HOUR NO RETURN WITHIN 1 HOUR'

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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 **OXFORDSHIRE COUNTY COUNCIL**

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Project title
2025 Parking Review
Summertown CPZ Area
New Parking Schemes

Drawing title
Summerfield Road
Proposed Parking Changes
TRO consultation drawing

Drawing Status- Final

Scale @ A3 1:500	Drawn by VN	Checked by JW	Approved by JW
Date drawn 09/01/26	Date checked	Date approved	

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/040 | Revision v1

Drawing No. PRD/2024/TRO/032



Proposed 2m double yellow line

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Project title
2025 Parking Review
Summertown CPZ Area
New Parking Schemes

Drawing title
Thorncliffe Road
Proposed Parking Changes
TRO consultation drawing

Drawing Status- Final

Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
NTS	Date drawn- 21/11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/032

Revision 0

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – Thank you for the consultation documents. The Police have no objection.
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>Support – We have reviewed these proposals, with a particular focus on the Banbury Road which is a key bus corridor.</p> <p>We support these proposals. As stated in the consultation material, the alternative provision for school coaches makes it less likely that these will block bus stops and the general flow of traffic, including cycles, in Banbury Road.</p> <p>Accordingly, we unequivocally support the proposals.</p>
(e3) Local group/organisation, (Oxfordshire Liveable Streets & Cyclox)	<p>Object/Support – There are still proposals here to put in more car parking, which we object to, as contrary to policy. Here we will just quote from LTCP Policy 33 - "Take measures to reduce and restrict car parking availability" - and from the cabinet member for transport in his January decisions meeting - "Increasing car parking increases cars and that is against our policy".</p> <p>There needs to be a recognition that visitor cycle parking should be provided on residential streets, not just at destinations. People visit other people, not just shops and venues, and if they cycle then they need to be able to find cycle parking on the street, to avoid having to lock cycles to fences and posts, often obstructing footways. In many locations, where homes lack front yards or other space for cycle parking, residents would also benefit from on-street cycle parking - ideally this would be in the form of bike hangers but, given the costs of those, ordinary cycle parking stands are much better than nothing. Again, LTCP Policy 33: "Ensure the parking requirements of all modes of transport are considered, in line with our transport user hierarchy".</p> <p>Pending a full kerbside strategy, a simple approach to visitor cycle parking might be to target at least one set of cycle parking stands on every residential street segment. In some places these could be put in on existing DYLS</p>

	<p>- because cycle parking does not obstruct visibility in the same way that parked cars or vans do, and may require less width - and those locations could be progressed without waiting on parking "demand management" through COTP Action 4 ("review eligibility and quantity of permits in existing CPZ areas"). The Thorncliffe Rd proposal, discussed below, is an example of a location where this could be done. And in CPZs that are not under as much car parking pressure as Summertown, reallocation of space to cycle parking could similarly begin now.</p> <p>We suggest that, as with other highways schemes, CPZ changes and other parking schemes involve co-production with stakeholder groups as well as with local councillors. In addition to Cyclox and Oxfordshire Liveable Streets, we suggest Oxford Pedestrians Association, Neighbourhood Forums, local groups such as Liveable Cowley and Headington Liveable Streets, and school Transport Action Groups.</p> <p><i>(Full response shown at Annex 12)</i></p>
<p>(e4) Local group/organisation, (Oxfordshire Unlimited)</p>	<p>Concerns – There are two streets where I consider that the proposed changes need further review, and there is one (Hernes Crescent) where an existing Traffic Regulation Order will need to be amended.</p> <p>Lonsdale Road The proposed cycle and motability parking is too close to the junction with Banbury Road. A second vehicle queuing to enter Banbury Road would prevent vehicles entering Lonsdale Road from proceeding, and while the first vehicle entering Lonsdale Road could wait clear of Banbury Road, a second vehicle would block part of the Banbury road carriageway. That would obstruct the visibility to the right for a vehicle entering Banbury Road from Lonsdale Road.</p> <p>Rogers Street This road is very narrow, and the proposed distance between the proposed new length of parking on the north side and the slightly shortened length of existing parking on the south side would leave insufficient space for two moving vehicles to pass each other outside nos 6 and 24 Rogers Street. I suggest that the proposed new length of parking on the north side should be shortened at its eastern end by at least 5 metres.</p> <p>Hernes Crescent I appreciate that the locations chosen for the coach parking are the most appropriate, so that a coach driver who is not familiar with the street layout will be able to easily find the parking place, whether they enter the northern arm or the southern arm of Hernes Crescent. However, there is an existing prohibition of right turns</p>

	<p>onto Banbury Road from the southern arm of Hernes Crescent. That needs to be amended (to "Except coaches"), or perhaps revoked entirely.</p>
<p>(e5) Local resident, (Oxford, Lonsdale Road)</p>	<p>Lonsdale Road – Object</p> <p>Lonsdale Road is already a narrow 2 way road with limited parking for residents and their visitors. If you remove residents parking in order for bikes and scooters to be parked there they will restrict the access to the road as they are NEVER left in an orderly manner and as there are many elderly residents who already have difficulty navigating both the pavements and the road you are putting further obstacles in their path - and their safety at risk.</p> <p>There are plenty of other areas in Summertown where such facilities could be put without effecting local residents who pay enormous sums for council tax and receive very little in return. This absolutely should not be allowed or even considered.</p>
<p>(e6) Local resident, (Oxford, Hamilton Road)</p>	<p>Hamilton Road – Object</p> <p>As a Hamilton Road (OX27PY) resident I am objecting to the proposed introduction of a 7 m electric pedal cycle and electric scooter parking for the following reasons:</p> <ol style="list-style-type: none"> 1) Hamilton Road is a narrow residential road and any bikes or scooters left on the pavement would completely obstruct disabled users of the pavements, any in the road would be dangerous 2) Hamilton Road is a narrow residential road and any bikes or scooters might be in or cause accidents entering or exiting the parking zone 3) The users of the bicycles and scooters will all come from Banbury road (in my observation the scooter park by the shared coworking space on Banbury road is used quite extensively by school students), so why not position the park either on Banbury road itself (in areas with large safe off-road areas) or at the very end of the road? I note that that the proposed Lonsdale road pedal cycle parking is at the end of the road.

	<p>4) No 5 Hamilton road is residential property with only a low wall between the property and the pavement; users of ebikes and scooters are likely to cause significant disturbance at night. By contrast some properties have hedges or fences which would provide some noise reduction.</p> <p>My suggestion would be to expand the existing escooter park by the bus stop on Banbury road to include bikes</p>
<p>(e7) Local resident, (Oxford, Mayfield Road)</p>	<p>Mayfield Road – Object</p> <p>We note that item 6 (b) of the proposed variations relates to Mayfield Road and to the current single yellow line that is located opposite our house and adjacent to Summerfields School.</p> <p>We wish to object strongly to the proposal to turn this area from single yellow line (No Waiting Mon-Sat 8am-4pm) to a 'No waiting at Any Time' double yellow line.</p> <p>We own two cars and have a single parking spot on our property. As a result, we always need to park one car in the Residents bays in Mayfield Road. The pressure on Residents bays in Mayfield Road is already unworkable. The single yellow lines provide an element of relief from this situation as it is possible to park there (after 4pm) and then go and move a car to a Residents' bay later that evening when the shoppers have gone. As it is, we regularly have to drive around Summertown for 5-10 minutes to find a place to park, but the availability of the single yellow line in Mayfield Road more often than not enables us to park in our road and move my car later. We know this is also the case for our neighbours.</p> <p>The single yellow line also provides a useful option for visitors who come by car in the evening or at weekends. We have elderly parents, and the single yellow line provides a very useful facility when they visit us at weekends.</p> <p>We see absolutely no rationale or benefit to Residents or the community at large from the removal of this stretch of single yellow parking and it would cause material loss of a valuable amenity. The ability to park in this area after 4.00pm and on weekends has no impact on pedestrian safety or congestion but often makes living and parking in this busy road workable. Please do not remove this valuable amenity at the cost of Residents. As an alternative, this area could be allocated as a Residents' bay. Both options are certainly preferable to making this area into a 'No waiting at Any Time' double yellow line as proposed.</p>

<p>(e8) Local resident, (Oxford, Rogers Street)</p>	<p>Rogers Street – Concerns</p> <p>I live in Rogers Street and feel that the proposed parking on the north side from nos. 6 - 10 should be residents' parking only, as there has never been provision for that.</p> <p>As Rogers Street is so narrow I feel there is a case for making it one way, from Middle Way to Banbury Road. This would be safer for residents who live in the houses whose front doors open straight on to the pavement.</p>
<p>(e9) Local resident, (Oxford, Summerhill Road)</p>	<p>Capel Close – Object</p> <p>I am writing to formally object to the proposed resident parking plan affecting the area around Summerhill Road and Capel Close, particularly as it relates to us as residents of Summerhill Road which is on the corner of Summerhill Road and Capel Close.</p> <p>Currently, the limited availability of resident only parking bays near our property and on our side of the road necessitates that we often park in Capel Close, which at our end of the street is often fully occupied. Therefore we try to utilise the three-hour and permit holder spaces opposite numbers 3, 5, and 7 Capel Close and the residents only spaces at the end of our garden and opposite numbers 7 and 9 Capel Close.</p> <p>Additionally, the only suitable bay for us to park in to allow us to charge our electric vehicle is directly opposite number 7 and 9 Capel Close. We would therefore request that this bay be retained as a resident-only parking bay. Unfortunately your current proposal will:</p> <ul style="list-style-type: none"> o Prevent us from being able to park anywhere near our front door o Make it extremely difficult to charge our electric car at the rear of our property. Unfortunately the car does not fit in our drive/garage as it is marginally too wide. As a result I have previously applied for planning approval to make a charging bay in our front garden on Summerhill Road but the roads department refused to support the application. <p>As an alternative to your proposed parking amendments we would like to propose propose that the parking area opposite numbers 3 and 5 Capel Close, currently permit holders and up to 3 hours parking, be designated as resident-only bays. This would ensure that we and other residents have adequate parking. In addition we would</p>

	<p>request that the current residents only parking bays opposite numbers 7 and 9 Capel Close are retained as they are. This would alleviate the issues and charging issues mentioned.</p>
<p>(e10) Local resident, (Oxford, Thorncliffe Road)</p>	<p>Thorncliffe Road – Object</p> <p>The parking space mentioned here is currently large enough for one and a half vehicles but, rather than reducing it by 2 meters, I would argue it be extended by 1.5 meters to comfortably fit 2 cars in a permit holders bay.</p> <p>Reducing it will likely mean that on the sale of either of the abutting properties the new owners will need to pave over their front gardens to accommodate at least one vehicle. This increases the surface water drain off into the main road drainage system. As we experience ever increasing rainfall the council should bear in mind the long term surface water flooding risks which face Oxford and their policy should be to minimise this wherever possible. This would be an opportunity to do so. It would also secure 2 parking spaces in an area which can reasonably accommodate them (as it seems to do so already, albeit with cars not quite fitting the allotted area) rather than push demand to other areas, which would necessarily have to happen.</p> <p>On principle I would object to any space being given over to Electric scooter parking which would apply to 2. Hamilton Road and 5. Lonsdale Road b. in your document. The Council should not be endorsing or facilitating the use of this commercially supplied equipment. Accidents and injury caused on and by these scooters and their apparent link to criminal activity gives rise to a liability the Council should not be associated with and is not justifiable in my view.</p>
<p>(e11) Local group/organisation, (Summertown & St Margaret's Neighbourhood Forum)</p>	<p>We are very supportive of the changes you are proposing which increase the amount of cycle parking and micromobility hubs on the carriageway. We object to the increase in car parking spaces which is contrary to County Council LTCP Policy 33 - "Take measures to reduce and restrict car parking availability".</p> <p>We would like to see more cycle parking in residential streets to ensure secure lockable cycle parking for residents and visitors. In the spirit of co-production which the council supports, we would like to have been involved in the early stages of planning these CPZ changes.</p> <p>Below are our comments on the specific schemes:</p>

Capel Close – Support

We suggest, however, putting in an additional 5m cycle parking bays at the northern end of the 30-metre car parking bay.

Hamilton Rd – Support (with suggestion)

We welcome on carriageway micromobility parking is welcome. We suggest though that you move this closer to the shops on Banbury Rd, at the west end of the parking bays.

Hernes Crescent – Support

We strongly support the coach parking spaces on Hernes Road as we have long campaigned to stop coaches obstructing footway and cycle lane outside d'Overbroecks School. We are concerned about:

- the proximity of the coach parking to Banbury Road causing problems with visibility
- coach drivers respecting the no-right-turn leaving the south exit of Hernes Crescent
- tourist coaches using these spaces and displacing the d'Overbroecks to outside the school again. We would like to see enforcement to prevent this potential.

Lonsdale Road – Support

This is a useful location for both cycle and micromobility parking. We suggest that that the micromobility parking and the cycle parking are swapped, as users of ebikes and scooters will want to be close to the shops.

Mayfield Road – Support

We are pleased to see cycle parking added nearby the Summertown shops.

Oakthorpe Road – Object

Your proposal for a new car parking space goes against your own policy. This road is contraflow for cycle riders. We think that placing a car space will cause conflicts for cycle riders travelling west and turning into Oakthorpe Place with drivers coming east along Oakthorpe Rd. We would like to see that bay become a bay for cycle parking for those visiting the carpet shop and dentist, and for residential visitors.

Rogers Street – Object

Your proposal for a new car parking space goes against your own policy. We do not support the addition of more car parking. We suggest adding cycle parking bays where you are proposing additional car parking bays, and a micromobility hub at the east end of the road.

Squitchey Lane – Support (with suggestion)

	<p>We would like you to use the opportunity of the change to the CPZ to add in on-carriageway cycle parking as currently there is no cycle parking on Squitchey Lane.</p> <p>Summerfield Road – Partially support/concerns We request that two parking bays coming up to the corner between Summerfield Road and Mayfield Road should be shortened as parked cars obstruct the delivery lorries as they turn the corner from Mayfield into Summerfield road. There have been repeated issues with damage to vehicles parked in this location and also to the curb on the other side as the turning vehicles mount the pavement to avoid the parked car in this location.</p> <p>Thornclyffe Road – Support (with suggestion) Rather than shortening the bay we would like to see it extended westwards from the single car parking space to provide cycle parking spaces.</p>
(e12) Local resident, (Oxford, Hernes Road)	<p>Hernes Crescent – Concerns</p> <p>I am a pedestrian, a cyclist and a car driver. In earlier years I also drove buses and coaches so have some sympathy for the difficulties involved with school pickup/drop off by coaches.</p> <p>I applaud the desire to get the coaches off the Banbury Road but I have concerns about the restriction signs you propose for the two designated Coach Parking bays. Your intention is that they will be for the use of D’Overbroeck’s contracted coaches but there is nothing to indicate this. How will you ensure that these two spaces will actually be available when they are needed? This will also apply at weekends when coaches are required for outings, sports matches etc.</p> <p>Secondly, the sign indicates a 1 hour wait time only but the unfortunate reality is that as soon as the tourist season picks up, the tour buses will arrive in their droves, drop off in central Oxford and then drive out again to areas such as Hernes Road and Crescent to find places to park up and wait a few hours until they need to pick up again, often with engines running for either heating or air conditioning. They totally disregard any parking restriction signs and also will park in the narrower car parking bays. They stay with their vehicle and simply go driving around in circles if they are challenged by anyone in authority. Having two proper coach bays will only encourage them. It won’t be long before the word spreads amongst the drivers that this is a good place to pull up and wait. Are their sufficient funds available for the council to have someone coming around at weekends between 8am and 8pm to enforce the restrictions?</p>

	<p>Thirdly, we have two excellent Park&Ride facilities at this end of Oxford. So please consider extending the applicable time span of the 'Shared-use' parking places to something like 8am-6.30pm, rather than 10am-4pm. Also I believe that the 4 hours should be reduced to 2 or 3 hours maximum. All the spaces get taken up early by staff and pupils of the school who simply come out at lunch time to exchange places. Consequently there is never anywhere for visitors (who could well be elderly and a little physically challenged) to park and visit friends/family in Greengates nursing home or Ritchie Court or elsewhere. Surely staff and pupils of the school, who are here for most of the day, are ideal candidates and most able to use the P&Rs? Actually, the 'Permit holder' limitation could be extended similarly and could assist in encouraging more drivers to use the P&R car parks. You could well get some extra revenue from parking tickets!</p>
(e13) Local resident, (Oxford)	<p>Lonsdale Road – Concerns</p> <p>While we understand the Council's intention to improve road safety and manage parking more effectively, a number of residents on Lonsdale Road and Banbury Road have discussed the proposal and share the view that the reduction in car parking spaces is not proportionate to the anticipated benefit of the additional e-bike and e-scooter bays. In our assessment, the loss of essential residential parking would outweigh the advantages of the proposed replacement provision.</p> <p>Lonsdale Road is consistently a very busy parking area, particularly during weekdays. The demand for resident and visitor parking remains high throughout the day. Any reduction in available spaces would therefore have a direct and significant impact on those living in the immediate vicinity.</p> <p>There are already two designated e-bike and e-scooter parking areas near the Summertown shops, one near Costa and another near the BBC. From regular observation, the bay near the BBC is often underused and even when bikes are taken, they are not consistently replaced, meaning the space can remain unoccupied for many hours.</p> <p>As a resident living opposite the BBC, it seems that when used, it appears to be mostly by the students from St Anne's College and St Edward's School on South Parade Road. If the intention is to reduce pavement parking by relocating scooters, it may be more appropriate to position designated bays on South Parade Road, where demand appears to be concentrated.</p> <p>Concerns regarding visibility or accessibility of the scooters should be limited, as users rely on mobile applications to locate available bikes and scooters.</p>

	<p>We respectfully ask the Council to reconsider the balance between the loss of essential residential parking and the likely usage of additional e-scooter and e-bike spaces in this specific location, and to explore alternative arrangements that would better reflect the needs of local residents while still supporting sustainable transport objectives.</p>
<p>(e14) Local resident, (Oxford, Banbury Road)</p>	<p>Hernes Crescent – Concerns</p> <p>I am writing to express my concerns with regards to the proposed coach parking bay adjacent to Ritchie Court in the current 'Permit Holders only' space close to the Banbury Road junction with Hernes Crescent.</p> <p>My main concern is with a coach parked in the location indicated in your proposal this will greatly reduce the view for me and the other residents crossing the road. The length and height of a coach will block the view of vehicles turning off of the Banbury Road into Hernes Crescent. As Ritchie Court are flats for the over 55's, many of the residents who live here are not very quick on our feet and crossing the road at the best of times is difficult but will be far more dangerous if we are not able to see vehicles coming around the side of a coach. We have a drop kerb adjacent to our main entrance to allow us to cross the road but this would be directly behind the parked coach due to the shape of the road.</p> <p>We are also concerned about noise from the coach engines running whilst they are parked and also the possibility of coaches parking overnight in this location as this would make crossing the road in the dark even more dangerous.</p>
<p>(e15) Local resident, (Oxford, Banbury Road)</p>	<p>Hernes Crescent – Concerns</p> <p>I completely understand the situation concerning coaches and buses stopping in Banbury Road. Of course we are sad that it has to be just outside our entrance, but I can see the necessity. In me light of this I would like to put something else forward for your very serious consideration ...</p> <p>Please would you change all the existing or proposed 4 hour spaces in the Crescent to 2 hours with No return for (?) hours. This would hopefully allow visitors to Ritchie Court to park near the entrance rather than the spaces being endlessly used by students from Doverbroeks during term time who park there all day; and by</p>

	<p>people who I believe come and park for 4 hours and go into the City Centre. There are seldom any available spaces, and with the space for coaches it will become even more difficult.</p> <p>It used to be so convenient to park on the north side, outside Ritchie Court, which was such a help for our visitors, some of whom are pretty old. Up until this year we just gave them a paper permit to display, but now we have to get their registration number and has to be done online. I like having friends to lunch, but I fear this going to put them off. Surely at the end of our lives we have a right to expect the benefits of living here to continue; after all we pay our Council Tax! and you won't lose any revenue.</p> <p>I am not a complainer by nature, and I hope you will receive this in the light of constructive comment, and therefore consider the matter seriously.</p>
(e16) Local resident, (Oxford)	<p>Hernes Crescent – Object</p> <p>I firmly believe that this really isn't a suitable area, there is enough traffic going on around this area and to remove residents parking bays is so unfair. Why couldn't you have chosen Park Town or where they used to be in Blackfriars or around the Cutteslowe park.</p>
(e17) Local resident, (Oxford)	<p>Hernes Crescent – Object</p> <p>Specifically, I am concerned that the proposed 'Coach Parking' bays on Hernes Crescent and Hernes Road will severely disrupt traffic flow. These residential roads are not designed for vehicles of this scale. The presence of large coaches will create dangerous blind spots for residents and motorists entering or exiting their properties, posing a significant safety risk to pedestrians, cyclists, other drivers, and local bus services.</p> <p>Furthermore, should any accidents occur as a result of these changes—particularly after these specific safety warnings have been issued—the responsibility and liability will rest with the Council for proceeding with this decision. If the Council's goal is to reduce congestion, this proposal is counterproductive; it will inevitably create bottlenecks and avoidable hazards in a residential area.</p> <p>These streets are entirely unsuitable for designated bus and electric scooter parking. Converting quiet residential roads into hubs for heavy vehicles and high-turnover scooter bays will unfairly disrupt residents' lives through increased noise, pollution, and reduced accessibility.</p>

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B. Online responses: (**Note** – when a response is blank, this equates to a submission of “No objection/No opinion” having been provided)

RESPONDENT	COMMENTS												
(o1) County Cllr, (Oxford, New Road)	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 480 2038 855"> <tr> <td data-bbox="577 480 1323 544">Capel Close – Support</td> <td data-bbox="1323 480 2038 544">Oakthorpe Road – Object</td> </tr> <tr> <td data-bbox="577 544 1323 608">Hamilton Road – Support</td> <td data-bbox="1323 544 2038 608">Rogers Street – Object</td> </tr> <tr> <td data-bbox="577 608 1323 671">Hernes Crescent – Support</td> <td data-bbox="1323 608 2038 671">Squitchey Lane – Object</td> </tr> <tr> <td data-bbox="577 671 1323 735">Hernes Road – Support</td> <td data-bbox="1323 671 2038 735">Summerfield Road – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 735 1323 799">Lonsdale Road – Support</td> <td data-bbox="1323 735 2038 799">Thornccliffe Road – Support</td> </tr> <tr> <td data-bbox="577 799 1323 855">Mayfield Road – Support</td> <td data-bbox="1323 799 2038 855"></td> </tr> </table> <p>Oakthorpe: should be cycle parking instead, for the local shops, adding a private car space here is likely to restrict visibility for contra-flow cyclists and therefore against Vision Zero and LTCP policies</p> <p>Rogers: Concerns about parking overhanging the garages, in general this addition of private cart parking is not policy compliant, and it should instead be reallocated to cycle parking / hire cycle parking.</p> <p>Squitchey Lane: I used to live here, there's very minimal cycle parking for visitors, and many houses already have drives, this should be cycle parking instead of car parking.</p> <p>Summerfield: isn't this a drop-off / pick up bay? Seems risky to change it to allow longer stays.</p>	Capel Close – Support	Oakthorpe Road – Object	Hamilton Road – Support	Rogers Street – Object	Hernes Crescent – Support	Squitchey Lane – Object	Hernes Road – Support	Summerfield Road – Partially support/concerns	Lonsdale Road – Support	Thornccliffe Road – Support	Mayfield Road – Support	
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	Mayfield Road – Support												
	(o2) Local resident, (Oxford, Banbury Road)	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 1334 2038 1391"> <tr> <td data-bbox="577 1334 1323 1391">Capel Close – Object</td> <td data-bbox="1323 1334 2038 1391">Oakthorpe Road – Object</td> </tr> </table>	Capel Close – Object	Oakthorpe Road – Object									
Capel Close – Object	Oakthorpe Road – Object												

Hamilton Road – Object	Rogers Street – Object
Hernes Crescent – Object	Squitchey Lane – Object
Hernes Road – Object	Summerfield Road – Object
Lonsdale Road – Object	Thornccliffe Road – Object
Mayfield Road – Object	

I am a resident and I park on Hernes Crescent. The road is already very busy for parking and there is limited space. It is always busy in the day also as people work at the building opposite and need to park there also. On Hernes Road there are often cars parked on both side of the road, which is fine for a car to get down but a coach would struggle. I object to the fact that residents (who pay the council council tax and for parking permits) are being asked/told to give up parking spaces for coach parking for a private school where the fees are at least £8.5k a term. Some of the students at the school are paying more per year to attend the school than my entire salary, about half of which I spend on council tax, bills and rent. I think it is shameful that Oxfordshire County Council would make residents sacrifice already limited parking for non-residents; it feels like pandering to the school because they have money. It is not as if the school is inaccessible on public transport as many public buses go down Banbury Road - why is the solution to take away something from local residents rather than instructing the school to promote public transport? I do not have a choice to not have a car - I work at Milton Keynes University Hospital and was previously spending 5-6 hours on buses a day to commute and was making myself ill. Under the proposed changes it seems that almost all parking on Hernes Crescent will be removed. I am a young woman who leaves my house at 6.30am and returns at 17.30. In the winter it is dark, and I would not feel safe walking further down the road alone and in the dark.

According to your own data published after the congestion charge was introduced, there has been a 22% increase in traffic in the evening on Banbury Road, so as a resident I am concerned about the increase of air and noise pollution this is already bringing - I fail to see how introducing coach bays will address this.

I hope you will consider the views of residents in this consultation and you will not go ahead with these proposals. How can the council claim to represent residents when changes such as this are being proposed?

<p>(o3) Local resident, (Oxford, Capel Close)</p>	<p>Do you live within the CPZ ? Yes</p>	
	<p>Capel Close – Object</p>	<p>Oakthorpe Road –</p>
	<p>Hamilton Road –</p>	<p>Rogers Street –</p>
	<p>Hernes Crescent –</p>	<p>Squitchey Lane –</p>
	<p>Hernes Road –</p>	<p>Summerfield Road –</p>
	<p>Lonsdale Road –</p>	<p>Thornccliffe Road –</p>
	<p>Mayfield Road –</p>	
<p>Installing bicycle parking near the college gates, which are intended exclusively for vehicles, is not only impractical but also presents a clear safety risk.</p> <p>This is clearly indicated at the gates: all pedestrians are required to enter from the Banbury Road side. Placing bicycle parking in this location would create a safety risk for both cyclists and motorists, as the road is narrow and used for vehicle passage.</p> <p>A bicycle parking area would be far better located on the Banbury Road side, where there is a dedicated cycle lane and the main pedestrian entrance to the college.</p> <p>Therefore, I am strongly opposed to this proposal.</p>		
<p>(o4) Local resident, (Oxford, Hamilton Road)</p>	<p>Do you live within the CPZ ? Yes</p>	
	<p>Capel Close – Support</p>	<p>Oakthorpe Road – Support</p>
	<p>Hamilton Road – Support</p>	<p>Rogers Street – Support</p>
	<p>Hernes Crescent – Support</p>	<p>Squitchey Lane – Support</p>

	Hernes Road – Support	Summerfield Road – Support
	Lonsdale Road – Support	Thornccliffe Road – Support
	Mayfield Road – Support	
I generally support improved provision for parking of vehicles other than cars.		
(o5) Local resident, (Oxford, Hamilton Road)	Do you live within the CPZ ? Yes	
	Capel Close –	Oakthorpe Road –
	Hamilton Road – Object	Rogers Street –
	Hernes Crescent –	Squitchey Lane –
	Hernes Road –	Summerfield Road –
	Lonsdale Road –	Thornccliffe Road –
	Mayfield Road –	
	<p>Hamilton Road is a narrow, family-oriented residential street with no commercial activity. Introducing a public parking bay for shared e-bikes and e-scooters would significantly increase footfall, noise, and transient traffic in an area designed for residents, not public transport hubs. This change would alter the character of the street and undermine the quiet environment that residents rely on.</p> <p>Also, Electric scooters and bikes are frequently used at speed and often left obstructing pavements. Placing a docking or parking zone directly on a residential road increases the risk of:</p> <ol style="list-style-type: none"> 1) Pavement obstruction for children, elderly residents, and those with mobility issues 2) Reduced visibility for drivers exiting driveways 3) Increased likelihood of collisions due to sudden scooter movements or improper parking 	

	<p>This location does not have the width or sightlines to safely accommodate this type of infrastructure. Experience in other areas shows that e-scooter and e-bike bays often attract Late-night noise from users, Scooters being abandoned outside designated areas and groups gathering around the docking points. This would create unnecessary disturbance for residents, especially during evenings and weekends.</p> <p>For the reasons outlined above, I strongly urge the council to reconsider this proposal and select a more suitable location that supports sustainable transport without compromising the safety, character, and residential nature of our street.</p> <p>I request confirmation that this objection has been received and will be considered as part of the consultation process.</p>												
<p>(o6) Member of public, (Oxford, Hamilton Td)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 699 2040 1074"> <tr> <td>Capel Close – Object</td> <td>Oakthorpe Road –</td> </tr> <tr> <td>Hamilton Road – Object</td> <td>Rogers Street –</td> </tr> <tr> <td>Hernes Crescent – Object</td> <td>Squitchey Lane –</td> </tr> <tr> <td>Hernes Road – Object</td> <td>Summerfield Road –</td> </tr> <tr> <td>Lonsdale Road – Object</td> <td>Thorncliffe Road –</td> </tr> <tr> <td>Mayfield Road – Object</td> <td></td> </tr> </table> <p>What are you trying to achieve? I particularly object to the planned installation of more electric bike and electric scooter bays, especially on the road. There is no need for any additional electric scooters or bikes in Summertown, they are danger to the people that ride them (often more than 1 on a scooter) and the bikes are ridden very fast without helmets, but even more the risks for other road users, as the users of these rarely follow the Highway Code.</p> <p>They are frequently abandoned, not within the bays, causing dangerous hazards to other road and pavement users. If you are suggesting bays being in the roads this is going to cause significant risks for the road users.</p>	Capel Close – Object	Oakthorpe Road –	Hamilton Road – Object	Rogers Street –	Hernes Crescent – Object	Squitchey Lane –	Hernes Road – Object	Summerfield Road –	Lonsdale Road – Object	Thorncliffe Road –	Mayfield Road – Object	
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	<p>Presumably the council will be responsible for any damage to cars caused by these scooters and bikes which have been parked inappropriately, abandoned or fallen over on these narrow residential roads given it is their idea to install them, and from experience of other sites they are never parked properly.</p> <p>I have no idea who these e-scooters and bikes are aimed at as the residents in the locations of the new bays you are suggesting do not match the demographics of those who might possibly contemplate using them and they will just be a significant hazard to other road users.</p> <p>I have never had an issue finding somewhere to leave my bike in Summertown, therefore no additional bike parking (at the detriment of car parking spaces is required).</p> <p>If you want to spend money installing more bike racks they are desperately needed in the town centre where it can be impossible to find a space (or more bike parking at the hospitals).</p> <p>Alternatively spend the money on resurfacing or fixing the potholes on this residential roads properly so those who already cycle do not risk coming off their bikes, or damaging car wheels.</p> <p>Plus the double yellow lines need repainting to stop cars parking where they are not supposed to. Please just fix the actual issues rather than coming up with new ideas for something that nobody wants.</p>												
<p>(o7) Local resident, (Oxford, Harpes Road)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 975 2040 1347"> <tr> <td>Capel Close – Support</td> <td>Oakthorpe Road – Support</td> </tr> <tr> <td>Hamilton Road – Support</td> <td>Rogers Street – Support</td> </tr> <tr> <td>Hernes Crescent – Support</td> <td>Squitchey Lane – Support</td> </tr> <tr> <td>Hernes Road – Support</td> <td>Summerfield Road – Support</td> </tr> <tr> <td>Lonsdale Road – Support</td> <td>Thornccliffe Road – Support</td> </tr> <tr> <td>Mayfield Road – Support</td> <td></td> </tr> </table>	Capel Close – Support	Oakthorpe Road – Support	Hamilton Road – Support	Rogers Street – Support	Hernes Crescent – Support	Squitchey Lane – Support	Hernes Road – Support	Summerfield Road – Support	Lonsdale Road – Support	Thornccliffe Road – Support	Mayfield Road – Support	
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	<p>I support the availability of parking for residents of the roads, and for access for delivery vehicles. Other users, who park on these roads during the working day should be encouraged to use the Park and Ride locations at the end of the Banbury Road and the Woodstock Road.</p>												
<p>(o8) Local resident, (Oxford, Hernes Crescent)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 432 2040 802"> <tr> <td>Capel Close –</td> <td>Oakthorpe Road –</td> </tr> <tr> <td>Hamilton Road – Object</td> <td>Rogers Street – Support</td> </tr> <tr> <td>Hernes Crescent – Object</td> <td>Squitchey Lane – Support</td> </tr> <tr> <td>Hernes Road – Object</td> <td>Summerfield Road – Support</td> </tr> <tr> <td>Lonsdale Road – Partially support/concerns</td> <td>Thorncliffe Road –</td> </tr> <tr> <td>Mayfield Road – Object</td> <td></td> </tr> </table> <p>I live in Hernes Crescent and have access to my property from Hernes Road. Most of my travel is by bike and I have frequently observed cars cutting across the Hernes Crescent/Road junction, often coming on to the wrong side of the road as they do so, putting myself and my children in danger. Any change which results in removing double yellow lines outside Number 5 Hernes Crescent and replacing it with parked cars will increase the risk to cyclists and pedestrians in this area. Please spend some time observing the area before considering this change.</p> <p>The introduction of coaches adjacent to Ritchie Court and the reduction of permit holder parking will introduce hardship for some of the elderly residents and visitors as they may be required to seek alternative parking further away which may not be tenable for them particularly if parking provision is also removed from Hernes Rd.</p> <p>Coaches and buses stopping on Banbury Rd is a significant danger, I suggest that both Capel Close and Summerhill Rd may be more suitable locations than Hernes Crescent for coach parking as they are quieter roads, are closer to D'Overbroeck's School which is the origin of the issue and will not require school children to cross Banbury Road. The safety of elderly residents and for cyclists will be preserved versus the current proposed changes to Hernes Crescent.</p>	Capel Close –	Oakthorpe Road –	Hamilton Road – Object	Rogers Street – Support	Hernes Crescent – Object	Squitchey Lane – Support	Hernes Road – Object	Summerfield Road – Support	Lonsdale Road – Partially support/concerns	Thorncliffe Road –	Mayfield Road – Object	
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	<p>With respect to the other proposed changes, I find them broadly neutral except we should not be introducing parking of any kind close to junctions - the area is full of cyclists and the visibility is already poor when coming on to or coming off from Banbury Rd. Introducing bike parking at the end of roads will reduce the safety margins. For example, my daughter skidded and fell off her bike on the way to school as she turned into Victoria Rd, landing in front of a car. Fortunately the car was able to avoid her; we need double yellow lines close to junctions.</p>												
<p>(o9) Local resident, (Oxford, Hernes Road)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 499 2040 871"> <tr> <td>Capel Close – Support</td> <td>Oakthorpe Road – Support</td> </tr> <tr> <td>Hamilton Road – Support</td> <td>Rogers Street – Support</td> </tr> <tr> <td>Hernes Crescent – Support</td> <td>Squitchey Lane – Support</td> </tr> <tr> <td>Hernes Road – Partially support/concerns</td> <td>Summerfield Road – Support</td> </tr> <tr> <td>Lonsdale Road – Support</td> <td>Thornclyffe Road – Support</td> </tr> <tr> <td>Mayfield Road – Support</td> <td></td> </tr> </table> <p>I am worried that coaches will wait in these side roads with engines running. This is bad for our health, as residents.</p> <p>In the proposed new coach parking bay at the end of Hernes Road, an engine left running will be bad for the health of the sixth-formers living in the d'OverBroeks residence on the corner of Banbury Road.</p> <p>I hope the school will be vigilant and prompt with the coach drivers they use.</p> <p>Same goes for parents waiting in their own cars to pick up their children, with engines running.</p>	Capel Close – Support	Oakthorpe Road – Support	Hamilton Road – Support	Rogers Street – Support	Hernes Crescent – Support	Squitchey Lane – Support	Hernes Road – Partially support/concerns	Summerfield Road – Support	Lonsdale Road – Support	Thornclyffe Road – Support	Mayfield Road – Support	
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Lonsdale Road – Support	Thornclyffe Road – Support												
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<p>(o10) Local resident, (Oxford, Lonsdale)</p>	<p>Do you live within the CPZ ? Yes</p>												

