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OXFORDSHIRE COUNTY COUNCIL

Delegated Decisions by Cabinet Member for Highway Management

Thursday, 16 December 2021 at 10.00 am
Council Chamber, County Hall, New Road, Oxford OX1 1ND

The items for decision under individual Cabinet Members' delegated powers are listed overleaf with related reports attached. Decisions taken will become effective at the end of the working day on Friday 24 December 2021 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

Please note that Council meetings are currently taking place in-person (not virtually) with some Covid-safety measures still in place at the venue. However, meetings will also continue to be live streamed and those who wish to view them are strongly encouraged to do so online to minimise the risk of Covid 19 infection.

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

If you wish to attend and speak at this meeting you must contact the Committee officer (see Item 3 below for contact details) by 9am four working days before the meeting i.e. Friday 10th December 2021. If you wish to just observe the meeting please contact the Committee officer as soon as possible for advice as to whether you can be accommodated at this meeting and of the detailed Covid-19 safety requirements for all attendees.

Please note that in line with current government guidance *all* attendees are strongly encouraged to take a lateral flow test in advance of the meeting.

Yvonne Rees
Chief Executive

December 2021

Committee Officer: ***Graham Warrington***
Tel: 07393 001211; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 27 January 2022

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.

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Items for Decision

1. Declaration of Interest

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

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

Currently council meetings are taking place in-person (not virtually) with some social distancing still operating in the venues. However, members of the public who wish to speak at this meeting can attend the meeting 'virtually' through an online connection. Places at the meeting are still being managed to try and respect the requirements of social distancing and while you can ask to attend the meeting in person, you are strongly encouraged to attend 'virtually' to minimise the risk of Covid-19 infection.

Please also note that in line with current government guidance all attendees are strongly encouraged to take a lateral flow test in advance of the meeting.

Normally requests to speak at this public meeting are required by 9 am on the day preceding the published date of the meeting. However, during the current situation and to facilitate these new arrangements we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e. 9 am on Friday 10th December 2021. Requests to speak should be sent to graham.warrington@oxfordshire.gov.uk. You will be contacted by the officer regarding arrangements for speaking.

If you ask to attend in person, the officer will also advise you regarding Covid-19 safety at the meeting. 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 9 am 2 working days before the meeting i.e. Tuesday 14th December 2021. Written submissions should be no longer than 1 A4 sheet.

4. Oxford: East Oxford - Proposed Low Traffic Neighbourhood (To Follow)

Forward Plan Ref: 2021/182
Contact: Naomi Barnes, Project Manager Tel: 07824 528681

In a report to the Cabinet Member Decision (CMD) meeting on 29 July officers recommended that the Cabinet Member (a) note the responses to the non-statutory public consultation on the East Oxford low traffic neighbourhood including Quietways, (b) agree that officers review the options based on the consultation output, update the proposals and reconsult, (c) agree that the outcome of consultation on revised proposals be reported to a future CMD meeting and (d) instruct officers to fully assess the impact of the delay on resources and budget on the wider Active Travel programme. These recommendations were accepted by the Cabinet Member. As a result of the CMD decision the following stakeholders were contacted to discuss their concerns and alternative options: local mosques; local taxi companies; disability groups; local schools; the council's Special Educational Needs Transport team; the Emergency Services and waste collection services. A targeted consultation exercise on the position of the traffic filter and overall design was also undertaken with the residents and businesses of Howard Street. Feedback from the engagement with stakeholders has been used to develop the recommendations of this report.

5. Witney: High Street - Proposed Waiting Restrictions (Pages 1 - 360)

Forward Plan Ref: 2021/190
Contact: Tim Shickle, Group Manager – Traffic & Roads Safety Tel: 07920 591545 / Odele Parsons, Senior Transport Planner Tel: 07974 002860

Report by Corporate Director Environment & Place (**CMDHM5**).

The report presents responses received to a proposal to introduce a permanent prohibition of motor vehicles covering High Street and Market Place in Witney. Exemptions to the restriction will apply to buses, taxis, vehicles loading/unloading and those displaying a valid blue badge. The detailed design of the 'physical' restriction will be undertaken if the scheme is approved and will take into account and consider the needs of those requiring access. Additionally, the existing 30-minute short-stay parking bays along the western side of Market Square will be converted to 3-hour 'Disabled Persons Parking Places'.

The proposals are being put forward to:

- help reduce the level of through traffic in Witney High Street and Market Square,
- aid pedestrian accessibility and increase safety,
- aid cycling accessibility and safety by reducing likelihood of conflict with other vehicles,
- improve bus access and bus journey time reliability, and
- increase the amount of blue badge parking at key town centre location.

The Cabinet Member for Highway Management is RECOMMENDED to approve the following measures on High Street (south of its junction with Welch Way) and Market Place in Witney as advertised:

a) A prohibition of motor vehicles with exemptions applying to buses, taxis, vehicles loading/unloading and those displaying a valid blue badge.

b) The conversion of the existing 30-minute short-stay parking bays along the western side of Market Square to 3-hour 'Disabled Persons Parking Places'

6. Oxford: Headington Quarry CPZ - Proposed Amendment to Waiting Restrictions and Parking Places (Pages 361 - 388)

Forward Plan Ref: 2021/195
Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Vicki Neville, Technical Officer, Parking Management Tel: 07917 921437

Report by Corporate Director Environment & Place (**CMDHM6**).

Following the implementation of a Controlled Parking Zone in Headington Quarry in February 2021, as part of the planned monitoring of the operation of the scheme, officers have been requested by the local member to consult on localised amendments to address issues raised by local residents. The report presents responses received to a statutory consultation on a proposal to introduce and amend no waiting at any time restrictions on parts of Gladstone Road, Trinity Road & Quarry High Street, and to provide additional 2-hour parking places for non-permit holders at Green Road, Pitts Road & Trinity Road.

The Cabinet Member for Highway Management is RECOMMENDED to:

a) Approve the removal of 'no waiting at any time' (double yellow lines) in Gladstone Road outside No. 4.

b) Not approve the proposed additional 'no waiting at any time' (double yellow lines) in Gladstone Road outside No. 35

c) Approve the proposed additional 'no waiting at any time' (double yellow lines) as advertised on the Northern side of Trinity Road outside No. 21

d) Not approve the proposed additional 'no waiting at any time' (double yellow lines) on the Southern side of Trinity Road.

e) Not approve the proposed 'no waiting at any time' (double yellow lines) in Quarry High Street & Bushnell Close.

f) Approve the proposed 'Two-hour parking bays (No Return in 2 hours) Mon-Fri 9am to 5pm' as advertised on Green Road, Pitts Road &

Trinity Road but that consideration is given as part of any future amendment Orders to increase the time limit if required.

7. Oxford/Gosford: A44 Adjacent to Oxford Northern Gateway Site - Proposed 30mph Speed Limit and Weight Restriction on Side Road (Pages 389 - 398)

Forward Plan Ref: 2021/153
Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / John Exley, Highway Engineer Tel: 07568 563706

Report by Corporate Director Environment & Place (**CMDHM7**).

The report presents responses received to a statutory consultation on measures on the A44 between the Peartree and Wolvercote roundabouts and the new link road to the A40 comprising a 50mph speed limit on the A44 Woodstock Road north of the Wolvercote roundabout, a 20mph speed limit on the new link road between the A44 Woodstock Road & the A40 Northern Bypass, a 7.5 tonne weight limit to be introduced on the new link road, a right turn prohibition & no access restriction at the junction of the link road with the A44 and a new staggered signalised crossing for pedestrians and pedal cyclists across the A44 south of the junction with the link road while noting that further traffic management measures will be progressed at a later stage of the major Oxford North development and be the subject of further consultation.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:

a) A 50mph speed limit on the A44 Woodstock Road north of the Wolvercote roundabout
b) A 20mph speed limit on the new link road between the A44 Woodstock Road & the A40 Northern Bypass
c) 7.5 tonne weight limit to be introduced on the new link road
d) A right turn prohibition & no access restriction at the junction of the link road with the A44
e) a new staggered signalised crossing for pedestrians and pedal cyclists across the A44 south of the junction with the link road

8. Oxford: Land Off Armstrong Road - 20mph Speed Limit (Pages 399 - 402)

Forward Plan Ref: 2021/168
Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 /Anthony Kirkwood, Principal Officer – Road Safety Tel: 07392 318871

Report by Corporate Director Environment & Place (**CMDHM8**).

The report presents responses received to a statutory consultation to introduce a 20mph speed limit at Coombs Road, Lavender Drive, Neill Place, Padua Way and

Perm Street, which comprise a new residential development accessed from Armstrong Road at Littlemore.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the 20mph speed limit at Coombs Road, Lavender Drive, Neill Place, Padua Way and Perm Street.

9. Oxford - Proposed Permit Eligibility for Car Club Vehicles within Controlled Parking Zones (Pages 403 - 406)

Forward Plan Ref: 2021/170
Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Jim Whiting, Principal Officer – Parking Tel: 07584 581187

Report by Corporate Director Environment & Place (**CMDHM9**).

The report presents responses received to a statutory consultation on a proposal to enable Car Club operators to apply for parking permits for their vehicles so that car club users can park under the same conditions as Resident Permit holders in the Controlled Parking Zones the cars are allocated to, in order to provide greater flexibility and convenience for their users and to supplement the few existing designated Car Club parking places (the latter are proposed to be retained). Applications for the permits and the payment of the annual permit fee will be the responsibility of the Car club operators.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the allocation of zone-specific parking permits for Car Club vehicles (on application by the Car Club operator and payment of the relevant annual fee) within all Controlled Parking Zones in Oxford.

10. Oxford: Various Locations - New and Amended Pedal Cycle Parking Places (Pages 407 - 466)

Forward Plan Ref: 2021/152
Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Ben Smith, Infrastructure Local Lead Central Tel: 07392 318877

Report by Corporate Director Environment & Place (**CMDHM10**).

The report presents responses received to a statutory consultation on changes to residents' parking and double yellow lines in the Jericho and North Oxford Controlled Parking Zones in:

- Cranham Street
- Great Clarendon Street
- Nelson Street and
- Hayfield Road

These changes would allow the introduction of a total of 5 bicycle hangars (2 are proposed for Hayfield Road) which equates to secure on street parking for 30 bicycles in total across these four streets and encourage greater ownership and use of bicycles. Whilst the final details of how the hangars would operate are yet

to be resolved, it is the intention that they should be introduced on a trial basis which will help guide officers and councillors when considering the possibility of further hangars elsewhere in the city.

The Cabinet Member for Highway Management is RECOMMENDED to approve proposals to change existing residents' parking and double yellow lines to allow the introduction of bicycle hangars in Cranham Street, Nelson Street and Great Clarendon Street as advertised but not in Hayfield Road.

11. Oxford: Mansfield Road - Proposed Amendments to Waiting Restrictions (Pages 467 - 470)

Forward Plan Ref: 2021/179
Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Rashid Bbosa, Senior Transport Planner Tel: 07917 534264

Report by Corporate Director Environment & Place (**CMDHM11**).

The report presents responses received to a statutory consultation to introduce no waiting at any time restrictions on Mansfield Road in place of existing Pay and Display parking places adjacent to an existing vehicle access due to an increase in the use of the access as a result of approved development.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed amendments to waiting restrictions and pay and display parking places as advertised at Mansfield Road.

12. Oxford: Hayes Close, Ferry Road - Proposed Amendment to Waiting Restrictions and Parking Places (Pages 471 - 480)

Forward Plan Ref: 2021/193
Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Vicki Neville, Technical Officer, Parking Management Tel: 07917 921437

Report by Corporate Director Environment & Place (**CMHM12**).

The report presents responses received to a statutory consultation of 3 separate proposals including:

- A proposal to remove a section of no waiting at any time restrictions (double yellow lines) and proposed extension of a permit holders parking bay in Ferry Road.
- A proposal to introduce a section of no waiting restriction (single yellow line) and removal of existing permit holders parking bay in Hayes Close.
- A proposal to remove a section of no waiting at any time restrictions (double yellow lines) and proposed extension of permit holders or 2 hour parking bay in Nicholson Road

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed amendments to waiting restrictions and parking places as advertised in:

(a) Hayes Close & Nicholson Road

(b) Ferry Road.