	<table border="1"> <tr> <td>Capel Close – Support</td> <td>Oakthorpe Road – Support</td> </tr> <tr> <td>Hamilton Road – Support</td> <td>Rogers Street – Support</td> </tr> <tr> <td>Hernes Crescent – Support</td> <td>Squitchey Lane – Support</td> </tr> <tr> <td>Hernes Road – Support</td> <td>Summerfield Road – Support</td> </tr> <tr> <td>Lonsdale Road – Support</td> <td>Thornccliffe Road – Support</td> </tr> <tr> <td>Mayfield Road – Support</td> <td></td> </tr> </table>	Capel Close – Support	Oakthorpe Road – Support	Hamilton Road – Support	Rogers Street – Support	Hernes Crescent – Support	Squitchey Lane – Support	Hernes Road – Support	Summerfield Road – Support	Lonsdale Road – Support	Thornccliffe Road – Support	Mayfield Road – Support		
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<p>(o11) Local resident, (Oxford, Oakthorpe road)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1"> <tr> <td>Capel Close – Support</td> <td>Oakthorpe Road – Partially support/concerns</td> </tr> <tr> <td>Hamilton Road – Support</td> <td>Rogers Street – Support</td> </tr> <tr> <td>Hernes Crescent – Support</td> <td>Squitchey Lane – Support</td> </tr> <tr> <td>Hernes Road – Support</td> <td>Summerfield Road – Support</td> </tr> <tr> <td>Lonsdale Road – Support</td> <td>Thornccliffe Road – Support</td> </tr> <tr> <td>Mayfield Road – Support</td> <td></td> </tr> </table> <p>As the disabled person who lived at 39 Oakthorpe Has passed away please could this disabled space be cancelled and replaced by a parking space</p>		Capel Close – Support	Oakthorpe Road – Partially support/concerns	Hamilton Road – Support	Rogers Street – Support	Hernes Crescent – Support	Squitchey Lane – Support	Hernes Road – Support	Summerfield Road – Support	Lonsdale Road – Support	Thornccliffe Road – Support	Mayfield Road – Support	
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Mayfield Road – Support														
<p>(o12) Local resident, (Oxford, Oakthorpe Road)</p>	<p>Do you live within the CPZ ? Yes</p>													

	<table border="1"> <tr> <td>Capel Close –</td> <td>Oakthorpe Road – Support</td> </tr> <tr> <td>Hamilton Road –</td> <td>Rogers Street –</td> </tr> <tr> <td>Hernes Crescent – Support</td> <td>Squitchey Lane –</td> </tr> <tr> <td>Hernes Road – Support</td> <td>Summerfield Road –</td> </tr> <tr> <td>Lonsdale Road – Support</td> <td>Thornccliffe Road –</td> </tr> <tr> <td>Mayfield Road –</td> <td></td> </tr> </table>	Capel Close –	Oakthorpe Road – Support	Hamilton Road –	Rogers Street –	Hernes Crescent – Support	Squitchey Lane –	Hernes Road – Support	Summerfield Road –	Lonsdale Road – Support	Thornccliffe Road –	Mayfield Road –		
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<p>The Oakthorpe Road proposal is surely incorrect. Extension of 5 m should surely be east</p>														
<p>(o13) Local resident, (Oxford, Oakthorpe Road)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1"> <tr> <td>Capel Close –</td> <td>Oakthorpe Road – Partially support/concerns</td> </tr> <tr> <td>Hamilton Road –</td> <td>Rogers Street –</td> </tr> <tr> <td>Hernes Crescent –</td> <td>Squitchey Lane –</td> </tr> <tr> <td>Hernes Road –</td> <td>Summerfield Road –</td> </tr> <tr> <td>Lonsdale Road –</td> <td>Thornccliffe Road –</td> </tr> <tr> <td>Mayfield Road –</td> <td></td> </tr> </table> <p>I support the proposed plan for Oakthorpe Road, but, I would also like to propose another change of use in the residents parking bay outside 41 Oakthorpe Road which has a disability bay which was previously used by the disabled resident. He does not live there anymore and the bay rarely gets any car parked there as it is not strategically place for access to the shops. Might it be useful for disabled visitors to have an extra space in Oakthorpe road closer to the shops and this one removed.</p>		Capel Close –	Oakthorpe Road – Partially support/concerns	Hamilton Road –	Rogers Street –	Hernes Crescent –	Squitchey Lane –	Hernes Road –	Summerfield Road –	Lonsdale Road –	Thornccliffe Road –	Mayfield Road –	
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Hernes Road –	Summerfield Road –													
Lonsdale Road –	Thornccliffe Road –													
Mayfield Road –														

(o14) Local resident, (Oxford, Rogers Street)	Do you live within the CPZ ? Yes	
	Capel Close – Support	Oakthorpe Road – Support
	Hamilton Road – Support	Rogers Street – Partially support/concerns
	Hernes Crescent – Support	Squitchey Lane – Support
	Hernes Road – Support	Summerfield Road – Support
	Lonsdale Road – Support	Thornccliffe Road – Support
	Mayfield Road – Support	
<p>Very pleased to see that residents parking is coming to Rogers Street. Most of the houses in the street have no off street parking. Please amend the proposal to provide Residents Parking only instead of shared parking with a three hour limit for non-residents. Also please please make Rogers Street into a One-Way street with traffic travelling from Middle Way towards Banbury Road. Both South Parade and Grove Street are One-Way, with traffic travelling from Banbury Road to Middle Way. It would seem sensible to complete the trio of streets by making Rogers Street One-Way from Middle Way to Banbury Road.</p>		
(o15) Local resident, (Oxford, Rogers Street)	Do you live within the CPZ ? Yes	
	Capel Close – Support	Oakthorpe Road – Support
	Hamilton Road – Support	Rogers Street – Object
	Hernes Crescent – Support	Squitchey Lane – Support
	Hernes Road – Support	Summerfield Road – Support
Lonsdale Road – Support	Thornccliffe Road – Support	

	<p>Mayfield Road – Support</p>													
	<p>Rogers Street North side There can be NO parking space adjacent to No 6 & No 7 - as cars coming out of the adjacent off-street parking turning Lt need space to turn onto Rogers street and will be unable to do so if North side parking is extended in front of houses 6 & 7.</p>													
<p>(o16) Local Cllr, (Oxford, St Aldates)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 561 2040 935"> <tr> <td data-bbox="577 561 1323 624"> <p>Capel Close – Support</p> </td> <td data-bbox="1323 561 2040 624"> <p>Oakthorpe Road – Object</p> </td> </tr> <tr> <td data-bbox="577 624 1323 686"> <p>Hamilton Road – Partially support/concerns</p> </td> <td data-bbox="1323 624 2040 686"> <p>Rogers Street – Object</p> </td> </tr> <tr> <td data-bbox="577 686 1323 748"> <p>Hernes Crescent – Support</p> </td> <td data-bbox="1323 686 2040 748"> <p>Squitchey Lane – Support</p> </td> </tr> <tr> <td data-bbox="577 748 1323 810"> <p>Hernes Road – Support</p> </td> <td data-bbox="1323 748 2040 810"> <p>Summerfield Road – Partially support/concerns</p> </td> </tr> <tr> <td data-bbox="577 810 1323 873"> <p>Lonsdale Road – Support</p> </td> <td data-bbox="1323 810 2040 873"> <p>Thorncliffe Road – Support</p> </td> </tr> <tr> <td data-bbox="577 873 1323 935"> <p>Mayfield Road – Support</p> </td> <td data-bbox="1323 873 2040 935"></td> </tr> </table> <p>Capel Close: I support residents proposals of putting in an additional 5m cycle parking bays at the northern end of the 30 metre car parking bay. This provides cycle parking for visitors to the street.</p> <p>Hamilton Rd: Residents have suggested to me that while they welcome on-carriageway micromobility parking , it may be more useful to move this closer to the shops on Banbury Rd, at the west end of the parking bays.</p> <p>Hernes Crescent: This is a good solution, however there are local concerns this will lead to tourist coaches also using the spaces.</p> <p>Lonsdale Rd: Residents have shared the view that the micromobility parking and cycle parking are swapped.</p>		<p>Capel Close – Support</p>	<p>Oakthorpe Road – Object</p>	<p>Hamilton Road – Partially support/concerns</p>	<p>Rogers Street – Object</p>	<p>Hernes Crescent – Support</p>	<p>Squitchey Lane – Support</p>	<p>Hernes Road – Support</p>	<p>Summerfield Road – Partially support/concerns</p>	<p>Lonsdale Road – Support</p>	<p>Thorncliffe Road – Support</p>	<p>Mayfield Road – Support</p>	
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<p>Mayfield Road – Support</p>														

	<p>Mayfield Rd: This spot was identified for extra bike parking during an audit by the local councillor and community groups about 4.5 years ago so it is excellent to see this in the proposals.</p> <p>Oakthorpe Rd: This proposal increases parking and goes against the administrations own policy. It would be useful to have on street bike parking for visitors and residents on Oakthorpe road as this is not currently provided for.</p> <p>Rogers street: This proposal is counter the administration's own policy. Your proposal for a new car parking space goes against your own policy. Instead please add cycle parking bays rather than an extra car parking bay and also add a micromobility hub as it will address the needs of those people living in the area without any space to store their bikes outside their house.</p> <p>Squitchey Lane: Please add bike parking on the highway here as there is no visitor parking for bikes.</p> <p>Summerfield Rd: Local stakeholder feedback has revealed concerns with the parking space nearest the corner of summerfield and mayfield road, which causes conflicts with the delivery lorries servicing the local shops. This space needs to be removed as the parked cars here have often been damaged by the delivery lorries and also the nearby curb has been damaged too.</p> <p>Thornclyffe road: I have received resident feedback on the need for on highway cycle parking for both residents and visitors. One ideas is to extend the proposed shortended car parking space westwards from the single car parking space to provide cycle parking spaces. This will serve not only residents but carers and others visiting the street by bike. Furthermore there is a lack of on highway bike parking on this street .</p>								
<p>(o17) Local resident, (Oxford, Stone Meadow)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 1109 2040 1353"> <tr> <td>Capel Close – Object</td> <td>Oakthorpe Road – Object</td> </tr> <tr> <td>Hamilton Road – Object</td> <td>Rogers Street – Object</td> </tr> <tr> <td>Hernes Crescent – Object</td> <td>Squitchey Lane – Object</td> </tr> <tr> <td>Hernes Road – Object</td> <td>Summerfield Road – Object</td> </tr> </table>	Capel Close – Object	Oakthorpe Road – Object	Hamilton Road – Object	Rogers Street – Object	Hernes Crescent – Object	Squitchey Lane – Object	Hernes Road – Object	Summerfield Road – Object
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Hernes Road – Object	Summerfield Road – Object								

	Lonsdale Road – Object	Thornccliffe Road – Object
	Mayfield Road – Object	
(o18) Local resident, (Oxford, Stratfield Rd)	Do you live within the CPZ ? Yes	
	Capel Close –	Oakthorpe Road – Object
	Hamilton Road –	Rogers Street – Object
	Hernes Crescent –	Squitchey Lane –
	Hernes Road –	Summerfield Road –
	Lonsdale Road –	Thornccliffe Road – Object
	Mayfield Road –	
(o19) Local resident, (Oxford, Stratfield Road)	Do you live within the CPZ ? Yes	
	Capel Close – Object	Oakthorpe Road – Object
	Hamilton Road –	Rogers Street – Object
	Hernes Crescent –	Squitchey Lane – Object
	Hernes Road –	Summerfield Road –

It will reduce the number of parking spaces which will make parking for residents even more difficult

	Lonsdale Road –	Thorncliffe Road – Object
	Mayfield Road –	
	<p>Speaking from my experience of having lived in Stratfield Road for the last 10 years: the amount of parking available to Residents, and their visitors, has been gradually reduced over the last 2 years, bit by bit: off peak parking on the North side of South Parade has removed, cycle racks have been added in South Parade. The ones outside the North Wall, not much used, could have been put closer to the entrance - replacing yellow lined areas, and the racks close to the wine shop could have been put off road, outside the Library (opposite). Residents can now get home, late at night, from a legitimate use of their car, and spend 15 minutes trying to find somewhere to park. WE CANNOT AFFORD TO LOSE ANY MORE RESIDENTS' PARKING SPACES.</p>	
(o20) Local resident, (Oxford, Stratfield Road)	Do you live within the CPZ ? Yes	
	Capel Close – Object	Oakthorpe Road – Object
	Hamilton Road – Object	Rogers Street – Object
	Hernes Crescent – Object	Squitchey Lane – Object
	Hernes Road – Object	Summerfield Road – Object
	Lonsdale Road – Object	Thorncliffe Road – Object
	Mayfield Road – Object	
	<p>Finding a parking space is already difficult enough,let alone when visitors come.Having to roam around and park some distance away. Any further restrictions will only exacerbate the situation,let alone the affect on our house price.</p>	
(o21) Local resident, (Oxford, Summerhill)	Do you live within the CPZ ? Yes	

	Capel Close – Object	Oakthorpe Road –
	Hamilton Road –	Rogers Street –
	Hernes Crescent – Support	Squitchey Lane –
	Hernes Road – Support	Summerfield Road –
	Lonsdale Road –	Thornccliffe Road –
	Mayfield Road –	
<p>Capel Close When permission was granted for conversion of 333 Banbury Road to Doverbroeck's School, the planning report stated that as the development is located within a predominantly residential area, it is important that it sits comfortably with its neighbours and does not become a source of nuisance. That is still the case. Objection to the conversion of a permit holder bay on Capel Close to cycle parking.</p> <p>There is no need to convert a permit holder bay to cycle parking. Doverbroeck's School has cycle facilities on site which are rarely used to capacity and plenty of space to provide additional ones if needed within its grounds. The School does not need to take up a local permit bay for cycle use. There is no other need for on road cycle facilities in this area. Local residents have plenty of space to park cycles on their properties.</p> <p>Objection to the conversion of two sections of permit holder bays to shared use on Capel Close (permit holders or max stay 1hr) The planning report also stated that all servicing for the development shall only take place utilising the dedicated parking spaces for the purpose accessed off Banbury Road. This remains the case and the bays should be retained for permit holder use and not be available for servicing or coach access in order to avoid creating a nuisance for residents in the area.</p>		
(o22) Local resident, (Oxford, Summerhill Rd)	Do you live within the CPZ ? Yes	
	Capel Close –	Oakthorpe Road –

	<table border="1"> <tr> <td>Hamilton Road –</td> <td>Rogers Street –</td> </tr> <tr> <td>Hernes Crescent –</td> <td>Squitchey Lane –</td> </tr> <tr> <td>Hernes Road –</td> <td>Summerfield Road –</td> </tr> <tr> <td>Lonsdale Road –</td> <td>Thornccliffe Road –</td> </tr> <tr> <td>Mayfield Road –</td> <td></td> </tr> </table>	Hamilton Road –	Rogers Street –	Hernes Crescent –	Squitchey Lane –	Hernes Road –	Summerfield Road –	Lonsdale Road –	Thornccliffe Road –	Mayfield Road –				
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Lonsdale Road –	Thornccliffe Road –													
Mayfield Road –														
(o23) Local resident, (Oxford, Summerhill Road)	<p>It is difficult to envisage the impact these changes will have. If implimented there should be a trial period to review impact.</p> <p>Do you live within the CPZ ? Yes</p> <table border="1"> <tr> <td>Capel Close –</td> <td>Oakthorpe Road –</td> </tr> <tr> <td>Hamilton Road –</td> <td>Rogers Street –</td> </tr> <tr> <td>Hernes Crescent –</td> <td>Squitchey Lane –</td> </tr> <tr> <td>Hernes Road –</td> <td>Summerfield Road –</td> </tr> <tr> <td>Lonsdale Road –</td> <td>Thornccliffe Road –</td> </tr> <tr> <td>Mayfield Road –</td> <td></td> </tr> </table> <p>I am writing to object to the poor communication from the Council in respect of this consultation. I only heard about it from a friend one day before the submission date (after he came across the consultation and deadline by chance). Given the contentious nature of these local decisions, it is obvious that the Council should be notifying residents by post or email in order to understand fully local views. (The reason I haven't responded to the consultation in a considered way, is that I have not had the time or opportunity to look at the plans.)</p>		Capel Close –	Oakthorpe Road –	Hamilton Road –	Rogers Street –	Hernes Crescent –	Squitchey Lane –	Hernes Road –	Summerfield Road –	Lonsdale Road –	Thornccliffe Road –	Mayfield Road –	
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Mayfield Road –														

(o24) Local resident,
(Oxford, Thorncliffe Road)

Do you live within the CPZ ? **Yes**

Capel Close –	Oakthorpe Road –
Hamilton Road –	Rogers Street –
Hernes Crescent –	Squitchey Lane –
Hernes Road –	Summerfield Road –
Lonsdale Road –	Thorncliffe Road – Object
Mayfield Road –	

I object to the proposal to reduce parking on Thorncliffe Road (North side) adjacent to Nos. 46 & 48 by 2 metres. The Statement of Reasons provides no explanation for why this change is needed on Thorncliffe Road. Unlike other proposals in the package, such as the coach bays that address identified safety issues with buses obstructing cycle lanes, the Thorncliffe Road change appears arbitrary and unjustified.

The current space accommodates two small cars, which is valuable in a street already under parking pressure. Reducing it by 2 metres will likely only fit one vehicle, effectively removing a parking space. This directly contradicts the review's stated aim to "ensure adequate parking provision for residents."

There is no safety issue, visibility problem, or traffic flow concern that this addresses. Thorncliffe Road is a quiet residential street where this change will not improve anything. The existing arrangement works well and creates no problems.

This appears to be a compensatory adjustment to offset parking added elsewhere, exactly the "piecemeal" approach the Statement of Reasons acknowledges as problematic and claims the review was meant to move away from. The change will reduce parking capacity without any demonstrated benefit to road safety, traffic flow, or the objectives of the CPZ review.

I request that the Council withdraw this proposal and retain the existing parking space in its current configuration.

(o25) Local resident, (Oxford, Thorncliffe Road)	Do you live within the CPZ ? Yes	
	Capel Close –	Oakthorpe Road – Object
	Hamilton Road –	Rogers Street –
	Hernes Crescent –	Squitchey Lane –
	Hernes Road –	Summerfield Road –
	Lonsdale Road –	Thorncliffe Road – Object
	Mayfield Road –	
The street doesn't have many parking spaces. Reducing the spaces won't help. At the moment we can park two small cars or combination of a car an a motor bike		

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"Summertown CPZ amendments" - consultation response by Oxfordshire Liveable Streets and CycloX, February 2026

We are not going to go over all the concerns and policy issues raised in our responses to the Headington Central and East Oxford schemes, but make four comments and suggestions.

There are still proposals here to put in more car parking, which we object to, as contrary to policy. Here we will just quote from LTCP Policy 33 - "Take measures to reduce and restrict car parking availability" - and from the cabinet member for transport in his January decisions meeting - "Increasing car parking increases cars and that is against our policy".

There needs to be a recognition that **visitor cycle parking should be provided on residential streets**, not just at destinations. People visit other people, not just shops and venues, and if they cycle then they need to be able to find cycle parking on the street, to avoid having to lock cycles to fences and posts, often obstructing footways. In many locations, where homes lack front yards or other space for cycle parking, residents would also benefit from on-street cycle parking - ideally this would be in the form of bike hangers but, given the costs of those, ordinary cycle parking stands are much better than nothing. Again, LTCP Policy 33: "Ensure the parking requirements of all modes of transport are considered, in line with our transport user hierarchy".

Pending a full kerbside strategy, a simple approach to visitor cycle parking might be to **target at least one set of cycle parking stands on every residential street segment**. In some places these could be put in on existing DYs - because cycle parking does not obstruct visibility in the same way that parked cars or vans do, and may require less width - and those locations could be progressed without waiting on

parking "demand management" through COTP Action 4 ("review eligibility and quantity of permits in existing CPZ areas"). The Thorncliffe Rd proposal, discussed below, is an example of a location where this could be done. And in CPZs that are not under as much car parking pressure as Summertown, reallocation of space to cycle parking could similarly begin now.

We suggest that, as with other highways schemes, **CPZ changes and other parking schemes involve co-production with stakeholder groups** as well as with local councillors. In addition to CycloX and Oxfordshire Liveable Streets, we suggest Oxford Pedestrians Association, Neighbourhood Forums, local groups such as Liveable Cowley and Headington Liveable Streets, and school Transport Action Groups.

Some comments on the specific schemes follow.

Hernes Crescent

SUPPORT

It is important to have coach parking allocated in suitable locations to prevent ad hoc coach parking obstructing footways or cycle lanes, blocking motor traffic, or dangerously obstructing visibility.

Lonsdale Rd

SUPPORT

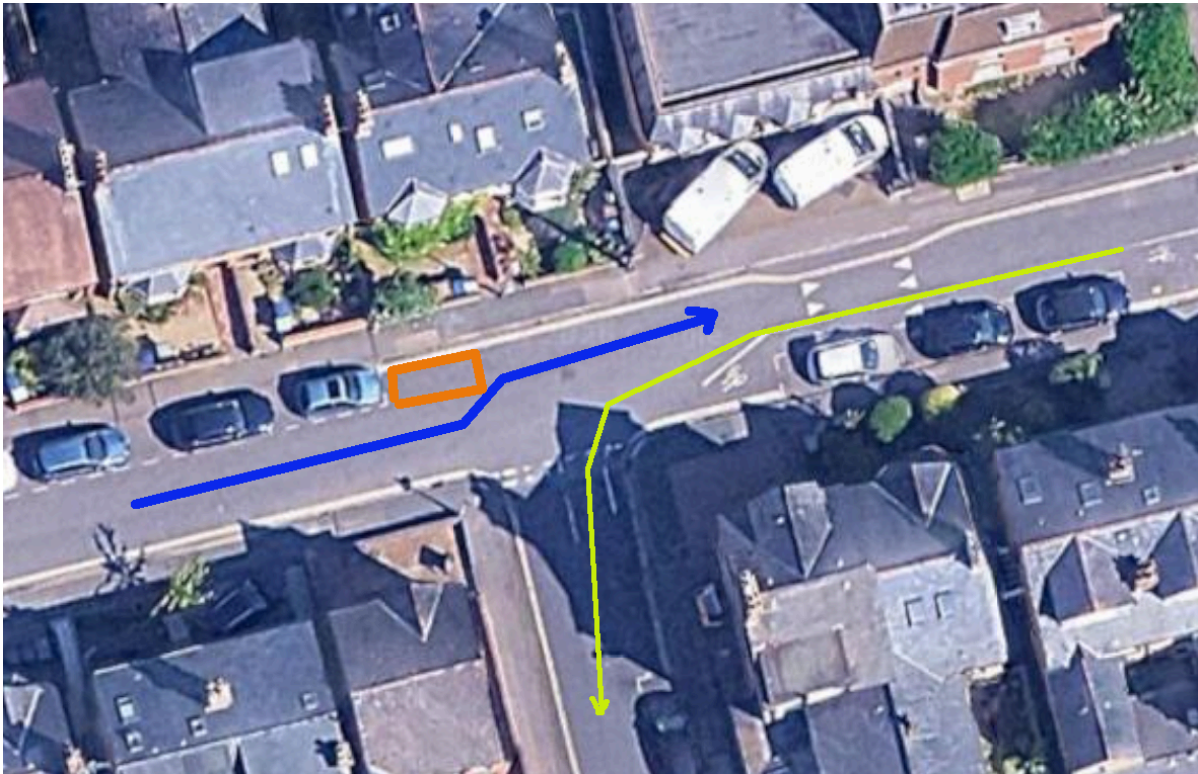
This is a useful location for both cycle and micromobility parking.

A small suggestion is that it might be better to have the micromobility parking at the western end, closest to Banbury Rd - that is to swap the cycle and micromobility bays. Overflow micromobility parking might sprawl along the DYs, but that would not be a hazard here.

Oakthorpe Rd

OBJECT

While Oakthorpe Rd is one-way for motor traffic, contraflow cycling is allowed to the east of the proposed parking bay. So this junction involves interactions between people cycling west turning left into Oakthorpe Place (thin yellow arrow in the diagram below) and drivers coming east along Oakthorpe Rd (thicker blue arrow). Adding a car parking bay as marked in orange would restrict the ability of drivers to move left to keep well clear of people cycling.



Some of this space could be safely used as a cycle parking bay, noting that there is no visitor cycle parking either for the dentist and carpet shop immediately opposite or for any of the houses on Oakthorpe Rd.

Mayfield Rd

SUPPORT

More cycle parking near the Summertown shops would be useful.

DYL are easier to enforce than SYL and it is good to minimise car movements into Summerfields Rd and out of Mayfield Rd, as those create hazards at the junctions

with Banbury Rd and crossing the pedestrian space.

Hamilton Rd

SUPPORT WITH CONCERNS

The provision of more on-carriageway micromobility parking is welcome. This would, however, be more useful if it were closer to the shops on Banbury Rd, so we suggest that the 7m for micromobility be reallocated from car parking further west, closer to Banbury Rd.

Squitchey Lane

OBJECT

If the goal of adding short-stay parking is to provide for visitors to residences, why are we not providing for visitors who cycle? Please make at least 5 metres of this into cycle parking.

Rogers St

OBJECT

The westernmost 5m of the proposed 30m to be repurposed needs to be kept clear to ensure visibility of vehicles exiting the garages.

We oppose the addition of more car parking on policy grounds. We suggest adding two 5m cycle parking bays, noting the large number of terrace houses that open directly onto the footway and have no options for off-street cycle parking, and the lack of any provision for visitor cycle parking. (There is cycle parking in the flats, but that appears to be private, not public.) There is also room for a micromobility bay, to serve people living on Rogers St or nearby.

Summerfield Rd

CONCERNS

This appears to be the M&S "Collect by Car" bay. Have M&S requested this change, or been consulted on it? One hour bays seem likely to be used for general shopping, potentially blocking people picking up items.

Capel Close

SUPPORT

We suggest, however, putting in two 5m cycle parking bays, one as shown and one at the northern end of the 30 metre car parking bay.

Thornccliffe Rd

SUPPORT WITH ALTERNATIVE

We assume this is to make it clearer that this parking bay is for one vehicle, not two, and to help ensure clear visibility between vehicles (including cycles) coming out of Oakthorpe Place and going along Thornccliffe Rd. However an even better way to stop cars parking like the white car in the photo below would be to put in cycle parking, so we suggest the 2m taken from the car parking bay be augmented with 3m taken from DYL to provide for a 5m cycle parking bay.





**Oxfordshire County Council
Equalities Impact Assessment**

Summertown CPZ – Controlled Parking Zone (CPZ) Review
March 2026

Contents

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Section 1: Summary details

Directorate and Service Area	Environment & Highways– Network Management
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Summertown – Controlled Parking Zone (CPZ) Review.
Is this a new or existing function or policy?	Existing - the parking team already operate CPZs/Permit Parking Zones elsewhere in Oxfordshire, and measures to restrict and control car parking availability, including further use and expansion of CPZs, form part of the county's recently adopted Local Transport and Connectivity Plan and Central Oxfordshire Travel Plan.
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>The Summertown CPZ is an area where on-street parking is subject to restrictions. This CPZ gives residents preferential treatment when parking in the street around their home. Permit holders can park without restriction throughout the CPZ operational hours, but non-permit holders can only park for a limited period, in the designed parking bays. Disabled badge holders may park free of charge in CPZs.</p> <p>Large parts of Oxford are already covered by CPZs and where these have been implemented, they have been extremely successful in removing commuter parking, however over time they do require review to ensure that they are still fit for purpose and meet the needs of its users. CPZs help to reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking in the city. They also improve the street scene and can make streets safer and more accessible for all road users by removing obstructive parking. These benefits mostly fall on those living within the zones but there are wider transport and environmental benefits.</p> <p>All residents in CPZ areas who wish to park their vehicle on the public highway in the zone during the hours of operation have to pay for a permit(s); unless access to a permit has been restricted because of a planning permission, for example, the development is car free. Businesses can also apply for permits. Both residents and businesses can also apply for permits for their visitors. Special provisions also apply for carers and contractor's vehicles with more details available on https://www.oxfordshire.gov.uk/cms/public-site/parking-permits.</p> <p>Households that don't have access to a drive or private parking are likely to be most disadvantaged particularly if it is a household with multiple car ownership. Parking permit charges may also affect low income households. The charges are however necessary to ensure that more of the schemes operating costs are met and they are able to continue to operate and deliver their transport and environmental benefits.</p>
Completed By	Vicki Neville – Senior Officer (City) – TRO & Schemes

Authorised By	Jim Whiting – Team Leader TRO & Schemes
Date of Assessment	March 2026

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Since the early 1990's, controlled parking zones have been used across Oxford as a vital tool for managing parking demand and acting as a deterrent for commuter parking.</p> <p>Historically amendments to parking restrictions within zones has been piecemeal, either through development funded changes or through transport projects that only impact part of a CPZ (e.g. LTNs). However, to ensure that they remain fit for purpose and continue to deliver the benefits to local communities, it is important that periodically they are reviewed to take into consideration changes in user demand, emerging transport policies and wider impacts of development within an area.</p> <p>Following a prioritization exercise, the County Council presented a proposal to Oxford City Council to secure the release of Community Infrastructure Funding (CIL) for the review of 7 existing Controlled Parking Zones (CPZs) within the Oxford City Boundary, including Summertown. At the Oxford City cabinet meeting on 11th December 2024, a decision was made to approve the release of £358,080 from CIL to process the reviews and associated works for the identified zones.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>An informal consultation with residents was carried out in June & July 2025, which aimed at gathering opinions and feedback on changes or improvements that they would like to see. Proposals have been developed taking into account this public feedback, historic requests and input from County Councillors for the area and other County Council teams. The reviews seek to address parking concerns on an area-wide basis, with the view to improving the performance of parking restrictions across the locality.</p> <p>Officers have also worked with the local County Councillors and wider County Council teams on the proposals for the Summertown CPZ, which have been designed to help improve road safety, parking provision and cycle facilities, whilst also seeking to remove those restrictions which have been identified as being redundant given alternatives in the area.</p>

	<p>A statutory consultation on proposed amendments to the existing Summertown Controlled Parking Zone (CPZ) has been concluded, which includes various proposals to implement new or amend existing permit holders and/or short stay parking bays, implement new cycle & micromobility (e-scooter & e-bike) parking provision amend waiting restrictions and propose operational hour changes to an existing goods vehicle loading bay.</p>
<p>Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>An informal consultation with residents was carried out in June & July 2025, which aimed at gathering opinions and feedback on changes or improvements that they would like to see. Formal statutory consultation was then carried out in October/November 2025 on the proposed CPZ amendments for Summertown.</p> <p>Several factors are considered when deciding whether to approve and implement changes to a CPZ including local support and existing and future parking pressure and other policy considerations. All proposed CPZ amendments are subject to formal consultation. Any objections to the formal consultation will be reported to the Oxfordshire County Council Cabinet Member for Transport Management decisions meeting – these are public meetings, which members of the public may apply to address.</p>
<p>Alternatives considered / rejected Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Targets to reduce private car travel form part of the county's Local Transport and Connectivity Plan.</p> <p>Controlled parking zones work alongside other strategy proposals (see Central Oxfordshire Travel Plan) to manage travel by private car (traffic filters, workplace parking levy) and encourage more sustainable modes of travel (for example public transport, cycling or walking) by managing the availability and demand for parking. This is traditionally achieved by on street parking schemes with controls on who is able to park, for how long and a charge to do so.</p> <p>Within the design of the existing CPZ and as part of some of the proposed amendments concession has been made to allow for short term free parking for non-permit holders in specific bays.</p> <p>Doing nothing is not an option because existing parking controls must remain fit for purpose and meet the needs of all users, including cyclists. Displaced parking is likely to occur with the roll out of other recently introduced CPZs and should proposals for a city-wide workplace parking levy be approved and implemented.</p>

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Improved control of the on-street parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including older people, vulnerable people, women and children.</p> <p>No specific impacts identified and a CPZ is not considered to impact disproportionately on any age group.</p>	Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.	OCC Project Team	Post implementation engagement including with Local Member

Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Those with a disability may be more reliant on a car for mobility and/or require support from a professional carer or family or friends for daily care. Management of on street parking may impact on people reliant on care.</p> <p>Improved control of the on-street parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including those with a mobility impairment including those who use a wheelchair or motorized scooter.</p>	<p>Blue badge holders can apply to have a bay provided outside their homes.</p> <p>Blue badge holders can park in CPZs unlimited.</p> <p>Within the design of the CPZ concession has been made to allow for short stay parking for non-permit holders in specific bays.</p> <p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.</p>	OCC Project Team	Post implementation engagement including with Local Member
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified on amendments to an existing CPZ are not considered to impact disproportionately on any gender.			
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified on amendments to an existing CPZ are not considered to impact disproportionately on marital status.			

Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Pregnant people and with infants may require home support from a medical or other professional who need to park on street.</p> <p>Improved control of the on-street parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users.</p>	<p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property.</p> <p>Within the proposed amendments of the CPZ concession has been made to allow for short stay parking for non-permit holders in specific bays.</p>	OCC Project Team	Post implementation engagement including with Local Member
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified on amendments to an existing CPZ are not considered to impact disproportionately on any race.			
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified on amendments to an existing CPZ is not considered to impact disproportionately on either sex.			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified on amendments to an existing CPZ is not considered to impact disproportionately in terms of sexual orientation.			
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified on amendments to an existing CPZ is not expected to impact disproportionately on any religious groups.			

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Improves use of the kerb side and on-street parking controls, which is mostly likely to impact on those travelling from outside the city. Parts of Oxford are highly accessible by public transport including Park & Ride.			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and amendments to an existing CPZ is not expected to impact disproportionately on any armed forces groups.			
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Carers, including family and friends, that need to look after older and disabled people, and who need to drive and park on street.	Within the design of the proposed amendments to the CPZ concession has been made to allow for short stay parking for non-permit holders in specific bays. Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per	OCC Project Team	Post implementation engagement including with Local Member

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
					property.		
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Parking permit charges may affect low-income households. The most deprived LSOA in Oxford is Northfield Brook (Blackbird Leys). Areas of The Leys, Rose Hill, Barton, Carfax and Littlemore are amongst the most deprived 20% in England. Nationally, those on lower incomes have lower levels of private car ownership, with 40 per cent of those in the lowest income households having no access to a car or van. Improved control of the on-street parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution. This is important as deprived areas can also have the worst health outcomes. CPZs can also help to boost active travel and public transport modes which also benefit from less traffic.</p>	<p>Within the design of the proposed amendments to the CPZ concession has been made to allow for short stay parking for non-permit holders in specific bays.</p> <p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property.</p>	OCC Project Team	Post implementation engagement including with Local Member

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staff will not be disproportionately impacted.			
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Potential need for some council services e.g. social services, to use a car and park in residential streets.	<p>Within the design of the proposed amendments to the CPZ concession has been made to allow for short stay parking for non-permit holders in specific bays</p> <p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property.</p>	OCC Project Team	Post implementation engagement including with Local Member
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified on the amendments to an existing CPZ and are not expected to impact disproportionately on any providers.			

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improved control of the on-street parking, kerb side and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution.		OCC Project Team	Post implementation engagement including with Local Member

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	March 2027 – as part of post implementation scheme monitoring
Person Responsible for Review	Vicki Neville – Senior Officer (City) TRO & Schemes
Authorised By	Jim Whiting – Team Leader TRO & Schemes

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Division(s) affected: *Cropredy & Hook Norton*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 MARCH 2026

CLAYDON: CANAL BRIDGE – PROPOSED 13 TONNE WEIGHT LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- a) Approve the introduction of a '13 tonne maximum weight limit' restriction on the Claydon Canal Bridge at Claydon, as advertised.

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce a '13 tonne maximum weight limit' restriction (with an exemption will be included for Fire Engine 'Group 1' capacity vehicles) on the Claydon Canal Bridge over the Oxford to Birmingham Canal at Claydon 'Middle Lock', replacing the existing historic 3-tonne weight limit in the process – its location shown in **Annex 1**.
2. Claydon Canal Bridge is a single span brickwork arch bridge which carries Claydon Road over the Oxford to Birmingham Canal at Claydon 'Middle Lock', in the north of the County. The structure is Grade II listed and has an existing signed 3-tonne weight limit introduced in 1970.
3. As a result of a recent structural assessment carried out in November 2025 (as shown in **Annex 3**), it has been proposed to amend the structural weight limit restriction to match the assessed load carrying capacity. An exemption would be introduced that would allow Fire Engine 'Group 1' capacity vehicles to continue to use the structure when operationally required.

Corporate Policies and Priorities

4. These proposals actively support the priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below:

(1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move*

around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”

(2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*

(3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

5. Funding for consultation on the proposals (and implementation if approved) has been provided by the Highway Structures maintenance budget.
6. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Finance has therefore assumed that the service has confirmed the funding arrangements independently, and responsibility for validating the financial position and underlying data rests with the service area.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

7. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
8. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Nicole Olavesen – Solicitor (Law & Governance)

Nicole.Olavesen@oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the ‘Structural Engineering’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

9. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

10. The proposals for a sustainable solution to the deterioration of the bridge have been put forward to the District Council’s conservation Officer for the required Listed Building Planning Consent, but rejected. Without the implementation of this solution, the structure is likely to continue to deteriorate at a relatively rapid rate, but unrelated to its traffic loading. Its deterioration will however prompt a review of its safe load carrying capacity in the future.