13. Benson - B4009: Proposed Extension of 30mph Speed Limit, Prohibition of Motor Vehicles and Traffic calming Build Out (Pages 481 - 492)

Forward Plan Ref: 2021/180
Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Jet Dehal, Senior Engineer (Road Agreements Team S&V Engineering 2) Tel: 07767 648708

Report by Corporate Director Environment & Place (**CMDHM13**).

The report presents responses received to a statutory consultation on measures required due to adjacent residential development and the associated construction of a proposed new roundabout junction and carriageway realignment which will see the existing Benson village 30mph speed extended by approximately 380 metres north-eastwards to cover the proposed new roundabout and its circulatory carriageway and replacing the existing 50mph speed limit. Additionally, due to the proposed carriageway realignment, a section of the B4009 The Sands will be closed to motor vehicle traffic and used as a dedicated two-way cycle only track and a traffic calming 'build-out' feature constructed on the southern side of the carriageway with vehicle priority given to traffic travelling north-eastwards out of the village.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:

a) the extension of the Benson village 30mph speed limit to include the new roundabout;

b) a prohibition of motor vehicles on the section of the B4009 The Sands which is proposed to be closed to motor vehicle traffic and will be used as a dedicated two-way cycle track;

c) a traffic calming 'build-out' feature on the southern side of the carriageway with vehicle priority given to traffic travelling out of the village.

14. Harwell - Grove Road: Proposed Traffic calming Build Outs (Pages 493 - 502)

Forward Plan Ref: 2021/113
Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Ryan Moore, Senior Engineer (Road Agreements Team S&V Engineering 2) Tel: 07557 082568

Report by Corporate Director Environment & Place (**CMDHM14**).

The report presents responses received to a statutory consultation on the proposed provision of flat top road humps at Grove Road Harwell to help achieve better compliance with the 20mph speed limit already in place.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the flat top road humps at Grove Road Harwell at the following locations:

a) approximately 27 metres north west of its junction with Manor Green, to include an uncontrolled Pedestrian crossing point;

b) approximately 60 metres south east of its junction with The Croft.

15. Friford and Kingston Bagpuize: A415 Abingdon and Kingston Road - Proposed 40mph Speed Limits (Pages 503 - 512)

Forward Plan Ref: 2021/176
Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Lee Turner, Principal Officer - Traffic Schemes Tel: 07917 072678

Report by Corporate Director Environment & Place (**CMDHM15**).

The report presents responses received to a statutory consultation on the proposed introduction of 40mph speed limits on the A415 at Frilford and at Kingston Bagpuize. The proposal for Frilford comprises an extension of an existing 40mph speed limit by an additional 300 metres to cover the proposed improvement works at the Farm Centre access junction and at Kingston Bagpuize, the introduction of a new 40mph 'buffer' speed limit 365 metres long to meet the existing Kingston Bagpuize 30mph speed limit to reduce speeds on the entry to the village, particularly the village nursery.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 40mph speed limits on the A415 as advertised:

a) Frilford: An extension of the existing 40mph speed limit in the vicinity of the Millets Farm Centre south-westwards by an additional 300 metres, to cover the proposed improvement works at the Farm Centre access junction;

b) Kingston Bagpuize: A new 40mph speed limit extending south-eastwards for 365 metres from the existing Kingston Bagpuize 30mph speed limit.

16. Woodstock: Shipton Road - Proposed 30mph Speed Limit (Pages 513 - 516)

Forward Plan Ref: 2021/177
Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Anthony Kirkwood, Principal Officer – Road Safety Tel: 07392 318871

Report by Corporate Director Environment & Place (**CMDHM16**).

The report presents responses received to a statutory consultation to introduce a 30mph speed limit in place of the existing national speed limit on Shipton Road in Woodstock, for a distance of approximately 190 metres, south and eastwards of the existing 20mph speed limit in the vicinity of the new junction at Cowells Road.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed 30mph speed limit at Shipton Road Woodstock.

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Divisions affected: *Witney South and Central*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 DECEMBER 2021

WITNEY: HIGH STREET – PROPOSED WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the following measures on High Street (south of its junction with Welch Way) and Market Place in Witney as advertised:

   a) A prohibition of motor vehicles with exemptions applying to buses, taxis, vehicles loading/unloading and those displaying a valid blue badge.

   b) The conversion of the existing 30-minute short-stay parking bays along the western side of Market Square to 3-hour 'Disabled Persons Parking Places'

Executive summary

2. This report presents responses received to a proposal to introduce a permanent prohibition of motor vehicles covering High Street and Market Place in Witney (see Annex A for plan) following the successful implementation of the temporary traffic restriction. Exemptions to the restriction will apply to buses, taxis, vehicles loading/unloading and those displaying a valid blue badge. The detailed design of the 'physical' restriction will be undertaken if the scheme is approved and will take into account and consider the needs of those requiring access.

3. Additionally, the existing 30-minute short-stay parking bays along the western side of Market Square will be converted to 3-hour 'Disabled Persons Parking Places'. A plan is shown at Annex B.

4. The proposals are being put forward to:

   - help reduce the level of through traffic in Witney High Street and Market Square,
   - aid pedestrian accessibility and increase safety,
   - aid cycling accessibility and safety by reducing likelihood of conflict with other vehicles,
   - improve bus access and bus journey time reliability, and
   - increase the amount of blue badge parking at key town centre location.

Scheme Proposals

Conversion to Blue Badge Car Parking

5. This scheme seeks to convert approximately 11 x 30 minute car parking bays to blue badge 3-hour 'Disabled Persons Parking Places'. It is considered that there is ample short stay car parking for those displaced by the proposal within a 250m walk. The West Oxfordshire Parking Strategy (2016) identifies 1697 free of charge off street car parking spaces in Witney town centre. The blue badge scheme is aimed to help those whose mobility is most severely impaired. Converting the general car parking spaces in the High Street/Market Square to blue badge spaces assists those people within our community.

Prohibition of motor vehicles

6. Prohibition of motor vehicles order has been in place for 18 months. It is considered that High Street and Market Square should not be routes for through traffic due to core town centre location and activities, and sufficient alternative routing exists via Corn Street, Welch Way, Witan Way and Langdale Gate that motorised vehicle routing is not impacted.

7. The conversion of the general parking to blue badge parking means only vehicles that meet the order exemptions - buses, taxis, vehicles loading/unloading and those displaying a valid blue badge - need to enter High Street and Market Square.

8. In the short term, should the order be approved, minor civil engineering works to improve the signage and restriction points will be conducted.

9. The consultation has highlighted the need for improved loading provision at Market Square. In the medium term officers will review this and conduct any necessary consultations in due course.

10. Longer term proposals to invest in the public realm of the core retail and business area of Witney will be developed under the Local Plan, and Local Transport and Connectivity Plan. A £1.9m bid to improve the public realm of High Street and Market Square has been submitted to central government under Active Travel Tranche 3, for which an outcome is still pending. The Cabinet Member may consider that it timelier to consider the recommend traffic restriction in the context of a wider scheme. However, officers recommend there is significant benefit in the continuity of the restrictions and approving the order at this time.

Policy

11. The proposals are entirely consistent with the aims of:
    a. Connecting Oxfordshire: Local Transport Plan 4 - Active and Healthy Travel Strategy
    b. Connecting Oxfordshire: Local Transport Plan 4 - Witney Area Transport Strategy
    c. Oxfordshire Joint Health and Wellbeing Strategy (2018 – 2023) including Healthy Place Shaping

d. Oxfordshire 2020 Climate Action Framework
e. West Oxfordshire Local Plan 2031.

Road Accident Data

12. Road accident data (**Annex 2**) for the last 10 year period identifies 21 accidents at High Street or Market Square between Welch Way and Corn Street including junctions. These accidents resulted in 9 pedestrian and 2 cyclist causalities. Of the 9 pedestrians four were aged over 75 and three were aged 18 or under. Whilst the number and frequency of accidents involving pedestrians is low, the pedestrians most affected appear to be those in vulnerable ages groups. This scheme is likely to reduce the accident rate involving pedestrians.

Traffic Data

13. Traffic data shows a reduction in motorised traffic on High Street of -84% from 2018 before restrictions were implemented to 2021 during restrictions. While levels of cycling are unchanged. Witan Way is the main alternative route and traffic volumes have not significantly change between 2018 and 2021.

Location	Survey Period	Pedal Cycles	Percentage Change	All Motorised Vehicles	Percentage Change
High Street	Thursday 24 May 2018 7am-7pm	134	-0.7%	5873	-84%
High Street	5 day average 7am-7pm Monday 22 to Friday 26 November 2021	133		934	
Witan Way	Average 12 – 27 March 2018 7am-7pm	N/A	N/A	9944	-7%
Witan Way	Average 12- 27 March 2021 7am-7pm	N/A	N/A	9289	

Financial Implications

14. Funding for consultation on the proposals has been provided by S106 developer funding held the council should they be approved.

Equality and Inclusion Implications

15. No adverse implications in respect of equalities or inclusion have been identified in respect of the proposals. An Equality and Climate Impact Assessment is available at Annex 3.

Sustainability Implications

16. The proposals will facilitate the safe movement of traffic including cyclists and pedestrians.

Consultation

17. The Formal consultation was carried out between 03 November and 03 December. A notice was published in the Witney Gazette newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Witney Town Council, and the local County Councillor. Letters were also sent out to approximately 275 adjacent premises, and street notices placed on site.

18. 1,313 responses were received during the formal consultation, and these are summarised in the table below. The responses are shown at Annex 5 with copies available for inspection by County Councillors.

Respondent		
As an individual	1,209	93%
As a business	66	5%
As part of a group/organisation	13	1%
Rather not say	8	1%
Total	*1,313*	*100%*

View	**MV Prohibition**		**Parking Amendments**	
Object	664	50%	589	45%
Support	506	39%	500	38%
Concerns	134	10%	155	12%
No opinion	8	1%	68	5%
Total	*1,313*	*100%*	*1,313*	*100%*

19. The objections and concerns primarily related to the loss of passing trade due to the proposed prohibition of motor vehicles order and the conversion of the 30 minute on street parking bays to ‘Disabled Persons Parking Places’ preventing people popping into shops and businesses on High Street and Market Square. Comments were also received about possible displacement of parking and traffic elsewhere.

20. Support for the proposals included people feeling safer; improved environment in terms of emissions, air quality and noise; more attractive shopping environment; prioritising access for people with disabilities; safer experience for cyclists; and adequate nearby parking.