Risk Management

11. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

12. Formal consultation was carried out between 15 January and 13 February 2026. A notice was published in the Banbury Guardian newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, relevant local District Councillors, Claydon with Clattercote Parish Council, and the local County Councillor representing the Cropredy & Hook Norton division.
13. During the course of the formal consultation, 25 responses were received via the online survey, comprising of 23 objections, and two partially supporting/raising concerns.
14. Additionally, a further three emails were received directly – with Thames Valley Police not objecting, and Claydon with Clattercote Parish Council & Cherwell District Council (via the Development Management Division) submitting objections.


15. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

16. The proposal is based on the re-assessed safe load carrying capacity of the bridge after identifying that the arch barrel is thicker than had been assumed in its previous assessment, and no strengthening is required to achieve the assessment load carrying capacity of 13t.
17. The proposals is for a 'structural' rather than an 'environmental' weight restriction, such that this is based entirely on the assessment load carrying capacity of the bridge. Officers confirm that it is not an environmental weight restriction, which would require consideration of the suitability of the route for particular vehicle types, or that of the proposed diversion route for vehicles over the indicated weight restriction limit.
18. The structural assessment report is available to view in **Annex 3**.
19. The inner course of brickwork to the arch barrel is suffering from extensive frost damage and spalling of brickwork (i.e. when the surface flakes, peels, or breaks away), which was posing a risk to canal and canal towpath users. The proposal to treat this problem was rejected by the conservation officer dealing with the Listed Building Planning Consent Application. A trial hole was carried out to inform the design of these proposed works, which identified that the arch barrel was thicker than that which had been assumed for its previous assessment. Without the proposed treatment the bridge with the identified thicker arch barrel has been assessed to be able to safely carry 13t assessment vehicle loading.
20. The bricks that were spalling on the intrados/soffit have largely fallen off, such that the risk of further pieces of brick falling off and injuring someone is currently much reduced. Consideration has been given to providing netting to catch any remaining pieces of bricks that might fall, but this has been rejected by the Canal & Rivers Trust, who fear that canal boats may catch on the netting.
21. The Listed Building Consent Planning Officer also objected to this proposal, on the basis that if netting was provided that the Council may then not repair the bridge. The Listed Building Planning Consent Officer has suggested replacing the damaged spalled bricks with new ones. This is considered not to be practical by the Council, as the new brickwork cannot be built from beneath and put into compression to hold it up. This would need to be pinned and suspended from the remaining brickwork, and without any compression in it the mortar between the brickwork would rapidly deteriorate and fall out. It would also require a long construction duration, which would conflict with the operation of the canal. This solution would only be effective if it were constructed from above, which would require complete reconstruction of the bridge parapets and arch barrel causing

Drawing No. 1

Key

 Proposed 13t weight limit restriction from existing 3t weight limit restriction

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)


MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)

USE
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

13t STRUCTURAL WEIGHT RESTRICTION

Drawing title

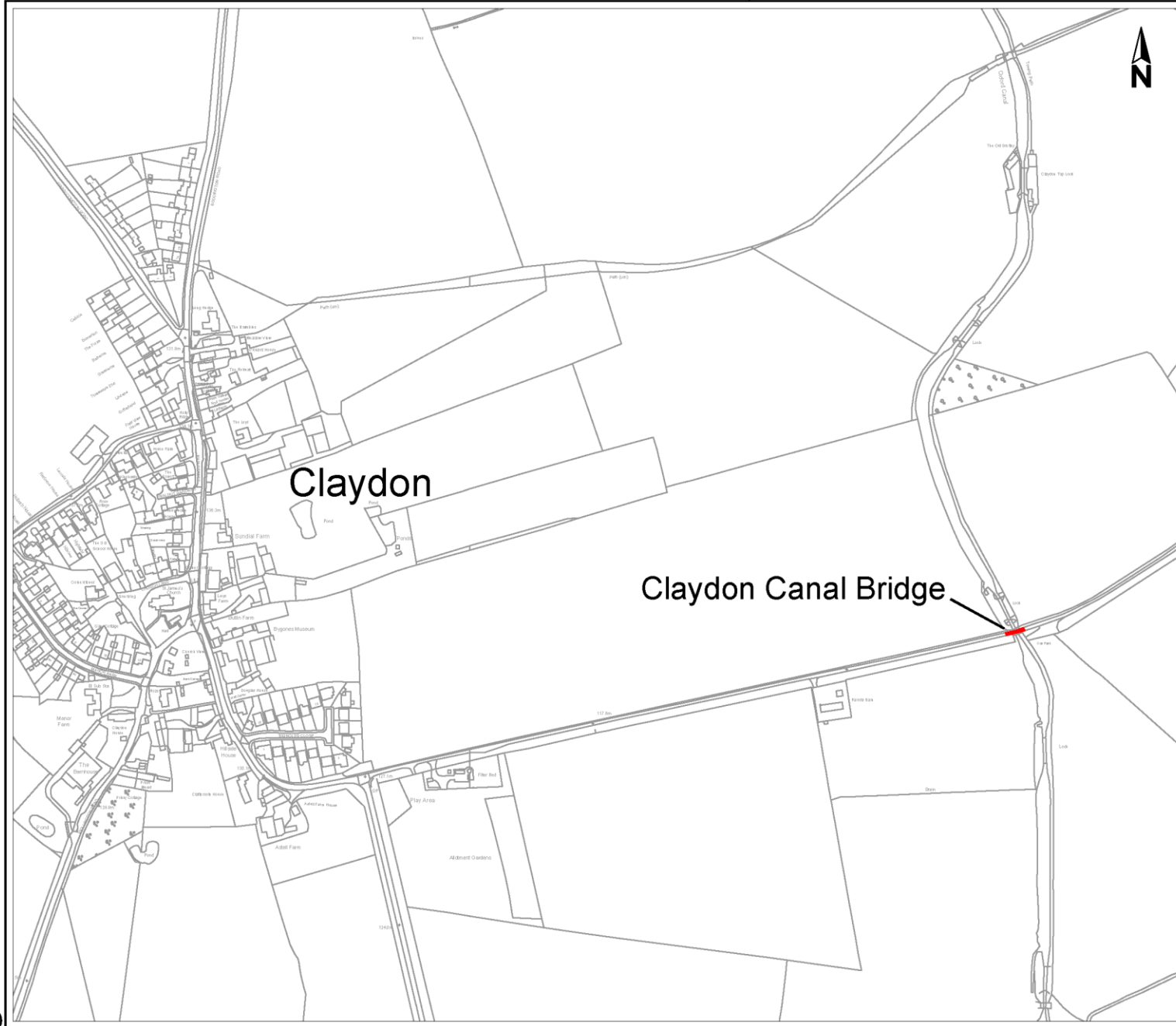
CLAYDON CANAL BRIDGE

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
NTS	JaC		
	Date drawn 12/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. 1 Revision 0



A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Claydon with Clattercote Parish Council	<p>Object – CCPC sets out below its observations and comments to make regarding the content and making of the Order and requests each of the issues raised by CCPC is responded to by OCC both in its proposed post-consultation report and public meeting and by direct correspondence to CCPC.</p> <p>Proposal to increase the weight limit of the bridge to 15-tonnes An increase in weight limit will lead to an increase in the quantity, size and weight of traffic using the Lower Boddington – Appletree-Claydon road. This road is currently in very poor condition, with potholes and the surface broken up in many places including the surface of Claydon Bridge 145 itself. The Causeway One Network map shows no highway works proposed along this road for the next 12 months so there will be further deterioration even with existing traffic levels. The road cannot take additional and heavier traffic as this will accelerate deterioration to the surface and substrate.</p> <p>There are insufficient passing places along the road which would be a requirement of an increase in the number and size of vehicles using this road. This will result in the destruction and damage of verges and road edges as vehicles try to pass each other. The road is therefore unsuitable for an increase in the quantity or size of vehicles using it.</p> <p>Once damaged, there is little evidence to suggest OCC would make any effort to carry out repairs. This was seen when damage caused to Appletree Road by frequent tanker movements to the Claydon Sewerage works while it was temporarily out of use, were left unrepaired despite notification and requests being made to OCC and where those repairs could have been recovered from Thames Water.</p> <p>The increase in traffic would additionally be an inconvenience to pedestrians and horse riders walking and riding down to the canal from Claydon.</p>

Making of the Order.

OCC appears to have first notified the proposed Order in The Banbury Guardian on 8 January 2026 and the parish council received notification by email on 15 January 2026. That email encourages all councils to publicise the proposed Order and notified the final date for objections and representations to OCC as 13 February 2026. OCC's own website details the proposed Order and invites comments stating that responses will be reviewed and in the event of objections a report prepared for discussion at a public meeting in early 2026.

In publishing the proposed Order, OCC has provided a Statement of Reasons (dated 15 January 2026) however, these are simply a statement of its obligations to the highway network in general ("The County Council continues its responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and ensuring that danger is minimised whilst facilitating the effective and safe passage of traffic, and that damage caused by heavy vehicles is avoided"). This is not an explanation or reasoning as to why bridge 145 should now have its weight limit increased. Indeed, given the condition and nature of Appletree Road, the further deterioration an increased weight limit would bring and OCC's lack of intention to make any repairs or improvements, it is difficult to see how increasing the weight limit of the bridge would help it meet the generic Statement of Reasons is has set out for the increase.

The damage and congestion resulting from this weight limit increase would run counter to the "safe and convenient movement of motor vehicles and other traffic" and preventing "damage caused by heavy vehicles" that OCC gives as the reason for increasing the limit.

CCPC therefore requests an explanation as to why this specific bridge has been identified at this specific time for having its weight limit increased.

CCPC notes that a structural assessment of the bridge was made in November 2025 and the proposed Order to raise the bridge weight limit made "as a result" of that assessment.

CCPC notes that a Listed Building planning application was made by OCC in June 2024 to carry out structural reinforcement to Bridge 145 to increase the weight limit of the bridge to 40 tonnes. It is noted that that application was withdrawn by Cherwell District Council on 3 February 2026 due to lack of progress.

Given the detailed project works set out in the 2024 planning application to raise the weight limit to 40 tonnes it must be questioned why a further structural assessment needed to be carried out in November 2025 to assess a lower weight limit. CCPC would like a copy of the structural assessment carried out in November 2025 and an explanation why a further structural assessment was carried out.

HS2 Boddington Road closure and diversion

Notification was received by parishioners by post w/c 26 January 2026 from HS2 notifying them of the closure of a portion of Boddington to Claydon Road for realignment of the carriageway. The notification states the expected closure period to be approximately 4 months commencing 9 February 2026 (although signage on-site at the start of the diversion states closure to November 2027).

The route to be closed includes a bridge 143 over the same canal. Bridge 143 has no weight restriction but does have signs to warn large vehicles of possible grounding. The HS2 Notice shows the diversion route during this closure to be along Lower Boddington- Appletree – Claydon road and so over Claydon Canal Bridge 145 which currently has a 3-tonne weight limit.

HS2 was contacted by a parish councillor on 3 February 2026 to ask what the diversion route for vehicles over 3 tonnes was, given Bridge 145's weight restriction, as no alternative diversion route for heavier vehicles was shown on the closure Notice. HS2's response was that the closure and diversion would have been discussed with the local highways authority (i.e. OCC and Northants CC) before being put in place and the intention is that all traffic using the existing route along Boddington Road which has no weight restriction, would use the diversion route over the 3-tonne weight-restricted Bridge 145.

This suggests OCC has already agreed the use of Bridge 145 by traffic exceeding 3-tonnes and that this use can commence from 9 February, 4 days before the consultation period set-out by OCC in its proposal has expired and therefore before any consideration of those representations or objections have been considered. CCPC requests OCC explains what discussions it has had with HS2 regarding the HS2 closure and diversion, prior to HS2 making its closure Order.

HS2 has not invited any representations in respect of its road closure Order, however, CCPC is of the opinion that the proposed diversion is completely unsuitable and the diversion route should be through Wormleighton to the Southam Road A423, then south to the Mollington/Cropredy junction (cars could use the Claydon turning onto the Fenny Compton-Claydon Road but the railway bridge restricts commercial vehicles).

Further, the parish council considers OCC has a duty to enforce the 3-tonne weight limit on Bridge 145 until such a time as an Order is made to increase it, and that cannot be until after the OCC's proposed Order consultation period has expired and the matter reported and discussed at the proposed public meeting. OCC must inform HS2 that its diversion as proposed may only be used by vehicles under 3-tonnes, that procedures are put in place to

	ensure that this restriction is met and that an alternative diversion for vehicles over 3-tonnes is published and set out on the roadway.
(e3) Cherwell District Council, (Development Management Division)	<p>Object – We object to the proposed weight limit on heritage grounds, as alterations / strengthening works would be required in order for the bridge not to be unduly affected.</p> <p>The recent application for strengthening works to the bridge equally received conservation objections due to the adverse harm to the heritage asset.</p> <p>Just to confirm, another Listed Building application would need to be made if works were planned to go ahead.</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) Volunteer lock keeper	<p>Object – We have seen numerous bridge strikes from vehicles. The road and bridge is unsuitable for heavy vehicles. Adding 2m width restriction bollards would be a good idea. Thames water trucks have already seriously damaged the road structure in Claydon at top of this road</p>
(o2) Local resident, (Claydon, Bignolds Close)	<p>Object – Without being given access to the “structural report” how could anyone make an informed comment and the only reason this would not be shared ...something to hide or it was never carried out. The bridge in question recently had to undergo works because of safety issues regarding its structure.</p> <p>The people who are putting these “genius” ideas forward spend too much time sitting behind a desk and not actually walking under these bridges most of which would be questionable with cars going over them never mind anything heavier.</p> <p>It’s just an opportunity to block another exit/entrance to the village like the Lorrie’s that have 3 times in the last 18 months got stuck on the other bridges.</p>

	Grade 2 listed for a reason. Let's preserve it rather than trying to make this one crack and split like countless others (which were built in the same way)
(o3) Local resident, (Claydon, Bignolds Close)	<p>Object – The bridge is of historical interest and is a beautiful feature over the canal. I walk over the bridge everyday and it's on a beautiful quiet stretch of country road that is safe to walk along, especially as there is no foot path. Increased traffic and HGVs would make the road unsafe for walkers and cyclists and would also create a lot more noise and pollution near our houses as they drive past. The road has already been damaged by HGV's which illustrates how the road is not suitable for more traffic or heavier vehicles. The road and bridge should not be used for more traffic or HGV's when there are other more suitable routes. This could also encourage more traffic through Claydon and again, as most of the roads in the village are single track this would be damaging to our quiet village.</p>
(o4) Local resident, (Claydon, Bignolds Close)	<p>Object – I wish to object to the above proposed Traffic Order by Oxfordshire County Council (OCC) to raise the weight limit of Claydon Canal Bridge 145, Appletree Road from the existing 3 tonnes limit to 13 tonnes.</p> <p>My reasons for objecting are an increase in weight limit will lead to an increase in the quantity, size and weight of traffic using the Lower Boddington – Appletree-Claydon road. This road is currently in very poor condition, with potholes and the surface broken up in many places including the surface of Claydon Bridge 145 itself. The Causeway One Network map shows no highway works proposed along this road for the next 12 months so there will be further deterioration even with existing traffic levels. The road cannot take additional and heavier traffic as this will accelerate deterioration to the surface and substrate.</p> <p>There are insufficient passing places along the road which would be a requirement of an increase in the number and size of vehicles using this road. This will result in the destruction and damage of verges and road edges as vehicles try to pass each other. The road is therefore unsuitable for an increase in the quantity or size of vehicles using it.</p> <p>Once damaged, there is little evidence to suggest OCC would make any effort to carry out repairs. This was seen when damage caused to Appletree Road by frequent tanker movements to the Claydon Sewerage works while it was temporarily out of use, were left unrepaired despite notification and requests being made to OCC and where those repairs could have been recovered from Thames Water.</p> <p>The increase in traffic would additionally be an inconvenience to pedestrians and horse riders walking and riding down to the canal from Claydon.</p>

There are Questions to be answered over the making of the Order. OCC appears to have first notified the proposed Order in The Banbury Guardian on 8 January and notified the final date for objections and representations to OCC as 13 February 2026. OCC's own website details the proposed Order and invites comments stating that responses will be reviewed and in the event of objections a report prepared for discussion at a public meeting in early 2026.

In publishing the proposed Order, OCC has provided a Statement of Reasons (dated 15 January 2026) however, these are simply a statement of its obligations to the highway network in general ("The County Council continues its responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and ensuring that danger is minimised whilst facilitating the effective and safe passage of traffic, and that damage caused by heavy vehicles is avoided"). This is not an explanation or reasoning as to why bridge 145 should now have its weight limit increased. Indeed, given the condition and nature of Appletree Road, the further deterioration an increased weight limit would bring and OCC's lack of intention to make any repairs or improvements, it is difficult to see how increasing the weight limit of the bridge would help it meet the generic Statement of Reasons is has set out for the increase.

The damage and congestion resulting from this weight limit increase would run counter to the "safe and convenient movement of motor vehicles and other traffic" and preventing "damage caused by heavy vehicles" that OCC gives as the reason for increasing the limit.

Why has this specific bridge been identified at this specific time for having its weight limit increased?

I note that a structural assessment of the bridge was made in November 2025 and the proposed Order to raise the bridge weight limit made "as a result" of that assessment.

It is the case that a Listed Building planning application was made by OCC in June 2024 to carry out structural reinforcement to Bridge 145 to increase the weight limit of the bridge to 40 tonnes. That that application was withdrawn by Cherwell District Council on 3 February 2026 due to lack of progress.

Given the detailed project works set out in the 2024 planning application to raise the weight limit to 40 tonnes why was a further structural assessment needed to be carried out in November 2025 to assess a lower weight limit? There appears to be a connection of OCC's making this proposed Order with the HS2 Boddington Road closure and diversion. I received notice from HS2 by post w/c 26 January 2026 notifying me of the closure of a portion of Boddington to Claydon Road for realignment of the carriageway. The notification states the expected closure

period to be approximately 4 months commencing 9 February 2026 (although signage on-site at the start of the diversion states closure to November 2027).

The route to be closed includes bridge 143 over the same canal. Bridge 143 has no weight restriction but does have signs to warn large vehicles of possible grounding. The HS2 Notice shows the diversion route during this closure to be along Lower Boddington- Appletree – Claydon road and so over Claydon Canal Bridge 145 which currently has the 3-tonne weight limit.

I telephoned HS2 on 3 February 2026 to ask what the diversion route for vehicles over 3 tonnes was, given Bridge 145's weight restriction, as no alternative diversion route for heavier vehicles was shown on the closure Notice. HS2's response was that the closure and diversion would have been discussed with the local highways authority (i.e. OCC and Northants CC) before being put in place and the intention is that all traffic using the existing route along Boddington Road which has no weight restriction, would use the diversion route over the 3-tonne weight-restricted Bridge 145.

This suggests to me that OCC has already agreed the use of Bridge 145 by traffic exceeding 3-tonnes and that this use can commence from 9 February, 4 days before the consultation period set-out by OCC in its proposal has expired and therefore before any consideration of those representations or objections have been considered. What discussions were had by OCC with HS2 regarding the putting in place of the diversion and in particular what discussions were had regarding the weight limit on bridge 145? What dates did these discussions take place? Did discussions regarding weight limits take place with HS2 before HS2 made its closure Order and before OCC proposed lifting the weight limit in its Order? If there were no such discussions, how are HS2 able to divert traffic over 23-tonnes over bridge 145?

HS2 has not invited any representations in respect of its road closure Order, however, I am of the opinion that the proposed diversion is completely unsuitable and the diversion route should be through Wormleighton to the Southam Road A423, then south to the Mollington/Cropredy junction (cars could use the Claydon turning onto the Fenny Compton-Claydon Road but the railway bridge restricts commercial vehicles).

I do not see how HS2 can be allowed to defacto increase the weight limit on bridge 145 before the public consultation on OCC's proposed Order has taken place and the matter considered at a public meeting. OCC has a duty to enforce the 3-tonne weight limit on Bridge 145 until such a time as an Order is made to increase it, and that cannot be until after the OCC's proposed Order consultation period has expired and the matter reported and discussed at the proposed public meeting.

	<p>In my opinion OCC must inform HS2 that its diversion as proposed may only be used by vehicles under 3-tonnes, that procedures are put in place to ensure that this restriction is met and that an alternative diversion for vehicles over 3-tonnes is published and set out on the roadway.</p>
<p>(o5) Local resident, (Claydon, Bignolds Close)</p>	<p>Object – What has happened to the bridge since 1970? Has work been done to strengthen the bridge or was it incorrectly classified then? What assurance is there that the classification is correct now? Will the roads leading to the bridge be improved to cater for the increased level of traffic which will undoubtedly result from the restriction being lifted?</p> <p>The road leading to and from the bridge is a single track pot-holed road without a footpath and very narrow verges in places and is used by pedestrians and horse riders so any increase in traffic is likely to increase the risks to them. There are inadequate passing places for two vehicles to pass and on one side of the bridge the verge is already churned up to create an informal passing place.</p> <p>Because it is a humped-back bridge there will be increased risk to the surface of the bridge being damaged with longer heavier vehicles using it. How will this be monitored? The parapet of the bridge is already damaged and has not been repaired for many months.</p> <p>Is this action being taken because the County Council has already agreed to the road being used as a diversionary route while the Boddington road is closed for some months for HS2 work to happen?</p>
<p>(o6) Local resident, (Claydon, Bignolds Close)</p>	<p>Object – Encouraging larger vehicles to use the bridge and associated roads will negatively impact the safety of other road users and have a detrimental impact on the highway, which is already in poor condition. The bridge is currently in a poor state of repair and shows signs of significant damage from the vehicles that use it. Allowing heavier traffic will surely compromise the integrity of the bridge still further.</p> <p>The road and bridge is also a very popular walking and cycling route and is generally a safe route for families and the elderly. However there is no footpath and the verges are often overgrown particularly in summer leaving little room space to escape vehicles. This has become more apparent since the recent boddington road HS2 closure / diversion.</p>

<p>(o7) Local resident, (Claydon, Bignolds Close)</p>	<p>Object – An increase in weight limit would be an introduction to heavy traffic to travel on unsuitable badly maintained single track approach roads with no passing places. It is shameful that the bridge has been badly neglected with eroded brickwork and part of the parapet missing (which is not shown as an out of date photograph has been used for this consultation).</p>
<p>(o8) Local resident, (Claydon, Bignolds Close)</p>	<p>Object – In view of the age of the bridge I do not think it is acceptable to increase the existing weight limit. The bridge is in need of repairs which are supposedly on-going but nothing has commenced yet. The Claydon-Appletree-Boddington road is very narrow and there are no designated passing places.</p> <p>The state of the road is in an appalling condition, which will be further damaged by an increase in traffic on the road. I do not think sufficient consideration has been given to this proposal and I would ask you to re-think the project. Thank you.</p>
<p>(o9) Local resident, (Claydon, Boddington Road)</p>	<p>Object – This is a terrible proposal. I cannot see any logic in encouraging larger heavier vehicles on this route. The road in question is absolutely not suitable for heavier, larger vehicles - it is a narrow single track and is already in poor condition. The bridge in question has already sustained significant damage from a large vehicle. Our village suffers enough with the extra volume of heavy HS2 traffic - no more please</p>
<p>(o10) Local Cllr (Claydon, Crossing Lane)</p>	<p>Object – Because the road either side of the bridge is in a very poor condition and will get worse with more heavy traffic</p>
<p>(o11) Local resident, (Claydon, Crossing Lane)</p>	<p>Object – I wish to object to the proposed with Claydon canal bridge limit change. The first reason is safety. The Statement of Reasons states that the council will ensure danger is minimised. Permitting heavier vehicles to use the bridge will permit increased number of heavier vehicles to travel though Claydon village and along Claydon Road. This will significantly increase the danger for pedestrians especially for those entering the playing field and Children's play area. This is contrary to the justification for introducing the 20 mph speed limit in the village. This change will unnecessarily increase the danger to pedestrians. The second point in relation to the Statement of Reason is in respect of minimising damage due to heavier vehicles. The road is already in poor condition.</p>

	<p>Permitting heavier vehicles will only increase the rate of deterioration. The Council wishes to encourage cycling as a mode of transport. The road is already extremely dangerous for cyclists. This will only become worse due to the state of the road and the presence of heavier vehicles. Finally, None of the documents show any positive benefit to the proposed change. The proposal has many negative consequences with no positive benefits.</p>
<p>(o12) Local resident, (Claydon, Lower Boddington Road)</p>	<p>Object – During recent road closures vehicles exceeding the current bridge limit were frequently observed using Lower Boddington Road as an alternative route taking them over the bridge in question. The road is a single track road. Large vehicles do not allow traffic to pass resulting in verges being destroyed. It is not only the bridge that was not designed for heavy vehicles, neither was the road. The road has received some recent maintenance which is already mostly destroyed. If the bridge is to be upgraded for additional weight then the road sub-structure requires the same treatment, not just another dressing to be washed away. maintenance carried out recently</p>
<p>(o13) Local resident, (Claydon, Main Street)</p>	<p>Object – The justification for this alteration is not clear from the consultation information supplied and therefore is highly suspicious. Is it to facilitate the already disruptive activities of HS2 in the area, or to open up the route as a "rat run" for larger vehicles which have often been seen in the trying to gain access to the car storage facilities at Chipping Warden? Either way the unclassified roads serving the bridge are totally unsuitable for heavy traffic, at best they are single track with few passing places. The light construction of the road surface is under regular pothole repair throughout the year requiring constant care from passing motorists, the passage of heavy traffic would increase the damage resulting in increased claims to the Council from drivers seeking redress for pothole damage. This will be a highly retrograde amendment for the area.</p>
<p>(o14) Local resident, (Claydon, Main Street)</p>	<p>Object – You have not explained anywhere just WHY you want to increase the limit. What is the benefit? Just because the bridge has been assessed of being capable of taking a greater weight limit does NOT make it a good idea and I am not convinced! We have had all sorts of issues in the past with large car transporters and other vehicles attempting to use that road and getting stuck, the bridge parapet has clearly been almost demolished several years ago (presumably by an inappropriately sized vehicle using it) and has still not been mended. It will encourage vehicles that are too large to safely use the bridge or the narrow lanes approaching it, and create even more potholes making it more hazardous for local residents to use (have you SEEN the state of the Boddington Road to the north of the village, which has been damaged by HS2 traffic to the point of being downright dangerous and destroying car tyres - why on earth would we want that experience to be repeated on another local road?)</p>

(o15) Local resident, (Claydon, Main Street)	Object – Correction to previous submission. Loss of historic structure. Access to canal and farm on east side would be affected. Change of scale. Canal structure would be affected. Detailed plan would help response. Potential increase of heavy vehicles through Claydon.
(o16) Local resident, (Claydon, Manor Park)	Object – The road approaching the bridge is too narrow to take the larger vehicles that would then be allowed to use the bridge. There is no passing place to allow two way traffic.
(o17) Local Cllr, (Claydon, Manor Park)	Object – It was as agreed at an extraordinary council meeting that the Parish council would object to the proposal. The approach road to the bridge is too narrow. It is unnecessary to increase the weight limit
(o18) Local resident, (Claydon, Walnut Gardens)	Object – Object on the basis that this would likely be sued by HS2 vehicles. They have already caused significant damage to the roads around Claydon, and this would only add another opportunity for them to do so
(o19) Local resident, (Claydon, Boddington)	Object – Claydon is a very small village, with very narrow country lanes which I use for dog walkers and horse riders, to make the canal bridge bigger would encourage lorry's from Chipping Warden taking shortcuts which this village is not equipped to do.
(o20) Local resident, (Claydon, Main Street)	Object – Leave it as it is. We're fed up of encouraging HGV vehicles through the village. This will only make it worse. In any case you've failed to take into account the damage this will cause to the surrounding roads which are not built for this.
(o21) Local resident, (Claydon, Main Street)	Object – Loss of historic structure. Change of scale. Accesses to canal and farm field on north side would be affected. Detailed plans would have helped with this response. Increased vehicle weight would cause additional damage to road to north over former railway line, Significant weight increase would require reconstructon of canal under bridge and closure of canal.

(o22) Local resident, (Claydon, Manor Park)	<p>Object – The bridge is unsuitable for large, heavy vehicles which would be at risk of grounding and over time, causing damage to the bridge with their weight. The roads surrounding the bridge are all very narrow and poorly maintained, having heavy vehicles on them is impractical and will cause damage to the verges and the roads.</p> <p>There is an abundance of wildlife in the area which would be at risk of harm or having their habitats disturbed. Claydon is a small, peaceful village and noise from additional traffic would be detrimental to the residents and visitors. There is an active walking and cycling community in Claydon and surrounding area which would be impacted by having to try and avoid heavy goods vehicles.</p> <p>The village playground and playing field is very close to the bridge with children and families accessing it throughout the day - again when walking to or from the playground pedestrians have no alternative than to walk in the road.</p> <p>This proposal seems ill thought out and not to have considered the needs of villagers at all.</p>
(o23) Local resident, (Claydon, Main Street)	<p>Object – My objection to the proposal is that this bridge is in no condition for the weight limit to be increased; indeed, it is in dire need of repair and structural amendments to simply continue as a 3 tonne weight limit. The brickwork is breaking away and dangerously unstable. Its siting prevents clear view of oncoming traffic and frequently, traffic is surprised by oncoming vehicles, left with nowhere to pull into. The verges approaching the bridge, already, are disintegrating as evidence of traffic hastily pulling to one side to avoid oncoming traffic. In the past few weeks, huge tipper lorries have been driven through the main street of the village of Claydon, shaking properties (including my own) and causing cracking of interior plaster. The approach road either side of the bridge is single track, totally unsuitable for large vehicles, which would carry a load, as evidenced by the traffic travelling through the village in the past few weeks, totally exceeding the even the empty 13 tonne limit proposed. THIS PROPOSAL MUST NOT BE PASSED.</p>
(o24) Local resident, (Claydon, Main Street)	<p>Partially support/concerns – If it does go ahead & is safe which the 2025 says it is, what inspection schedule / ongoing monitoring will there be?</p>
(o25) As part of a group/organisation	<p>Partially support/concerns – Historic England previously raised concerns regarding the proposed increase to the weight limit to this bridge under the recent listed building consent application. Whilst the bridge may be able to</p>

	<p>support additional weight, the proposed 13T limit remains more than what we recommended this bridge could accommodate in its unrepaired condition. We appreciate we have not had sight of the structural engineers report that has informed this weight increase. If this is provided, we could review our position. The bridge has also recently suffered from vehicle damage, with a collapsed parapet wall and scrapes to its road surfaces. Increasing the weight limit would encourage more heavy vehicles to use the route, which increases the risk of further damage to this important Grade II listed bridge. Maintaining the existing weight limit is the best way to protect the integrity of this bridge. We would welcome the opportunity to review the structural engineer's report and engage with you further to ensure this Grade II listed bridge is safeguarded.</p>
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Claydon Canal Bridge

CS 470 Management Of Sub-Standard Structures Report

December 2025



Claydon Canal Bridge

CS 470 Management Of Sub-Standard Structures Report

Doc. Ref. 870060-MIL-SBR-244-RA-CB-0042

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Document History:

Rev.	Description	Orig.	Ch'k	Auth.	Date
F01	Initial issue	KB	BD		21/10/2024
F02	Update March 2025 with inclusion of summary table	KB			03/2025
F03	Reviewed and re-issued following updated assessment	KB	BD		03/12/2025
F04	Reviewed by OCC	RPC			12/12/2025

Executive Summary

Claydon Canal Bridge is a single span brickwork arch bridge which carries Claydon Road over the Oxford Canal in the north of Oxfordshire. The structure is Grade II listed and currently has a signed 3-tonne weight limit. There is a historic 5t axle Traffic Regulation Order, which does not align with the current signed restriction. There are no physical measures preventing heavy goods vehicles crossing over the bridge.

Claydon Canal Bridge is in poor condition with extensive spalling of brickwork at the intrados of the arch. This has resulted in a reduced arch barrel thickness being assumed lowering the capacity of the bridge, for which the 3t weight restriction signage appears to have been erected in response to this. The cause of this deterioration is believed to be primarily due to water ingress and movement through the brickwork accompanied with freeze-thaw action. Deterioration may be exacerbated by frequent overloading by agricultural vehicles. Deterioration of the brickwork is expected to continue without intervention.

A new assessment of the structure has been completed in November 2025 which now finds that the structure has 13-tonne capacity (and FE Group 1 (17t for a twin axle Fire Engine with a particular maximum axle load and spacing)). This assessment uses arch geometry determined from a 3D scan completed in 2022 and updated arch barrel thickness determined during 2024 investigation works, and an arch barrel thickness reduction factor to account for the spalling at the intrados lowering the capacity. The bridge was found to have a marginal failure for 18-tonne loading, and an adequacy factor around 0.74 under 40-tonne loading.

The greatest risk health and safety risk associated with the structure in the short-term is spalling debris and bricks dropping out from the arch barrel onto people using the canal and its towpath beneath the bridge. In the long-term, the greatest risk is continued deterioration of the arch barrel progressively reducing the bridges safe load carrying capacity.

This CS 470 risk management review of this sub-standard structure recommends that a 13t structural weight restriction (with an exemption for Group 1 Fire Engines) is implemented. The signage of this restriction being supported by an appropriate Traffic Order such that it can be legally enforced to help improve compliance. This then helping reduce the progressive deterioration of the bridge. Alternative strengthening has been considered, for which Listed Building consent for this Grade II Listed building has been rejected.

Additionally it recommends that water leakage through the arch barrel is reduced by resurfacing over the structure with impermeable asphalt. The existing concrete verge and kerbs should also be sealed to help prevent surface water penetrating the arch barrel. The carriageway resurfacing should include smoothing out the carriageway surface and hump over the bridge's arch as far as is practical, to help reduce the dynamic loading from vehicles passing over the bridge, and reducing the incidents of vehicles grounding out.

Whilst this construction work is carried out it is also recommended that missing brickwork pointing be replaced and the section of damaged bridge parapet be repaired. There are also cracks in the arch barrel at the interface with the bridge's spandrel walls which are recommended to be sealed and infilled with lime mortar injection. These proposed modifications to this Grade II Listed Structure, excluding the provision of the structural weight restriction will be subject to obtaining Listed Building Consent.



Structure name:	Claydon Canal Bridge				
Structure Ref.	No.: 244				
Assessment/ Review	Stage:	Stage 1 Assessment	Stage 1 Assessment	Strengthening proposal 2024	Stage 1 Assessment
	Date:	1969/70	2015	2024	2025 Nov
	Report reference:	'0244 Claydon A of M & B A B' (on county BMS)	'RING Assessment – notes to accompany output' (on county BMS)		
	Assessed capacity:	7.5-tonne	10-tonne	10-tonne	13-tonne (& FE Group1)
	Sub-standard status:	Yes	Provisionally yes	Provisionally yes	Yes
Interim Measure Feasibility Assessment	Date:	N/A	N/A	October 2024 (issue F01 of CS 470)	November 2025 (issue F03 of CS 470)
	Structure 'Immediate Risk' or 'low risk provisionally sub-standard'?	N/A	N/A	Low risk provisionally sub-standard structure	Low risk sub-standard structure
	Structure monitoring appropriate?	N/A	N/A	Monitoring appropriate, but unlikely to be of any benefit	Monitoring appropriate, but unlikely to be of any benefit
Interim Measures Proposal	Date:	N/A	N/A	Interim measures proposal sent to C&RT on 20/09/2023	November 2025 (issue F03 of CS 470)
	Recommendations:	N/A	N/A	<u>Short term:</u> Fix mesh to intrados to capture loose material (rejected). <u>Long term:</u>	13t (FE Group 1) TRO, carriageway resurfacing, general mortar and brickwork repairs, lime mortar injection to cracks.
Interim Measures Approval	Date:	N/A	N/A	24/10/2023	
	Approval/ Rejection:	N/A	N/A	Mesh interim measures rejected by C&RT	
Actions	Implementation date:	28/12/1970	N/A	N/A	
	Details/ref.:	Prohibition of track laying vehicles	N/A	N/A	
	Provisional finish date for monitoring:	5-ton axle weight limit	N/A	N/A	
	Removal Date:		N/A	N/A	
Documentation:	Form used:	Weight TRO	N/A	870060-MIL-SBR-244-RA-CB-0042 CS 470 Report	

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	Date:	28/12/1970	N/A	Issue F02 03/2025	
Additional notes:		3-tonne weight limit signage installed at unknown date		Strengthening proposal LBC submitted to Cherwell DC on 24/06/2024, not approved.	