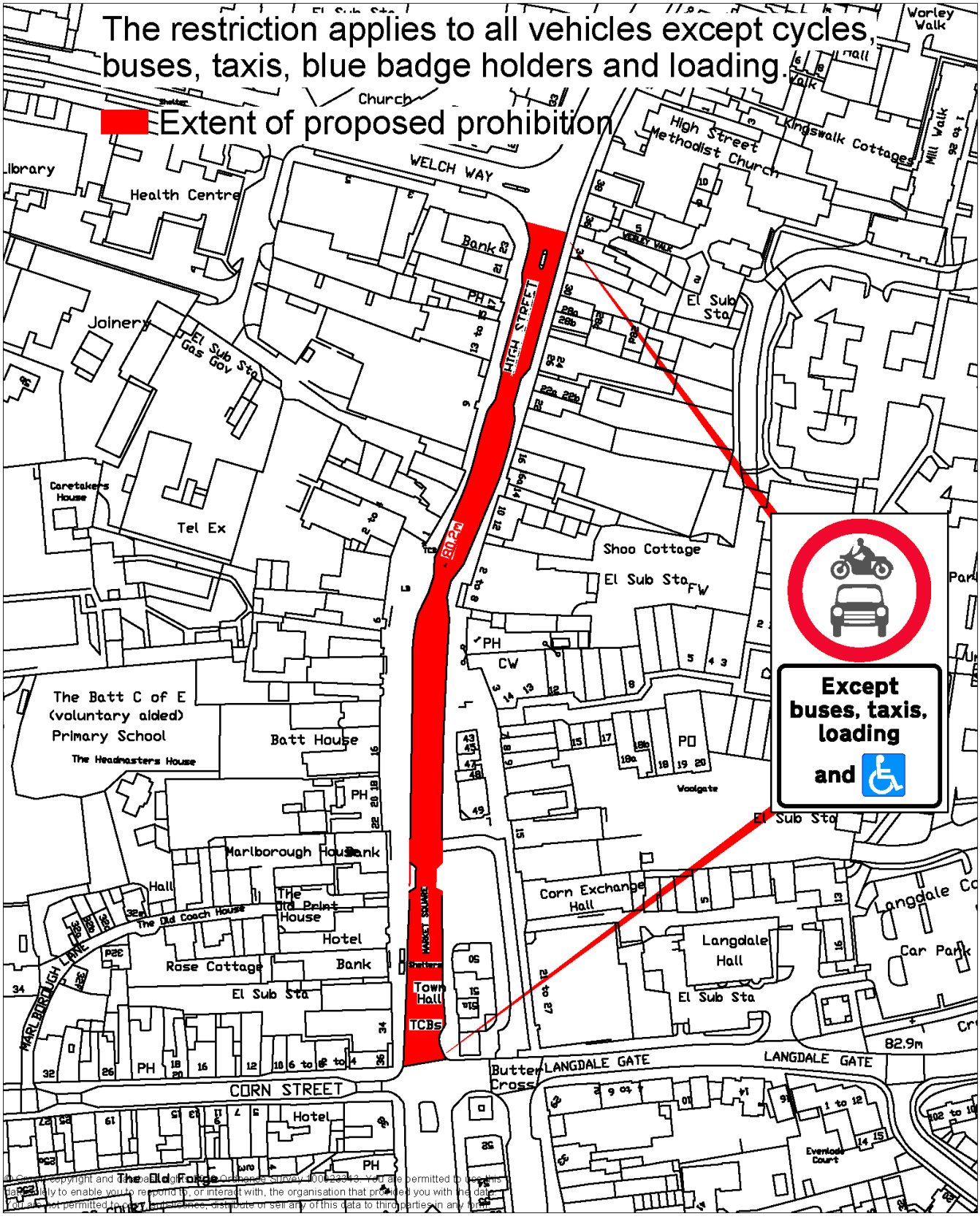
21. Thames Valley Police (TVP) in principle have no objection providing the burden for enforcement of this restriction must not fall upon TVP to enforce.

22. Witney Town Council's response will be reported verbally at the Cabinet Member Decisions meeting as receipt is after the consultation deadline.

BILL COTTON
Corporate Director, Environment and Place

Annexes	Annex 1 & 2: Consultation Plans Annex 3: Road Accident Data Annex 4: Equality and Climate Impact Assessment Annex 5: Consultation responses
Contact Officers:	Tim Shickle 07920 591545 Odele Parsons 07974 002860

December 2021

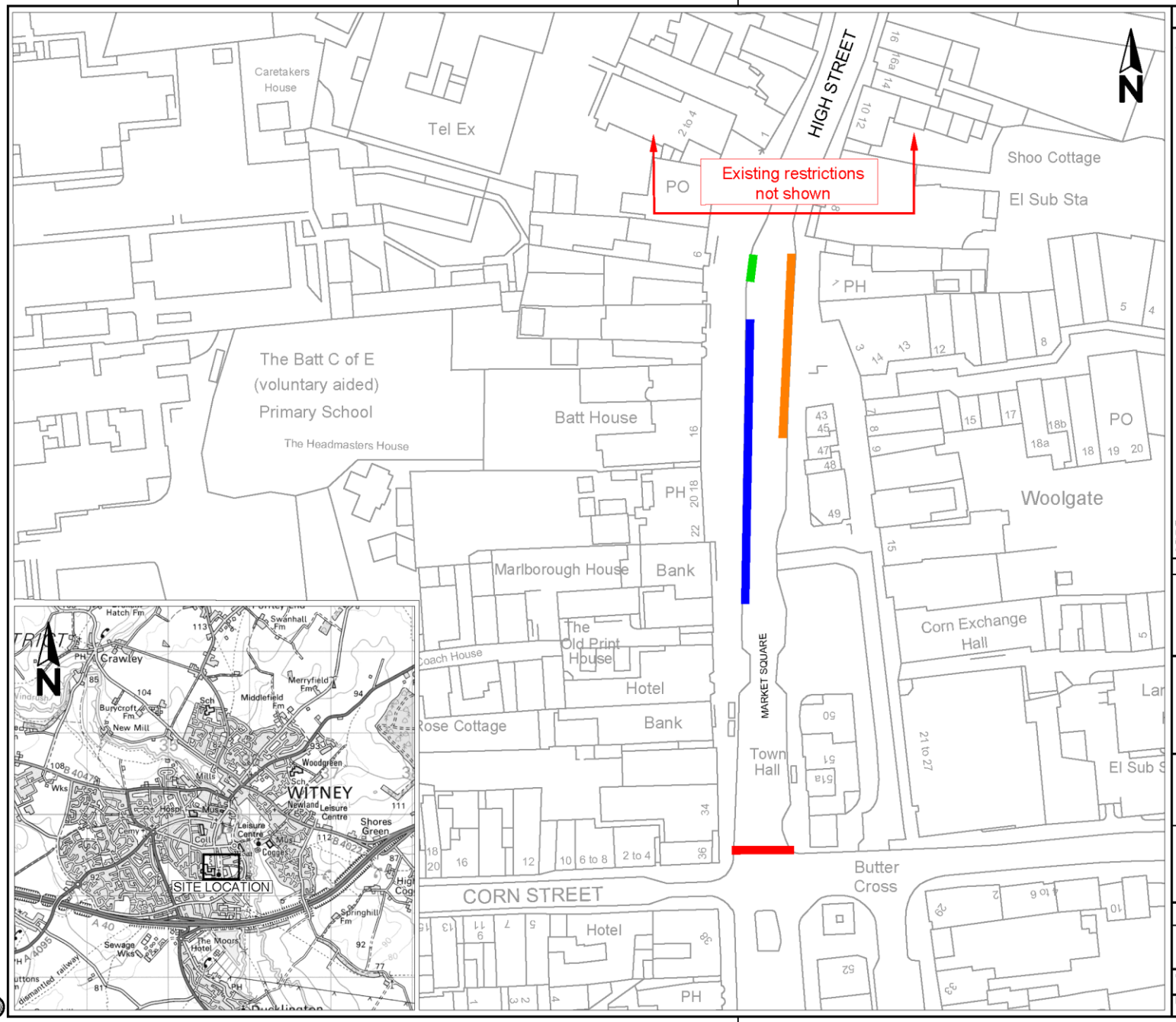


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Client	Project Name	Drawing Status	SAP Code
OXFORDSHIRE COUNTY COUNCIL	Witney		

Title	Original drawing sheet is A4	Scale @ A4	Drawn by	Checked by	Approved by
Proposed High Street prohibition		NTS	JEW		
			Drawn Date: Oct 2021	Checked Date	Approved Date

Drawing Number: ANNEX 1 | Rev



Drawing No. | Revision 0

Key

- Proposed 3 Hour Disabled Persons Parking Places to replace the 30 minute parking restriction
- Proposed Prohibition of Motor Vehicles
- Existing Taxi Rank to remain
- Existing 3 Hour Disabled Persons Parking Place to remain

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

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Tel: 0345 310 11 11
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Project title

PROPOSED 3 HOUR DISBLED PERSONS PARKING PLACES

Drawing title

WITNEY
MARKET SQUARE

ANNEX 2

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 10/21	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. | Revision 0

C:\Users\jane.dark\OneDrive - Oxfordshire County Council\TRO useful Info\CAD plans\Witney High Street.dwg

TRAFFMAP
AccsMap - Accident Analysis System

INTERPRETED LISTING

Run on: 15/ 11/2021

Accidents between dates 01/01/2011 **and** 31/07/2021 (127) months

Selection:
Selected using Manual Selection

Notes:
witney high street rta data 2011 jul 2021 non confidential

Thursday 25/08/2011 Time 1430 Slight at HIGH ST AT PELICAN CROSSING O/S SOMERFIELDS / CO-OP STORE WITNEY
E: 435615 N: 209811 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from to Going ahead other
Casualty Reference: 1 Age: 87 Male Pedestrian Severity: Slight Injured by vehicle: 1

Sunday 15/04/2012 Time 1030 Slight at HIGH ST MINI RBT J/W CORN ST & LANGDALE GATE WITNEY
E: 435583 N: 209584 Junction Detail: 9 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from W to N Starting
Casualty Reference: 1 Age: 17 Male Pedestrian Severity: Slight Injured by vehicle: 1

Sunday 24/06/2012 Time 1125 Slight at HIGH ST APPROX AT PELICAN CROSSING APPROX 50M S OF J/W WELCH WAY WITNEY
E: 435621 N: 209824 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Vehicle Reference 2 Car Moving from NE to S Going ahead but held up
Casualty Reference: 1 Age: 43 Female Driver/rider Severity: Slight Injured by vehicle: 2

ANNEX 3

TRAFFMAP **INTERPRETED LISTING** **Run on: 15/ 11/2021**
AccsMap - Accident Analysis System

Accidents between dates **01/01/2011** **and** **31/07/2021** (127) months
Selection: **Notes:**
Selected using Manual Selection witney high street rta data 2011 jul 2021 non confidential

Thursday 04/10/2012 Time 0127 Slight at HIGH ST MINI RBT J/W CORN ST & LANGDALE GATE WITNEY
E: 435582 N: 209587 Junction Detail: 2 Control 4
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from N to S Reversing
Casualty Reference: 1 Age: 26 Female Pedestrian Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 22 Male Pedestrian Severity: Slight Injured by vehicle: 1

Tuesday 26/03/2013 Time 1520 Slight at CHURCH GREEN JUST S OF HIGH ST MINI RBT J/W CORN ST & LANGDALE GATE WITNEY
E: 435594 N: 209562 Junction Detail: 2 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 15 Male Pedestrian Severity: Slight Injured by vehicle: 1

Sunday 22/12/2013 Time 1715 Slight at HIGH ST MINI RBT J/W WELCH WAY WITNEY
E: 435639 N: 209887 Junction Detail: 2 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Moving from N to S Going ahead but held up
Casualty Reference: 1 Age: 41 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 41 Female Passenger Severity: Slight Injured by vehicle: 2

TRAFFMAP **INTERPRETED LISTING** **Run on: 15/ 11/2021**
AccsMap - Accident Analysis System

Accidents between dates **01/01/2011** **and** **31/07/2021** (127) months

Selection:
Selected using Manual Selection

Notes:
witney high street rta data 2011 jul 2021 non confidential

Tuesday 04/02/2014 Time 1110 Slight at HIGHT STREET / MARKET SQUARE WITNEY
E: 435588 N: 209672 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Bus or coach Moving from S to N Going ahead other
Casualty Reference: 1 Age: 67 Female Passenger Severity: Slight Injured by vehicle: 1

Monday 07/04/2014 Time 0855 Slight at HIGH ST MINI RBT J/W WELCH WAY WITNEY
E: 435625 N: 209882 Junction Detail: 2 Control 4
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from W to N Turning left
Casualty Reference: 2 Age: 63 Female Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: 31 Male Passenger Severity: Slight Injured by vehicle: 2

Tuesday 08/04/2014 Time 1316 Slight at HIGH ST MINI RBT J/W WELCH WAY WITNEY
E: 435629 N: 209882 Junction Detail: 2 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from W to E Overtaking moving vehicle O/S
Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from W to S Turning right

TRAFFMAP **INTERPRETED LISTING** **Run on: 15/ 11/2021**
AccsMap - Accident Analysis System

Accidents between dates **01/01/2011** **and** **31/07/2021** (127) months

Selection:
Selected using Manual Selection

Notes:
witney high street rta data 2011 jul 2021 non confidential

Friday 12/12/2014 Time 1712 Serious at HIGH STREET ADJACENT TO NUMBER 14 WITNEY
E: 435588 N: 209699 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 80 Male Pedestrian Severity: Serious Injured by vehicle: 1