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1 General Details – CS 470

1.1 Structure name and assessment reference

Claydon Canal Bridge, OCC No.244. (Also referred to by the Canal & Rivers Trust C&RT as Oxford Canal Bridge Field No.145 and locally as ‘Dog Poo Bin Bridge’).

1.2 Location, route and county/area

Claydon Canal Bridge, Claydon Road, Claydon, Cherwell, OX17 1FD

Coordinates	446525E , 250020N
Grid Ref.	SP 46525 50020
What3Words	///schooling.pine.processor

1.3 Assessing organisation

Assessed:	M Group
Checked:	M Group (Cat 0 check)
Latest assessment date:	November 2024

1.4 Structure type, form, span, skew

Claydon Canal Bridge has a single span brickwork arch which carries Claydon Road over the Oxford Canal. The structure is located approximately half a mile east from the village of Claydon in Cherwell, Oxfordshire. The bridge shall be referenced as spanning in an east-west direction over the canal which has a north-south alignment.

A topographical survey and 3D scan of the structure was completed in 2022 which found the structure to have an average span of 4.2m at the assumed arch springing level with no noticeable skew. The mid-span rise of the arch is approximately 1.65m above the assumed springing level.

A trial hole was dug in the carriageway over the crown of the arch as part of investigation works in 2024 which confirmed the depth of fill over the back of the arch to be 118-138mm. This also allowed the thickness of the arch to be confirmed at 480mm (which differs from the voussoir thickness).

The main arch barrel is constructed from soft red brick with a header course at the intrados and two stretcher courses behind. Historic brickwork and render/mortar repairs to the arch barrel are evident. The voussoir brickwork consists of three stretcher courses with notched red bricks at the intrados and the 3rd course consisting of a protruding blue brick drip mould.

The abutments are constructed from blue engineering bricks in English Bond. The wing walls, spandrel walls, and parapet are all constructed from red bricks in English Bond. The parapets are 450mm thick and topped with shaped bricks in rowlock.

1.5 Obstacle crossed and facility carried

Obstacle crossed: Oxford Canal

Facility carried: Claydon Road (C-Road)

1.6 Estimated cost of permanent strengthening/replacement works

An arch strengthening scheme consisting reinforced concrete spray-lining was designed and tendered by Milestone which was found to cost approximately £230k including traffic management and fees as of September 2024.

Alternative strengthening and replacement options shall also be considered below. Note that any cost estimates are indicative only - the actual cost can only be determined through tender. The costs given are not quotes for the works required.

Complete arch reconstruction in brickwork, with existing spandrel walls, parapets, and abutments retained. This option is not feasible as it could not be completed within the canal winter closure periods.

Reconstruction of the carriageway above would require approximately 170m length of carriageway on the approaches to be regraded with the earth retaining elements likely required. Estimated cost approx. £1m.

Arch replacement with a pre-cast arch. Existing voussoirs, spandrel walls, abutments, and parapets to remain. New foundations behind existing abutments. This option would require an approximate 170m length of carriageway on the approaches to be regraded with the earth retaining elements required. Estimated cost approx. £750k.

Arch over-slabbing or saddling. This option would require approximately an approximate 190m length of road to be regraded on the approaches with the earth retaining elements required. Estimated cost approx. £800k.

Replacement of inner course in brickwork. Estimated cost approx. £250k.

2 Assessment Progress

2.1 Level of assessment reached

In 1970, a MEXE assessment of the arch was completed based on arch barrel thicknesses equal to voussoir thicknesses.

In 2015, an updated assessment was completed using LimitState RING, which is a two-dimensional rigid block upper-bound mechanism analysis software. The voussoir thickness was taken as the arch barrel thickness.

In 2023, a strengthening scheme was designed consisting of reinforced concrete spray-lining to the intrados to bring the structure up to 40-tonne and SV-80 capacity. Historic England raised an objection to the Listed Building Consent and Cherwell District Council did not approve the application.

In 2025, Claydon Canal Bridge was formally assessed and checked as a Cat 0 structure using updated structure information from investigation works to inform management of the structure.

2.2 Assessed capacity

Summary of assessment findings to date:

1970 MEXE assessment with 381mm arch barrel thickness ^[1] :	7.5-tonne
2015 RING assessment with 381mm arch barrel thickness ^[1] :	10-tonne
2025 assessment with updated structure information and 60mm spalling at the intrados:	13-tonne & FE Group 1

[1] The 2024 investigation works found that the arch barrel thickness is 480mm, larger than the 381mm voussoir thickness assumed in historic assessments.

2.3 Date of assessment

Most recent assessment and check was completed in November 2025.

2.4 Provisionally sub-standard or sub-standard

The structure is assessed as sub-standard to 40-tonne highway loading.

The structure in its existing condition has been assessed as having 13-tonne and FE Group 1 capacity. The structure has marginal failure under 18-tonne loading.

The structure currently has a signed 3-tonne weight limit on both approaches to the structure and advanced signage at the junctions at the end of the road.

2.5 Description of anticipated mode of failure, including progression from local overstress to global collapse mechanism

Global Failure

Under normal traffic loading, spandrel wall cracking in the arch barrel may be expected as a result of the difference in stiffness between the more flexible arch barrel and stiff spandrel walls. Significant spandrel wall cracking separating the main arch barrel from the voussoir sections is present.

The intrados of the structure has extensive spalling which is thought to be largely due to freeze-thaw action and possibly movement of moisture through the brickwork. The structure will continue to degrade, the intrados will continue to spall, and the overall condition and capacity will gradually decrease with time.

If the condition of the structure continues to degrade and/or the bridge is loaded with over-weight vehicles, the arch may progress to form a global failure mechanism. Flexural failure would initially be characterised by transverse cracks indicating the formation of hinges. Cracks widths would start narrow and may be difficult to observe at the intrados, particularly with the rough spalled surface. Cracks may only open up during loading.

If overloading continues, eventually the cracks would become significant in width indicating that plastic hinges are forming. At this point, there may be deformation of the arch barrel. During deformation, longitudinal shear stresses between the courses of brickwork may exceed the bond strength causing ring separation and/or sliding. This would weaken the arch making it more susceptible to failure.

Eventually, the bridge would progress to form a full traditional 4-hinge arch collapse mechanism. This would be characterised by significant cracking at the hinge locations and deformation/cracking of the carriageway surfacing due to the low depth of fill. Deformations may not be visible at the elevations due to separation of the arch barrel from the spandrel wall and voussoir sections. As the structure approaches the ULS, the deformations associated with a failure are often so large that the structure becomes unusable and is closed prior to complete collapse.

Local Failure

Another possible collapse mechanism is punching shear. The depth of fill over the back of the arch at the crown was found to be very shallow at 118mm to 138mm meaning that wheel loads may create concentrated loading. However, the arch is multi-ring with a mixture of header and stretcher courses which will increase the arch's resistance to punching shear reducing the risk.

The spalling intrados creating debris has previously been a concern as posing a risk to towpath and canal users passing under the bridge. The 2024 investigation works consisted of removing loose brickwork and mortar from the intrados which found the brickwork and mortar to be generally soft and friable, and easily removed. Until intervention, the condition of the arch barrel can be expected to deteriorate. Small fragments may continue to fall from the arch onto the towpath and into the canal. This will progressively weaken the arch.

Consideration should also be given to the possibility of header bricks debonding and dropping out. Although the surface of the brickwork was found to be soft and friable, the investigation works found that the header bricks generally seemed well-bonded.

2.6 Description of distress (if present)

There is evidence of spandrel wall cracking at the interface between the intact brickwork at the voussoir and the main arch barrel. The exact width, depth, and extents of this cracking are difficult to determine due to spalled arch barrel and historic mortar repairs over the crack.



Figure 2-1: Photo of arch barrel close to north elevation along interface between voussoir and main arch barrel section [2024].

The main arch barrel has approximately 60-80% spalling across its total area at the intrados. The depth of spalling varies from minor surface and pointing loss to a maximum measured spall depth of 95mm at the north end of the arch barrel. (Areas of spalling may penetrate deeper than the values measured with a tape). This is likely largely due to freeze-thaw action and movement of moisture through the brickwork. The rate of deterioration may be exacerbated by frequent usage of the structure by over-weight vehicles (such as agricultural vehicles) which may be causing the structure to flex under loading.

Previous inspections have found evidence of dropped spalled material on the towpath as shown in Figure 2-3. It is unlikely that a towpath user will be struck by falling debris, but the fragments on the towpath may create a trip hazard which poses an increased danger due to the canal immediately adjacent.

There is evidence of historic brickwork repairs and render/mortar repairs as seen in Figure 2-2. The brickwork repairs around the springings generally appear to have been successful as the brickwork is clearly in significantly better condition than the rest of the arch barrel which has extensive spalling.

Historic render/mortar repairs have been unsuccessful and are spalling off. Where the render is spalling, it appears to be taking brickwork and mortar behind with it. The render repairs may also be masking defects and deterioration of the brickwork underneath. The brickwork around the outside of render repair areas also appear to be deteriorating at a quicker rate than the rest of the brickwork which indicates that the render/mortar is changing how moisture moves through the structure, impacting the rate of deterioration.

The trial hole in the carriageway over the crown of the arch completed as part of the 2024 investigation works found no waterproofing, so moisture ingress is likely. There is no positive drainage system - drainage over the structure appears to be provided by the steep fall over the hump-back to grips and soft verges off the structure. The verges over the structure are concrete.



Figure 2-2: Intrados of arch barrel, historic repairs in stretcher bond visible above the blue brick abutments on the right of the photo [2024].



Figure 2-3: Evidence of dropped material from the intrados [2019].



Figure 2-4: South end of arch barrel [2024].



Figure 2-5: 95mm spalling depth measured at north end of arch barrel near crown [2024].

There are missing and damaged bricks to the voussoir close to the south-west springing as can be seen on left of Figure 2-6. There is severe brickwork section loss at the north-west end of the arch where 10no. voussoir bricks above the springing have 50-80% section depth loss as shown in Figure 2-8. These defects are likely the result of canal boat collisions/scraping with the structure. Defects to the voussoir and spandrel wall sections of the arch are unlikely to affect the bridge's capacity due to the spandrel wall cracking separating the voussoir from the main arch barrel.



Figure 2-6: South elevation of Claydon Canal Bridge [2021].



Figure 2-7: North elevation [2019].



Figure 2-8: Close-up of north-west end of arch barrel [2019]

The abutments are generally in good condition. There is extensive vertical cracking and general deterioration of the masonry at the north end of the east abutment as shown in Figure 2-9.

The wing walls, spandrel walls, and parapet are generally in moderate condition with extensive efflorescence to the surface. There is stepped cracking at the base of the south-west wing wall as shown in Figure 2-10. This may be indicative of settlement of the west abutment. There are other areas of general mortar loss, brick displacements, and cracking around the structure.

The parapet was struck in 2024 by purportedly local district verge grass cutting works. This caused an area of 2.1m x 0.45m of parapet brickwork to fall onto the west bank and into the canal. A section of parapet is therefore missing as shown in Figure 2-12. Although there is no official footway over the structure, it is still used by pedestrians meaning there is a 2.4m length section of parapet which is significantly sub-standard.

The carriageway over the structure is humped with scrape marks in the road from undercarriage scrapings, visible on the left of Figure 2-11. Undercarriage scrapings might be indicative of larger, and therefore heavier vehicles which may be overweight using the structure.



Figure 2-9: North-east abutment [2024].



Figure 2-10: South-west springing and wingwall showing stepped cracking in brickwork [2022]



Figure 2-11: Parapet over the structure (prior to damage in 2024), concrete verge, and carriageway with undercarriage scraping marks [2021]



Figure 2-12: Section of damaged parapet [2024].

3 Consideration of risk posed by structure in current state

3.1 Discussion

As per CS 470 appendix A4 the aim of this section is to “include discussion of likelihood and consequence of collapse, likelihood of warning signs and degree of safety implied by latest assessed capacity” considering the factors outlined in CS 470 Cl. 3.2:

- 1) *the consequence of failure;*
- 2) *nature of the structural weakness;*
- 3) *any corresponding signs of distress;*
- 4) *the possibility of hidden distress;*
- 5) *condition data;*
- 6) *the sensitivity of the structure to the applied loading;*
- 7) *the recent load history of the structure; and*
- 8) *the level of assessment completed.*

Risk of global failure

Complete (catastrophic) collapse is unlikely. In the case of overloading and/or continued degradation, a slow progressive flexural failure would be expected with the structure reaching its serviceability limit state from large deformations before ultimate limit state failure, allowing the structure to be closed before complete collapse. Global collapse is not thought to be an imminent risk at this stage.

From the perspective of highways management, closure of the road would not have a severe impact on the local road network, although there are currently other local road closures due to HS2 works.

From the perspective of canal users, global collapse is deemed unlikely, and even less likely that a canal boat would be situated directly under the arch. From the perspective of canal network management, collapse of the structure would require closure of the canal. This would have a big impact on the canal network as the Oxford Canal is a primary route.

The nature of the structural weakness is the general deterioration of the arch barrel which is gradually reducing the capacity of the structure. If deterioration continues, eventually a critical point may be reached. The spalling also makes inspection and identification of arch barrel defects difficult to spot which increases the risk. No signs of the formation of a failure mechanism have been observed.

Hidden distress is therefore entirely possible. It is also possible that cracks only open up during loading. Inter-ring separation may be present. A hammer tap survey completed as part of the 2024 investigation works found the arch barrel to have large areas of hollow sounding brickwork. It was not clear if this was due to inter-ring debonding or the soft friable surface of the brickwork. The assessed capacity relies on full bonding between the courses.

The current signed weight limit is lower than the assessed capacity which greatly reduces the risk. However in terms of recent load history, agricultural vehicles greater than 3 tonnes are known to use the structure meaning that the weight limit is not entirely effective. There are no physical restrictions or deterrents for overweight vehicles.

Risk of local failure

In its current state, the structure will continue to deteriorate and small fragments of brick and mortar would be expected to spall off onto the towpath and into the canal. The 2024 investigation works found the header bricks at the intrados to be generally well bonded, so the risk of header bricks dropping out should be considered low. This risk may increase as the general condition of the arch barrel worsens.

The likelihood of fragments or a brick striking canal or towpath users are low, and even lower for fragments large enough to cause injury. However, a greater risk would be dropped debris causing a trip hazard on the towpath, for which the danger is increased due to the canal immediately adjacent.

Other Risks

The section of missing parapet poses an increased risk of falls from the bridge deck. Although there is no official footway over the structure, the bridge is still used by pedestrians. The parapet is of sub-standard height anyway so this existing risk is further increased.

Loose brickwork has already been removed from the damaged area to reduce the risk of brickwork falling onto canal users. There is an increased risk that adjacent brickwork has been loosened as a result of the strike causing further bricks to drop from the parapet.

3.2 Is the structure and 'Immediate Risk Structure'?

Cl. 3.2.1 states the signs of immediate risk structures, which the structure in question shall be assessed against.

The structure has a 3-tonne signed weight limit, while the assessed capacity is 13-tonnes (with condition factors). There are no signs of imminent failure or signs of distress associated with either a non-ductile global failure mode or the formation of a failure mechanism.

Local failure is more likely to occur in the near future (i.e. next 5-10 years). Debris on the towpath does create a hazard but it is not indicative of an immediate risk structure.

Generally, with respect to the criteria given in Cl.3.2.1, this structure is *not* currently assessed as being an 'immediate risk structure'.

3.3 Is the structure a 'low risk provisionally sub-standard structure'?

Assess the structure in relation to criteria set out in Cl. 4.4.1.

Even if no interim measures are applied, global failure is still expected to be progressive over time as the structure continues to deteriorate. The capacity may continue to diminish as spalling continues until a critical state is reached. It is hoped that intervention measures will have been agreed with Historic England, the Local Planning Authority, and Canal and River Trust before a critical state occurs. The overall risk of global failure is currently low.

Spalling of brickwork and mortar will likely continue and the risk of dropped/spalled material remains. The overall likelihood of a local failure is low (such as a dropped brick). This risk is likely to increase as the general condition of the arch barrel worsens.

In the context of the highway network, the consequence of failure of Claydon Canal Bridge is at the lower end. The adequacy factor at 40-tonne live loading is assessed as 0.74 which is within the partial factors applied to loads.

At this current point in time, the structure satisfies the criteria set out in CS 470 Cl.4.4.1 such that it may be considered a 'low risk sub-standard structure'. However, without intervention it can be expected that the structure will continue to deteriorate progressively increasing the risk.

4 Appropriateness of monitoring

4.1 Discussion

This discussion is focused around criteria given in CS 470 Cl. 6.9, with any structure-specific considerations and recommendations made.

Claydon Canal Bridge is easily accessible and inspectable under the structure, with a safe access route from the carpark adjacent. Visual inspection of the full arch barrel can be made from the towpath. Much of the arch barrel requires access pontoons/barges in the canal to get within touching distance.

Failure is anticipated to be gradual over time which usually lends itself to being monitoring appropriate. There is the possibility of hidden defects that may not be monitored/identified through inspection alone.

The severely spalled arch barrel makes arch cracking and deformations very difficult to identify by eye. If cracks are identified, crack gauges could be used to monitor movements. Due to the accessibility of the structure, there is the possibility that any equipment installed could be tampered by members of the public.

4.2 Is the structure monitoring appropriate?

The structure should be considered monitoring appropriate.

Whether there is benefit and/or value in monitoring is discussed in Section 6.

5 Options for load mitigation and safeguarding interim measures

For each option, the following issues as appropriate have been given consideration:

- 1) operational and cost implications;
- 2) other implications.

Note that any cost estimates are indicative only based on past experience.

5.1 Option 1 – Do nothing

The lowest cost option in the short term would be to do nothing, but would most likely in the longer term be the highest cost option. The structure would continue to be inspected through the county's GI and PI regime. Justification for this would be through the fact that there is already a signed weight limit in place which is well below the assessed capacity which reduces the overall risk, even if there are no physical measures to prevent overweight vehicles using the structure.

The greatest risk in the short-term is that brick fragments and units may drop from the arch barrel creating a hazard to canal and towpath users. In the long-term, the arch barrel should be expected to continue to deteriorate, progressively weakening the structure.

'Do nothing' may be an appropriate short-term management strategy proportional to the risk, until a permanent solution is agreed with the Local Planning Authority. This would not be an effective long-term management proposal, from a health and safety or whole life cost point of view.

5.2 Option 2 – Width restriction

The bridge has been assessed as 13-tonne capacity. Despite the signed 3-tonne weight limit, it is thought that over-weight agricultural vehicles are still using the structure which is likely contributing to its deterioration. Implementing a physical width restriction would help enforce a 3t weight restriction and protect the structure from over-loading.

The spalling to the arch barrel is thought to be predominantly from moisture movement and/or freeze-thaw action, though over-loading may be exacerbating or accelerating deterioration. A physical width restriction would not significantly reduce the risk of local failure such as brick fragments/mortar and units dropping from the spalled arch barrel intrados.

Constructing a width restriction requires some careful consideration with respect to its placement due to the hump in the road, steep approaches to the structure, limited onward visibility, and carpark location. There is a significant risk that determined farmers/locals may attempt to remove or cause damage to any physical restrictions as has happened elsewhere in the county.

Overall, it cannot be seen how this option can be practically implemented to provide significant benefit.

5.3 Option 3 – CCTV

To enforce a weight limit supported by an appropriate Traffic Order (as an alternative to physical restrictions), CCTV (with or without ANPR technology) could be installed on the approaches to the bridge to act as a deterrent to overweight vehicles.

There is no live electrical feed over/near the structure so CCTV is not readily implementable. Cameras may also be prone to vandalism. While this solution may provide some deterrent to overweight vehicles, the structure is expected to continue to deteriorate providing no long-term benefit.

5.4 Option 4 - Weight limit review and TRO

The structure has a current assessed safe load carrying capacity of 13-tonnes, but has an existing signed 3t structural weight restriction in place which is not supported by an appropriate Traffic Order. The signage and Traffic Order therefore need to be amended.

Structural weight restrictions should not unduly restrict the movement of vehicles on the highway, such that their needs to be appropriate justification for their implementation based on the structures assessed load carrying capacity. There are two parts to this assessment process. Firstly, to determine the safe load carrying capacity, using conservative assumptions where more detailed information cannot be practically obtained. Then to consider appropriate risk mitigation measures taking into account the risks associated with these measures and balancing these against the likelihood and severity of the potential adverse consequences of the structure being overloaded.

Structural weight restrictions should generally be viewed as a short term measure as these do not completely remove the risk of the structure from being overloaded as signage is often ignored. Enforcement assists, but is only carried out after the restriction has been breached, and with the limited resources available only a small proportion of those breaching the restriction are likely to be caught. When caught this is advertised to deter others.

In the longer term the structure ideally needs to be strengthened or replaced, but this is a Grade II Listed structure for which its historic heritage is wished to be preserved and modifications to it require Listed building Consent. A solution which helps preserve and minimises the changes to the structure to achieve this has been proposed, but Listed Building consent for this has not been granted. A longer term weight restriction may therefore be required in this instance, which is not particularly unusual for Listed Buildings, where modifications may adversely affect its perceived historic significance.

The structural assessments indicates that the bridge currently has an approximate 25% reserve of capacity above its conservative safe assessment load carrying capacity, such that further deterioration of the arch barrel can be afforded to occur before its re-assessed safe load carrying capacity falls below 13t, which makes this proposed weight restriction appropriate for an extended period of time.

5.5 Option 5 – Arch barrel mesh/netting

This option involves fixing netting or a mesh to the intrados of the arch to catch any falling bricks/debris to prevent them from falling onto people on the towpath or in the canal. Mesh works were previously planned by Milestone/OCC and were rejected by the C&RT as they had concerns that safeguarding measures would be implemented without a plan for a permanent solution.

This option remains the most effective for protecting canal and towpath users against falling and fallen debris which is the most likely imminent risk. Installation of mesh to the intrados of the structure would introduce a risk of boats or people snagging on the mesh and causing injury to persons or damage to the structure. This was one of the reasons that the C&RT rejected the mesh installation proposal.

Proceeding again with this solution would be effective at managing the risk of local failure in the short-term, but also carries the same risk of non-acceptance by the C&RT. This option alone would not be an effective long-term management option.

5.6 Option 6 – Road Closure

A road closure could be implemented to eliminate the risk of overweight vehicles using the structure. The overall disruption to the road network would be low, although other local road closures are already in place due to HS2 works local to the area.

The overall risk of the structure is currently low, and there is already a signed 3-tonne weight limit. Closure of the road is therefore not deemed proportionate to the level of risk posed.

5.7 Option 7 – Waterproofing

The spalling is thought to be predominantly from moisture movement and/or freeze-thaw action. Waterproofing measures may help slow the rate of deterioration by greatly reducing surface water ingress through the brickwork from the carriageway.

This is thought to be best achieved by laying impermeable asphalt over the structure, and sealing any joints and cracks in the concrete verges and kerbs (or replacing them). This could be achieved with a road closure less than a week long and probably without Listed Building Consent, and would help manage the structure in the long-term.

5.8 Option 8 – Mortar repairs

Consideration has been given to completing mortar repairs to the structure.

Firstly considering the arch barrel, historic mortar repairs have not been successful, and where the mortar is now spalling it is taking the surface of the brickwork behind with it too. Spalling is to both bricks and mortar joints, and is extensive throughout the intrados of the arch barrel. It is not obvious where mortar repairs can be completed and to what benefit. Lime-based mortar could be injected into the spandrel wall cracking to help slow the rate of deterioration at that interface and reduce the risk of bricks adjacent to the crack dropping out.

Secondly considering the rest of the structure, there are a number of cracks and areas of pointing loss around the abutments and spandrel walls. If works are being completed to the structure (such as parapet reconstruction), there would be value in completing general mortar and brickwork repairs elsewhere to help prolong the bridge's life.

6 Options for monitoring interim measures

If the structure is monitoring-appropriate, for each option, the following issues should be considered:

- 1) *description of monitoring regime;*
- 2) *effectiveness of monitoring regime with reference to anticipated failure mode;*
- 3) *risk of collapse;*
- 4) *risk of damage at loads lower than the collapse load;*
- 5) *operational and cost implications;*
- 6) *other implications.*

6.1 General inspections

Although the structure has good accessibility for inspections, the spalling to the intrados makes visual identification of cracks and deformations difficult. It would therefore be proposed to monitor the structure through a general inspection ensuring at least one inspection every two years.

The purpose of the general inspection would be to identify through visual inspection if there are any obvious or alarming changes to the structure, such as significant new cracks and movements/deformations. The inspections could also serve to check the towpath for fallen debris and remove it.

Monitoring through general inspections may form part of an effective short-term management strategy until a permanent solution is determined. The structure would be expected to continue to deteriorate in the longer term so monitoring is not considered an effective long-term strategy.

6.2 Higher frequency monitoring

A higher frequency and objective monitoring regime could be implemented. The primary purpose would be to frequently visually inspect the structure to identify any changes such as cracks and deformations. This would be supplemented with monitoring equipment such as crack gauges to track any movements.

The monitoring regime would be at frequency intervals every 3-6 months in order for it to provide benefit over general inspections. This would require some engineering resource (time and cost) which would detract from the completion of other tasks and other schemes. Overall, there does not appear to be much benefit in this.

7 Recommended interim measures

The greatest risk to the structure in the short-term is spalling debris and bricks dropping out from the arch barrel. In the long-term, the greatest risk is continued deterioration progressively reducing the capacity of the arch.

After everything, installing mesh/netting to the arch to capture any loose material still appears to be the most sensible way of mitigating the short-term risk while a permanent proposal is determined. The original reinforced concrete spray-lining remains the most effective permanent strengthening measure that works around the scheme constraints. Both of these have been rejected by third parties so alternative structural management arrangements must be sought.

Firstly, it is proposed that the weight restriction is amended to its current assessed load carrying capacity of 13t (with an exemption for Group 1 17t Fire Engines) and this be supported by an updated TRO, such that this restriction can be legally enforced.

A primary cause of the arch barrel spalling is believed to be moisture ingress and movement of water through the structure. It is therefore proposed that the carriageway over the structure is resurfaced with impermeable asphalt to waterproof the arch. The existing kerbs and concrete verges should also be sealed as part of the scheme. (Consideration could be given to replacing them instead, although this may then require upgrading the parapets).

At this stage, no provisions for positive drainage are envisaged as the longitudinal fall due to the hump-back of the bridge appears adequate to allow water to run-off quickly. As part of the scheme, the approach gradients and carriageway vertical alignment is recommended to be reviewed to bring them up closer to current standard as far as practical. Full compliance is likely to be impractical due to the require significant regrading on the approaches with earth retaining elements, for which the cost would be disproportional to the benefits gained.

It is also recommended that whilst the above works are taking place that the section of parapet that has been knocked is re-built, together with general structure repointing, brickwork repairs and lime mortar injection to the spandrel wall cracks.

Claydon Canal Bridge

Assessment Criteria

Doc. Ref. 870060-MGH-SBR-244-AC-CB-0045





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1 Project Details

Client:	Oxfordshire County Council
Name of project:	Claydon Canal Bridge Assessment
Structure reference:	OCC No. 244 C&RT Bridge No. 145
Easting, northing:	446525 , 250020
Grid reference:	SP 46525 50020
Road carried:	Local authority single carriageway single lane road with passing places; 'C' class road informally known as 'Claydon Road'
Obstacle crossed:	Oxford Canal and towpath
Existing restrictions:	3T signed weight limit
Structure category:	Cat 0 structure (to CG 300)
Project summary:	Claydon Canal Bridge is a single span brickwork arch bridge which carries Claydon Road over the Oxford Canal. The structure is Grade II listed and currently has a signed 3-tonne weight limit.

In 2023, Milestone (now M Group) planned safeguarding works consisting of fixing mesh to the intrados of the structure to capture spalling/dropped material and prevent it from striking towpath/canal users. This proposal was rejected by the Canal and River Trust and was therefore never implemented.

In 2024, Milestone submitted an application to the Local Planning Authority for a strengthening proposal which would increase the capacity of the structure to full highway loading and eliminate the risks associated with spalling at the intrados. Historic England raised an objection to the Listed Building Consent (LBC) and Cherwell District Council did not approve the LBC application. As such, the structure remains unstrengthened and without any safeguarding measures.

The existing structure shall be assessed to determine an assessed capacity to help inform a CS 470 interim measures report and to inform recommendations for the management of the structure. This structural assessment should take into consideration the condition of the structure and any structural defects that could affect the assessed capacity.

2 Description Of Structure

Claydon Canal Bridge is a single span brickwork arch which carries Claydon Road (C-road) over the Oxford Canal. The bridge shall be referenced as spanning in an east-west direction over the canal which has a north-south alignment.

The arch has a brick voussoir approximately 380mm thick and consists of 3 rings of brickwork in rowlock. The outer ring is constructed from blue engineering bricks which protrude from the face of the spandrel wall to form a brick mould.

Investigation works completed in January 2024 was found that the main arch barrel brickwork differs from that to the voussoir. The inner ring of brickwork at the intrados consists mainly of red bricks in header coursing, which is backed with 2 rings of brickwork in stretcher course. This coursing arrangement may differ in areas of historic repairs. The original unspalled arch barrel thickness is 480mm.

A topographical survey and 3D scan of the structure was completed in 2022 which allowed an idealised arch profile to be determined for the purposes of structural analysis which is shown in Section 6. The span of the structure was found to be on average 4.19m with a mid-span rise of 1.65m above the notional springing point. The total depth of fill above the crown was found to be 120mm in a trial hole completed as part of investigation works in 2024.

The width of the structure is 5495mm. On the topside of the structure, the north and south parapet are 450mm thick. The north concrete verge is 540mm wide, the carriageway is 3350mm wide at the crown, and the south concrete verge is 700mm wide. The carriageway has a severe humped profile over the arch.

At the intrados of the arch, there is severe longitudinal spandrel wall cracking to the arch barrel 600mm in from the north elevation and 710mm in from the south elevation which separates the main arch barrel from the spandrel wall sections. The width of the arch barrel between the spandrel wall cracks is 4185mm.

60-80% of the main arch barrel has spalling and/or surface weathering to the intrados. The investigation works found that the deepest spall depth which could be measured with a tape measure was around 95mm with an average spall depth of around 40-60mm. It is likely that there is spalling and cracking beyond these measured depths.

3 Parts Of Structure To Be Assessed

The structural assessment shall include:

- Arch barrel

The following elements are outside the scope of this assessment:

- Parapets
- Spandrel walls
- Abutments
- Foundations

4 Standards Used For Assessment

4.1 DMRB

CS 454 - Assessment of highway bridges and structures

CG 300 - Technical approval of highway structures

CS 458 - The assessment of highway bridges and structures for the effects of special type general order (STGO) and special order (SO) vehicles

4.2 Eurocode

None.

4.3 Other

Ciria C800 - Guidance on the assessment of masonry arch bridges

5 Method Of Analysis

The arch barrel shall be assessed using upper-bound plastic mechanism analysis. An example of such methodology is using Limitstate:RING 4.0, which is a two-dimensions rigid block upper-bound mechanism analysis software. The Limitstate:RING analysis model is an iterative optimisation problem to find critical hinge locations and critical collapse mechanism at the lowest load for any given loadcase. Both global multi-hinge collapse mechanisms, and local sliding and yielding failures are considered in the assessment model. The collapse mechanisms considered by the software are shown in Figure 5-1.

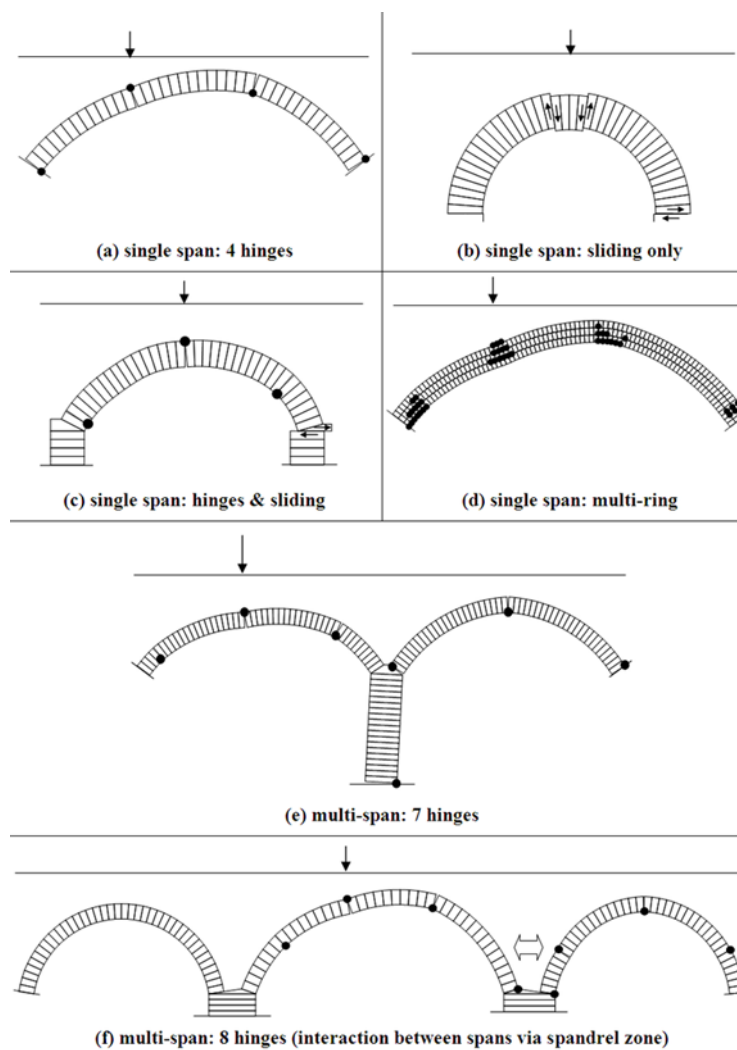


Figure 5-1: Failure modes considered by LimitState:RING.

6 Description and Diagram of Idealised Structure to be Used for Analysis

The arch's geometry shall be defined from the arch profile surveyed during the 2022 topographical survey, for which key dimensions are shown in Figure 6-1.

The depth of fill above the crown shall be determined by the carriageway profile over the structure relative to the arch which is shown in Figure 6-1 and Figure 6-3. The minimum depth of fill at the crown is given in Table 6-1. The carriageway has a severe humped profile over the arch which shall be considered in the structural analysis model.

The overall structure width shall be taken as 5495mm. The effective width for applied axle loads shall be calculated in accordance with CS 454 Cl.7.7.6 considering the effect of the longitudinal spandrel wall cracks to the arch barrel located at 600mm in from the north elevation and 710mm in from the south elevation which may curtail the effective width.

The effect of spalling and mortar loss to the intrados arch barrel should be considered in the assessment model. 60-80% of the barrel has spalling and/or surface weathering. The investigation works found that the deepest spall depth which could be measured with a tape measure was around 95mm with an average spall depth of around 40-60mm.

Key dimensions for assessment are summarised in Table 6-1.

Table 6-1: Key dimensions for assessment.