Thursday 08/10/2015 Time 1525 Slight at HIGH STREET MINI RBT J/W WELCH WAY WITNEY
E: 435635 N: 209869 Junction Detail: 2 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Taxi/Private hire car Moving from W to S Turning right
Casualty Reference: 1 Age: 81 Male Pedestrian Severity: Slight Injured by vehicle: 1

Thursday 07/01/2016 Time 1650 Slight at HIGH STREET APPROX 50M N OF J/W LANGDALE GATE ON ROAD HUMP / COURTESY CROSSING POINT
E: 435587 N: 209628 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to N Stopping
Casualty Reference: 1 Age: 18 Male Pedestrian Severity: Slight Injured by vehicle: 1

TRAFFMAP **INTERPRETED LISTING** **Run on: 15/ 11/2021**
AccsMap - Accident Analysis System

Accidents between dates **01/01/2011** **and** **31/07/2021** (127) months
Selection: **Notes:**
Selected using Manual Selection witney high street rta data 2011 jul 2021 non confidential

Tuesday 13/09/2016 Time 1350 Slight at CHURCH GREEN JUST S OF HIGH ST MINI RBT J/W CORN ST & LANGDALE GATE WITNEY
E: 435594 N: 209569 Junction Detail: 2 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motorcycle - unknown cc Moving from S to E Turning right
Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to E Turning left

Saturday 08/04/2017 Time 1604 Slight at CHURCH GREEN MINI RBT J/W CORN ST & LANGDALE GATE & HIGH STREET WITNEY
E: 435596 N: 209574 Junction Detail: 2 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from E to W Going ahead other
Vehicle Reference 2 Motorcycle over 500cc Moving from N to W Turning right
Casualty Reference: 1 Age: 62 Male Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 28/06/2017 Time 1640 Slight at CHURCH GREEN AT MINI RBT J/W CORN STREET / HIGH STREET & LANGDALE GATE WITNEY
E: 435583 N: 209572 Junction Detail: 2 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other
Vehicle Reference 2 Pedal Cycle Moving from E to W Going ahead other
Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Slight Injured by vehicle: 2

TRAFFMAP **INTERPRETED LISTING** **Run on: 15/ 11/2021**
AccsMap - Accident Analysis System

Accidents between dates **01/01/2011** **and** **31/07/2021** (127) months
Selection: **Notes:**
Selected using Manual Selection witney high street rta data 2011 jul 2021 non confidential

Thursday 04/01/2018 Time 1645 Slight at HIGHT STREET / MARKET SQUARE APPROX 85M N OF J/W CORN STREET AND LANGDALE GATE WITN
E: 435588 N: 209666 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Moving from N to S Overtaking nearside
Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Starting

Wednesday 10/01/2018 Time 0850 Slight at CHURCH GREEN AT MINI RBT J/W CORN STREET / HIGH STREET & LANGDALE GATE WITNEY
E: 435593 N: 209573 Junction Detail: 2 Control 4
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from E to W Going ahead other
Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from S to S Turning right
Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 19 Male Passenger Severity: Slight Injured by vehicle: 2

Sunday 11/02/2018 Time 0104 Slight at HIGH STREET AT BUS STOP 35M N OF J/W LANGDALE GATE WITNEY
E: 435590 N: 209618 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Bus or coach Moving from N to S Starting
Casualty Reference: 1 Age: 58 Male Passenger Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 25 Male Passenger Severity: Slight Injured by vehicle: 1

TRAFFMAP **INTERPRETED LISTING** **Run on: 15/ 11/2021**
AccsMap - Accident Analysis System

Accidents between dates **01/01/2011** **and** **31/07/2021** (127) months
Selection:
Selected using Manual Selection

Notes:
witney high street rta data 2011 jul 2021 non confidential

Friday 13/07/2018 Time 1129 Serious at HIGH STREET APPROX 5M N OF J/W WELCH WAY WITNEY - SOME UNCERTAINTY OVER LOCATION
E: 435636 N: 209894 Junction Detail: 2 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Turning left
Casualty Reference: 1 Age: 75 Male Pedestrian Severity: Serious Injured by vehicle: 1

Saturday 24/11/2018 Time 1625 Slight at CHURCH GREEN AT MINI RBT J/W CORN STREET / HIGH STREET & LANGDALE GATE WITNEY
E: 435587 N: 209573 Junction Detail: 2 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to N Going ahead other
Vehicle Reference 2 Pedal Cycle Moving from N to W Turning right
Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 10/03/2019 Time 0110 Slight at MARKET SQUARE APPROX 20M N OF J/W CORN STREET & LANGDALE GATE WITNEY
E: 435591 N: 209612 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from N to S Going ahead other
Vehicle Reference 2 Car Moving from N to Parked
Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight Injured by vehicle: 2

TRAFFMAP
AccsMap - Accident Analysis System

INTERPRETED LISTING

Run on: 15/ 11/2021

Accidents between dates 01/01/2011 **and** 31/07/2021 (127) months

Selection:
Selected using Manual Selection

Notes:
witney high street rta data 2011 jul 2021 non confidential

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	12	14
2-wheeled motor vehicles	0	0	5	5
Pedal cycles	0	0	2	2
Horses & other	0	0	1	1
Total	0	2	19	21

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	5	5
Passenger	0	0	6	6
Motorcycle rider	0	0	5	5
Cyclist	0	0	2	2
Pedestrian	0	2	7	9
Other	0	0	0	0
Total	0	2	25	27

Number of casualties meeting the criteria: 27

Annex 10: Equality and Climate Impact Assessment

Cherwell District Council and Oxfordshire County Council

Equality and Climate Impact Assessment
Witney High Street and Market Square
Prohibition of Motor Vehicles & Parking Restrictions
November 2021

****Please see the guidance note for support with completing this assessment****

Section 1: Summary details

Directorate and Service Area	Environment and Place
What is being assessed(e.g. name of policy, procedure, project, service or proposed service change).	Witney High Street and Market Square Prohibition of Motor Vehicles & Parking Restrictions
Is this a new or existing function or policy?	Changes to the existing traffic regulation orders to restrict motor vehicles and increase blue badge parking.
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).	In response to COVID-19 West Oxfordshire District Council and Oxfordshire County Council implemented a Temporary Traffic Regulation Order to prohibit general traffic from High Street and Market Square Witney and convert the existing 30 minute parking bays to blue badge parking. It is now proposed that this temporary arrangement is made permanent. Exemptions to the order are buses, taxis, vehicles loading/unloading and those displaying a valid blue badge. The proposal benefits people of all ages from children and their journeys to school, to commuters and businesses. People with disabilities who hold a blue badge will also benefit from increased dedicated parking bays. In addition, due to the promotion of active travel for short journeys as opposed to carbon intensive modes, the proposal contributes to Oxfordshire County Council's ambition of reducing carbon emissions. The proposal does not discriminate or unfairly disadvantage any individual or groups within the community, the aim of the route is to create a place that is accessible and pleasant for all.
Completed By	Odele Parsons, Senior Transport Planner
Authorised By	Amrik Manku, Growth Manager
Date of Assessment	23 November 2021

Section 2: Detail of proposal:

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	In response to COVID-19 West Oxfordshire District Council and Oxfordshire County Council implemented a Temporary Traffic Regulation Order to prohibit general traffic from High Street and Market Square Witney and convert the existing 30 minute parking bays to blue badge parking. It is now proposed that this temporary arrangement is made permanent. Exemptions to the order are buses, taxis, vehicles loading/unloading and those displaying a valid blue badge. The proposal is in line with Connecting Oxfordshire Local transport Plan 4 Policy 03: Oxfordshire County Council will support measures and innovation that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and/or by public transport. Develop both cycling and walking as an attractive alternative mode of travel for short journeys and to access amenities.

	Promoting active travel has many health benefits, including tackling obesity.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	The proposal to introduce a permanent prohibition of motor vehicles covering High Street & Market Place in Witney following the successful implementation of the temporary traffic restriction. The proposals are being put forward to: 1. help reduce the level of through traffic in Witney High Street and Market Square, 2. aid pedestrian accessibility and increase safety, 3. aid cycling accessibility and safety by reducing likelihood of conflict with other vehicles, 4. improve bus access and bus journey time reliability, and 5. increase amount of blue badge parking at key town centre location. Exemptions will include buses, taxis, vehicles loading/unloading & those displaying a valid blue badge. Additionally, the existing 30-minute short-stay parking bays along the western side of Market Square will be converted to 3-hour 'Disabled Persons Parking Places'.
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.	**Consultation:** West Oxfordshire District Council (WODC) held a consultation in Summer 2021 inviting comment on the existing proposals and if they should be retained. The outcomes of this consultation were in favour of retaining the measures. WODC Cabinet voted in favour of supporting OCC to conduct the formal consultation to make the measures permanent. **Research:** Living Streets publication "The Pedestrian Pound" (2018) highlights the economic contribution people of foot make to high street economic vitality and the economic benefits of improved pedestrian experience and accessibility. Link: pedestrian-pound-2018.pdf (livingstreets.org.uk) Bike Life All cities publication, Inclusive City Cycling, Women: reducing the gender gap, Sustrans, June 2018 provides evidence

	that 'most women would like to cycle …most women don't feel safe and are hesitant to start, or restart cycling". This research shows that 74% of women would like to see more investment in cycling and that 79% of women favour more protected cycle routes – even if that means less space for other road users.
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.	Do nothing would result in the temporary TRO expiring and all traffic measures being returned to 2019 situation. This is not recommended as the opportunity to build on the benefits to walking, cycling and to blue badge holders that has been created by the temporary TRO, can be increased if the order is made permanent.

Section 3: Impact Assessment

Please indicate for each of the Public Sector Equality Duty 'protected characteristics' whether there may be no impact, a positive or negative impact, or a mixture of both. If there is no impact, you do not need to complete the rest of that row.

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	☐	☒	☐	Reducing motorised traffic can improve walking and cycling conditions and make this safer for all, including for children or older people (who are often more vulnerable), meaning that more will be able to travel by bike and walking.			

Disability	☐	☒	☒	The scheme will increase the volume and space for blue badge parking for those with disabilities and a blue badge. For those with disabilities without a blue badge the removal of the general 30 minute parking bays would result in those people potentially walking further from general car parking area. Reductions in traffic flow can improve opportunities for those crossing the road with sight impairments, or mobility issues.			Scheme implementation by spring 2022. Monitoring throughout 2022 including of accident statistics.
Gender Reassignment	☒	☐	☐				
Marriage & Civil Partnership	☒	☐	☐				
Pregnancy & Maternity	☒	☐	☐				
Race	☒	☐	☐				
Sex	☐	☒	☐	There is evidence that women don't feel safe and are hesitant to start or restart cycling. The scheme to remove traffic from High Street and Market Squrae seeks to provide safe attractive routes for everyone to use and to enable a greater take up of cycling irrespective of sex.			

Sexual Orientation	☒	☐	☐				
Religion or Belief	☒	☐	☐				

Additional 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**
Additional community impacts							
Rural communities	☒	☐	☐				
Armed Forces	☒	☐	☐				
Carers	☒	☐	☐				
Areas of deprivation	☒	☐	☐				
Wider impacts							
Staff	☒	☐	☐				
Other Council Services	☒	☐	☐				
Providers	☒	☐	☐				
Social Value [1]	☐	☒	☐	The proposals improve the accessibility of the town centre facilities by walking and cycling, and for blue badge holders, and seeks to enhance the quality of the built environment. A more pleasant street scene will be created for all users.			