Property	Value	Unit	Source
Arch span	Geometry input as per Figure 6-1		2022 topographical survey
Arch rises			
Arch barrel thickness	480	mm	Unspalled thickness determined from 2024 investigation works
Min. depth of fill above crown	120	mm	Carriageway profile as per Figure 6-1 and Figure 6-3
Carriageway surfacing thickness	80-90	mm	2024 investigation works
Overall structure width	5495	mm	2022 topographical survey
Arch barrel width between cracks	4185	mm	2024 investigation works

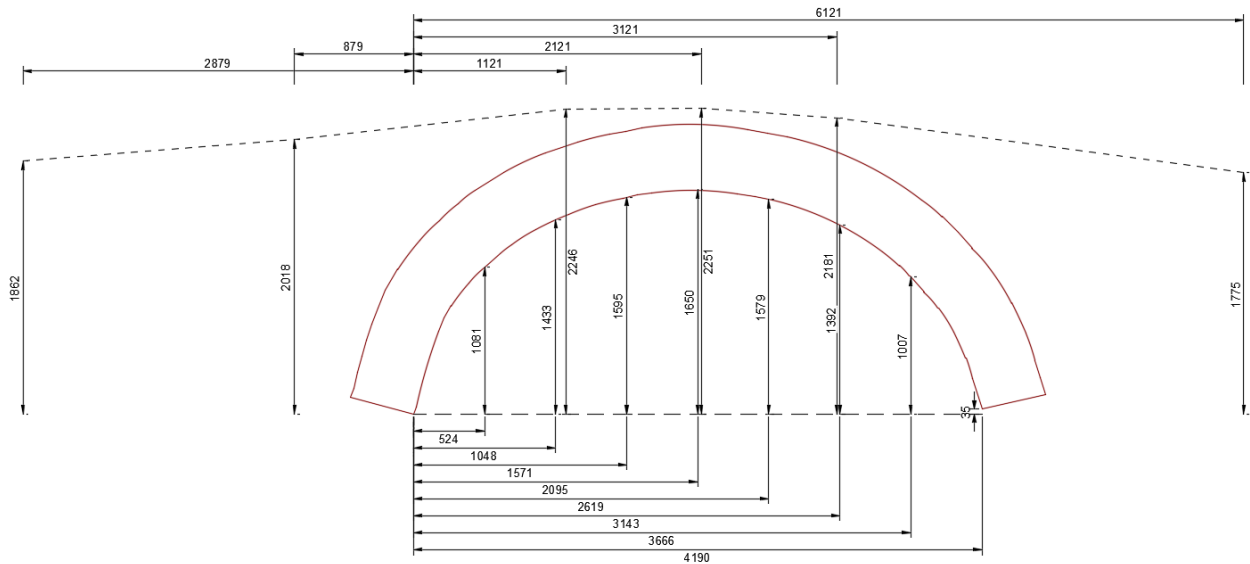
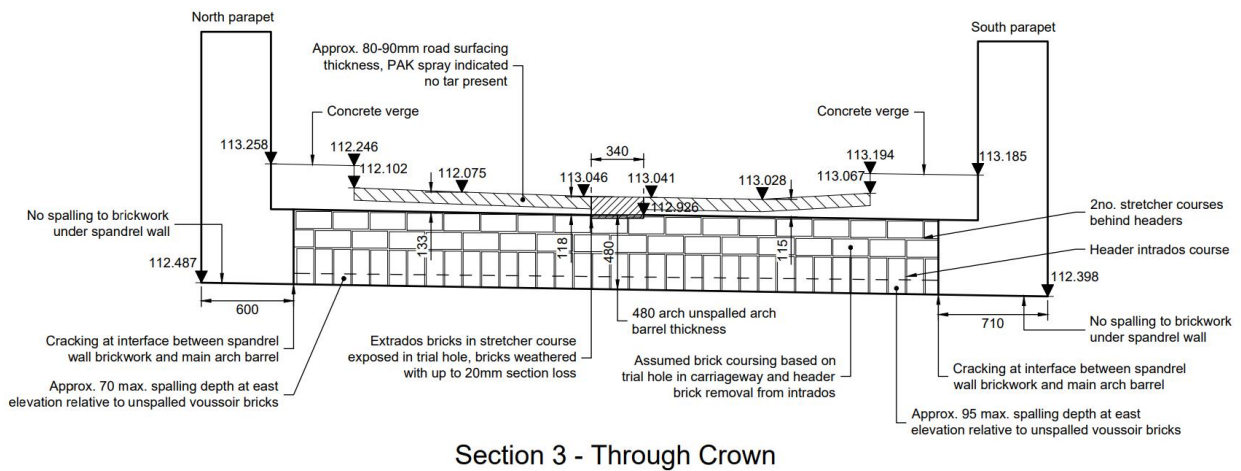
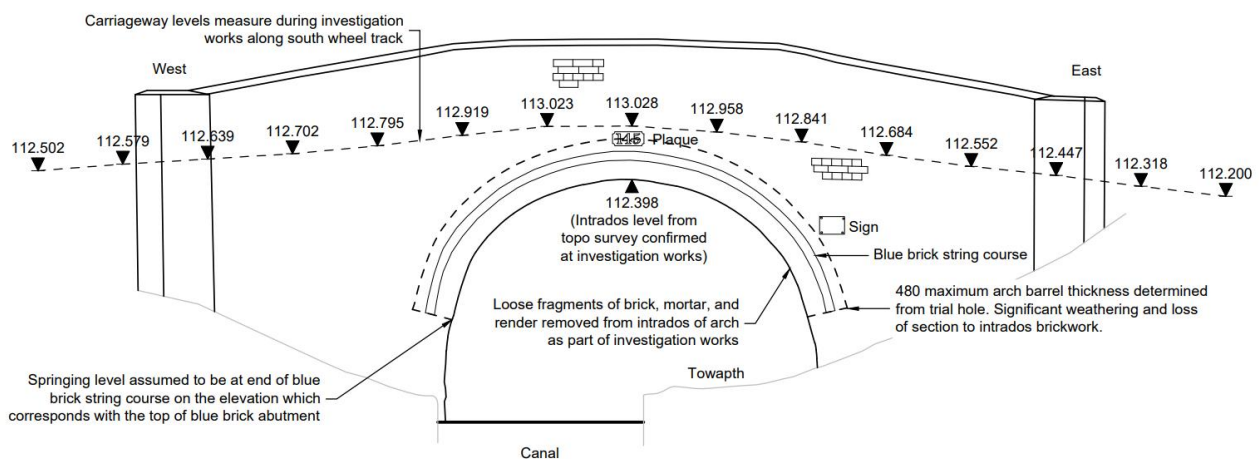


Figure 6-1: Arch profile geometry for assessment.



Section 3 - Through Crown

Figure 6-2: Excerpt from 2024 investigation works survey drawing - transverse section through arch at crown (not to scale once embedded within this document).



Section 1 - South Elevation

Figure 6-3: Excerpt from 2024 investigation works survey drawing - south elevation of structure showing carriageway profile (not to scale once embedded within this document).

7 Assessment Actions

7.1 Permanent Actions

The following permanent actions may be considered:

- Structure self-weight
- Fill and surfacing self-weight
- Soil active, at-rest, and passive earth pressures on the arch

Material weights shall be taken from CS 454. Material properties for calculation of permanent actions are given in Table 8-1.

Partial factors for permanent actions shall be determined and applied in accordance with CS 454. These partial factors are summarised in Table 8-2.

7.2 Actions Relating to Normal Traffic Under AW Regulations and C&U Regulations

The structure shall be assessed for characteristic traffic actions comprising of single axle, double axle, and triple axle bogies as listed in Table 7.3.1a of CS 454. These are to be modified by the following factors:

1. Load capacity factor of 1.2 to avoid further distress, C_{min} from CS 454, Clause 7.2.
2. Partial factor for traffic actions at ULS of 1.5, γ_{ft} to CS 454, Table 3.4.
3. Impact factor of 1.8 to CS 454 Cl.5.9a assuming dynamic/impact effects may develop. Factor applied to the critical axle only.
4. Traffic flow factor of 0.9 to CS 454, Cl.5.9b.
5. Lane factor of 1.0 to CS 454, Cl.5.9c.
6. Partial factor for load effects at ULS of 1.0, γ_{f3} to CS 454, Cl.3.9 for masonry structures.
7. Due to the significant hump over the bridge, axle lift-off shall be considered for double and triple axles, to CS454 Table 7.3.1b.

Horizontal braking and acceleration loads shall not be considered. Centrifugal forced shall not be considered.

7.3 Actions Relating to General Order Traffic Under STGO Regulations

If the structure is found to be adequate for 40-tonne normal traffic loading to Section 7.1, the structure shall be assessed for special order SV-80 traffic loading. An SV-80 triple-axle load model to CS 458 Fig.3.8 shall be applied modified by the following factors:

1. Load capacity factor of 1.8 to avoid further distress, C_{min} from CS 454, Clause 7.2.
2. Partial factor for traffic actions at ULS of 1.1, γ_{ft} to CS 454, Table A.1.
3. Overload factor of 1.2 applied to the critical axle, and 1.1 applied to all other axle, to CS 458 Cl.3.33.
4. Dynamic amplification factor of 1.16 to CS 458 Cl.3.35.

8 Material Properties

Material properties for the assessment are given in Table 8-1. Partial factors for permanent actions and material strengths are summarised in Table 8-2.

Table 8-1: Material properties for assessment.

Property	Value	Unit	Source
Masonry engineering brick unit weight	2200 21.6	kg/m ³ kN/m ³	CS 454 Table 4.1.1a 'Engineering bricks'
Masonry compressive strength	3.5	MPa	CS 454 Figure 4.2.7a 'wirecut' brick with 1:3 lime mortar ^[1]
Coefficient of friction for masonry	0.6	-	
Fill unit weight	1920 18.8	kg/m ³ kN/m ³	CS 454 Table 4.1.1a "Hardcore fill" value.
Fill angle of friction, ϕ	35	°	Granular fill (2024 investigation works), assume no cohesion, assume fill is reasonably well compacted
Cohesion, c	0	kPa	
Load dispersion cutoff angle	26.6	°	CS 454 Cl. 7.3.5
Surfacing unit weight and thickness	23.1 80	kN/m ³ mm	CS 454 Table 4.1.1a "Hot-rolled asphalt".
Angle of load dispersion through surface fill	26.6	°	CS 454 Cl. 7.3.5

Table 8-2: Partial factors for materials.

Factor	Value	Source
Dead load factor, γ_{fl}	1.0	CS 454 Table 3.4 – assumed to be favourable
Material factor for crushing strength, γ_m	1.0	Set to 1.0 in accordance with Ciria C800 Table 7.7.
Material factor for sliding resistance, γ_m	1.0	CS 454 does not give a partial factor for sliding.

Assessment/Check Certificate Category 0
Client Oxfordshire County Council
Name of Structure: Claydon Canal Bridge
Structure Ref. No.: 0244

Section 1

We certify that reasonable professional skill and care has been used in the preparation of the assessment and check of Claydon Canal Bridge (0244), with a view to securing that:

1. It has been assessed and checked in accordance with:
 - a. The attached Assessment Criteria, 870060-MGH-SBR-244-AC-CB-0045.
2. The assessed capacity the structure is 13t and Group 1 FE

Signed



Name

Ben Dodds

Position held

Principal Engineer
Assessment/Check Team Leader

Engineering qualifications

MEng (Hons) CEng MICE

Name of Organisation

M Group Highways

Date

04/03/2026

Signed



Name

Richard Lovewell

Position held

Business Director
Assessment/Check Organisation

Engineering qualifications

FIHE

Name of Organisation

M Group Highways

Date

04/03/2026

Section 2

The certificate is accepted by the TAA.

Signed



Name

Robin Calver

Position held

Team Leader; Structural
Engineering

Engineering qualifications

BSc(eng) (Hons) GMICE

Name of Organisation

Oxfordshire County Council

Date

04/03/2026

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Division(s) affected: *Didcot South*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 MARCH 2026

DIDCOT: LARCH DRIVE / DIAMOND DRIVE – PROPOSED BUS GATE EXEMPTION

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the administrative amendment to clarify/confirm that “Police Vehicles on Patrol” are exempt from the Bus Lane/Gate restriction at Larch Drive/Diamond Drive in Didcot, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to make an administrative amendment to the Traffic Regulation Order (TRO) to clarify/confirm- at the request of Thames Valley Police - that “Police Vehicles on Patrol” are allowed to travel through the Bus Lane/Gate at Larch Drive/Diamond Drive.
2. The current wording within the TROs could be seen to be ambiguous, and as such be open to interpretation – which would undermine the original aim of the proposals. No further changes to the existing restrictions as signed/lined on-the-ground are being considered as part of these proposals.

Corporate Policies and Priorities

3. Of the three priorities identified within the newly adopted ‘Oxfordshire Strategic Plan 2025-2028’ which are listed below, these proposals actively support priority no.1:

(1) Greener Oxfordshire – “We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”

- (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
- (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

4. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council’s Vision Zero programme.
5. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Finance has therefore assumed that the service has confirmed the funding arrangements independently, and responsibility for validating the financial position and underlying data rests with the service area.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

6. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
7. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Nicole Olavesen – Solicitor (Law & Governance)

Nicole.Olavesen@oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Vision Zero', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

8. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

9. The proposals have been put forward for to help ensure that Thames Valley Police (TVP) can continue with their day-to-day operational priorities unhindered.

Risk Management

10. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

11. Formal consultation was carried out between 10 December 2025 and 09 January 2026. A notice was published in the Oxfordshire Herald Series newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, South Oxfordshire District Council, relevant local District Cllrs, Didcot Town Council, and the local County Councillor representing the Didcot South division.
12. A letter was also sent directly to approx. 220 properties in the immediate vicinity of the bus gate restriction.
13. During the course of the formal consultation, 34 responses were received via the online survey, comprising of nine objections (26%), one partially supporting/raising concerns, 21 in support (62%), and three offering no objection/no opinion.
14. Additionally, a further four emails were received directly – with Thames Valley Police supporting (confirming that the exemption is vital for daily Policing business) Oxford Bus Company submitting two non-objections (albeit one from the wider business group), and a response from a member of the public objecting on the belief that providing the Police with 'special exemptions' would

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	Support – Just to confirm this exemption is vital for our daily Policing business.
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection
(e3) Managing Director, (Oxford Bus Company)	No objeciton
(e4) Local resident, (Didcot, Birch Close)	<p>Object – for the following reasons;-</p> <ol style="list-style-type: none"> 1. Providing the Police 'special exemptions' erodes the fundamental principle that all drivers must obey the same traffic rules. 2. Doing so undermines public trust in genuine, blue-lights emergency exemptions. 3. It lacks transparent, operational justification unique to this location. The consultation asserts that police patrol passage through the gate is needed, without any reason given. 4. It re-litigates a 2023 committee decision* that was already clearly clarified, both to the committee and in reply to Thames Valley Police when they originally challenged this. There was no ambiguity, TVP received this clarification directly from the Council, in writing. <p>NOTE;- *MINUTES OF A COUNCIL MEETING, 12TH OCTOBER 2023: The Chair referred to the response from Thames Valley Police and asked for clarity on whether the exemption applied to emergency vehicles on patrol. Officers explained that the consultation was on the proposed use of ANPR and not the traffic order itself. The Traffic Regulation Order (TRO) stated that that the exemption was for an emergency only. The Police had been consulted about the TRO at the time and were invited to contact the Council if the wording of the TRO needed changing.</p>

Expanded reasons

1. The Principle of Legal Compliance: A cornerstone of public trust and road safety is the principle that all road users, including the police, are subject to the same rules (notwithstanding blue-light responses). Traffic signs exist to ensure orderly, predictable, and safe movement for everyone. Granting a routine exemption for a specific class of user erodes this principle, suggesting that the rules do not apply equally.
2. Dilution of Emergency Exemptions: The critical public consent for emergency service exemptions relies on their use being reserved for genuine, time-critical incidents. By blurring the line between emergency response and routine patrol, this proposal risks diminishing public understanding and respect for those vital, life-saving exemptions. It may also lead to confusion among other drivers who witness the manoeuvre without blue-lights.
3. Lack of Transparency and Justification: The public notice for this proposal does not provide any operational justification for why this specific exemption is necessary for routine police work. What unique and frequent operational need exists at this specific location that cannot be met by following the same route as the public? Without clear and compelling reasons shared transparently, this appears as an unnecessary privilege. IF THE TEXT IS FOUND TO BE AMBIGUOUS, CHANGE THE TEXT, not the intended meaning of it.
4. Re-litigation of a Settled Matter*: This specific proposal was previously considered and decided upon by this committee in 2022, and reaffirmed in 2023. The principle, that routine police patrols should not receive special exemptions at this location, has therefore already been examined, decided on and finalised, not once but reaffirmed twice. For the police and council officials to bring a request for changes forward now, without presenting any substantively new evidence or changed circumstances, is an inappropriate attempt to re-litigate a settled decision. It shows a disregard for the committee's own prior deliberations and rulings. If this pattern is allowed, are we to expect this matter to be brought back every few years until a different outcome is achieved? This undermines the integrity of the democratic planning process and wastes public resources. The previous decision should stand in the absence of any material changes (none have been presented).

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Abingdon, Curtis Avenue)	Object – Stop denying access to ordinary car drivers. Restricting roads doesn't help anyone
(o2) Local resident, (Didcot, Beech Lane)	Object – If I can't use the bus gate I don't see why the police should when not responding to an emergency! Remove the bus gate all together
(o3) Local resident, (Didcot, Box Tree Lane)	Object – There should be no exceptions to the rule. You either let all use the bus gate or no one. There should be no preferential treatment. Not using the bus gate means a big detour if going to Didcot center and multiple traffic lights, not environmentally friendly or traffic friendly but it does allow for a better patrol for police as they can cover a larger area.
(o4) Local resident, (Didcot, Cedar Close)	Object – If residents can't use it police should not be able to either
(o5) Local resident, (Didcot, Diamond Drive)	Object – Strongly recommend open the gate for public use but not only police Traffic jams occur in the Diamond Drive every morning.
(o6) Local resident, (Didcot, Larch Drive)	Object – Police should obey traffic rules. It is a fundamental principle of UK law, else they might as well speed, go through red lights, park on double yellows when they get their lunch, and then expect to get away with it. It is eroding public trust to see this happening, which it does. Even when they are on blue lights there is only a subset of traffic rules they can disregard. The Diamond Drive bus gate rule was already decided in 2023 and explained to Thames Valley Police in detail when they presented an objection. There was no ambiguity then, there is none now. Why is this being re-examined? If there is ambiguity in the wording, then change the wording. There are no new material circumstances needing to change the rule.

(o7) Local resident, (Didcot, Cedar Close)	Object – It is for busses not cars, if you open it to the police then you should open it for residents as well
(o8) Local resident, (Didcot, Sycamore way)	Object – Normal cars etc can't go through it so why should police vehicles
(o9) Local resident, (Didcot, Larch Drive, Didcot)	Object – Increased traffic. Different rules for the members of public and patrol vehicles.
(o10) Local resident, (Didcot, Larch Drive)	<p>Partially support/concerns – To be completely honest I always thought police, ambulances and fire services all had exemption and were able to use bus gates. So I don't have a problem with it, especially if it means they can effectively keep the area safer.</p> <p>My only concern would be that if you allow a change to the existing restrictions, that others will see this as an opportunity to try, ie Delivery drivers, local residents wanting a cut through etc. that I do have a problem with as a Larch Drive Resident</p>
(o11) Local resident, (Didcot, Beech Lane)	Support – Fine with on patrol police vehicles using this gate.
(o12) Local resident, (Didcot, Beech Lane)	Support – I hope that the new arrangement will be of help to police in their work.
(o13) Local resident, (Didcot, Box Tree Lane)	Support – I think emergency response services should be able to use the bus route.
(o14) Local resident, (Didcot, Cedar Close)	Support – I believe they police should be exempt, along with any blue light vehicle whether responding to an emergency or not.

(o15) Local resident, (Didcot, Diamond Drive)	Support – I believe that emergency vehicles, including police on patrol, ambulances, and fire services, should be allowed to use the Bus Gate. This helps them reach their destination more quickly and efficiently, which can be critical in saving lives, as every minute counts.
(o16) Local resident, (Didcot, Diamond Drive)	Support – Helps the police to carry out their work in an efficient manner
(o17) Local resident, (Didcot, Elder Close)	Support – Enhanced patrolling and effective use of police resources
(o18) Local resident, (Didcot, Elder Close)	Support – Perfectly reasonable that any emergency vehicle should be able to use it, even if not actively responding to one.
(o19) Local resident, (Didcot, Larch Drive)	Support – To facilitate Police day to day operations
(o20) Local resident, (Didcot, Larch Drive)	Support – Seems obvious that any emergency vehicle should be able to use that gate.
(o21) Local resident, (Didcot, Larch Drive)	Support – Why wasn't this permission given previously and why not for the Fire Brigade and Ambulance Service as well?
(o22) Local resident, (Didcot, Larch Drive)	Support – I dont think it will increase traffic significantly and am happy for patrol vehicles to use the bus gate to make their day to day activities more convenient
(o23) Local resident, (Didcot, Larch Drive)	Support – As a local resident of Larch Drive I am supportive of the proposals. The primary and essential purpose of the bus gate is to prevent "rat-running" by general traffic cutting through to or from GWP. Allowing police patrol

	vehicles does not compromise this core goal. Police vehicles operate for the benefit of keeping all residents safe and I imagine use of the bus gate by them will be minimal and have a minimal impact on traffic.
(o24) Local resident, (Didcot, Sycamore Way)	Support – I support this proposal because it will aid easier movement and help the police in their duties, which is a benefit to the public and community.
(o25) Local resident, (Didcot, Willow End)	Support – It's a road and should be used by all
(o26) Local resident, (Didcot, Willow End)	Support – I live on willow end and do not think police using the bus gate would be an issue. I support this amendments.
(o27) Local resident, (Didcot, Box Tree Lane)	Support – Fully support the amendment for use by any emergency vehicle. Would not support opening the gate to any private vehicles.
(o28) Local resident, (Didcot, Elder Close)	Support – It's important that the police can do their job without these restrictions.
(o29) Local resident, (Didcot, Sycamore Way)	Support – I can see no reason at all why this wouldn't be supported.
(o30) Local resident, (Didcot, Willow End)	Support – I believe it is right to have a police presence in the area completing patrols and feel this is a good solution for doing this. I do not support other vehicle access to this as the road nor space is designed for that level of vehicle however for the few police vehicles to come through I do support the proposal to waiver the bus gate restrictions for police vehicle on patrol as long as it does not become a cut through.
(o31) Local resident, (Didcot, Willow End)	Support – I strongly support this. Emergency services quick response is key!

(o32) Local resident, (Didcot, Willow End)	No objection/No opinion – To feel safer
(o33) Local resident, (Didcot, Larch drive)	No objection/No opinion – No comment.
(o34) Local resident, (Didcot, Beech Lane)	No objection/No opinion – All emergency services should be able to use the bus gate in cases of emergency , why is it just police ?

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Division(s) affected: *Drayton, Sutton Courtenay & Steventon*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 MARCH 2026

SUTTONCOURTENAY: HIGH STREET – PROPOSED BUS STOP CLEARWAYS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of two new bus-stop clearways with ‘No stopping 7am-7pm except buses’ restrictions on High Street in Sutton Courtenay, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to install two bus-stop clearways with ‘No stopping 7am-7pm except buses’ restrictions (i.e. only buses are allowed to park during the hours stated) in Sutton Courtenay, to be located on the eastern side of High Street approx. 46 metres south of the junction with Frilsham Street, and on the western side approx. 70 metres south of the junction with Frilsham Street – as shown in **Annex 1**.
2. The proposed restrictions (which will prohibit other vehicles parking/stopping during the hours of operation) are linked to the approved residential development up to 175 dwellings on the land north of Hobbyhorse Lane (ref: P21/V2682/O), and will also include additional improvements such as the provision of premium standard poles, flags, timetable cases and carriageway markings, together with a new two-bay shelter at the bus stop in the Abingdon direction.

Corporate Policies and Priorities

3. These proposals actively support the priorities identified within the newly adopted ‘Oxfordshire Strategic Plan 2025-2028’ which are listed below:

(1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move*

around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”

(2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*

(3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

4. Funding for consultation on the proposals has been provided directly by the developer, with the relevant agreements in place to also fund implementation if approved.
5. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Finance has therefore assumed that the service has confirmed the funding arrangements independently, and responsibility for validating the financial position and underlying data rests with the service area.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

6. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
7. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Nicole Olavesen – Solicitor (Law & Governance)

Nicole.Olavesen@oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the ‘Highway Agreements’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

8. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

9. The proposals have been put forward to help facilitate the safe operation of local bus services in the area, thereby encouraging use by local residents.

Risk Management

10. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

11. Formal consultation was carried out between 29 January and 27 February 2026. An email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Vale of White Horse District Council, relevant local District Councillors, Sutton Courtenay Parish Council, and the local County Councillor representing the Drayton, Sutton Courtenay & Steventon division.
12. A letter was also sent directly to approx. 40 properties in the immediate vicinity of the proposals.
13. During the course of the formal consultation, seven responses were received via the online survey, comprising of three objections, one partially supporting/raising concerns, and three in support.
14. Additionally, a further four emails were received directly – with Thames Valley Police not objecting, and Sutton Courtenay Parish Council, ‘Oxfordshire Liveable Streets’ (not-for-profit campaign organisation) & Thames Travel all offering their support.

15. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

16. In reply to responses 'o2' & 'o3', the comments are noted. However, the requirement to provide x2 premium standard poles, flags, timetable cases and carriageway markings at the extant High Street bus stops adjacent to Frilsham Street together with a new two-bay shelter in the Abingdon direction is part of the Section 106 highway works planning obligations associated with the new development proposed along Frilsham Street/Hobbyhorse Lane. With this planned development, there will be an increase in highway traffic in the area, which could increase the risk of inappropriate parking
17. In reply to response 'o4', the comment is noted. However, Officers can confirm that this is a developer funded scheme, and as such will be delivered directly by the Developer.
18. The comments in relation to the condition of the existing road is outside of the scope of this consultation, however, as part of the Section 278 works associated with the new development along Frilsham Street/Hobbyhorse Lane, the junction of Frilsham Street with High Street is proposed to be re-surfaced up to the centreline of the carriageway.

Paul Fermer Director of Environment and Highways

Annex(es): Annex 1: Consultation plan
 Annex 2: Consultation responses




Background papers: n/a
Other Documents: n/a

Contact Officer(s): Aaron Morton (Senior Engineer – Highway Agreements)
 Ryan Moore (Technical Lead Engineer – Highway Agreements)

March 2026

Drawing No. 0

Key

-  Proposed bus stop clearway location
-  Indicative location for a new bus shelter
-  Premium bus stop pole with flag and timetable case

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)


MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)

USE
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 **OXFORDSHIRE COUNTY COUNCIL**
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 Director for Environment and Highways
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 Tel: 0345 310 11 11

Project title
 SUTTON COURTENAY
 HIGH STREET

Drawing title
 PROPOSED BUS STOP CLEARWAY

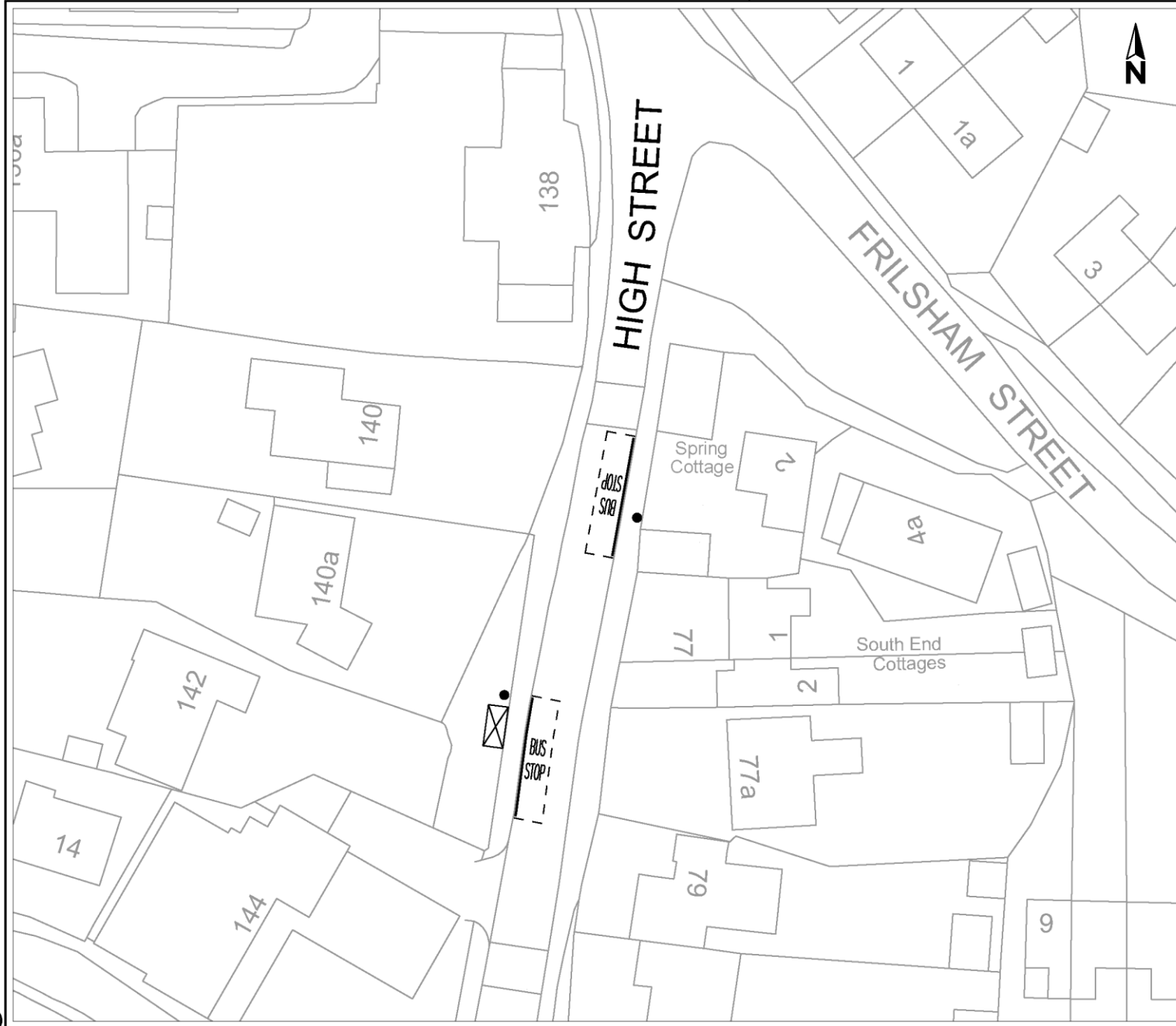
Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
NTS	JaC		

Date drawn	Date checked	Date approved
01/26		

Oxfordshire Project No. & File Ref

Drawing No. Revision 0



A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – As these already appear to be existing Bus Stops there is no further comments I wish to add.
(e2) Sutton Courtenay Parish Council	Support – The Parish Council supports the improvements to the bus stops on the High Street near the junction with Frilsham Street. The Parish Council would support the installation of a bus shelter at the northbound stop. At this stage the Parish Council would not be able to take on the maintenance of the shelter and asks that the County Council ensures that if the shelter is installed that funds are allocated to maintaining the bus shelter.
(e3) Managing Director, (Thames Travel)	Support
(e4) Local group/organisation, (Oxfordshire Liveable Streets)	Support – it is necessary to clearway bus stops reflects badly on driving standards, but necessary it is. We suggest putting in "no waiting at any time" (DYLs) for a further five metres on either side of the bus stops, to ensure buses can safely pull in and out of them.

B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Oxford, New Hall Road)	Support – Buses are continually held up by private car users parking inconsiderately or not realising that doing so will cause delay and danger for bus users and pedestrians. Installing clearways will go some way towards mitigating this.

(o2) Local resident, (Sutton Courtenay, Milton Road)	Object – We have one bus an hour in each direction and in my 30 years in the village I have never seen anyone parking at the bus stops. There is no need for any changes
(o3) Member of public, (Sutton Courtenay, Southfield Drive)	Object – There is no issue with parking here. This proposal is a solution to a dreamt up problem.
(o4) Local resident, (Sutton Courtenay, High street)	Object – I think the funds could be better used improving the road surface conditions where multiple parties have previously dug up and poorly finished the road surface. le just north of the high street / frilsham street junction. It's like driving over rail tracks the road is so bad. Don't waste money on painted boxes for busses to stop in.
(o5) Member of public, (Didcot, Nene Grove)	Partially support/concerns – I cannot see what problem this is supposed to solve. In comparison to the rest of the High Street this is the LEAST parked on area. In fact the only difficulty in traffic is caused by the positioning of the buses when stopped. Add into the fact that the village is only served by one bus each way every hour this seems like a waste of money on planning and signage that could be spent on repairing the massive potholes that plague the village.
(o6) As part of a group/organisation, (Oxfordshire Cycling Network)	Support – This response is on behalf of CoHSAT, the Coalition for Healthy Streets and Active Travel. We support the provision of these bus stop clearways. We consider it unfortunate that it is necessary to use them to enforce against a behaviour that is already a 'DO NOT' in the Highway Code, and frankly selfish. We support the Council's wider efforts to make bus travel more easy and more efficient, so that more people choose the bus. The consequent reduction of private car traffic will reduce road casualty injuries and deaths, reduce cardiac and lung diseases, improve mental health and general well being, reduce the impacts of climate change that we see increasing flooding already this winter, and have many other benefits.
(o7) Local resident, (Sutton Courtenay, High street)	Support – Keeps traffic flowing

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Division(s) affected: *Faringdon, Wantage West, Cholsey & the Hagbournes*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 MARCH 2026

A417: BETWEEN LECHLADE & MOULSFORD – PROPOSED SPEED LIMIT AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the introduction of the following speed limit changes on the A417 and adjacent roads, as advertised:

- (a) Between Lechlade & Faringdon:**
 - i. 30mph speed limit in place of the existing 40mph speed limit at Buscot,**
 - ii. 40mph speed limit in place of the existing 60mph National speed limits at Buscot,**
 - iii. 50mph speed limits in place of the existing 60mph National speed limits at Buscot, and Buscot Park.**

- (b) Between Faringdon & Wantage:**
 - i. 40mph speed limit in place of the existing 50mph speed limit at Challow**

- (c) At Aston Tirrold:**
 - i. 40mph speed limits in place of the existing 50mph speed limits on the A417 at Blewbury Hill, and on Chalk Hill & Spring Lane.**

Executive Summary

2. This report presents responses received to a statutory consultation on proposals to introduce lower speed limits on the 'A417 corridor' between Lechlade to the west and Moulsoford to the east – as shown in **Annexes 1 to 5**.

3. At Buscot, new 30mph and 40mph speed limits would be introduced in place of the existing 40mph & 60mph speed limits. Other remaining lengths of 60mph National speed limit between the county boundary (near Lechlade) and Faringdon would reduce to 50mph. At Challow, a new 40mph speed limit would

be introduced in place of the existing 50mph speed limit either side of the railway-line. Finally, at Aston Tirrold, a new 40mph speed limit would be introduced in place of the existing 50mph speed limit at Blewbury Hill.

4. Accompanying this, 40mph speed limits would also be introduced in place of the existing 50mph speed limits on Chalk Hill & Spring Lane at Aston Tirrold – both accessing/adjoining the A417 at Blewbury Hill.
5. The proposals have been put forward following investigations by Officers and key stake-holders as part of the Councils 'Vision Zero' strategy to work on a safe system approach to reducing fatal and severe injuries on roads, the Council proposes to reduce vehicle speeds to safer levels where appropriate for all road users, including pedestrians, cyclists, equestrians, motorcyclists, and motorists.
6. 'Vision Zero' focuses on a whole safe system approach that starts with a simple premise - no one should be killed or seriously injured due to a road collision, whichever mode of transport you are using, and the whole system approach encompasses the following five aspects: safer roads and roadside, safer vehicles, safer speeds, safer users, and a holistic post-collision response.

Corporate Policies and Priorities

7. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

- (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
- (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
- (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

8. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.
9. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Finance has therefore assumed that the service has confirmed the funding arrangements independently, and responsibility for validating the financial position and underlying data rests with the service area.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

10. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
11. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Nicole Olavesen – Solicitor (Law & Governance)

Nicole.Olavesen@oxfordshire.gov.uk

Staff Implications

There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Vision Zero', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

12. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

13. The proposals have been put forward for road safety reasons, and aim to reduce vehicle speeds to safer levels for all motorists and road users,

specifically those considered to be more vulnerable, including pedestrians, cyclists, equestrians, and motorcyclists.

Risk Management

14. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

15. Formal consultation was carried out between 18 December 2025 and 23 January 2026. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, South Oxfordshire & Vale of White Horse District Councils, relevant local District Councillors, Buscot, East Challow, West Challow, and Aston Tirrold & Aston Upthorpe Parish Councils, Faringdon Town Council, and the local County Councillors representing the Faringdon, Wantage West, and Cholsey & The Hagbournes divisions.
16. During the course of the formal consultation, nine responses were received via the online survey, and these are summarised in the tables below:

table1. proposed speed limit amendments on the A417 between Lechlade and Faringdon.

Proposal	Support	Partially support / concerns	Object	No objection / No opinion
30mph speed limit	6	1	2	-
40mph speed limit	6	1	2	-
50mph speed limits	6	-	3	-

table2. proposed 40mph speed limit on the A417 at Challow.

Proposal	Support	Partially support / concerns	Object	No objection / No opinion
40mph speed limit	7	-	2	-

table3. proposed 40mph speed limits at Blewbury Hill.

Proposal	Support	Partially support / concerns	Object	No objection / No opinion
A417	7	-	2	-
Chalk Hill	7	-	2	-
Spring Lane	7	-	2	-

17. Additionally, a further three emails were received directly – with Thames Valley Police (TVP) expressing concerns, a local County and District Councillor offering their support with a request to extend the 40mph limit, and

a detailed response from the British Horse Society partially supporting but also wishing to see the existing 40mph limit extended further eastwards.