Climate change 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**
OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to:							

[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

Energy use in our buildings or highways	☐	☒	☐	The route facilitates a modal shift to active travel for short journeys by creating an attractive environment for walking and cycling and raising awareness of these modes. Increased uptake of active travel will reduce unnecessary car trips and carbon emissions.			
Our fleet	☒	☐	☐				
Staff travel	☒	☐	☐				
Purchased services and products (including construction)	☒	☐	☐				
Maintained schools	☒	☐	☐				
We are also committed to enable Oxfordshire to become carbon neutral by 2050. How will your proposal affect our ability to:							
Enable carbon emissions reduction at district/county level?	☐	☒	☐	The route facilitates a modal shift to active travel for short journeys by creating an attractive environment for walking and cycling and raising awareness of these modes. Increased uptake of active travel will reduce unnecessary car trips and carbon emissions.			

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	**23 November 2021**
Person Responsible for Review	**Odele Parsons, Senior Transport Planner**
Authorised By	**Amrik Manku, Growth Manager**

ANNEX 5

RESPONDENT	COMMENTS
See supplementary document	

ANNEX 5

RESPONDENT	**COMMENTS**
(1) Thames Valley Police	Motor vehicle prohibition – **No objection** Parking amendments – **No objection** In principle the Police have no objection providing the burden for enforcement of this restriction must NOT fall upon us. Our Policing priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face. New Government powers are currently being pursued by you as a Highway Authority allowing for you to lead on enforcement. Should this consultation receive greater support by the wider public I would strongly recommend this method of enforcement is taken and includes robust signage and engineering at all approaches. I am aware that Witney High Street has been closed under an Experimental Order as part of Covid Restrictions for many months but not convinced the level of signing and infrastructure in place ever complied with The Traffic Sign Regulations and General Directions. Although the volume of traffic using the High Street had considerably decreased I am sure offending of the restriction remained high and this fact alone will need to be addressed by you should the restriction become permanent.
(2) Witney Town Council	Verbal reporting required [Meeting due on 06/12/21)]
(3) Stagecoach West Bus Company	Motor vehicle prohibition – **Support** Parking amendments – **Support**

	Introduction - Stagecoach West, as the main operator of bus services in Witney and West Oxfordshire, has been in ongoing discussions about measures associated with implementation of a wide range of changes, that seek to support the higher prioritisation of active travel modes in particular, as well as public transport. We recognise that the Orders placed for consultation form an important part of the process for implementing some of these changes in the heart of the town centre. The proposed Orders effect the introduction of a 'Prohibition of Motor Vehicles' on the section of the High Street/Market Square between its junctions with Welch Way & Corn Street/Langdale Gate. Vehicles to be exempt from the restriction will include buses, taxis, vehicles loading/unloading & those displaying a valid blue badge. The existing 30-minute (Mon-Sat 8am to 6pm) parking bays along the western side of Market Square will be converted to 3-hour 'Disabled Persons Parking Places' only. The existing arrangements for taxis and disabled parking elsewhere within the scope of the Orders will remain in place. We note the following reasons are advanced for the proposed Orders: 1) help reduce the level of through traffic in Witney High Street and Market Square, 2) aid pedestrian accessibility and increase safety, 3) aid cycling accessibility and safety by reducing likelihood of conflict with other vehicles, 4) improve bus access and bus journey time reliability, and

	5) increase amount of blue badge parking at a key town centre location. The Context - Market Place is the hub of the local bus network within West Oxfordshire. The vast majority of services in the District call here, and all those serving the town on a regular basis. This includes both local links to surrounding towns and settlements such as Long Hanborough and Burford, and inter-urban connections, of which that to Carterton and Oxford are the most significant. It is very conveniently placed at the heart of the main shopping and service core. Additionally the Henry Box School is a very short distance away. As such maintaining this convenience of access, as well as assisting the safe and efficient circulation of buses to and through the area, should be seen to be "of the essence" in maximising the relevance and attractiveness of bus services to the public and supporting wider efforts to increase the share of journeys made by public transport. The Orders make permanent the current position established during the COVID pandemic on a temporary basis. We can confirm that this experience shows clearly that the objectives of the scheme have been met. In particular, more reliable and more efficient bus operations are now possible, because of the removal of through traffic from this area. The ability of buses to position onto and off the existing stops unimpeded by stationary vehicles – often illegally parked or waiting, has also measurably improved. This has a material influence on our ability to properly assist passengers with infirmities and disabilities. We would add that the left turn from Corn Street into Market Place presents a very tight radius. As such our buses need to use both sides of the Market Place carriageway, the northern arm of the existing mini-roundabout. Since the implementation of the closure of this arm to general traffic, this manoeuvre is inherently

	easier and safer as conflict with southbound general traffic within this northern arm has been largely eliminated. Following from this the repositioning of the mini roundabout dome is something that we would ask to be separately evaluated, but that is outside the scope of this consultation. The Position of Stagecoach West - In the light of the above discussion Stagecoach West is pleased to offer its unconditional and full support for the proposals.
(4) OCC Public Transport Development Team	Motor vehicle prohibition – **Support** Parking amendments – **Support** Bus use in Witney has historically suffered from a lack of a Unique Selling Point (USP) over the car when there is plentiful and nearby free parking available, which this proposal in part seeks to address. This proposal rebalances access to the town centre and gives bus services the priority they need and deserve, in light of the County Council's own policies and the requirements of the climate emergency. The street will become a significantly more pleasant environment in which to spend time and provide priority access to parking spaces for those who really need it. There are several large free car parks within a very short distance of High Street and Market Square. In no way can it be argued that this proposal somehow restricts access to Witney town centre and will reduce footfall as a result. The road layout in Witney facilitates through traffic and access to the car parks from all

	directions, which will continue to be the case. The provision of effective and relevant public transport services in west Oxfordshire is dependent on its attractiveness against the private car. In our view, this proposal is only one of several schemes that should be implemented to rebalance the transport inequity faced by bus users; the introduction of parking charges is perhaps the most important step that could be made in this regard.
(5) Email response, (unknown)	Motor vehicle prohibition – **Object** Parking amendments – **Object** I write to you to express my strong concerns and to express why I oppose the proposed prohibition of motor vehicles and parking restrictions currently being proposed for the High Street and Market Square in Witney. The primary reason for my opposition to this is supporting local businesses. Of 37 who were asked, 36 oppose this. After the unprecedented times they have just been through - surely, we have to listen to them and give them the best chance of bouncing back before imposing any further restrictions on them. There are those who will claim that their concerns are unfounded, not true even! Some will say that these restrictions don't impact footfall and so on - But who knows best? Casual passers by or the business owners who witness it day in, day out and who are clearly better placed than any of us to judge what impact it has? I have studied the proposals and I see there are 5 key objectives of imposing these restrictions so I would like to comment on each one individually. • Help reduce the level of through traffic on Witney High Street and Market Square For what purpose and at what cost? These restrictions were initially put in as a temporary measure, under the guise of it being to assist in social distancing. Now those restrictions are being eased, you seem to want to claim it has other benefits. Obviously if you close a road to traffic, it will reduce the level of through traffic. But this traffic now goes elsewhere. I have seen Witan Way queued up from the High Street, as far back as to the Windrush Leisure centre as a result of this traffic being forced round - This as a consequence also leads to shoppers who have parked in Waitrose/Woolgate car park being unable to exit on to Witan Way. This has not

	been thought through at all and simply moves a problem. If pedestrianisation of the High Street is to be considered, then like other towns that have adopted it - the rest of the road infrastructure must be improved first. Assess, plan and then integrate. This is just shoehorning in a solution off the back of the pandemic and it will benefit nobody. • Aid pedestrian accessibility and increase safety I sincerely hope that given you are tasked with considering these responses, you have visited Witney both pre-pandemic and post-pandemic. You will note that there have been no major accidents caused by traffic on the High Street on record for at least 15 years. That is because, for a pedestrian this road could not be any safer. It has a 20 mph speed limit. 4 separate crossings with traffic management systems in place and raised humps. It has very wide pedestrian sidewalks, on one side of High Street these are raised 4 - 7 feet above the road. It could not be safer or more accessible. When the "temporary restrictions" were in place, there was still nobody walking in the additional space because there was simply no need. I also realise you are still proposing to allow buses, taxis etc to use the road so this will not be pedestrianisation. It makes no sense on safety grounds, whatsoever. • Aid cycling accessibility and reduce risk of conflict with other vehicles As a keen cyclist, I find this one bizarre. We live in an area where a cyclist has miles of countryside to explore when out for leisure. If wanting to head into town, then the High Street is safer than almost all of the roads that lead to it so this appears to have just been added here as virtue signalling? Trust me, if any cyclist makes it to The High Street in Witney then the most dangerous part of their journey, and risk of "conflict with other vehicles" is already behind them. • Improve bus access and bus journey time reliability Again, I don't really buy this as something this will improve. Unlike many towns, Witney's High Street has special bays for buses which make them stopping much safer and prevents them from disrupting the flow of traffic. I spoke with a bus driver who regularly drives the S1 and S2 route from Carterton to Oxford and he confirmed that The High Street in Witney has very little impact on them missing their targeted stop times. The A40 congestion around Eynsham, A4095 Eynsham Road and Botley Road in Oxford however cause huge disruption and uncertainty. I would argue these restrictions actually cause a greater bottleneck of traffic at the West End / Oxford Hill junction which the buses will then get caught in. • Improve the level of blue badge parking available Witney is blessed with free parking, some of which is fairly close to the town centre for those who do not suffer

	with mobility issues. There are many ways to improve further parking for disabled motorists without needing to pedestrianize the High Street. I hope what you can see from each individual point above is that none of the points, either stood alone or collectively amount to anything that suggests these proposals are sound or worth carrying forward. I have spoken with business owners and as mentioned previously, 36 out of 37 of them oppose these changes. Some of them are terrified of the consequences if these temporary restrictions are made permanent. Now, more than ever we all need to get behind local businesses and support them. That involves listening to them and engaging on solutions that are more suitable. Whilst there may be a case for pedestrianisation working in the long term - anybody who knows Witney knows that it needs a longer term infrastructure plan putting in place first. There are examples all over the U.K where these measurements have been rushed into towns and the High Streets have died a quick death as a result. On the other hand, when careful planning is carried out, supporting architecture put in place and then the measures implemented at the correct time - it can be successful. But the other bits have to be done first. We would all love an idyllic town centre, with no traffic and plenty of customers perusing all the local shops in clean air, of course we would. These proposals don't do that. Please listen to the concerned residents, please listen to the 36 High Street businesses who are fighting for survival and please reject these proposals and open Witneys High Street for business again! Then... come back with a plan on how we can rejuvenate our wonderful Town Centre.
(6) Local Business, (Witney, Market Square)	Motor vehicle prohibition – **Object** Parking amendments – **Object** As a local business with staff members who need to travel around the vicinity throughout the working day, we have noticed a considerable increase in traffic on all the other roads due to the closure of the High Street – journeys of 1.5 miles are currently taking up to half an hour. Market Square and Church Green have had a reduction in parking due to the Angel Pub and the Fleece being

	permitted to put tables on the highway – this is still in place despite these two locations having no outside customers in November. The Angel pub's tables are so positioned that traffic is now trying to squeeze through the street outside Thomas Merrifield's in two directions when it is only wide enough for a single lane of traffic. This is outside our office and causes further delays. The congestion at the time when Henry Box school closes for the day is considerable. Our productivity has been affected by the temporary closure of the High Street, the reduction in parking and the additional congestion caused by hospitality taking over the street for tables – we would urge you to return the area to the pre-covid conditions, please.
(7) Local Business, (Witney, Market Square)	Motor vehicle prohibition – **Object** Parking amendments – **Object** On behalf of my firm, I respond to your letter dated 3/11/21. It is sad that a long and historically established town such as Witney should lose a major vehicle thoroughfare and the resultant bustle that represents passing trade. Market Square, the Buttercross and High Street remain the centre of town and its ambiance must be preserved and improved. 1. Access for commercially-related vehicles must be preserved in the High Street and Market Square for the collection and supply of goods to all the affected retailers and other business operations located in and around the proposed restricted area. During the last two years there have been conflicts between delivery vehicles with parked taxis at the latter's temporary extension on the eastern side of Market Square, especially in the immediate area facing 47 to 49 Market Square, Witney. There has had to be double parking at times when parked taxis obstructed access to retail businesses for hand-trucked deliveries. 2. As a matter of urgency please restore the taxi parking to the specifically marked taxi area so that business vehicles will have limited-time access to 47 to 49 Market Square again. In my experience over the last two years, the number of parked taxis waiting for fares has not exceeded 5 in number at any one time, so the temporary extended line of taxi parking is no longer required. 3. The High Street and Market Square are pedestrian and vehicle routes for carnivals and processions,

	usually in a southerly direction, and should be retained thereby necessitating temporary openings of the road. The proposed street furniture should allow wide road openings when required. 4. There should be a vehicle 20mph speed restriction along the whole of High Street and Market Square. It is noted that with fewer vehicles accessing the area since March 2020, many of those vehicles, including public transport, have been witnessed driving at excessive speeds, especially at night putting pedestrians in danger. This is a matter of urgency, now that the new disabled parking area has been created and is likely to become permanent. 5. Please remove the outside eating area at the Buttercross to restore the important lost 2 hour parking spaces and also to stop the current conflicting traffic movements into and out of Church Green. The Angel etc is now fully operational inside.
(8) Email response, (unknown)	Motor vehicle prohibition – **Object** Parking amendments – **Object** We are very lucky in Witney to have a thriving town centre which is well used unlike a lot of other similar towns elsewhere in the country which have seen the closure of many shops and services for multiple reasons - too many to mention here. Albeit small we have a good market twice a week offering on the whole low mileage food of high quality and other goods. It is well frequented and often a meeting place on those aforementioned days. There is a lot of concern amongst the market traders that if the road were to be closed permanently this would greatly affect the footfall and the ability of customers to collect goods by car particularly fruit and vegetables. I shop weekly at the stalls and have relied in the past on being able to either use the half hour parking facilities or drop by to pick up very heavy bags. I'm not elderly, infirm or in any way incapacitated but would have to think quite seriously about using the market as carrying often extremely heavy bags back to the car park is just too much or would involve several cumbersome trips backwards and forwards. The same applies to the Farmers Market, the butchers, the sandwich shop and other retail outlets. We are extremely lucky to have many independent outlets in the town and I know many people pride themselves on being able to buy from these food suppliers etc to help the small trader flourish. The larger supermarkets will always flourish and always provide adequate parking for its customers. Unfortunately, the smaller traders do not have the luxury of choice over parking facilities it would seem.

	While Covid has disrupted all our lives it has taken its toll on particularly small traders but Witney has shown good resilience because of the town residents do all they can to support smaller businesses. With continued reduced vehicular access to these areas there is often a decline in the public continuing to use them. The issue of closing the road may not have been an issue had it not been for lockdown and traffic appeared to flow well through the High Street with ample provision for crossing places before this time. The pavements are wide, particularly around the market square and on the road opposite sheltering pedestrians from traffic. Without traffic flowing through the High Street other roads will become clogged up because of the diversion. With more and more houses being built in the town the traffic problem will only increase and the other roads will become more and more difficult to navigate. We have enough coffee shops in Witney already and the idealistic dreams of having a cafe culture on the closed road will result in more coffee shops trying to compete for business and this often results in the small independent traders being squeezed out. If the decision for the road closure goes ahead then I feel it is imperative that neither buses nor taxis should be allowed either. It should be a total shutdown. I'm certainly not in favour of the road closure in any circumstance but a half-hearted attempt would be insulting to those who derive no benefit of not being able to drive their car there, park for 30 minutes and frequent the shops/stalls as well as providing good access through the town road network. It worked well before so why change it now. Any benefits of reduced emissions in this area would result in increased emissions elsewhere in the town. We have a beautiful market town centre - please don't damage it by making it a ghost town.
(9) Email response, (unknown)	Motor vehicle prohibition – **Object** Parking amendments – **No opinion** I Am against the proposed vehicle access / closure of witney high street and market square.
(10) Local Resident, (Witney, Rowan Drive)	Motor vehicle prohibition – **Object** Parking amendments – **Object** We would like to object to the plans on the basis that

	• The measures were originally imposed to allow social distancing and that made sense but that is no longer a requirement and therefore the expectation was that things would return to normal as regards access. The aim of reducing the level of traffic in Witney High Street and Market Square just seems to be detrimental to the businesses there. • We believe that the measures are strongly opposed by the majority of traders in the High Street and have signed a petition against them in Sandwich de Witney. Not being able to access the 30 minute parking spaces that used to exist means that stopping briefly to go into places like Sandwich de Witney or other food outlets is more difficult and it makes people think twice or go elsewhere (although we accept that there is ample free parking in Witney not that far away). We also used to regularly use those spaces when dropping off items to the Helen & Douglas House Charity Shop or to pop into the bank. • Another issue is that the measure doesn't stop all traffic so it has not created a pleasant area in which to shop. It is still a road and there is still a need to look out for buses, cars, bicycles and taxis all of which are able to use it. We are not aware of the area having been highlighted as having particular safety issues for pedestrians and cyclists having shopped in the area for many years including when our children were babies and then attended the local infant/primary schools. • Witney, probably like other towns, has a large number of empty shops and so it would seem sensible to do everything possible to encourage people into the town to spend money. Closing the road off seems to do the opposite of that and has made the centre of the town look desolate and rather run down. Having lived in Witney since 1990, it is very sad to see how many shops have closed down recently both in the High Street and in Marriotts Walk which seems, unfortunately, to be becoming surplus to requirements in terms of shop units. • There were disabled parking spaces outside Boots which were removed when the pavement/pedestrian area was widened originally to allow social distancing. It would make sense for those spaces to be restored. The parking spaces proposed do not necessarily appear to be ideal for disabled spaces because of the height differential between the road and the pavement with access to the pavement by steps. In summary we supported the temporary measures to allow social distancing but do not think that they should be continued permanently as we believe they are damaging to the town centre and to the businesses that are on that stretch of the High Street/Market Square.

(11) Email response, (unknown)	Motor vehicle prohibition – **Object** Parking amendments – **No opinion** I would like to register my very strong opposition to the permanent closure of the above to general traffic for the following reasons: It will be the death of High Street businesses operating from there. Witness 'Sandwich de Witney' and other businesses there who have already petitioned WODC on this and had many supporters. It is very difficult to drive around Witney already and the strain on Corn Street and Witan Way has been ridiculous since High Street has been closed to general traffic. It is almost impossible at peak times to exit Waitrose Car Park (and others) onto Witan Way. Many people ignore the restriction anyway and there is no-one to effectively police this. This in itself is dangerous as cars that shouldn't be there simply speed through. The priorities at the Market Square mini-roundabout are subsequently confusing and this is made doubly bad by the closure of the stretch of road outside the 'The Angel' pub. This is difficult to understand as it is now Winter and the Pub therefore aren't even using these street tables. My office overlooks this roundabout and both myself and my colleagues have witnessed and experienced many 'near misses' as this roundabout cannot operate as usual and is difficult to fathom for motorists. I sincerely hope that OCC are not merely going through this exercise of inviting our views as a 'tick box' procedure and that the Witney public's views are actually taken into account and I seek reassurance from you on this please. I understand that the vast majority were against the closure to traffic of the High Street in the first place but were ignored.
(12) Email response, (unknown)	Motor vehicle prohibition – **Object** Parking amendments – **Object** My feeling is that the plan to severely restrict traffic in this area would result in a serious diminution to the

	sense of vitality of Witney as a traditional Oxfordshire County town. This effect has already begun to show itself. The viability of a number of shops will be imperilled, and I think the very existence of the twice weekly market will eventually be called into question. I believe there are fewer stalls than there used to be: if the fruiterers departed that could prove fatal as they are the biggest draw. Prior to the current temporary restrictions (which it is proposed should become permanent) many customers would park for a short period in the High Street/ Market Square area do their shopping and depart: it was a continuous and efficient way of enabling customer satisfaction and business activity. The availability of those parking spaces, and the traffic flow both ways in the High Street was the town's life blood, and crucially for all the adjoining businesses. I think that for innumerable visitors to Witney their sense of the attractiveness of Witney will have been derived from the view that opens up of St Mary's and Church Green. This view is seen to best advantage when driving up the High Street and alongside the Market Square. By closing off this route to traffic, and the availability of a place to stop, will have the tendency to reduce the travellers Witney experience as well reduce the accessibility of the town centre to those who live here. I am afraid it is a planner's pipe dream that Witney is going to become a town of cyclists, Corn Street has recently had cycle lanes painted on it making creating a confusing muddle of signs but no cyclists use the lanes. The best way to improve traffic flow in Corn Street is to remove the pinch points. These regularly cause delays, some quite lengthy. If the pinch points were replaced by Zebra crossings or request stop lights, traffic flow would be much improved both into and out of the Market Square/ High Street area. I think that the Disabled Parking Spaces down the whole length of one side of the Market Square area of the High Street is over generous and was probable introduced as part of your plan to create a no parking area for ordinary cars in the High Street. Half the number of Disabled Spaces in that area would be reasonable with two established on the Taxi Rank side. A further reason for not closing off traffic in the High Street is that it will turn Welch Way and Corn Street into a mini inner ring road. Welch way presents enough problems at the moment with the delays at the traffic lights, then the Hospital turn and more recently, for some reason, difficulties with busses. The difficulties with buses is even more pronounced at the bottom end of Corn Street, with the depot, buses parking up on the side of the road as well as bus stops and now cycle lanes to add to the mix, fortunately there are no cyclists. My feeling is that it will be a serious mistake if the proposed plans for the High Street/Market Square area of Witney are adopted. I hope the scheme is not approved and the pre Covid arrangements are restored with one

	or two amendments. I will be grateful if the contents of this email are brought to the attention of those who eventually decide this matter.
(13) Local Resident, (Witney, Corn Street)	Motor vehicle prohibition – **Object** Parking amendments – **Support** I have grave concerns if you retain the High Street and Market Square in its present form as partial pedestrian only. I say 'partial' because I have observed, when using my power chair in Witney Town, that people are believing there to be no traffic passing up and down the High Street and Market Square. As a result people are not looking before they cross at any point along the road. It is an accident waiting to happen. There are taxis travelling up and down the road and doing U-turns in the road; there are buses travelling in both directions; there are delivery vans; there are unlawful vehicles also ignoring the restriction signs. I have seen this on lots of occasions. I regard the Market Square parking by the tall wall, on the hill, to be unsuited to disabled parking. It is not safe. The Blue Badge Issue requires people to have their mobility affected due to a specific health reason which restricts the ability to walk. To get out on a hill and negotiate the steep steps to mount onto the safety of the pavement does not in my view constitute qualification to use a blue badge. Some people may disagree with this view. I have sympathy for the small independent shops who are losing trade because drivers can no longer use the parking area on the hill in Market Square. I believe this should be restored for short stay so that passing trade can be restored. I believe it to be an unsafe area for disabled drivers. I am so pleased that disabled parking for Blue Badge Holders is restored in the High Street. I believe that it could be extended beyond Boots the Chemist as far as the closed previous optician. I think that there should be at least two spaces on the other side of the road near Dentons and on the flat part of the pavement. You have already extended the taxi rank uphill. It now should be marked so people know it is extended as far as the sandwich bar. The myth that the idea is to try and cut emissions etc. goes out of the window when one realises that the new

	fleet of buses using this area are not electric. Stagecoach had the opportunity to change them to electric but declined to do so. Many taxis are diesel engines. Many delivery vans are diesel. More private cars are now electric where people can afford them. The myth that it is pleasant to have pavement cafes is also defunct. This part of the High Street does not have pavement cafes because the pavement is too narrow and there are no cafes along there. Which brings me to the further part of the High Street after the Methodist Church. There are no Blue Badge parking spaces available along this stretch of the High Street. There are many café outlets in this part and interesting shops and hairdressers and yet disabled drivers cannot access any of these facilities. There needs to be some Blue Badge spaces along this stretch as far as the traffic lights. It is essential that this group of people can fully access their High Street all the way along. The cafes are an added reason to provide some Blue Badge parking. Because of the above reasons I think that the High Street and Market Square be restored for normal use for everyone with additional Blue Badge spaces provided further along High Street. The High Street needs to be a bubbling, vibrant environment to be enjoyed by all. It also needs to be fully inclusive from Boots to the traffic lights before the bridge.
(14) Email response, (unknown)	Motor vehicle prohibition – **Object** Parking amendments – **Object** For many years, Witney was considered to be one of the more successful towns, for three particular reasons: (1) It had plenty of free parking. (2) Shops were largely kept in the centre, rather than on out-of-town industrial estates. (3) The High Street was kept open. When the High Street originally closed, most people accepted it as a temporary covid measure, although it was rather unsafe at the Welch Way end, because of traffic entering on the wrong side of the road where people cross. Most shops were had not re-opened, so there was little opposition from businesses. There were local elections, but not one candidate mentioned the road closure in their leaflets. It has given the impression, therefore, of being sneaked in without people being aware. Few people knew about the last opinion poll and I'm not sure how many know about this one. People were asked whether they felt safer, but few ever felt unsafe, except at night.