18. The full responses are shown in **Annex 6**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

19. TVP have raised concerns with Buscot lowering to 30mph due to the current speeds and achievement of compliance. Current mean speeds are close to 40mph in each direction and so widespread compliance of a 30mph limit cannot be expected. However, there is restricted visibility on the egress from Buscot village, so any reduction in actual speeds resulting from a lower limit would contribute to safety.
20. TVP also raised concerns about Blewbury Hill for the same reasoning, although the current mean speeds are around 40mph here, so a 40 limit is considered reasonable.
21. The TVP response lists six factors that should be taken into account when setting speed limits, two of which are “road geometry and engineering” and “road environment”. Given the existing bends in the road at these two locations, it is considered that the proposed lower limits are appropriate.
22. The local Councillor has offered support but wishes to put forward the views of Buscot residents who would like to see a 40mph limit all the way between Eaton Hastings and Buscot, rather than the proposed 50mph limit. This stretch of the A417 is relatively straight, with few junctions, so a greater reduction is not considered to be justifiable. Having a 40mph terminal sign just before the (westbound) approach to the significant bends just to the east of Buscot, where several serious collisions have occurred over the last five years, is deemed to be more effective.
23. The British Horse Society have suggested an extension of the existing 40mph limit to include the lane to Eaton Hastings village. It is noted that this limit was approved in 2024 despite an objection from TVP, so a further 400m extension does not seem practicable.
24. One objector to all the proposals states that the current limits are perfectly suitable, while the second objects because the information provided is inadequate. Vision Zero officers will be reviewing all ‘A’ and ‘B’ roads in the county and will consider local requests, collision history, actual speeds and government guidance before making recommendations.

Paul Fermer
Director of Environment and Highways

Annex(es): Annexes 1-5: Consultation plans
Annex 6: Consultation responses
Annex 7: 'British Horse Society' consultation response

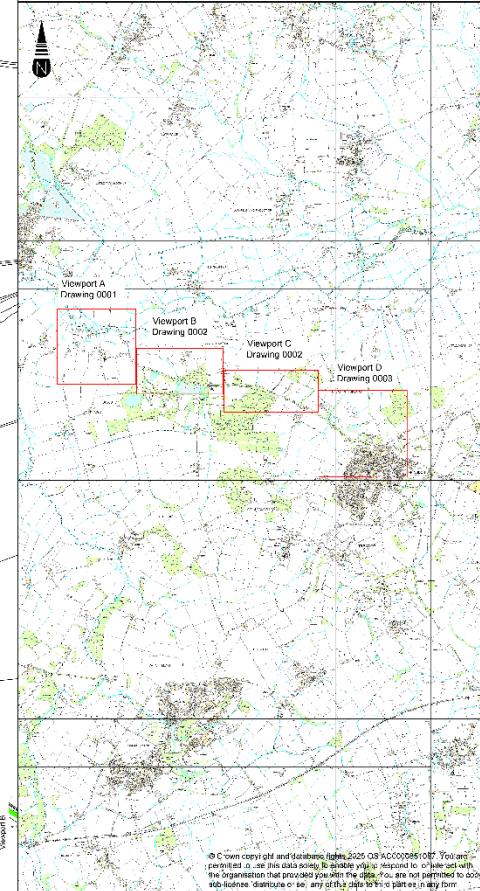
Background papers: n/a
Other Documents: n/a

Contact Officer(s): Roger Plater (Senior Officer – Vision Zero)
Anthony Kirkwood (Team Leader – Vision Zero)

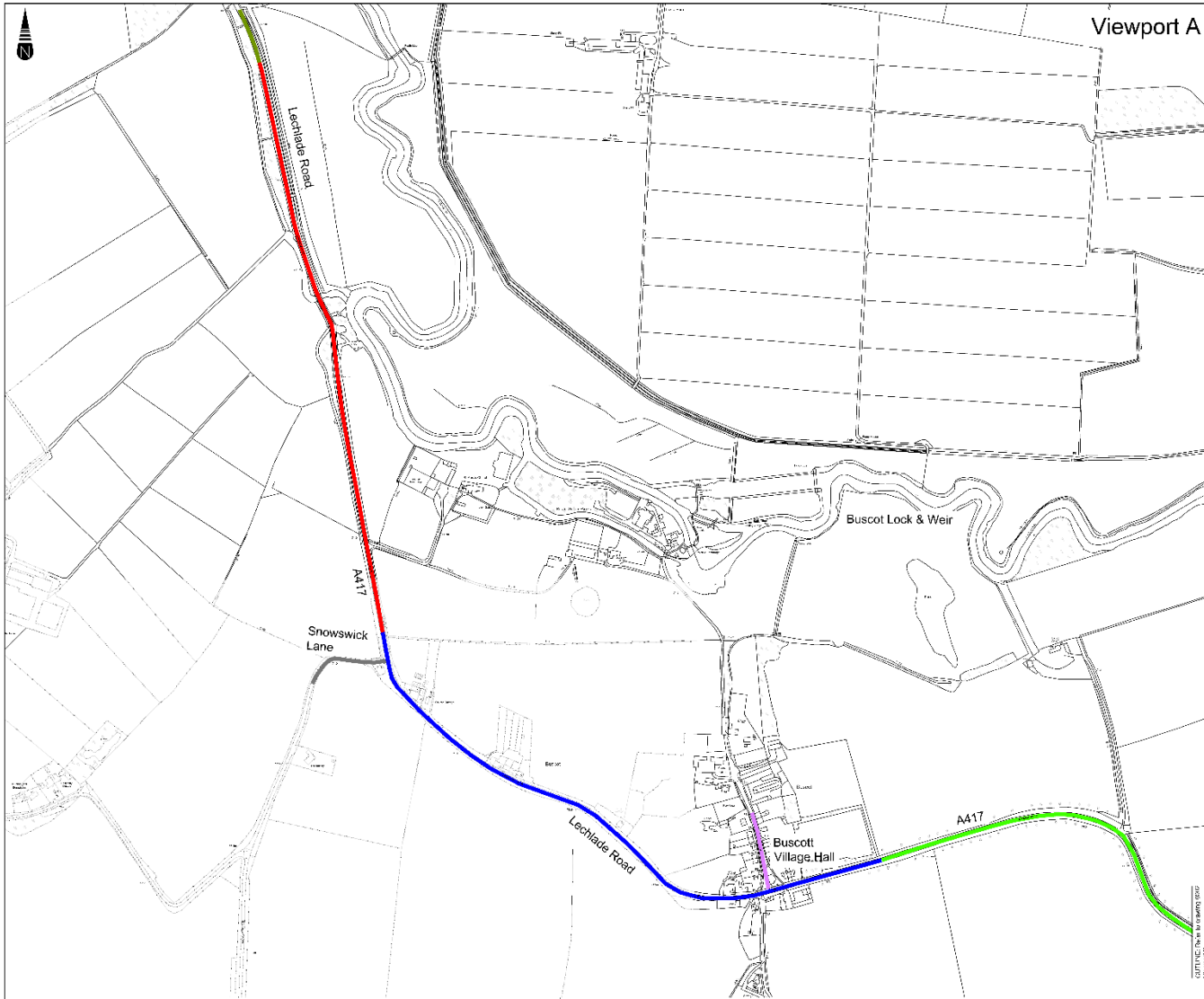
March 2026

Proposed 30,40 and 50mph speed limit to replace existing 40mph & National Speed Limit (NSL) on A417 Lechlade Road

Location Plan



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- Key:**
- █ Existing 20mph to remain
 - █ Existing 40mph to remain
 - █ Existing NSL to remain
 - █ Proposed 30mph (Existing 40mph)
 - █ Proposed 40mph (Existing NSL)
 - █ Proposed 50mph (Existing NSL)

- Notes:**
1. Do not scale from this drawing.
 2. Report all discrepancies to the Drawing Originator immediately
 3. This drawing is to be read in conjunction with all relevant documents and drawings

Rev	Date	Description	By	Check	App
001	18-11-25	Change to speed limit across the road	SA	NE	AS
002	01-08-25	Change to speed limit across the road	SA	NE	AS
003	29-07-25	Change to speed limit across the road	SA	NE	AS
004	18-11-25	Final Issue	CB	NE	AS



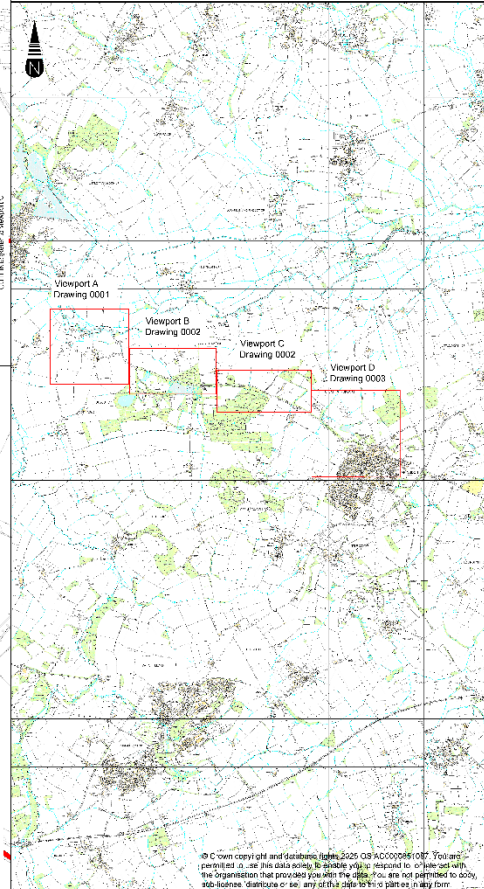
For Consultation
 A417 - Lechlade Road
 Proposed 30,40 and 50mph Speed limits
 Sheet 1 of 3

Drawn By	Check	Checked By	Approved By
A1	NE	CB	NE

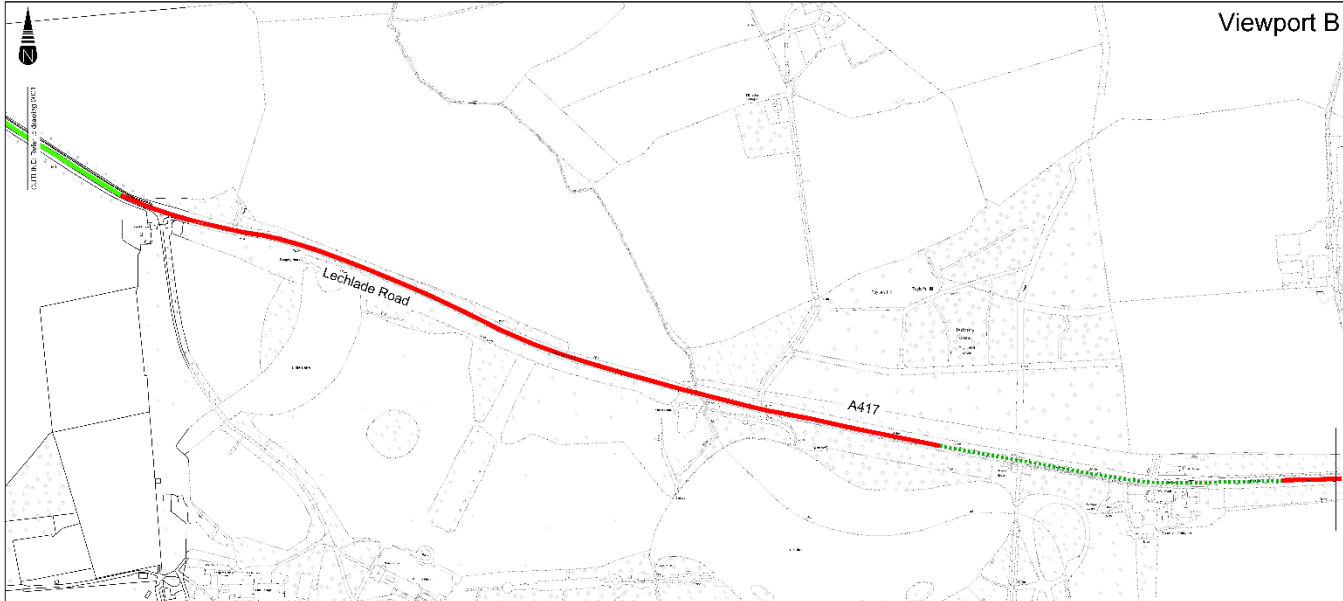
20250702 MGH HGN IFC DR CH 0001 F 001

Proposed 30,40 and 50mph speed limit to replace existing 40mph & National Speed Limit (NSL) on A417 Lechlade Road

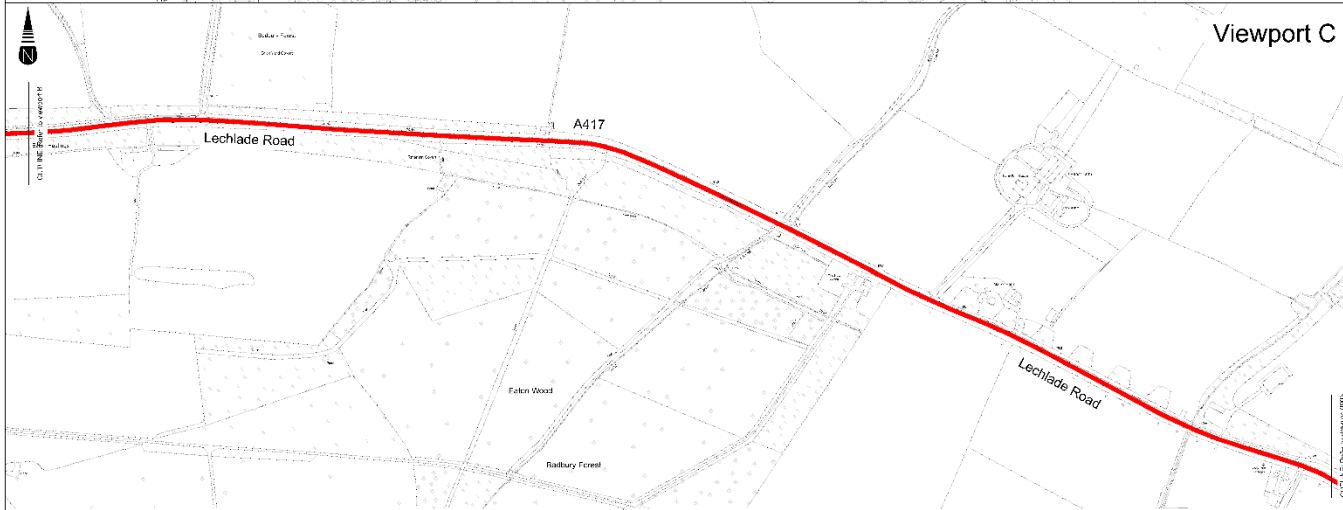
Location Plan



Viewport B



Viewport C



- Key:**
- Existing 40mph to remain
 - Proposed 40mph (Existing NSL)
 - Proposed 50mph (Existing NSL)

- Notes:**
1. Do not scale from this drawing
 2. Report all discrepancies to the Drawing Originator immediately
 3. This drawing is to be read in conjunction with all relevant documents and drawings

Ref	Date	Description	By	For
1	13/11/20	Change speed limit across the section of the road	SV	NE
2	01/08/20	Change proposed limit across the section of the road	SV	NE
3	29/07/20	Change proposed limit across the section	SV	NE
4	13/11/20	Final Issue	CB	NE



For Consultation
 A417 - Lechlade Road
 Proposed 30,40 and 50mph
 Speed limits
 Sheet 2 of 3

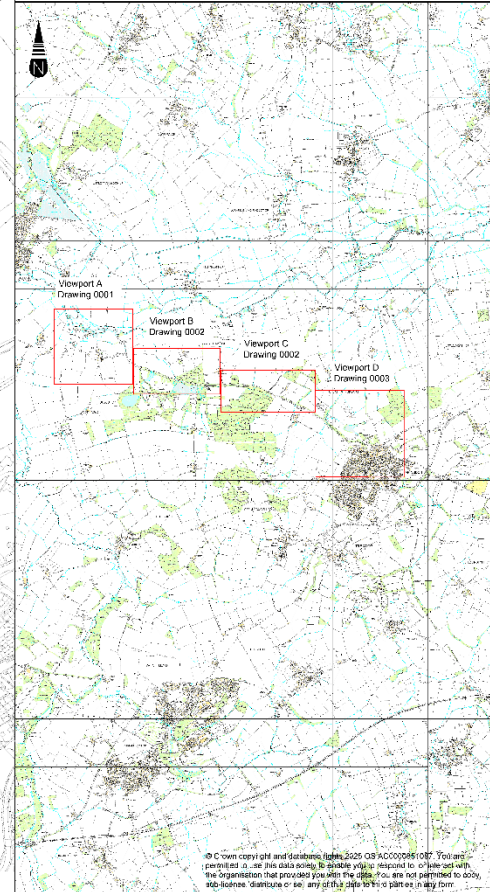
Drawn By	Checked By	Drawn Date	Checked Date
A1	CB	29/07/20	13/11/20

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Viewport D

Proposed 30,40 and 50mph speed limit to replace existing 40mph & National Speed Limit (NSL) on A417 Lechlade Road

Location Plan



- Key:**
- Existing 30mph to remain
 - Proposed 50mph (Existing NSL)

- Notes:**
1. Do not scale from this drawing.
 2. Report all discrepancies to the Drawing Originator immediately
 3. This drawing is to be read in conjunction with all relevant documents and drawings

Rev	Date	Description	By	Check	App
01	13-12-20	Change to speed limit across the location in the issue	SV	NE	AJZ
02	01-08-25	Change to speed limit across the location in the issue	SV	NE	S.1
03	29-07-25	Change to speed limit across the location	SV	NE	S.3
04	13-01-25	Final Issue	CB	NE	AJZ



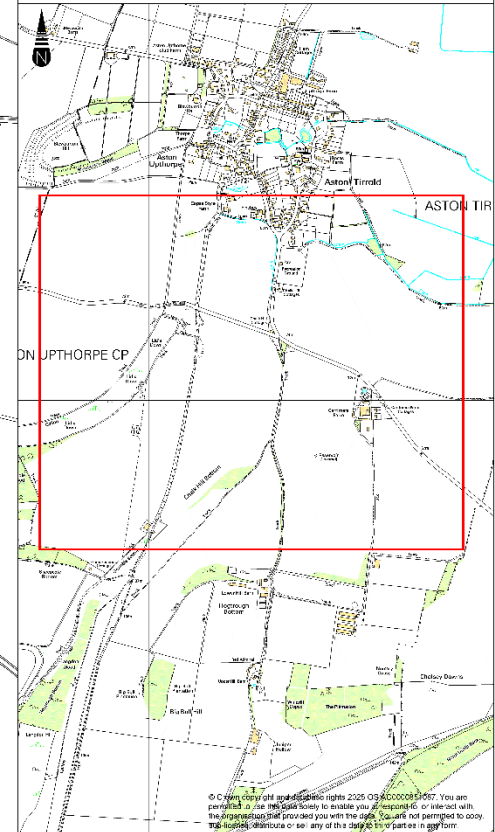
For Consultation
 A417 - Lechlade Road
 Proposed 30,40 and 50mph
 Speed Limits
 Sheet 3 of 3

Drawn By	Checked By	Drawn Date	Checked Date	Approved Date
A1	CB	13/12/20	NE	NE

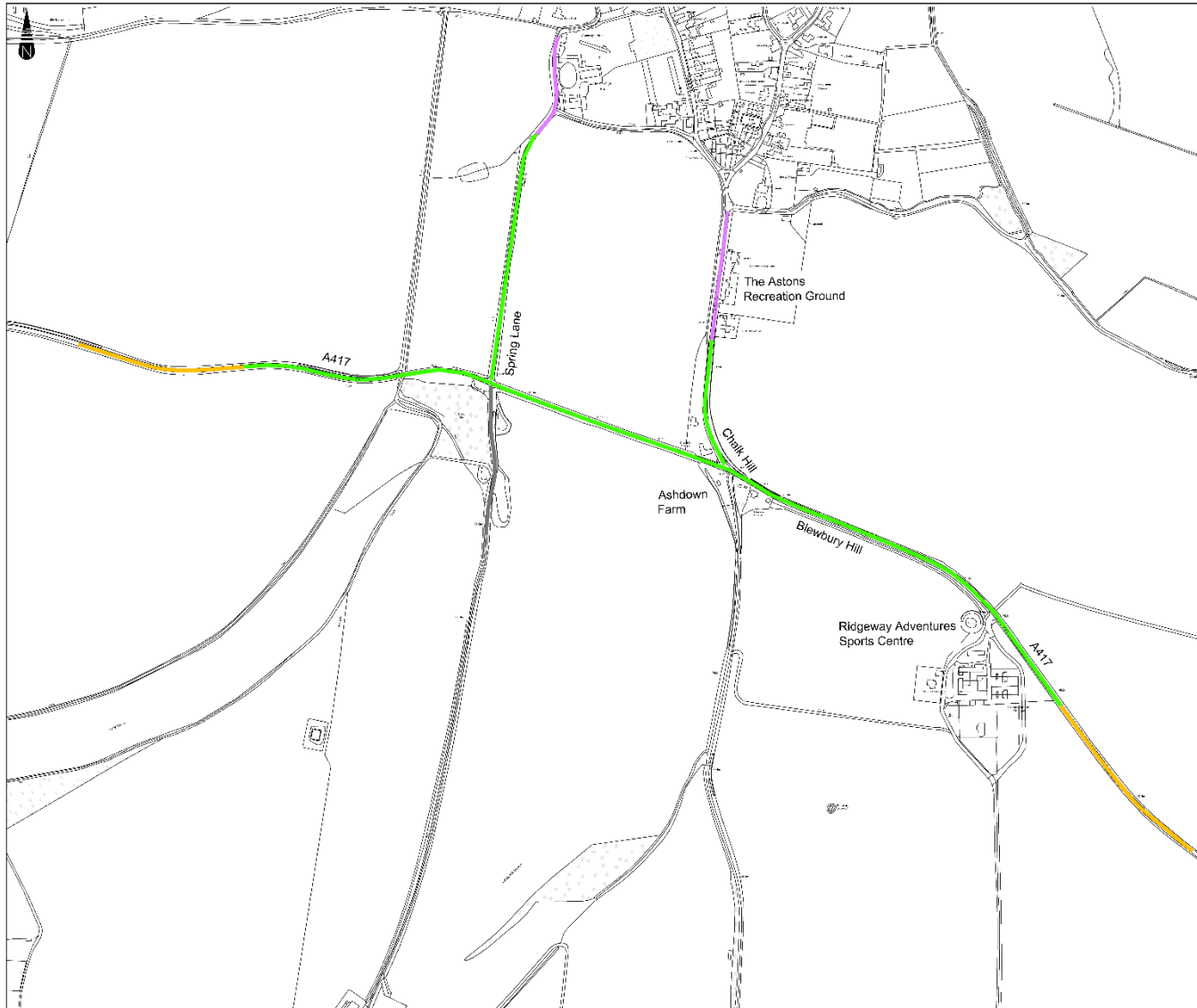
20250720 MGH HGN IFC DR CH 0003 F 04

Proposed 40mph speed limit to replace existing 50mph speed limit on A417 Blewbury Hill

Location Plan



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Key:

	Proposed 40mph (Existing 50mph)
	Existing 20mph to remain
	Existing 50mph to remain
	Existing National Speed Limit to remain

- Notes:**
1. Do not scale from this drawing.
 2. Report all discrepancies to the Drawing Originator immediately
 3. This drawing is to be read in conjunction with all relevant documents and drawings

11/03	10%	Design process finalised	50	NB	5.1
11/03	20%	Design process finalised	40	NE	5.3
11/03	25%	Final issue	30	NE	1.3
Rev	Date	Description	By	Check	App



For Consultation

A417 - Blewbury Hill
Proposed 40mph
Speed limit
 Sheet 1 of 1

Revision

Drawn By	Checked By	Checked By	Approved By
A1	CB	NE	NE
Drawn Date	Checked Date	Checked Date	Approved Date
20/07/25	20/07/25	19/07/25	19/07/25

Project Name Vision Zero - Speed Management

Drawing No 20/07/25 M11_HGN_R1_W/DR_CH_0001

Scale 1:1000

Page 1 of 3

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – here is my response to informal consultation on these proposals.</p> <p>Your Vision Zero Speed Management programme seems to focus on lowering speed limits with no consideration as to how compliance is going to be achieved . Surely better signing and lining that is well maintained might be a better option than a lowered speed limit that is likely to be ignored . So many of the road Death sites that I visit ,often identify poor maintenance issues with both signing and lining .</p> <p>As you well know we are not opposed to lowering speed limits . The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement.</p> <p>Therefore in relation to these proposals I raise concern with the Buscot lowering to 30 mph . The speed data clearly does not support this unless other measures are going to be included and Blewbury Hill for the same reasoning.</p> <p>Clearly cluster sites have been identified therefore signing and lining may be a better option .</p> <p>As you well know Thames Valley Police welcome the opportunity to engage on plans for road safety improvement</p> <p>Compliance with new speed limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p>

	<p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing.</p> <p>There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
<p>(e2) Local County & District Cllr, (Faringdon division & Faringdon ward)</p>	<p>Support – I am generally in favour of the suggested changes, particularly the general reduction from 60 to 50 MPH, but I know residents of Buscot would want me to suggest one change. They would like to see the extension of the 40MPH from Eaton Hastings all the way through to the proposed 30MPH zone at the entry to the village.</p> <p>I know that officers would probably say that this would not be adhered to, and for that reason we should stick with what is proposed here, but I wanted to represent the view of residents, and would appreciate it if officers' reasoning could be confirmed so that I can feed back to them.</p>

	<p>I am grateful to see a 40MPH zone in what is known as 'the bends' being suggested and believe that would be welcomed.</p> <p>I am speaking here as a district councillor, and much of this is not in my ward, but does affect residents here in Faringdon.</p>
(e3) Local group/organisation, (British Horse Society)	Partially support – see Annex 7 for full response.

B. Online responses:

RESPONDENT	COMMENTS	
(o1) Local resident, (Bampton, Market Square)	Speed limit amendments on the A417 between Lechlade and Faringdon:	
	30mph speed limit – Object	50mph speed limits – Object
	40mph speed limit – Object	
	40mph speed limit on the A417 at Challow – Object	
	40mph speed limits at Blewbury Hill:	
	A417 – Object	Spring Lane – Object
	Chalk Hill – Object	
	The current speed limits are perfectly suitable. The proposed slower speed limits will create more bottlenecks and less concentration on the road. This is a waste of funds - how expensive is it going to be to change all of the road signs? Surely the money should be spent fixing the very poor condition roads. If you want safety, make the road conditions safer.	

(o2) Local resident,
(Uffington, Green
Lane)

Speed limit amendments on the A417 between Lechlade and Faringdon:

30mph speed limit – Object	50mph speed limits – Object
40mph speed limit – Object	

40mph speed limit on the A417 at Challow – **Object**

40mph speed limits at Blewbury Hill:

A417 – Object	Spring Lane – Object
Chalk Hill – Object	

I object to all of these proposals because the information provided within the consultation is inadequate.

The material provided only refers to the Council Vision Zero strategy as the justification for the reductions in speed. No other justification is provided other than stating that Officers and key stakeholders have carried out investigations. We do not know who those key stakeholders are. We do not know what priorities and interests those Key Stakeholders have. We do not know whether the Officers and Key Stakeholders have taken other issues into account in making their recommendation e.g. impacts of bus journey times. We do not know what analysis has been undertaken to recommend a speed reduction in these locations rather than other locations.

It is not adequate to be making specific proposals to reduce speed on the basis of a general policy. Otherwise why not just reduce speed limits consistently across the whole county?

As a specific example. The proposed reduction in speed at Challow. in the past 10 years there have been 4 accidents in the area of the proposed speed restriction. But over the same length of road there have been about double the number of accidents in the area around the B4508 junction with the A417 near Shellingford (data taken from DfT data presented in crashmap.co.uk). So why prioritise reducing speed in the Challow area? We don't know because the information has not been provided in the consultation.

<p>(o3) Local resident, (Buscot, A417)</p>	Speed limit amendments on the A417 between Lechlade and Faringdon:	
	30mph speed limit – Support	50mph speed limits – Object
	40mph speed limit – Partially support/concerns	
	40mph speed limit on the A417 at Challow – Support	
	40mph speed limits at Blewbury Hill:	
	A417 – Support	Spring Lane – Support
	Chalk Hill – Support	
	<p>I live directly on the A417 in Buscot and have to endure vehicles speeding past my house every day. This actually causes the walls and windows to shake. I fear using my front door as walking on the very narrow pavement with cars and Lorrie's passing at high speed feels very unsafe especially if I have my young granddaughters with me.</p> <p>My main concern is for anyone pulling out of Buscot onto the A417. Vehicle coming from Lechlade towards Faringdon are often in excess of 40mph and come around the bend without a clear view of the junction. There have been many near misses and actual collisions. It is just a matter of time before there is a fatality. This junction is used by many visitors to the weir who risk their lives each time they visit. There are also many older residents in the village who again have to use the junction on a daily basis. Slower reaction times attributed to age again put them at risk of an accident.</p> <p>We recently set up a community speed watch and have recorded and reported speeds in excess of 70mph for vehicles travelling in both directions. Large commercial vehicles are just as guilty with Wiltshire concrete exceeding the speed limit on a daily basis. Their speed causes pooling rainwater to hit my windows with force.</p> <p>The current 40 mph limit throughout the village is not observed and I feel reducing it to 20 or 30 would mean people slowed to 30 or 35 which would reduce the risk to people pulling out of Buscot. I do not want to have to wait for a fatality before the speed is reduced. There is no logical reason to refuse the reduction in speed as this would definitely reduce the risk of injury or death.</p>	

<p>(o4) Local group/organisation, (Oxfordshire Cycling Network)</p>	<p>Speed limit amendments on the A417 between Lechlade and Faringdon:</p>	
	<p>30mph speed limit – Support</p>	<p>50mph speed limits – Support</p>
	<p>40mph speed limit – Support</p>	
	<p>40mph speed limit on the A417 at Challow – Support</p>	
	<p>40mph speed limits at Blewbury Hill:</p>	
	<p>A417 – Support</p>	<p>Spring Lane – Support</p>
	<p>Chalk Hill – Support</p>	
	<p>1) Lechlade to Faringdon, there is a high casualty rate and we support these measures to make the route less dangerous.</p>	
	<p>2) Near Challow Industrial Park, there are several casualties in recent years and we support speed limit reductions to reduce road danger. In addition, we propose a further approx 900m to the north is reduced in speed limit as this is well used by people cycling, making the link between Goosey Lane and Baulking Lane (for example, many of Cycling UK Wantage's rides will use this route, it will show on the Strava heat map) - at present this section is an unpleasant and dangerous section of otherwise pleasant routes. A better long-term alternative would be to provide a traffic-free path on the verge or behind a hedge, but reducing the speed limit to 40mph provides some short-term improvement.</p>	
	<p>There have been 8 collisions on this short extended section in the last 20 years:</p> <ul style="list-style-type: none"> * 2010 south of Goosey Lane * 2007, 2021, 2023 at junction with Goosey Lane * 2005 between Goosey Lane and Baulking Lane * 2006, 2011, 2020 at junction with Baulking Lane 	
<p>3) The junctions south of Aston Tirrold and Aston Upthorpe are known collision hotspots and speed reduction measures are a positive step towards reducing the danger.</p>		

	<p>Additionally, Chalk Hill appears to be far more dangerous, both from looking at the geometry of the junction and from the collision data. It would appear sensible to consider stopping up Chalk Hill and focusing efforts on improving the safety of Spring Lane.</p>									
<p>(o5) Local resident, (Buscot, A417 Lechlade road)</p>	<p>Speed limit amendments on the A417 between Lechlade and Faringdon:</p> <table border="1" data-bbox="508 402 2022 523"> <tr> <td data-bbox="508 402 1283 459">30mph speed limit – Support</td> <td data-bbox="1292 402 2022 459">50mph speed limits – Support</td> </tr> <tr> <td data-bbox="508 466 1283 523">40mph speed limit – Support</td> <td data-bbox="1292 466 2022 523"></td> </tr> </table> <p>40mph speed limit on the A417 at Challow – Support</p> <p>40mph speed limits at Blewbury Hill:</p> <table border="1" data-bbox="508 663 2022 785"> <tr> <td data-bbox="508 663 1283 721">A417 – Support</td> <td data-bbox="1292 663 2022 721">Spring Lane – Support</td> </tr> <tr> <td data-bbox="508 727 1283 785">Chalk Hill – Support</td> <td data-bbox="1292 727 2022 785"></td> </tr> </table> <p>A417 is plagued by speeding vehicles, especially at and around fixed hazards, such as junctions, bends and habitation.</p>		30mph speed limit – Support	50mph speed limits – Support	40mph speed limit – Support		A417 – Support	Spring Lane – Support	Chalk Hill – Support	
30mph speed limit – Support	50mph speed limits – Support									
40mph speed limit – Support										
A417 – Support	Spring Lane – Support									
Chalk Hill – Support										
<p>(o6) Local Cllr, (East Hagbourne, Main Road)</p>	<p>Speed limit amendments on the A417 between Lechlade and Faringdon:</p> <table border="1" data-bbox="508 992 2022 1114"> <tr> <td data-bbox="508 992 1283 1050">30mph speed limit – Partially support/concerns</td> <td data-bbox="1292 992 2022 1050">50mph speed limits – Support</td> </tr> <tr> <td data-bbox="508 1056 1283 1114">40mph speed limit – Support</td> <td data-bbox="1292 1056 2022 1114"></td> </tr> </table> <p>40mph speed limit on the A417 at Challow – Support</p> <p>40mph speed limits at Blewbury Hill:</p> <table border="1" data-bbox="508 1254 2022 1375"> <tr> <td data-bbox="508 1254 1283 1311">A417 – Support</td> <td data-bbox="1292 1254 2022 1311">Spring Lane – Support</td> </tr> <tr> <td data-bbox="508 1318 1283 1375">Chalk Hill – Support</td> <td data-bbox="1292 1318 2022 1375"></td> </tr> </table>		30mph speed limit – Partially support/concerns	50mph speed limits – Support	40mph speed limit – Support		A417 – Support	Spring Lane – Support	Chalk Hill – Support	
30mph speed limit – Partially support/concerns	50mph speed limits – Support									
40mph speed limit – Support										
A417 – Support	Spring Lane – Support									
Chalk Hill – Support										

	I generally believe that 40mph is quite fast enough on single carriageway roads. I am not totally convinced on the lower 30mph between Lechlade and Faringdon									
(o7) Local resident, (Goring on Thames, Limetree Road)	<p>Speed limit amendments on the A417 between Lechlade and Faringdon:</p> <table border="1" data-bbox="506 400 2022 523"> <tr> <td data-bbox="506 400 1283 459">30mph speed limit – Support</td> <td data-bbox="1288 400 2022 459">50mph speed limits – Support</td> </tr> <tr> <td data-bbox="506 462 1283 523">40mph speed limit – Support</td> <td data-bbox="1288 462 2022 523"></td> </tr> </table> <p>40mph speed limit on the A417 at Challow – Support</p> <p>40mph speed limits at Blewbury Hill:</p> <table border="1" data-bbox="506 662 2022 785"> <tr> <td data-bbox="506 662 1283 721">A417 – Support</td> <td data-bbox="1288 662 2022 721">Spring Lane – Support</td> </tr> <tr> <td data-bbox="506 724 1283 785">Chalk Hill – Support</td> <td data-bbox="1288 724 2022 785"></td> </tr> </table> <p>I actively avoid the A417 because it is so unpleasant to be tail-gated by drivers who are trying to go faster than the limits. Please do all you can to slow down the traffic on this dangerous road.</p>		30mph speed limit – Support	50mph speed limits – Support	40mph speed limit – Support		A417 – Support	Spring Lane – Support	Chalk Hill – Support	
30mph speed limit – Support	50mph speed limits – Support									
40mph speed limit – Support										
A417 – Support	Spring Lane – Support									
Chalk Hill – Support										
(o8) Member of public, (Oxford, Benson Place)	<p>Speed limit amendments on the A417 between Lechlade and Faringdon:</p> <table border="1" data-bbox="506 991 2022 1114"> <tr> <td data-bbox="506 991 1283 1050">30mph speed limit – Support</td> <td data-bbox="1288 991 2022 1050">50mph speed limits – Support</td> </tr> <tr> <td data-bbox="506 1053 1283 1114">40mph speed limit – Support</td> <td data-bbox="1288 1053 2022 1114"></td> </tr> </table> <p>40mph speed limit on the A417 at Challow – Support</p> <p>40mph speed limits at Blewbury Hill:</p> <table border="1" data-bbox="506 1252 2022 1375"> <tr> <td data-bbox="506 1252 1283 1311">A417 – Support</td> <td data-bbox="1288 1252 2022 1311">Spring Lane – Support</td> </tr> <tr> <td data-bbox="506 1315 1283 1375">Chalk Hill – Support</td> <td data-bbox="1288 1315 2022 1375"></td> </tr> </table>		30mph speed limit – Support	50mph speed limits – Support	40mph speed limit – Support		A417 – Support	Spring Lane – Support	Chalk Hill – Support	
30mph speed limit – Support	50mph speed limits – Support									
40mph speed limit – Support										
A417 – Support	Spring Lane – Support									
Chalk Hill – Support										

	This road needs to be safer throughout.	
(o9) Local Cllr, (Uffington, Vale Cottage)	Speed limit amendments on the A417 between Lechlade and Faringdon:	
	30mph speed limit – Support	50mph speed limits – Support
	40mph speed limit – Support	
	40mph speed limit on the A417 at Challow – Support	
	40mph speed limits at Blewbury Hill:	
	A417 – Support	Spring Lane – Support
	Chalk Hill – Support	
<p>As District Cllr for Buscot I am entirely supportive of the proposed 30mph limit, and indeed have shared everyone's disappointment that this 30mph section had not been included in earlier proposals. I would think the 30mph is vital for the safety of this village, given the main village T-junction and the bends, which I see from Crash Map UK has had 3 serious incidents recorded since 2020. That section of road is also prone to frequent and sudden flooding. In relation to Challow, there are many driveways, entrances, the blind bridge over the railway and the turning to Childrey all within a few hundred metres at that point. So I would be very supportive of creating that 40mph section as proposed. It also links directly to an existing 40mph section.</p>		

Lechlade to Moulsoford: A417 Corridor - proposed speed limits consultation.12th January 2026

British Horse Society National figures with South Region area breakdown

Area	2023		2024	
	Incidents	Horse fatalities	Incidents	Horse fatalities
Berkshire	24	0	39	1
Buckinghamshire	56	0	54	0
Hampshire	126	27	187	26
Isle of Wight	4	0	5	0
Oxfordshire	37	0	47	0
TOTAL	247	27	332	27

NATIONAL STATISTICS: 2024

- 3,118 road incidents involving horses have been logged with The British Horse Society
- Of these, 58 horses have died and 97 have been injured
- 80 people have been injured
- 33% of riders were victims to road rage or abuse
- 81% of incidents occurred because a driver passed by too closely to the horse
- 81% of incidents occurred because a driver passed by too quickly

COMPARED TO LAST YEAR:

- 8% decrease in incidents reports compared to 2023 (*3,383 incidents recorded in 2023*)

SINCE NOVEMBER 2010:

- 18,683 road incidents
- 47 people have lost their lives and 1,782 injured
- 697 horses have been killed and 1,625 horses injured

The Buscot 40mph zone includes public bridleway 200/7/10 from the National Trust Estate but does not extend east as far as the unclassified lane to Eaton Hastings, that has an onward bridleway 200/6/10- **Suggestion to extend the 40mph zone eastwards to include the lane, as bend in A417 affects visibility/ safety - See**

Street view images of A417 - (1st is at the Stud Farm drive)



Challow Station 40mph zone- Support but draw attention to HGV related accidents, where they lose control/crash between the Stutfield Brook Bridge and Baulking Lane junction (Faringdon bound)- this section is popular with cyclists and I have lived nearby since 2010 - Street View images of A417:



Blewbury Hill- Support- this has one byway & two Bridleways within the zone

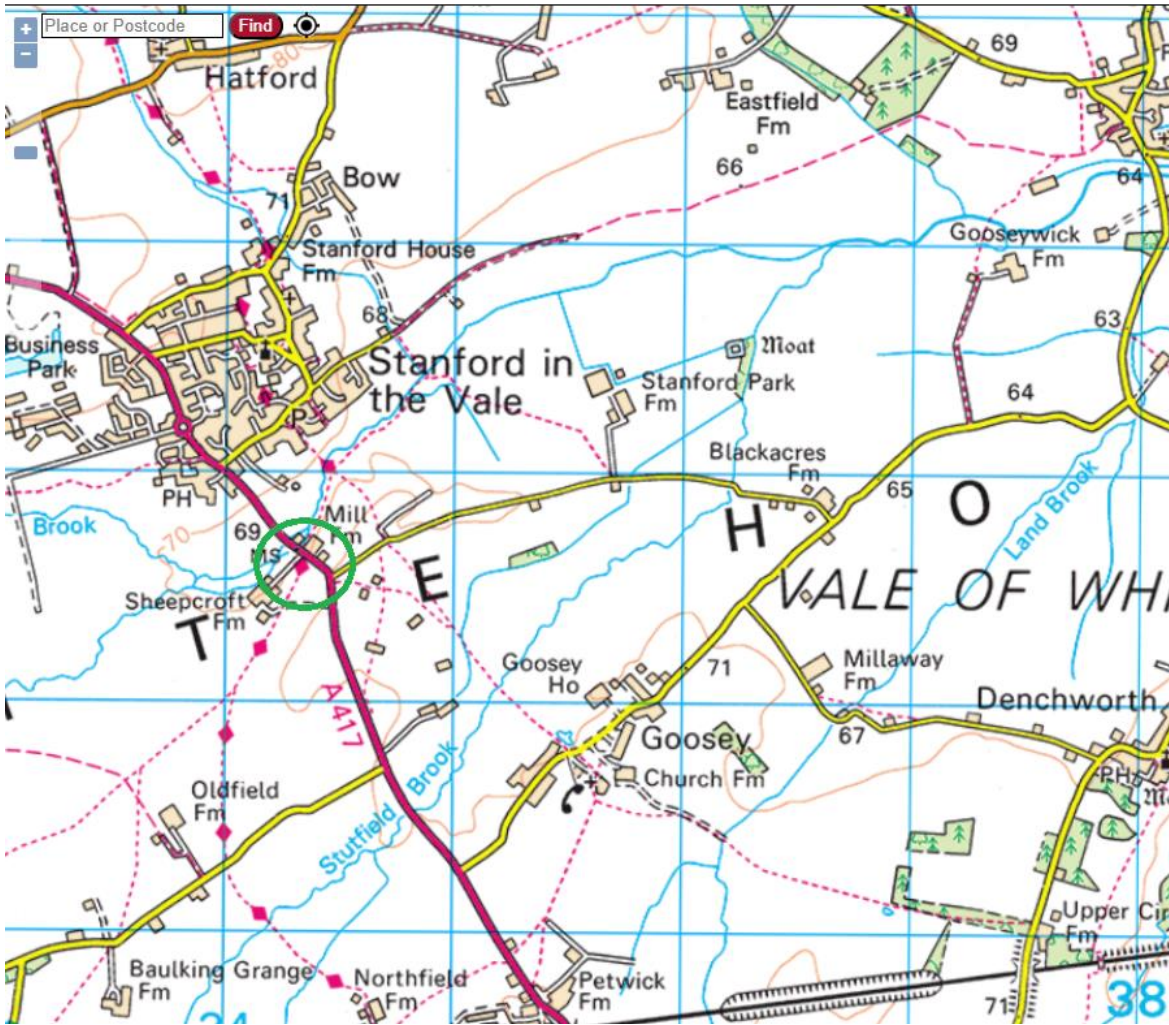
Section of A417 not included in speed reduction

Stanford in the Vale has a 30mph speed limit through the village that returns to 50mph. The road to Park Lane is well used by walkers, equestrians and cyclists. The area has a high horse population with yards and pony paddocks and there are two bridleways connected to Stanford in the Vale and cyclists often use the village cafe as a pit stop.

This section of A road has two bends that impact visibility and a very narrow pavement on the Ock bridge. Historic accidents near Park Lane have included a coach leaving the road, crashing into the hedge/field, a van turning into Park Lane ending up in the ditch and a vehicle crashed into one of the speed limit signs. There are three local quarries with HGV lorries that regularly use the A417. Google Street View images of A417:



Photo taken at Park Lane showing horse riders and the bend on the A417



Section of A417 to Park Lane circled in green



Leaving Standford 30mph zone



Bridge over the river Ock with very narrow pavement



Passing Mill Farm

BHS Access & Bridleway Officer
For Vale of White horse

Division(s) affected: *Benson & Crowmarsh*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 MARCH 2026

CROWMARSH GIFFORD: BENSON LANE – PROPOSED 30MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of the 30mph speed limit on Benson Lane in Crowmarsh Gifford, as advertised.**

Executive Summary

1. This report presents responses received to proposals to introduce a new 30mph speed limit on Benson Lane in Crowmarsh Gifford – between its junction with the A4074 and the current village 20mph speed limit to the south, replacing the existing 60mph National speed limit in the process – as shown in **Annex 1**.

Corporate Policies and Priorities

2. The proposals form part of the County Councils 20mph transformation programme, as approved at Cabinet.
3. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

(1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*

(2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face*

challenges in finding work; making our services as easy to access as possible; and helping communities in need.”

(3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

4. As part of the ‘Bus Service Improvement Plan’, Benson Lane has been identified as needing upgrades for improving bus journey time reliability in accordance with LTCP targets (i.e. to reduce personal vehicle trips/mileage). Local engagement with the Parish Council and County Cllr has taken place where further active travel measures have been identified, such as reduction in speeds to help vehicles slow down as they come into the village 20mph.
5. In July 2022, the Local Transport and Connectivity Plan (LTCP) was formally adopted. This includes ambitious targets and policies for giving residents more options for travelling around Oxfordshire by investing in the walking, wheeling and cycling infrastructure. These proposals actively support the following policies:
 - (a) Policy 1 – Transport User Hierarchy – “We will develop, assess and prioritise transport schemes, development proposals and policies according to the following transport user hierarchy:
 - (i) Walking and wheeling
 - (ii) Cycling and riding
 - (iii) Public transport
 - (iv) Motorcycles
 - (v) Shared vehicles
 - (vi) Other motorised modes”
 - (b) Policy 2 – Cycle and walking networks – “We will:
 - (i) develop comprehensive walking and cycling networks that are inclusive and attractive to the preferences and abilities of all residents in all towns.
 - (c) Policy 15 – Vision Zero – “We will:
 - (i) Adopt the vision zero approach, which seeks to eliminate all fatalities and severe injuries on Oxfordshire’s roads and streets, to have safer, healthier, and more equitable mobility for all.
 - (ii) Work closely with partners and stakeholders to take a whole system approach, working together on infrastructure, behaviour, technology and legislation to achieve this change.”

Financial Implications

6. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.
7. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Finance has therefore assumed that the service has confirmed the funding arrangements independently, and responsibility for validating the financial position and underlying data rests with the service area.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

8. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
9. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Nicole Olavesen – Solicitor (Law & Governance)

Nicole.Olavesen@oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Vision Zero', 'TRO & Schemes' and the 'Place Shaping' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

10. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

11. The proposals would help improve road safety and also help to encourage active travel in the area by slowing down traffic where there are currently advisory cycle lanes.

Risk Management

12. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

13. Formal consultation was carried out between 21 January and 20 February 2026. A notice was published in the Oxfordshire Herald Series newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, South Oxfordshire District Council, relevant local District Councillors, Benson, and Crowmarsh Parish Councils, and the local County Councillor representing the Benson & Crowmarsh division.
14. During the course of the formal consultation, 75 responses were received via the online survey, comprising of 34 objections (45%), eight partially supporting and/or raising concerns (11%), 31 in support (41%), and two offering no opinion/objection.
15. Additionally, a further four emails were received directly – with Thames Valley Police raising concerns, reiterating their stance that speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety, with changes to the highway (narrowing, vertical traffic calming or re-aligning the road) possibly being required to encourage lower speeds. Thames Travel (local bus operator), Benson Parish Council, and 'Oxfordshire Liveable Streets' (not-for-profit campaign organisation) all offered their support.
16. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

17. As referenced in paragraph 15, Thames Valley Police raised concerns around compliance and enforcement to ensure that users of Benson Lane are complying with the new speed limit. Suggestions for other measures were put

forward, such as narrowing the carriageway or providing vertical traffic calming as well as implementing a speed reduction.

18. The County Councillor for the Benson and Crowmarsh division, in which Benson Lane runs through is fully supportive of the proposed change.
19. Another County Councillor expressed support for the scheme in the interest of improving safety for people walking, wheeling, cycling and horse-riding.
20. The Oxfordshire Cycle Network were fully supportive of the speed limit reduction due to the key link Benson Lane forms between Benson and Crowmarsh Gifford.
21. There were several responses received from members of the public querying the need for speed limit reduction or expressing the view that there were higher priorities for funding, including highway maintenance in the local area. Whilst noting these views, the proposals put forward are consistent with LTCP views and ensure compliance with central government guidance with regard to the existing walking and cycling infrastructure on Benson Lane, thus making it safer for these to be used.
22. There were a number of responses received from members who expressed the view that there is no need to reduce the speed limit due to the lack of incidents that have taken place. As well as ensuring consistency with the LTCP to improve the environment of the streets in Oxfordshire to encourage more walking, wheeling and cycling, it also forms part of the county's commitment to vision zero to not only respond to reactively to incidents taking place but to also act pre-emptively to avoid them happening in the first place. Thus, the reduction in the speed limit is deemed appropriate here given the mix of traffic using the road.
23. Concerns were raised about the impact on the vehicular traffic, including on the bus journey times on Benson Lane. Thames Travel expressed their support for the speed limit reduction in the interest of road safety and improving accessibility to the employment sites, which their operations serve.
24. Positive engagement between Council Officers and officers at Thames Travel and Oxford Bus Company took place as part of the consultation to understand the impact on bus journey times, which was minimal.

Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1: Consultation plan
 Annex 2: Consultation responses

Background papers: n/a

Other Documents: n/a

Contact Officer(s): Rosie Lawrence (Senior Transport Planner – Place Shaping)
Anthony Kirkwood (Team Leader – Vision Zero)
Daron Mizen (Operational Manager – Highway Schemes)

March 2026

Drawing No. 0

KEY

- PROPOSED 30MPH SPEED LIMIT
- EXISTING 50MPH SPEED LIMIT - TO REMAIN
- EXISTING 60MPH NSL SPEED LIMIT - TO REMAIN
- EXISTING 20MPH SPEED LIMIT - TO REMAIN

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)

USE
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Paul Ferner
Director of Environment & Highways
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1ND
 Tel: 0845 310 1111



Project title
 Project ref: P0379
 Benson Lane,
 Crowmarsh Gifford

Drawing title
 Proposed 30mph
 speed limit

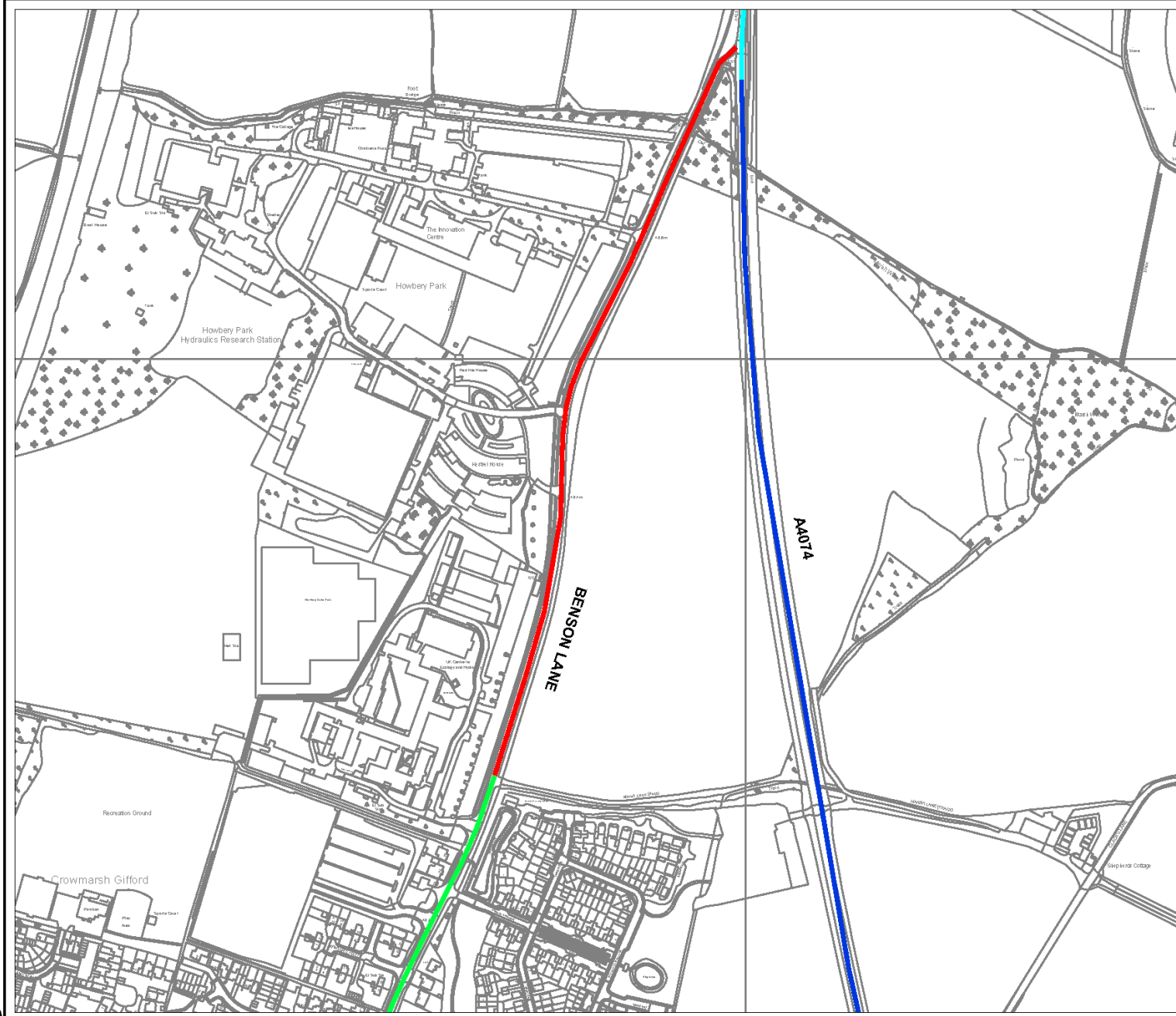
Drawing Status
 consultation

Scale @ M	Drawn by	Checked by	Approved by
1:4000	AC	CM	CM

Date drawn	Date checked	Date approved

Oxfordshire Project No. 3 File Ref.

Drawing No. Revision 0



A. Email responses:

RESPONDENT	COMMENTS
<p>(e1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 30mph limits can be a useful tool in road safety. There are other reasons 30 limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 30 limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users)

	<ul style="list-style-type: none"> existing traffic speeds (No data provided) road environment (I would suggest 40 mph would be more appropriate in light of the current environment here) <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.</p>
(e2) Benson Parish Council	Support – Councillors discussed this at our FC meeting last night [26/02/2026] and resolved to fully support the proposals to introduce a 30mph speed limit on Benson Lane.
(e3) Managing Director, (Thames Travel)	Support – We see it as a sensible step ahead of the proposed introduction of two-way buses on Benson Lane, following the implementation of the bus gate with the A4074 to allow Southbound buses to turn right from the A4074 into Benson Lane - which Oxfordshire County Council is working to deliver as part of the county's Bus Service Improvement Plan.
(e4) Local group/organisation, (Oxfordshire Liveable Streets)	Support – We support this scheme. With a narrow footway on only one side of the street, and unprotected cycling on a narrow carriageway, a good argument could be made for this being 20mph. It should certainly not be more than 30mph.
(e5) County Cllr, (Benson and Crowmarsh division)	Support – all for it.

B. Online responses:

RESPONDENT	COMMENTS
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(o1) County Cllr, (Bartlemas division)	Support – As Active Travel Champion, I support measures which are proven to improve the safety of pedestrians, cyclists and horse-riders. Adding in a 30mph zone just before the 20mph zone will reduce motor traffic speeds and make the highways safer for more vulnerable road users.
(o2) Local resident, (Benson, Broad Lays)	Object – I don't see a strong reason to reduce the speed limit on this road, especially since there haven't been any serious accidents. Instead of spending money on lowering the limit and replacing signage, I believe the funds would be used more effectively on repairing the existing road surface—particularly the potholes and unclear road markings, which pose a more immediate safety concern.
(o3) Local resident, (Benson)	Object – Doesn't matter going to do it anyway. Just another incompetent waste of money as usual by a bunch of morons who have never used a road in their lives, want everyone to bring back the horse and cart.
(o4) Local resident, (Benson, Bonners Mead)	Object – 30mph is too great a reduction from the current 60mph limit - which works fine. If a reduction is necessary, at least consider 40mph. Creeping all the way up that road at 30mph is simply pointless. I write as someone who worked for a number of years on Howbery Park and never saw any traffic issues at all.
(o5) Local resident, (Benson, Brook Street)	Object – Waste of public money - divert to fixing services people care about. Speed limits should be rising not falling due to improved road, car, passenger and pedestrian safety.
(o6) Local resident, (Benson, Brook Street)	Object – The consistent reduction of speed limits is absolute insanity, it takes nearly 30mins to get to cholsey some days, get a grip on reality please. Oxfordshire is a disgraceful place to live and travel around with all these speed limits reductions.
(o7) Local resident, (Benson, Clerk Bank)	Object – Unnecessary and further unnecessary regulation

(o8) Local resident, (Benson, Gerard Avenue)	Object – 30mph seems to low for a road that has no direct residential properties. 40mph would be more appropriate - especially when there are no RTCs on the road.
(o9) Local resident, (Benson, Hither Derhams)	Object – This is not a residential portion of road. There are no pedestrian crossings. There is no safety case to reduce the speed limit on this section of road.
(o10) Local resident, (Benson, Horseshoes Lane)	Object – There is no reason to reduce the speed limit. There are no schools in the area and very little pedestrian traffic along this route. If the council wish to tick some boxes make it 50 mph
(o11) Local resident, (Benson, Lane Ness)	Object – Slows down public transport and reduces it usefulness. Road is not busy and is low risk, Cyclists already have two cycle lanes so not needed.
(o12) Local resident, (Benson, Littleworth Road)	Object – With increased traffic in the area, it is already taking longer to travel by car due to existing local 20mph speed limits. I would like to know what these concerns are based on and if there have been recent accidents on the road. The road doesn't only serve residents at the Crowmarsh Gifford end, it also serves users travelling the other way towards the A4074. With a reduced speed limit slowing down vehicles at that end of the road, the bottleneck at the end will be under more pressure from increased vehicles. Local villages already have reduced speed limits coupled with increased housing development. Another reduction on a road where it is not necessary will not help.
(o13) Local resident, (Benson)	Object – It is the obligation of the County Council to provide safe and effective roads for its residents. This road is a very quiet road with minimal traffic on it. There are no safety risks on the road and I use the road every day, twice a day so I do have first hand experience of the road. If OCC believe there is a risk, it must address the confusing layout, 2 way then 1 way traffic, bike lanes reducing the width to less than a cars width and an absence of a central white line. These are the issues that need addressing, not yet another poorly thought through anti car methodology.

	<p>Until these poorly thought out attempts are addressed, there just isn't any justification for reducing the speed limit and it won't be enforced or adhered to by drivers so it won't deliver the outcomes that these proposals are seeking to address.</p> <p>Given the state of roads in Oxfordshire's the focus must be on repairing the roads across the county as an absolute priority, not changing perfectly good roads to lower speed limits based on opinions, rather than evidence.</p>
(o14) Local resident, (Benson)	Object – No evidence - nothing na da
(o15) Local resident, (Benson, Offas Close)	Object – The reduction in speed looks to have nothing to do with safety. There have been no accidents on that road. This looks like rules for the sake of rules. Stop it! Leave the motorist alone.
(o16) Member of public, (Benson, The Cedars)	Object – Whilst accepting that the current National Speed Limit for this stretch of road is too fast, i do not consider it necessary to reduce the speed limit down to 30mph is necessary. a limit of 50mph or, at least, 40mph would be sufficient to meet the safety needs.
(o17) Local resident, (Benson, Winch Piece)	Object – This has to be based on accident rates and road safety issues. There are no footpaths at risk. The decision cannot be based on subjective opinion
(o18) Local resident, (Benson, Winch Piece)	Object – That road has few pedestrians or side roads and I believe it's not an accident black spot, so 'why fix it, if it isn't broken.'
(o19) Local resident, (Benson, Blacklands Road)	Object – It reads as though vehicular traffic can enter the village directly from the main Benson to Crowmarsh roundabout road, the A4704. This is not the case, traffic can only be entering from the Howberry park business premises and I very much doubt that many actually reach the maximum permitted speed limit that now stands. I therefore feel that maybe a 40mph limit would be more appropriate.

(o20) Local resident, (Benson, Bonners Mead)	Object – Its ridiculous. Yiu have already built way to many houses in the area. Instead of making the traffic worse make more relief roads, fix the roads too. Stop waiting all this money on changing the speed and focus on the real issues.
(o21) Member of public, (Benson, Bull Lane)	Object – Not needed. Councillors are not traffic management experts . They do not have the experience, training or expertise so no reason to agree . Make a case - any recent accidents, speed related??
(o22) Local resident, (Benson, Horseshoes Lane)	Object – I can't think of 1 reason to change the current speed, why fix something that isn't broken. Use the resources for these proposals and changes to fix what is broken, like the roads.....potholes!
(o23) Local resident, (Cholsey)	Object – Not any need. Once out of the 20mph there is no residential properties. Traffic coming towards crowmarsh is minimal due to having no access from a4074 and just traffic from howberry park. All this speed change will do is risk more accidents from people over taking.
(o24) Local resident, (Crowmarsh Gifford, Benson Lane)	Object – Utterly pointless and waste of money. Perhaps concentrate on repairing the potholes surrounding the speed bumps on the The Street.
(o25) As part of a group/organisation, (Crowmarsh Gifford, Benson Lane)	Object – Benson Lane (after you exit Crowmarsh Gifford) is a quiet, rural road used only for access to the businesses on Howbery Park (and almost everybody going there comes in a motor vehicle). It is wide, with clearly demarcated cycle lanes, a pavement for pedestrians and good visibility all the way along it. There is absolutely no reason to halve the speed limit on this section. Who are these Parish Councillors and what exactly are their 'concerns', other than just a pathological hatred of cars? This is nothing other than OCC's usual nonsense of pandering to a green agenda at the expense of all else, including common sense. I fundamentally object to this proposal and will not be complying with it if progressed by the latest in your line of fig-leaf consultations, as it has no legitimacy or justification.
(o26) Local resident, (Crowmarsh Gifford, Benson Lane)	Object – The start of Benson Lane has a 20 mph limit which seems to be mostly adhered to - but only until the vehicles get past the speed monitor, opposite the village hall , and then they put their foot back on the accelerator. I

	<p>would estimate that over 70% of the cars/lorries etc that pass me on my daily walks are doing 40-50mph long before they reach the national limit sign , which is just past the McLean Centre</p> <p>I would rather we enforced a speed limit of 30mph , not 20 mph, up to the existing 60mph zone as I really don't think anyone is that bothered about there being a 30mph limit that far up Benson Lane. However the current 20mph limit is toothless and even if the remainder of Benson Lane was made into a 30mph zone then whose to say this wont be another toothless limit that's ignored and not enforced?</p> <p>Frankly I'd rather you spent the money fixing the dreadful potholes in the area .</p>
(o27) Local resident, (Crowmarsh Gifford, Winters Field)	Object – There is no requirement to reduce the speed of the carriage way and in doing so will cause further disruption to traffic routes as the already ridiculous reductions have done. Has there been an overwhelming number of incidents on that road? Then why change it
(o28) Local resident, (Crowmarsh Gifford, Benson Lane)	Object – There has been no accidents there in the 11 years I have lived there and there is no residential housing along that stretch of the road.
(o29) Local resident, (Didcot, Foudry Close)	Object – There is already an unwanted 20mph zone that has been placed at one end of the road, reducing the entire road to 30 , halving the speed limit is outrageous. If it is believed there is a genuine safety case then a safety camera should be proposed. Please show data to support your proposal .
(o30) Member of public, (Great Missenden, Bryants Bottom Road)	Object – No need
(o31) Member of public, (Marcham, Haines Court)	Object – Neighbouring roads are already slow enough, commuters who use this road to get to Howbery park in particular experience long enough commutes without this road as well as roads nearby also having new reduced speed limits implemented. Perhaps consider installing a two-way road (instead of one way) at the north side of Benson Lane, this would reduce the traffic via Crowmarsh, Crowmarsh Roundabout and the neighbouring 20 mph roads leading to Benson Lane. The road is also wide enough to occupy both vehicles and cyclists, instead of reducing the speed limit cyclists should be given better cycle paths if there is particular issue with cyclists and safety.

(o32) Local resident, (Preston Crowmarsh)	Object – The "statement for reasons" has no objective reasoning. It claims to be part of the "Bus service improvement plan" but does not relate to how reducing a speed limit to 30mph will assist in delivering improvement. The other reason is from the Parish Council, but lacks depth or transparency. There is no evidence to indicate improved safety in this instance.
(o33) Member of public, (Rokemarsh, Unnamed road)	Object – There is, currently, no housing along that stretch of Benson Lane. The level of traffic is light, even during working hours. The road is wide enough to deal with cyclists and motorised vehicles. A reduction in the speed limit to 40-50 mph would be more appropriate.
(o34) As part of a group/organisation, (Wallingford, Benson Lane)	Object – This is unnecessary as it is outside the curtilage of Crowmarsh. Of greater concern , are the excessively wide cycle lanes that force cars into the middle of the road. I have witnessed multiple occasions where cars have swerved or braked heavily to avoid a head-on collision.
(o35) Local resident, (Watlington, Love Lane)	<p>Object – There is no valid reason to change the 60mph to 30mph on Benson Lane. The proposal states about reducing the speed of traffic before it gets to the village - The speed of traffic is already reduced due to their being a roundabout.</p> <p>When negotiating the roundabout speeds are between 15 and 20 mph. If you want to enforce a 20mph into Crowmarsh village then erect a speed camera for the incoming traffic - that is the problem solved. There are already speed humps and speed indicators, i would suggest it is quite difficult to speed without damaging your vehicle on The Street in Crowmarsh.</p> <p>I understand we want safer roads in residential areas but Benson Lane is a perimeter road with no housing adjacent to it so there is no risk to pedestrians.</p>

(o36) Member of public, (Abingdon)	Partially support/concerns – i support the fact of lowering the speed limit however i feel that 30 MPH will be to low. could 40 MPH be considered ?
(o37) Local resident, (Benson, Bell Weather Furlong)	Partially support/concerns – Benson Lane is narrow, gets flooded quite often and is used by a large number of cyclists and pedestrians especially those walking the Thames Path. It is therefore appropriate that it should have a restricted speed limit and in fact I would go further and say that it should be 20mph along its length rather than being 30 mph and then 20mph in the village. Changing speed limits are confusing. Much better to have 20mph all along Benson Lane. There are houses all along there so why confuse people? Also if the mobility hub comes into being on the A4074 at Benson Marina there will be even more users on bikes, walking, wheelchairs etc. so a lower speed limit makes much more sense for everyone's enjoyment and safety.
(o38) Local resident, (Benson, Cheneys Piece)	Partially support/concerns – I agree with reducing the speed limit but think it should be 40mph. One of the main reasons was given as slowing down the traffic into the village. However there is very little traffic coming into the village on this road as it can only come from Howberry Park. The vast majority of the traffic on the road is leaving the village.
(o39) Local resident, (Benson, St Helens Avenue)	Partially support/concerns – I support the reduction in speed along Benson lane. I was involved in an RTC along Benson lane where a third party hit my vehicle and and speed and carless overtaking was a contributing factor. However I would also like OCC to address the lane markings along the road, these were removed a number of years ago and the cycleways widened. This makes the road 'feel' like a one way with drivers driving down the middle of the road when it is in fact a route in two directions. This should be addressed too.
(o40) Local resident, (Cholsey, Ilges Lane)	Partially support/concerns – As someone using this road mostly as a cyclist, I think reducing the maximum speed is a good idea, but think a 40 mph limit would be more suitable for this road.
(o41) Local resident, (Crowmarsh, Marshfield)	Partially support/concerns – I am writing to comment on the plan to make the entire stretch of Benson Lane past UKCEH a 30 mph zone in both directions. While I support a 30 mph limit shortly after UKCEH toward Benson as part of a gradual acceleration zone, I believe that extending 30 mph along the entire stretch is unnecessary and does not address the key safety issues currently present.

	<p>Pedestrians accessing Wallingford Reach and French Gardens currently cross Benson Lane in unsafe ways. Some walk northbound along the wrong side of the road into oncoming traffic, while others attempt to cross from left to right where northbound cars from Crowmarsh frequently accelerate beyond the 20 mph limit. Southbound cars from Benson also do not slow adequately when approaching from a 60 mph zone, creating additional hazards for those crossing the road.</p> <p>To address these hazards, I would argue that a zebra crossing should be installed just north of French Gardens. The road already “feels” like a crossing at this point, with raised surfaces on either side guiding pedestrians from the path into Wallingford Reach, so adding a zebra crossing would formalize this natural desire line. Northbound traffic from Crowmarsh should retain a 20 mph limit approaching the crossing, supported by a speed hump or raised feature to prevent early acceleration. Beyond the crossing, once past UKCEH, a gradual acceleration zone should allow vehicles to increase speed progressively from 20 mph to 30 mph, and then up to 60 mph over approximately 200–250 meters. Extending the 30 mph limit further along the road is unnecessary, may reduce compliance, and risks driver frustration. For southbound traffic from Benson, speeds should start at 60 mph, reduce to 30 mph around 300 meters before the crossing, and then further reduce to 20 mph immediately before the zebra. Signage, road markings, or other calming measures should reinforce these reductions and ensure safe approaches.</p> <p>I would also note that pedestrians approaching from the south currently have no formal crossing before French Gardens, which may lead some to cross the road unsafely. While a full crossing south of French Gardens may not be strictly necessary, the council could consider additional measures such as footway improvements, signage, or raised tables to guide pedestrians safely toward the zebra.</p> <p>While future development may introduce a new access point partway up Benson Lane, this submission focuses on the current risks at Wallingford Reach, which are already significant. A blanket 30 mph limit along the entire stretch is unnecessary and does not resolve the main pedestrian safety issues.</p>
<p>(o42) Member of public, (Crowmarsh Gifford, Benson Lane)</p>	<p>Partially support/concerns – I cycle from Cholsey to Howbery Park at least two times a week for work. The speed limit on this road is too fast given the partially obscured entrances and it makes it very dangerous for traffic joining onto the road. I would advocate for a 40 mph limit. However, in either case there will need to be speed cameras or other traffic calming measures in order to enforce the new speed limit.</p>
<p>(o43) Member of public, (Oxford, Wharton Road)</p>	<p>Partially support/concerns – I suggest you change the proposed 30 miles per hour to 20 miles per hour as this would streamline the process (ie keep it all at 20 miles/hr) and would avoid another speed sign.</p>

(o44) As part of a group/organisation, (Oxfordshire Cycling Network)	<p>Support – We support the reduction in speed limit here, because this is a Primary link in the Strategic Active Travel Network route between Wallingford/Crowmarsh Gifford and Benson-Berrick Salome-Chalgrove. Having unprotected National Speed Limit sections on this network is untenable, and we look forward to further sections being improved in this way in the near future. We would go further, with note to LTN 1/20 and the upcoming Rural Active Travel Guidance and say that routes on this network should either be 20mph and low traffic, or traffic-free/protected. (This one is low traffic).</p> <p>In practical terms, this route is frequently used by cyclists and other active travellers to reach Benson and routes beyond (e.g. via Ewelme), and the popular Waterfront Cafe. It will become more popular and useful when the Benson Mobility Hub is constructed.</p>
(o45) Member of public, (Abingdon, South Avenue)	<p>Support – I work on site at Howbery Park. There are two entrances to the site that have a lot of traffic, particularly around 8-9am and 4.30-6pm. In addition to cars and the occasional heavy vehicles, there are a lot of pedestrians and cyclists accessing the site. Finally, there is a bus stop immediately adjacent to one of the entrances, which often obscures visibility</p>
(o46) Local resident, (Benson, Littleworth)	<p>Support – I think 30mph is sensible for this stretch of road. I also think 40mph would be fine however feel that 60mph is too fast given the proximity to places of work.</p>
(o47) Local resident, (Benson, Mill Lane)	<p>Support – More sensible speed for this area.</p>
(o48) Local resident, (Benson, Mill Lane)	<p>Support – Makes sense as it's a narrow road</p>
(o49) Local resident, (Benson)	<p>Support – I work on Howbery Park and the proposed 30mph speed limit would make it safer for all those accessing the park.</p>

(o50) Local resident, (Benson, Old Barn Close)	Support – It would be safer for workers and road users in or near the Howberry Park and CEH areas, safer for pedestrians and cyclists and wouldn't make much difference for drivers in the time it takes to get from the 20 mph limit to the A4074
(o51) Local resident, (Benson, Old Icknield Way)	Support – The road is shared by cyclists with only a painted line separating them from fast moving cars. Speed restrictions are essential to make it feel safer to cycle along this route.
(o52) Member of public, (Benson, St Helen's Avenue)	Support – The road surface is in very poor condition, it passes very close to houses and has several acute bands and therefore quite unsuited for 60 miles an hour limit to be applied. I am in fact surprised that it is not limited to 20 mph.
(o53) Local resident, (Benson, Westfield Road)	Support – I cycle along Benson Lane almost every day, between Benson and Howbery Park or Wallingford. Anything that encourages more active travel can only be a good thing. I would love there to be more street lighting too as it can be very dark, particularly at the Northern end.
(o54) Local resident, (Benson, Westfield Road)	Support – The road is mostly used for access to the various places of work and to access the new housing so there really isn't any need to have a 60 mph. 30 mph is a much safer speed and would make cyclists feel more confident.
(o55) Local resident, (Benson, Hither Derhams)	Support – I am supporting. It is such a small stretch of road but the exit from Howberry Park via the gate nearest the A4074 has poor sight lines when looking right - i.e. down Benson Lane towards Crowmarsh Gifford - and cars race up the road towards the A4074. However, I am surprised that this proposal is being progressed in view of many more urgent road issues in the area. Not least the disintegrating road surfaces, which create far more dangerous issues than this one very quiet stretch of road.