	Over 800 people voted to keep the closures, including taxis, buses and some people who live near the town centre. Of course, they are glad to have a quiet road all to themselves. However, there are tens of thousands of people who live on the edges of Witney, or in surrounding villages and towns, who come into shop. Witney, after all, is a market town. The town needs the custom of thousands, not just hundreds. Driving in is a necessity for some people, not something they just do for fun to clog up roads. Just because a person doesn't have a blue badge, it doesn't mean they can walk far and carry heavy or bulky items. Those with painful backs, hips or knees, lung diseases, recovering from operations etc, struggle to walk. Those with other medical issues, such as gut or prostate problems, need to be near toilet facilities and are unable to use buses. Many older people are unable to carry heavy or bulky items from shops in Corn St (such as the pet shop), or from the market square, back to Waitrose car park. The half-hour parking places near Marlborough Lane were ideal, as were the places at the end of Church Green, also shut off at the present time. Some people using quick food outlets are working from vans in different locations each day. They should be able to pull up outside to buy refreshments. People who want to take fish and chips home need to do the same. If these businesses are ruined, it will be entirely due to this closure. At night, groups of lone people like to meet out for a meal. Women on their own like to park nearby because walking through Langdale Gate to the carpark behind, can be unpleasant and feel unsafe with groups of rowdy youths. The closure seems to have been done just so that politicians can show that they have reduced traffic coming into Witney. Of course, they ignore the fact that traffic is piled up on Witan Way, as the only alternative route through the town, causing more air pollution than moving traffic. If the town centre dies and shops close, it will be seen as a traffic-reducing success. Of course, some people will shop more online or use supermarkets on the edge of town, without bothering to visit the small shops in the centre. Some closed centres, such as Hertford, seem to be a success, but there are only cafes, charity shops and estate agents left. One politician compared Witney Town centre with Oxford City centre. This shows very little understanding of the needs of Witney and its shops. A city centre solution for traffic problems is not the same as that for a market town without comparable traffic. Lastly, I would say that Witney town centre was very pleasant looking, with previous councils working hard to keep it so. Now it looks like a junk-hole with planter barricades, making it look like some city suburb.

	I would urge you to open up the town centre again for everyone, not a chosen few.
(15) Email response, (unknown)	Motor vehicle prohibition – **Object** Parking amendments – **Object** I am now adding a supplement on the current state of shop occupancy in the relatively small area bounded by the War Memorial at the top end of the area in question and the Boots store, which seems to mark the lower end of the Market Square. In this prime location there are five attractively located but empty shops; a double fronted one on the Square next to the Corn Exchange, the shop on the central island that was an opticians that looks across the High Street, two adjoining premises opposite the Cross Keys pub and the old Argos store. All these shops have been empty for between about one to four years. There has been a double fronted shop that the Town Council have taken over fairly recently. Within this central area there are four substantial shops all in attractive locations which are charity shops. As you will be aware the incidence of charity shops in prime locations is usually taken an indicator of area on the margins of suffering from commercial difficulties. Banning general traffic movement and parking from the High Street/Market Square area will, in my opinion, only aggravate the situation for current businesses and deter new ones from setting up. I would be grateful if you could bring this email to the attention of those who will decide this matter. It is my hope that those who make the decision are all familiar with Witney.
(16) Email response, (unknown)	Motor vehicle prohibition – **Object** Parking amendments – **Object** Please return the High Street to pre covid traffic arrangements. I live adjacent to Witan Way and have noticed a substantial increase in traffic due to the High Street restrictions. Also the town has lost its BUZZ way.
(17) Local Resident, (Witney, Swan Court)	Motor vehicle prohibition – **Concerns** Parking amendments – **No opinion**

	I am very concerned about the partial closure of Witney High Street. While it is quite pleasant for pedestrians to be able to walk about in a fairly traffic free area this does seem to be causing concern among traders, both shops and market. We don't need anything that discourages trade, and this does seem to take all the life out of the street. I would like to see traffic brought back to liven the place up. Witney has always been a busy place: we must keep it so. I have lived in the area for over 60 years and these restrictions aren't doing Witney any favours. Don't let Witney die.
(18) As an individual (Yelford, Yelford)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Taking traffic away from the night street will but the blood flow Off to local businesses. Keep the traffic going through the high street for the survival of local businesses that already have expensive rates and rents
(19) As an individual (Woodstock, Banbury Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I have seen the results of similar schemes in another town and they were detrimental to businesses and the 'life' of the high street. One of Witney's characteristics is its busy high street so let's not do anything to take that away. I believe footfall on the High Street will drop if this measure is introduced. I am a non-driver and regularly shop in Witney. I have always found it easy to cross the street even with the High Street fully open to vehicles as drivers often give way at the raised areas of the road.
(20) As an individual (Witney, Oxfordshire, Thorney Leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** continuing the restrictions is killing high street businesses

(21) As an individual (Witney, Market Square, Market Square)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** By closing the road has turned the centre of Witney a nightmare to drive in, I live 100 yards from the road closure, buses are always blocking the roundabout, and now since the closure of the road it's even harder to park a car , end up parking a side street and annoying other residents as I'm parking out side there home
(22) As an individual (Witney Standkake, Manor Crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney enjoys a huge advantage as a shopping and leisure destination because it is so car friendly as a result of WODC free parking policy. The proposal will limit access to shops and create unnecessary barriers to movement around the town.
(23) As an individual (WITNEY - Resident, Farmhouse Meadow)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** 1) There has been a direct correlation between the start of current restrictions and falling revenue of local independent business. 36 out of 37 independent traders object to the current restrictions. Please listen to their voice and concern as this is a very substantial majority. Witney has already lost local businesses like 'Pobi' and many nationwide retails business have left the town. Debenhams, Argos, Wittards, McKays, The Edinburgh Woolen Mill and many of these shops remain empty. The independent shops bring vibrancy to the town and they have suffered enough from Covid, let alone from these restrictions. Please don't let Witney become a town centre of just coffee shops, please don't let these '36' suffer anymore, and please do not let local jobs be lost, impacting the local economy. 2) There has not been any consultation with any of the local business in the 'Restriction Area' about impact to trade. 3) The lockdown ended on the 19th July, all walks of life were back to pre-covid times, however the Council responsible for the restrictions kept them in place. Again, without any prior consultation to local businesses. 4) Severe bottlenecks are now being created in Witney as a result of these restrictions where traffic has found 'rat runs' elsewhere. Corn Street has become increasingly busier with many vehicles driving on parts of the pavement to allow for the flow of traffic. This is the opposite of what OCC want to achieve in it's Statement of

	Reasons point number 2) aid pedestrian accessibility and increase safety.Church Green too has now become busier then ever before, and this is dangerous given that Henry Box and St Mary's schools are there. 5) The current restrictions are bringing motorists and pedestrians in direct conflict to levels never seen before. Pedestrians are not looking when they cross the road, believing the High Street is fully pedestrianised. OCC should speak to bus drivers and local taxi firms to understand this. The situation is now is 'like for like' as for what Cornmarket Street in Oxford used to be. OCC should either fully pedestrianise the High Street with NO TRAFFIC at all, except for delivery drivers. No buses, cycles, motor bikes, taxis, or lift the restrictions fully. 6) The passing of traffic as a Crime Deterrent at night has been lost. Passing traffic has been proven to reduce levels of crime as 'someone is always watching' when vehicles are passing through on roads. High Street has become a very quiet place after 6pm, and could soon become a 'no go' zone at night if the restrictions remain. How many times have the Police appealed for drivers with Dash Cam footage? This will be lost. 7) OCC Proposal of Reasons - Number 1 - help reduce the level of through traffic in Witney High Street and Market Square. Where are the traffic surveys proving this? The 'before' restrictions and 'during' figures? Please can details of the study be provided for public viewing? Many Witney residents, such as myself, know that this part of Witney has never been the issue for traffic congestion in the Town Centre. The real problems are from Halifax on the High Street, through Bridge Street and to Oxford Hill going East. A link road would have resolved this. OCC know that anyone in Witney who wants to travel from West to East is forced to go via the High Street (outside of the restrcition zone) and travel through Bridge Street to Oxford Hill or Woodstock road. This remains unresolved. 8) OCC Proposal of Reasons Number 3 -aid cycling accessibility and safety by reducing likelihood of conflict with other vehicles. Safety has deteriorated since the restrictions have been in place. Pedestrians and vehicles are being pushed into direct conflict over confusion of who owns the space on the road. This section of the High Street has never been this dangerous to pedestrians as it is now. To add, when the traffic humps were first introduced into what is now the restricted area, they were clearly painted in on the pavement, 'look right'. This was a safety measure used to advise pedestrians that they simply cannot cross without looking right for approaching traffic. Why have these notices been allowed to fade away? They need to be repainted. 9) OCC Proposal of Reasons - Number 4 - improve bus access and bus journey time reliability - This has never been an issue, Corn Street is. Likewise please provide evidence of Bus journey time reliability 'prior' to the restrictions and 'during?'. Please can details of the study be provided for public viewing? 10) OCC Proposal of Reasons - Number 5 increase amount of blue badge parking at key town centre location - Blue badge parking can be made anywhere in the Town Centre and is currently well used by blue badge holders. 11) The current restrictions are causing traffic choas at mini-roundabout at the Buttercross. Vehicles are being

	forced into a very small area, coming from all directions. Please come to Witney to see.
(24) As an individual (Witney, Abbey road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Why change the town was much more active before the current restrictions now it is a ghost town. There will be no businesses left soon. And I would like to understand who has given the Angel and the Fleece permission to take over parking spaces, I hope they are paying for them? No objection to traffic restrictions on Friday and Saturday evenings through the summer to encourage local bands to entertain the population.
(25) As an individual (Witney, Apley way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Many businesses are fundamentally being compromised by the changes.
(26) As an individual (Witney, Ashcombe Crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's now difficult to transport my children to activities in central Witney. I am concerned about the impact restrictions are having on local businesses.
(27) As an individual (Witney, Ashdale Avenue)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Making Witney car unfriendly. Lots of people drive from villages to shop. Town centre struggling more and more

(28) As an individual (Witney, Bellenger way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's a silly decision just like the one to waste money on the cycle lanes up corn street.
(29) As an individual (Witney, Blake's Avenue)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It has killed the town centre for shopping and the traffic around the town at peak times is now a major concern. The fact that disabled parking and buses still use the road mean it is not completely pedestrianised so the road may as well be open for the rest of the traffic…
(30) As an individual (Witney, Blake's avenue)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Because it has an impact on our local businesses which we should be supporting in such hard times
(31) As an individual (Witney, Bramble bank)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's killing the high street. Reopen the road
(32) As an individual (Witney, Burwell Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The road should remain open as with it shut it segregates the old Market Square from the new town development meaning a lot of traders in the old part do not get people visiting their shops. Parking was restricted to a short time but was perfect if I needed to quickly drop off shop takings to the bank or collect change. In the evening if visiting a restaurant being able to park closeby was extremely useful and I felt safer than walking to one of the main car parks.