(o56) Member of public, (Benson, Sunnyside)	Support – I support reducing the speed to 30mph. Apart from the vehicles exiting the new development, there are also vehicles exiting Howbery Park and the road narrows considerably as it approaches the junction with the A4074. A 30mph limit would reduce the risk of accidents.
(o57) Local resident, (Benson, Williams Orchard)	Support – This would be a safe speed I support a reduction in current speed on that road.
(o58) Local resident, (Berrick Salome, Unnamed road)	Support – 'I support the proposal because: - the road is relatively narrow for two way traffic at 60mph, particularly for bicycles. - there are cycle lane markings on either side that encourage vehicles to position themselves towards the centre of the road to be clear of the cycle lane. To deal with oncoming traffic drivers have to legitimately invade the bicycle lane which, if travelling at 60mph, puts cyclists using the lanes at greater risk. - at 60mph there is an increased risk that drivers travelling north may fail to see the warning signs before the A4074 junction and overshoot it, particularly in bad visibility.
(o59) Local resident, (Chalgrove, Saw Close)	Support – I regularly use the road (and work nearby) and the current speed is not in keeping with the surrounding residential areas. It is too fast, especially with the entrances to the housing estate and business parks on this road. Slower speeds in built up areas have been shown to reduce accidents and the results of accidents if they occur. There is no justifiable reason for the road to remain at 60 mph.
(o60) Member of public, (Crowmarsh, Benson Lane)	Support – I support this proposal for the following reason: Slowing down the traffic along this road will make active travel more safe between Crowmarsh and Benson and intermediate businesses, particularly when its dark. I would also support replacing the one way system at the northern end of Benson Lane with a round about on the A4074. This would reduce traffic through Crowmarsh and slow traffic on the A4074 at this junction. In addition changing the Give Way to Stop will help with safety of vehicles exiting to the left from French Gardens along Benson Lane into Crowmarsh without fully checking to left.

(o61) As part of a group/organisation, (Crowmarsh, Benson Road)	Support – I fully support the proposal. There is pressure from drivers who rapidly accelerate from the end of the 20mph area. This leads to difficulties when turning into the business parks further along this road. These vehicles then often overtake cars turning left with a significant speed differential all in order to not miss a gap in the traffic on the A4074.
(o62) Local resident, (Crowmarsh, Benson Lane)	Support – The section of Benson Lane in question is not fit for purpose at 60mph: 1. No center line owing to the designated cycle lanes makes it hazardous for cars and cyclists alike at 60mph as cars cannot pass safely without entering the cycle lanes. 2. Hazardous for Traffic joining from Howbery Business Park particularly at commuting times. 3. Cars entering the 20mph zone into Crowmarsh don't always slow down and continue at high speed into Crowmarsh Gifford.
(o63) Local resident, (Crowmarsh, McCulloch Meadows)	Support – People speed past Wallingford reach and a child is going to get hurt
(o64) Local resident, (Crowmarsh Gifford, The Street)	Support – I support any change that is beneficial for active transport. I also walk to work at Howbery Park daily and note that it is very scary in the dark when vehicles pass so fast. Benson Lane has no lighting.
(o65) Local resident, (Crowmarsh Gifford, Benson Lane)	Support – I live on Benson lane, Cars coming from the mini round about in the village know that it's a 60 just past Wallingford reach so just accelerate as soon as they pass the village hall, once it's straight with no thought to anything or anyone that might be coming out of a side road or crossing the road. I have seen several near misses by howbery park turnings
(o66) Local resident, (Crowmarsh Gifford, Benson Lane)	Support – The traffic flow has increased since new houses were built and it needs to be slowed, ideally with speed cameras
(o67) Local resident, (Crowmarsh Gifford, McCulloch Meadows)	Support – It will make the road safer for pedestrians and local traffic joining Benson Lane. Also should encourage drivers to comply with the current 20 mph limit in the village.

<p>(o68) Local resident, (Crowmarsh Gifford, McCulloch Meadows)</p>	<p>Support – Many cars speed up as they approach the 60 zone from Crowmarsh, thus exceeding the 20 limit and making exiting French Gardens dangerous for motorists, pedestrians and cyclists.</p> <p>Furthermore the stretch between the end of the 20 zone and the A4074 isn't very long so there is no real advantage to driving fast along a narrow road with traffic (again, motorists, pedestrians and cyclists) coming and going to and from Howbery Park. The road is not wide enough for a proper cycle lane, and the pavement is barely wide enough for 1 person</p>
<p>(o69) Local Cllr ((Ewelme, The Street)</p>	<p>Support – At the moment traffic moves from a 20mph zone into a 60mph when heading north along Benson Lane. The change takes place just about where the entrance to the new French Gardens estate is, and drivers often start to speed up as they approach the derestriction sign, so it is currently very dangerous for pedestrians, cyclists and indeed other drivers. The current 60mph stretch passes entrances to Howbery Park and one bus stop (although OCC plans to add more bus stops when the bus gate at the top of Benson Lane is built). There is also a cycle lane along both sides of Benson Lane, although it is in a very poor state of repair. This is a heavily used active travel route into Crowmarsh and Wallingford from the north, as it avoids having to go along the main A4074 and cuts off a big corner. As such, we should introduce any road safety improvements which will encourage more active travel and discourage drivers from speeding along this short stretch of road.</p>
<p>(o70) As a business, (Wallingford, Benson Lane)</p>	<p>Support – The current road is not wide enough to safely accommodate the cycle lane and bus traffic on top of the general traffic. The bends in the road also mean the view could be obstructed at various points, making the occasional overtaking dangerous. The 30mph speed limit should discourage the overtaking.</p> <p>The current 20 mph signs are often ignored by drivers. So the new speed limit, if approved, needs to be well signed throughout.</p>
<p>(o71) Local resident, (Wallingford, Market Place)</p>	<p>Support – Encourage and make it more safe for cycling</p>
<p>(o72) Member of public, (Wallingford, Norman Way)</p>	<p>Support – I cycle daily to Howbery Park from Wallingford along Benson Lane. A reduced speed limit would help me to feel safer as a cyclist.</p>

<p>(o73) Local resident, (Wallingford, Norries Drive)</p>	<p>Support – I support the proposal for a 30mph speed limit on Benson Lane. In fact, I have always been surprised that it is not limited to 30mph since it is so narrow and with exits. I cycle to and from Benson Lane to work every day. On w/c 26th January 2026, when cycling towards Crowmarsh down Benson Lane in the cycle lane, I was almost taken out by a white 4x4 pulling out to overtake a car. The vehicle missed me by inches and then roared off down Benson Lane. This incident makes me concerned for cyclists (and traffic pulling out of Howbery Park) along that stretch, if the speed limit remains at 60mph. I also note that delivery vehicles often stop along that stretch for drivers to take a break.</p>
<p>(o74) Member of public, (Benson, Old Barn Close)</p>	<p>No opinion/objection – Rational proposal</p>
<p>(o75) Local resident, (Benson, St helens Ave)</p>	<p>No opinion/objection – You cannot travel faster than 30mph anyway due to the condition of the road.</p>

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Division(s) affected: *Kennington & Radley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 MARCH 2026

SOUTH HINKSEY: PARKER ROAD – PROPOSED 20MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of the 20mph speed limit on Parker Road in South Hinksey, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to extend the existing village 20mph speed limit in South Hinksey, by replacing the existing 60mph National speed limit with a 20mph speed limit on Parker Road – from its junction with St Lawrence Road, northwards to a point 60 metres north of its junction with Manor Road – as shown in **Annex 1**.
2. The proposals have been put forward following a request by the Parish council to review the extents of the existing village 20mph which was introduced in 2023, and the subsequent completion of the implementation phase of the County-wide 20mph project at the end of the 2025/26 financial year.
3. Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle. To enable this, 20mph speed restrictions are being used to help promote alternative modes of transport for local travel.
4. Streets are central to everyday life in Oxfordshire. They play a role in all transport journey's and are places where people shop, work and spend time. Improving the experience of being on Oxfordshire's streets will therefore improve people's local areas and their everyday lives. Improving streets to encourage active travel will also help to deliver further benefits for people in Oxfordshire. A wide range of people choosing to walk, and cycle will help to improve public health, reduce road noise, improve air quality and make local areas more relaxing. Furthermore, 20mph speed limits will help reduce casualty rates and improve road safety

Corporate Policies and Priorities

5. The proposals form part of the County Councils 20mph transformation programme, as approved at Cabinet.
6. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
 - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
 - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
 - (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

7. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.
8. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Finance has therefore assumed that the service has confirmed the funding arrangements independently, and responsibility for validating the financial position and underlying data rests with the service area.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

9. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
10. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Nicole Olavesen – Solicitor (Law & Governance)

Nicole.Olavesen@oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the ‘Vision Zero’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

11. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

12. The proposals have been put forward for road safety reasons, and aim to reduce vehicle speeds to safer levels for all motorists & road users, specifically those considered to be more vulnerable, including pedestrians, cyclists, equestrians, and motorcyclists.

Risk Management

13. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

14. Formal consultation was carried out between 08 January and 30 January 2026. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the

Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Vale of White Horse District Council, relevant local District Councillors, South Hinksey Parish Council, and the local County Councillor representing the Kennington & Radley division.

15. During the course of the formal consultation, 18 responses were received via the online survey, comprising of six objections, two partially supporting and/or raising concerns, and ten in support.
16. Additionally, a further four emails were received directly – with Thames Valley Police objecting based on the current road environment, whilst also reiterating their stance that speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety, with changes to the highway (narrowing, vertical traffic calming or re-aligning the road) possibly being required to encourage lower speeds. Oxford Bus Company (local bus operator) raised no objection, and 'Oxfordshire Liveable Streets' (not-for-profit campaign organisation) offered their support, albeit with concerns that the limit should be extended further.
17. The County Councillor responsible for the Kennington & Radley division offered their support, as did the County Councillor for the Bartlemas division, the authority's Active Transport Champion.
18. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

19. Thames Valley Police objected to the proposals on the grounds that the road environment did not – due to the absence of roadside development etc. – warrant the introduction of a 20mph limit. Although accepting that there are no properties fronting the road, given that Parker Road is a no through road and that the proposals extend over final 350 metres of its length, the proposals are judged to be appropriate given the specific site circumstances.
20. Six objections and one expression of concern were received from members of the public on the grounds that the proposals were not needed given the character of the road. One of these responses also noted that the proposals were not consistent with the approved 20mph policy which limits consideration of 20mph limits to roads with an existing speed limit of no more than 40mph, noting that Parker Road is currently national speed limit.
21. While noting this challenge in respect of policy, there are a number of precedents within the current 20mph implementation programme of 20mph limits being approved on minor roads subject to the national speed limit where current average speeds are – as here - already below 30mph and where local councils with the support of the County Councillor have requested them.

22. 'Cyclox' (a local group campaigning for cyclists) and 'Oxfordshire Liveable Streets' (a local not-for-profit campaign organisation) while both expressing support, also asked if the proposals could be extended to the roundabout junction with the slip road to / from A34, given that the road provides a link to the shared use cycle track on the east side of the A34. While noting these requests, the proposals reflect the views of South Hinksey Parish Council and officers consider that the proposed terminal sign position is well judged to remind drivers of the approach to a residential area, and with speeds on the short (100m) section between the roundabout and this terminal already being low due to the proximity of the roundabout.
23. Eight responses (comprising two local Councillors and six members of the public) expressed support, together with two responses from members of the public expressing partial support. These included two requests for the extension of the 20mph limit the roundabout, and one suggesting that a 30mph speed limit might be more appropriate.

Paul Fermer
Director of Environment and Highways

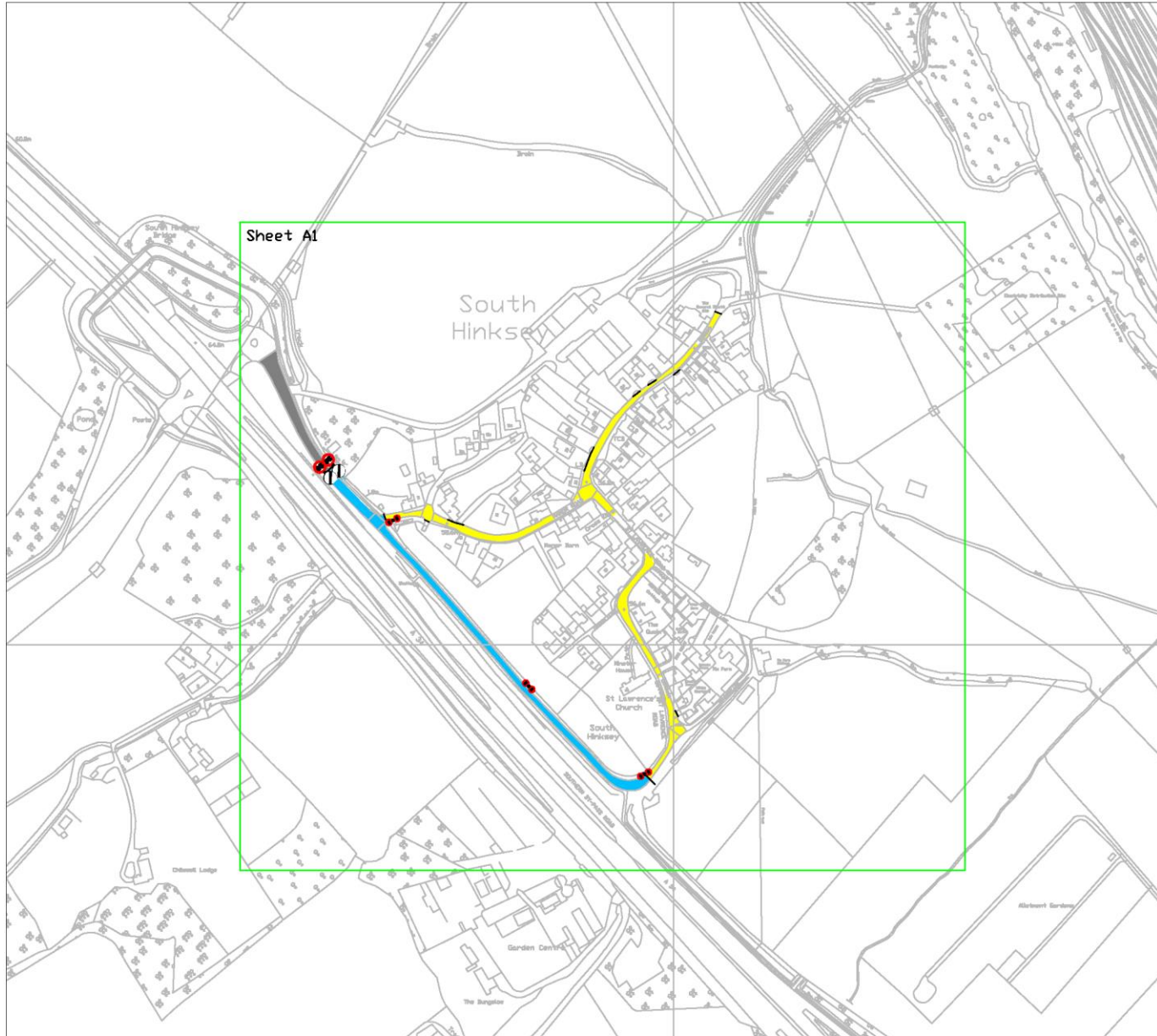
Annex(es): Annex 1: Consultation plan
 Annex 2: Consultation responses

Background papers: n/a
Other Documents: n/a

Contact Officer(s): Anthony Kirkwood (Team Leader – Vision Zero)
 Daron Mizen (Operational Manager – Highway Schemes)

March 2026

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South Hinksey Overview Revision 1.0

Legend	
Proposed 20	Blue
Existing 20	Yellow
Existing 30	Red
Existing 40	Green
Existing 50	Magenta
Existing NSL	Grey
Not Public Highway	White

Sheet A1

South Hinksey

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	16.05.23	Proposal 1	C.W		

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Project title: South Hinksey 20mph Scheme

Drawing title:
 South Hinksey 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.W	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 16.05.23	Date checked: 22.05.23	Date approved: 22.05.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>Object – based on the current road environment.</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20 limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20 limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering

	<ul style="list-style-type: none"> • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No data provided) • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing .</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.</p>
(e2) County Cllr, (Kennington & Radley division)	Support
(e3) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objeciton – There are no bus services in the village nor as far as I am aware, have there ever been.
(e4) Local group/organisation, (Oxfordshire Liveable Streets)	<p>Support – but with concerns. Our concern is that this scheme should extend further, to cover the bridge over the A34 and the road leading to the garden centre. As well as providing access to the garden centre, those roads are part of recreational walking routes, towards Chilswell Farm and Boars Hill and onwards, and some of them lack any footways.</p> <p>30mph might be reasonable on the bridge, where there is a footway on one side, but the road between the A34 access and the garden centre should be 20mph. Neither should be 60mph National Speed Limit.</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Bartlemas division)	<p>Support – As active travel champion and sitting on the VZ steerco, I see this proposal as an extremely sensible part of reducing road danger, and I'm pleased that the Parish Council have requested it. As a person who has used that route myself on a bike, it's currently absolutely shocking the speed drivers go on that road and I felt it was likely to be incredibly off-putting for people trying to walk and cycle there. Hopefully this change will improve the situation and allow better access for walkers, cyclists, and horses crossing the ring-road in both directions.</p>
(o2) Member of public, (Banbury, Mascord)	<p>Object – 20 is too slow for any speed limit to be effective</p>
(o3) Member of public, (Burford, Priory Lane)	<p>Object – The road has minimal hazards, is away from housing and its alignment suggests a safer, higher speed. There is no accident history on the road, let alone any speed-related crashes. Reducing a 60 to a 20 on a road like this undermines compliance with sensibly set limits by calling wolf. It is also likely to lead to tailgating, aggression and frustration overtakes - dangerous on a road with junctions.</p>
(o4) Local resident, (South Hinksey, Chilwell Path)	<p>Object – This road fails every criteria set out in the 20mph scheme. It's not a 30 or 40. There are no houses on either side. There is absolutely nothing on either side of the road to suggest that it should be anything other than NSL. Traffic levels are very low, as is cycling and walking. It will not encourage any additional cycling as to use this route you would either have cycled along the A34 from Botley or joining the route alongside the A34 up to the Hinksey Hill Interchange. Nobody with the confidence to use those routes would be remotely phased by Parker Road with its existing limit.</p> <p>It's not a through route so the majority of users will be village residents. You would have to be delusional to think that anyone would pay a 20 limit any attention!</p> <p>Anyone suggesting that a consistent speed limit across the whole village would be beneficial would logically be suggesting that they believe speed should be the same on Parker Road as they are on all the other roads.</p>

	<p>There have been many roads changed to 20mph that probably shouldn't have been, but I can't think of any as inappropriate as Parker Road being made 20.</p> <p>I used to cycle along there regularly as a child, either as one of my routes to school or just out playing on bikes. It was rare to even see a car, and literally never ever had any issues if one did come along.</p>
(o5) Local resident, (South Hinksey, Manor Road)	<p>Object – There are no residential properties along the length of Parker Road where the change is being proposed, so the speed limit reduction is unnecessary.</p>
(o6) Member of public, (Uffington, Green Lane)	<p>Object – I object to this proposal. There is no justification for reducing the speed. The proposal is directly contradictory to the County Council's published policy on implementing 20mph speed restrictions.</p> <p>1) The Council policy statement for implementation of 20 mph speed restrictions is here: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.oxfordshire.gov.uk%2Fsites%2Fdefault%2Ffiles%2Ffile%2Froads-and-transport-major-projects%2F20mphPolicydocument.docx&wdOrigin=BROWSELINK</p> <p>The policy is clear that locations for 20mph speed restrictions MUST have an existing speed restriction no greater than 40mph AND MUST be 'in an environment that explains and justifies a lower speed limit to the driver'. Neither of these things are true in this case. The existing speed restriction is the National Limit. The road does not have visible residential frontages, is not really in a village setting, and given proximity to the A34 does not have the potential to aid better air quality.</p> <p>2) The proposal as provided by OCC gives no explanation why a 20mph restriction is appropriate.</p> <p>3) While the Parish Council are quoted as being supportive of the proposal the minutes of the Parish Council meeting do not explain why the speed is appropriate. Minute 24/108 merely says 'Council agreed that it also wanted to raise the issue of the speed limit on Parker Road.' I note that the email exchange in paper 16 of the November 2024 Parish Council meeting suggests that the Council were prompted to raise the issue by Anthony Kirkwood the Team Leader for Vision Zero who said 'e.g. you wish to see the current stretch of national speed limit reduced to 20mph.'</p> <p>4) I note that in other locations where 20mph restrictions have been implemented in villages, higher speeds have been implemented or retained on the approaches to the 20mph where the road conditions do not meet the criteria for 20mph</p>

	<p>as per the policy. Examples include the approach to Uffington from Fernham or the 30mph section between the 20mph restrictions at Fawler and Kingston Lisle.</p> <p>In order to remain within the published policy I do not believe this proposal can be approved.</p>
(o7) Local resident, (Woodstock, Woodstock Road)	Object – 20mph is ludicrously slow and will cause road rage
(o8) Member of public, (Oxford, Sunderland Avenue)	Partially support/concerns – Why not extend the 20mph right up to the roundabout? What is the OCC justification for placing it ca. 100m short of the roundabout? There is no justifiable reason for motorists to be driving greater than 20 mph when leaving or arriving at the roundabout when about to enter or having just left a 20 mph limit. A 20 mph limit to/from the roundabout is a speed limit "appropriate to the environment and driving conditions"; a ca. 100m length of national speed limit is not and is pointless and looks a bit silly and certainly not appropriate to the environment! Does this proposal really "consider the provision of convenient and safe movement of motor vehicles and other traffic, and" ensure that "that danger is minimised"?
(o9) Member of public, (Forest Hill, Stanton Road)	Partially support/concerns – Dropping to 20mph seems excessive when there is little pedestrian traffic crossing the road. The lane is not straddled with houses so not a built-up area. Ample paths to segregate pedestrians from road traffic. I would expect a drop to 30mph would be a good compromise. Is there evidence of risk to pedestrians / cyclists / other non-vehicle traffic if dropped to 30mph?
(o10) Local Cllr, (Botley, Hutchcomb Road)	Support – Parker Road is close to homes. The other roads in the village are already 20mph so it would be helpful to have a consistent speed limit.
(o11) Member of public, (Brentford, Augustus Close)	Support – I lived in Hinksey Park until recently and would regularly run through South Hinksey and along Parker Road. The speed of drivers coming off the A34 and into the village was frequently concerning and dangerous given the nature of the road through the village.

(o12) Local group/organisation, (Cyclox)	<p>Support – The proposed 20 limit will make cycling safer on the proposed section of Parker Rd.</p> <p>However, the 20 limit should extend from the Parker Rd/Manor Rd junction north west up to the roundabout: -</p> <ol style="list-style-type: none"> 1. There is no reason for drivers to be/need to be driving at the national limit on this short section of road. 2. This section of Parker Road up to the roundabout is part of the cycling route between Kennington/Hinksey Hill and the Garden Centre/Botley (via the segregated cycle track by the A34), so for road safety/danger reduction, this section of road should not be at the national speed limit.
(o13) Local resident, (Oxford)	<p>Support – I walk in this area and the lower the speed limits the better. Please extend the 20mph zone as much as you can!</p>
(o14) Local resident, (Oxford, Oxpens Road)	<p>Support – It will make Parker Road safer for pedestrians and cyclists.</p>
(o15) Local Cllr, (Oxford, Bullingdon Rd)	<p>Support – It is aligned to the goal of Vision Zero.</p>
(o16) Local Cllr (i.e. Town/Parish/District), (South Hinksey, Church Close)	<p>Support – Making the full length of Parker Road would bring all the highways of South Hinksey to a consistent 20mph zone. The current system works well and has been accepted as a common sense measure given the nature of the existing roads and prevalence of in/out of village pedestrians (including children, elderly, and those with access requirements) frequently walking in the middle of the roads. The extension of the 20mph to Parker Road will solve a sudden change from NSL (60mph) on Parker Road to 20mph on the blind corners of Manor and St. Laurence Roads and bring the whole village in line. It has been notable during adverse conditions that the sudden speed changes on the blind corners have caused a number of near misses and sudden braking due to ice on the road or walkers in the road. It is expected that there will be noise reduction co benefits as well as improved safety for walkers and drivers in the village.</p>
(o17) Local resident, (South Hinksey, Church Close)	<p>Support – I support the proposal because there are often cars parked here to access the churchyard, and the current 20mph zone starts right on a blind corner where there are often pedestrians, which is dangerous.</p>

	I would also strongly support extending the 50mph speed limit on the A34, which currently stops just north of South Hinksey, to include the area next to the village, also for safety reasons.
(o18) Local resident, (South Hinksey, Chilswell path)	Support – I've always felt the 60 mph allowance/limit to be extraordinary so close to the village and especially when children may cycle around as a circular route but also for any cyclist having to use this stretch of road until joining the cycle path again beside the A34. Horses regularly use this stretch of road as well

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Division(s) affected: *Chesterton & Launton*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 MARCH 2026

BAINTON – PROPOSED 20MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of the 20mph speed limit on the unnamed road through the hamlet of Bainton, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce – at the request of Stoke Lyne Parish Council - a 20mph speed limit on the unnamed road through the hamlet of Bainton, replacing in full the existing 30mph speed limit, but also extending south- westwards by a further 605 metres, replacing that length of 60mph National speed limit in the process – as shown in **Annex 1**.
2. Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle. To enable this, 20mph speed restrictions are being used to help promote alternative modes of transport for local travel.
3. Streets are central to everyday life in Oxfordshire. They play a role in all transport journey's and are places where people shop, work and spend time. Improving the experience of being on Oxfordshire's streets will therefore improve people's local areas and their everyday lives. Improving streets to encourage active travel will also help to deliver further benefits for people in Oxfordshire. A wide range of people choosing to walk, and cycle will help to improve public health, reduce road noise, improve air quality and make local areas more relaxing. Furthermore, 20mph speed limits will help reduce casualty rates and improve road safety.

Corporate Policies and Priorities

4. The proposals form part of the County Councils 20mph transformation programme, as approved at Cabinet.
5. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
 - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
 - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
 - (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

6. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.
7. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Finance has therefore assumed that the service has confirmed the funding arrangements independently, and responsibility for validating the financial position and underlying data rests with the service area.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

8. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

9. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Nicole Olavesen – Solicitor (Law & Governance)

Nicole.Olavesen@oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the ‘Vision Zero’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

10. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

11. The proposals have been put forward for road safety reasons, and aim to reduce vehicle speeds to safer levels for all motorists & road users, specifically those considered to be more vulnerable, including pedestrians, cyclists, equestrians, and motorcyclists.

Risk Management

12. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

13. Formal consultation was carried out between 29 January and 27 February 2026. A notice was published in the Bicester Advertiser newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, relevant local District Councillors, Stoke Lyne, and Caversfield Parish Councils, and the local County Councillor representing the Chesterton & Launton division.

14. During the course of the formal consultation, six responses were received via the online survey, comprising of one objection, and five in support.
15. Additionally, a further four emails were received directly – with Thames Valley Police not objecting (following careful consideration and a site visit) Stoke Lyne Parish Council & ‘Oxfordshire Liveable Streets’ (not-for-profit campaign organisation) offering their support, and a response from a member of the public partially supporting – wishing to see the limit extended further at the northern end.
16. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

17. One objection was received from a member of the public on the grounds that the proposals were not needed given the character of the road, and also noted that the proposals were not consistent with the approved 20mph policy which limits consideration of 20mph limits to roads with an existing speed limit of no more than 40mph, mindful that these proposals include a length of road which is currently national speed limit.
18. While noting this challenge in respect of policy, there are a number of precedents within the current 20mph implementation programme of 20mph limits being approved on minor roads subject to the national speed limit where current average speeds are – as here - already below 30mph, and where local councils with the support of the local County Councillor have requested them.
19. This response also noted that the length of the proposed 20mph limit will require the provision of speed limit repeater signs, which Officers confirm will be provided should the proposals be approved.
20. Officers also note the request to extend the lower limit further eastwards – however any ‘material’ change to the proposed extents would require additional consultation to allow for comment & feedback. Should additional measures (such as extending the limit) be required in the future to help aid compliance, then Officers would consider whether these would be appropriate as necessary.

Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1: Consultation plan
 Annex 2: Consultation responses

Background papers: n/a



Other Documents: n/a

Contact Officer(s): Anthony Kirkwood (Team Leader – Vision Zero)
Daron Mizen (Operational Manager – Highway Schemes)

March 2026

Drawing No. 0

Key

-  Proposed 20mph speed limit in place of existing 30mph speed limit
-  Proposed 20mph speed limit in place of existing 60mph national speed limit

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION	(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)
USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title
 BAINTON
 STOKE LYNE PARISH

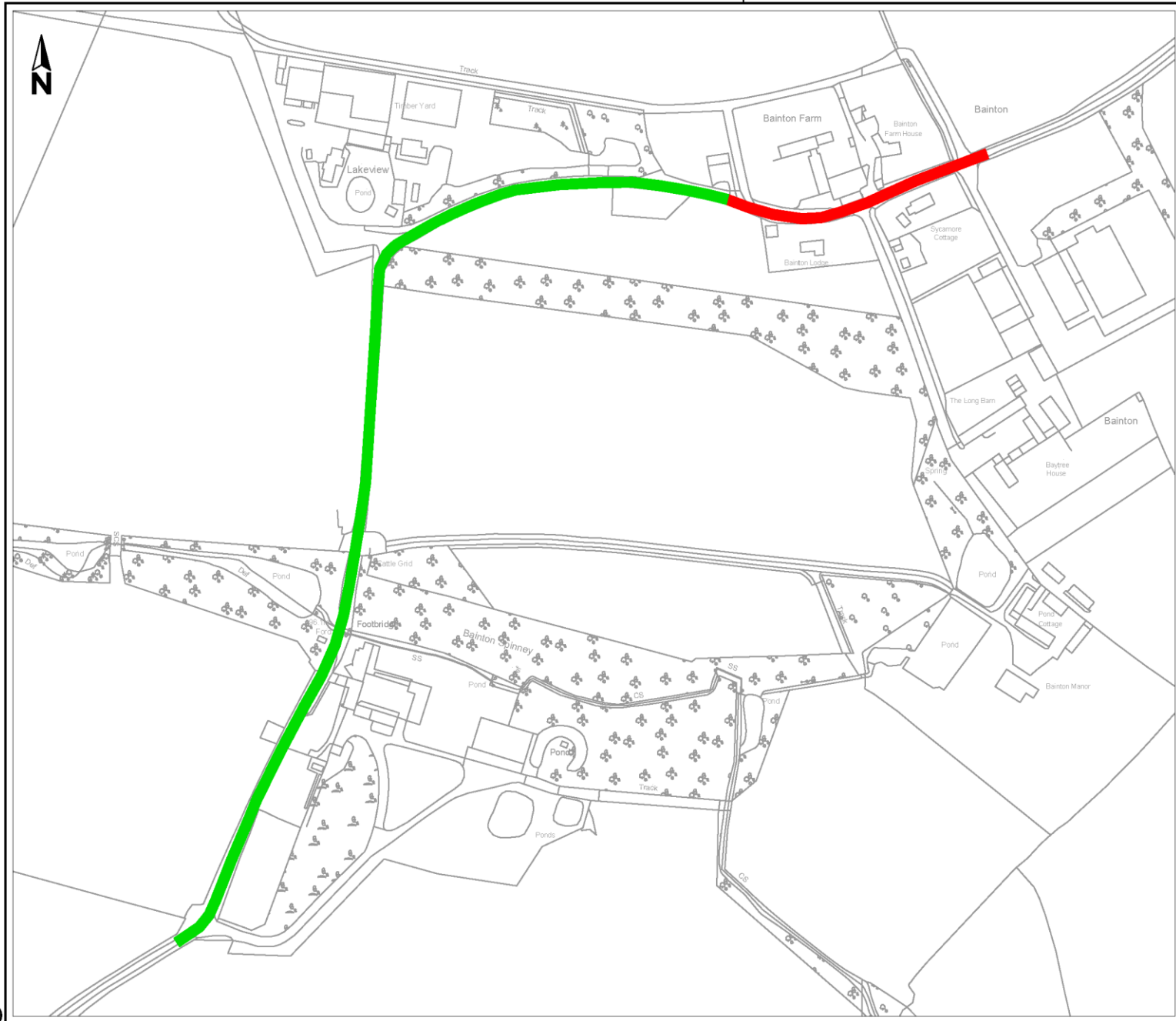
Drawing title
 20MPH SPEED LIMIT PROPOSALS

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
NTS	JaC		
	Date drawn	Date checked	Date approved
	10/25		

Oxfordshire Project No. & File Ref

Drawing No. 0



A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Stoke Lyne Parish Council	Support – This proposal has 100% support
(e) Local group/organisation, (Oxfordshire Liveable Streets)	<p>Support – We support this scheme. The road through Bainton is a narrow single-track lane with no footway, for which 20mph is an appropriate speed. As well as providing access to Bainton, it is a useful link in recreational and potentially commuter cycle routes.</p> <p>As we have pointed out before, however, traffic volumes are as fundamental as traffic speeds, both for road danger reduction and improvement of local amenity. We urge that consideration be given to turning this road into a "quiet lane", with motor traffic only allowed for local access. Augmented with similar routes nearby, this could provide part of long-distance quiet cycling routes, which would potentially be tourist attractions.</p>
(e3) Local resident, (Bainton)	<p>Partially support – am in near full agreement with it, but I feel it would be better to extend the 20MPH zone further to the east side, we live [near to where] you exit east, and the number of cars that accelerate dramatically from here to the bend is quite alarming considering it is a near blind bend and within 150 yds of returning to a national 60mph.</p> <p>There has been several "near misses" and lots of black tyre marks on the road where cars have braked so hard to avoid an accident, there are also very limited passing places on this stretch, which if reduced to a 20mph would make an accident less likely. This is also a single-track road with lots of dog walkers/horse riders and no real verge to get out of the way, especial if the car is speeding.</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Bartlemas division)	Support – As Active Travel Champion, I support measures which are proven to improve the safety of pedestrians, cyclists and horse-riders - as extending the 20mph zone will do. I'm aware that Bainton has issues with speeding through-traffic, and believe that this is a useful first step to helping reduce danger for residents.
(o2) Member of public, (Uffington, Green Lane)	<p>Object – 1) I cannot see why it is necessary to implement a 20mph restriction on this road. The nature of the road makes it obvious that a lower speed is required.</p> <p>2) Implementing a 20mph restriction on an existing national speed limit stretch goes against the Council policy on 20mph restrictions which says that the site must not have an existing restriction more than 40mph. https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.oxfordshire.gov.uk%2Fsites%2Fdefault%2Ffiles%2Ffile%2Froads-and-transport-major-projects%2F20mphPolicydocument.docx&wdOrigin=BROWSELINK</p> <p>3) Given the length of the restriction repeater signs will be required as per table 8.4 of chapter 3 of the DfT Traffic Signs Manual. Without these repeater signs the restriction will be unenforceable and therefore meaningless. If the response to this point is that the appropriate speed is obvious and repeater signs are not necessary then there is no need to implement the restriction in the first place.</p>
(o3) Local resident, (Bainton, Unnamed road)	Support – Totally in support of this much needed and long awaiting request. Would it be possible however to extend the eastern start/finish of this zone to the 'Bainton' sign to take out the risk of people speeding out of the 20 zone which goes into a blind corner?
(o4) Member of public, (Bainton)	Support – I support the proposal because when leaving our oroperty on foot, speeding motorists make it dangerous to leave our property.

<p>(o5) Local resident, (Bucknell, Bainton Road)</p>	<p>Support – Speed of traffic in Bainton and Bucknell is a joke. Reducing limit is necessary - but please add enforcement to actually have an effect on the ridiculous number of rat runners</p>
<p>(o6) Local group/organisation, (Oxfordshire Cycling Network)</p>	<p>Support – We support the 20mph speed limit in the village of Bainton. 20mph speed limits have proved their worth in the reduction of serious road casualties and deaths, and we are delighted in the Council's programme rolling them out across the towns and villages of Oxfordshire with local support.</p> <p>Bainton often features on cycle routes north of Bicester, and will do even more as development to the north of the town progresses. We support the reduction of speed limits to 20mph, the sensible limit for built-up areas here.</p>

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