(33) As an individual (Witney, Chedworth Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Proposal is restrictive for trade and business. Unnecessary for a small market town with little traffic. Creates inconvenience for residents. The exact reasons, apart from the pathological desire to remove cars from Oxfordshire entirely, for this decision have not been presented. The benefits have not been clearly articulated, if at all.
(34) As an individual (Witney, Chedworth Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** This is crippling not aiding the High Street. Businesses will close as a result which will detrimentally impact our local economy and add to of environmental footprint with even more people being forced to leave the town to get what they need/want.
(35) As an individual (Witney, Cogges hill road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** For decades the high street access has been crucial for traffic flow through Witney and also access to the shops there. Since the restrictions I cannot believe how quiet the high street is even on weekends. Witney has never been so quiet and I feel this is largely down to restrictions in place
(36) As an individual (Witney, Colwell drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Should be open to traffic, losing it is pointless takes life out of centre

(37) As an individual (Witney, Colwell Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** My husband has mobility issues and lacks strength. He cannot get a blue badge. The distance he is now forced to walk is too far. There is no consideration for the elderly people in this and it was forced upon us. People like us will not be able to shop where we live now .
(38) As an individual (Witney, corn st)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Local trade will be affected detrimentally
(39) As an individual (Witney, Corn st)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Originally done to allow social distancing. No need for restrictions now. Businesses are being affected
(40) As an individual (Witney, Corn Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The hustle and bustle of the town has been lost. It is creating traffic else where. And the loss of the parking spaces stops you just nipping to get a sandwich etc quickly during lunch or running a quick errand
(41) As an individual (Witney, Corn Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The high street needs to be opened up to allow access to the small businesses that operate there. There is no need for the increase width to the pavements. Nobody needs to walk in the road.

(42) As an individual (Witney, Cotswold meadow)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Less footfall unable to park for vegetable market, drop off charity shop items. Town centre feels much less vibrant and it will not encourage retailers to occupy empty units .
(43) As an individual (Witney, Crofts)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The proposed benefits can be disputed on grounds of safety. The high street seems quite and keeps shoppers at bay as well as disadvantaging those who need easy access
(44) As an individual (Witney, Crundel Rise)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Loss of business to High Street shops. We don't want to lose more shops and businesses. I believe most of them object to the proposals. Short term parking on High Street enables more customers to visit the shops.
(45) As an individual (Witney, Deerpark)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Leave high street open
(46) As an individual (Witney, Ducklington lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's killed the High St, shops report trade is down, the atmosphere has gone and there is no bustle anymore, it has shunted loads of traffic to other roads.

(47) As an individual (Witney, Ducklington lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Nothing wrong with how it was. The council have acted disgracefully in using Covid as an excuse to close the road. It takes no notice of the community that live in Witney but continue to carry out it's ridiculous anti car campaign as in Oxford. This is Witney listen for a change! Also it's not democratic to persue one line of consultation get out on the streets and ask.
(48) As an individual (Witney, Eastfield Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Oppose due to impact on the small independent businesses
(49) As an individual (Witney, Empson Crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I feel like it's completely unnecessary it's creating serious traffic issues in the other parts of town and it's having a impact on the town centre.
(50) As an individual (Witney, French close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Causing traffic problems around the rest of the town. Traffic has always been a problem, however the closing of the high street has made it worse. Local businesses are missing out on a lot of trade and will not survive if this is allowed to carry on.
(51) As an individual (Witney, Gregory place)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Buissness need the surport of the local passing trade

(52) As an individual (Witney, Hailey road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Objecting as the businesses in the town need the foot fall, also to go to town to pick up anything large hard to carry is a real pain. Also the town people are driving through un challenged anyway. Also when driving from my west end to the town centre you have to drive around the town centre. The car parks are free I know but that is because the business are paying for them.
(53) As an individual (Witney, Hailey Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** As someone who regularly used to park up quick with my kids and went to the market and a few of the shops. I have been once since the restrictions have been in place. I often don't have time to park in the multi storey or change to park in the pay and display. I also find the school run a lot more difficult with the built up traffic having the high street closed causes. The seating area outside the Angel is also causing issues with cars all over the place, it's winter no one is sitting outside. It should be removed.
(54) As an individual (Witney, Heron Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Adds more traffic to already congested roads, no need to pedestrianise it as already wide pavements with lots of outdoor seating space.
(55) As an individual (Witney, High street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I think the businesses in the high street are suffering from the closure. It is also pushing traffic that would use the high street down Holloway Road (which I live just off). Holloway Road is a residential road with residents

	cars parked along the road so impossible for two way traffic to flow easily, this road cannot cope with the level of traffic.
(56) As a business (Witney, High street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The high street is dead with passing trade since the restrictions.
(57) As an individual (Witney, Hight street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Ther is plenty of space for pedestrians with the traffic on, by closing It's going to cause more traffic on welsh way and corn street. It's gonna kill the town centre as we are seeing now it's a ghost town with no traffic, not even feels safe at night without cars passing trough. Please don't kill Witney town centre!
(58) As an individual (Witney, Holloway Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's a joke business will not survive if the high street stay closed to cars
(59) As an individual (Witney, Lancut Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's very clear many independent businesses are suffering with the town centre being closed off. Very inconvenient when corn street was closed that you had to go all around by Waitrose car park to get through to church green .

(60) As an individual (Witney, Lancut road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney isn't busy enough for the market square to be pedestrianised. Small local businesses will fail.
(61) As an individual (Witney, Manor Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Restricting through traffic and parking will restrict business
(62) As an individual (Witney, Market Square)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Having lived in the Market Square for twenty one years I have seen many changes regarding the town centre. Some were positive and many were negative. Even before the pandemic hit the businesses based in the centre of the town were under quite a lot of pressure due to the extremely high business rates that are charged by WODC. The removal of the 30 minute parking during lockdown resulted in many of the shops and businesses suffering greatly from the loss of customers who stopped briefly as they passed through the centre to pickup some food, a beverage, items of shopping that had been ordered, taking full advantage of the 30 minute parking. With the current restrictions that are in place there has been huge reduction in foot fall and many Of the businesses and the market vendors have seen massive reductions in their trade. The point is that now there is only disabled parking available you generally only see one or two cars using these bays and most of the time the bays are empty. When the 30 minute parking was in place all the bays were in constant use, all of the day, and there was more activity in the town centre. If the current restrictions remain in place I am sure that we will see more of our central town shops close and the number empty units will increase. Ultimately Witney will lose out to other neighbouring market towns because of the restricted access that is being proposed for its town centre. I have talked to most of the businesses / shops based in the centre and out of the 37 I have spoken to 36 would like to have the restrictions lifted and return the town centre to how it was before lockdown. Should want to talk to me directly on this matter you can either email me or call me on 07831-497174

(63) As an individual (Witney, Market Square)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** As a resident in Market Square, I noticed how complicated it is for people to access the town centre to simply go to the bank, visit the market, get a fish and chips takeaway, a sandwich or a coffee or a milk shake, or collect a prescription at the pharmacy now that the short stay parking has been removed. Not only are these parking spaces most of the time left empty but they can not even be used for deliveries which would be useful as I live there. I also noticed that these parking spaces were regularly used in the past by parents dropping off or collecting their children from Batt school or the scout hut. As they are not accessible anymore, these parents have no choice but to park in Corn street on the double yellow lines and often block access to Marlborough lane at school time as well as Corn street. Our town centre has become less and less attractive, with shops closing down and less visitors to create a nice atmosphere. Witney is a market town that needs to be revitalised after several lockdowns and closing its centre will have the opposite effect.
(64) As a business (Witney, Market square)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Passing cars help encourage more shoppers, it's not just down to online shoppers. We live in a society of lazy shoppers that need convenience. Which having the high street permanent shut will close those opportunities to none local residents knowing what's to offer. It has killed a lot of off the street passers to my business.
(65) As an individual (Witney, Market square)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It makes no logical sense. You say you have closed the high street to traffic to allow for pedestrians - but taxis and buses still travel down the main road so people are not going to be walking in the road anyway! It is a MAJOR thoroughfare for cars. It is harming the 36 businesses along the top of the high street. It's pointless

(66) As a business (Witney, Market Square Witney)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I co own what we like to think is a much loved business on Market Square Witney. We have had a horrendous past year or two with Covid 19 and are still very uncertain of our future. Many factors have contributed to the current downturn in our trade. We accept that. However, we do not wish the closure of the High Street to add to this, as we attempt to recover. There has not been enough thought and homework put into the planned closure, with no thought of how the businesses feel. On the parking issue alone, we have lost significant trade due to the removal of the spaces, the suitability of the hill as disabled parking is a joke and our deliveries are a nightmare. To be honest some days, we feel like giving up! There is absolutely no need for pedestrianisation. The pavements are wide and safe. Currently the road is unsafe, with the vehicle free zone full of busses, taxis, delivery vehicles, rule breakers to name a few. It is not safe obviously to walk in the road. Our beautiful town is not a secret. It should be open to people passing through to admire and then decide to park up and explore. What has happened to all the talk of encouraging tourism. Witney has become a dull, quiet, sad place, giving out the idea that we are still in the deepest grip of the pandemic. A town needs hustle and bustle and if that means traffic, then bring it back. Bring back the soul of our town. We have collected hundreds of signatures opposing the closure and those that agree with the pedestrianisation, as 'it's nicer', will hopefully be regretful when the nice town has no independents left.
(67) As an individual (Witney, Meadow View)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I think it is detrimental to the small businesses for the passing pop in trade to do this - eg coffee, sandwiches. I can't see the environment being pleasanter or safer if buses/ taxis are still permitted to use the road. More pelican crossings could help this and: or a low speed limit. I would think that short stop parking bays of 20 mins makes sense. I think if the high street is to be improved by pedestrianisation, it would need to prohibit ALL traffic (including buses/ taxi etc) as otherwise it seems such a measure will have very little benefit for the shoppers (although this in turn would be problematic for disabled) but will have negative effects for businesses.
(68) As an individual (Witney, Moorland close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	I just think it's better for the high street shops that it opened up again.
(69) As an individual (Witney, Newland)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Businesses are suffering. The roads that the traffic has been pushed onto (Witan Way) can't cope so accessing the free car park by Waitrose is a nightmare. A proper crossing with lights on the speed hump by Barclays would help too.
(70) As part of a group/organisation (Witney, Northfield Farm Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney town centre was thriving before the high st was blocked. I feel sorry for the businesses that have been affected and firmly believe it should be opened up ASAP.
(71) As an individual (Witney, Orchard Way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's ruining business and the high street
(72) As an individual (Witney, Oxford Hill)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Shutting High Street for vehicles is cousing traffic conjunction on Welch way. It is also damaging to small businesses trading on High Street as well as for the busy working people who need to quickly park opposite the taxi rank to get a sandwich for breakfast or lunch or to get their fresh groceries from the market and go. The parking places in the town have been reduced by lending some of them to the Flece and to the Angel as it is. I also believe it is unfair the to allow people not living in the town of Witney to participate in this questionnaire.

	They are not going to care for the local businesses, aren't they!?
(73) As an individual (Witney, Oxlease)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Its time the High st reopened, the pavements are wide enough to protect the public! Has ruined the character of Witney. Affected businesses, i work on the High street, so have first hand experience. Also has become a rat race to cars not adhering to restrictions, making it more dangerous than when fully operational.
(74) As an individual (Witney, Plover vlose)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Bottle neck traffic down corn Street Concern for businesses down High Street passing traffic Council want to kill the town centre
(75) As an individual (Witney, Quarry Rd)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Damaging to businesses and to restrictive to those who are less able or elderly.
(76) As an individual (Witney, Queen Emma's Dyke)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** There are 5 places to cross the high st from buttercross to Welch way which is plenty I find it is more dangerous with vehicles turning in on the wrong side of road when you are lulled into a false sense of security of there not being traffic allowed down the high st. Witney has large amount of old people with mobility problems and don't have a blue badge they need to park close to the high st shops and support some of the struggling businesses. I have to go to the market very early so I can park close and not carry heavy bags a long way,not everyone likes to get up early, I know most people would like to have the opportunity to park

	down the high st for a period of time and be able to support local shops and stop them going out of business and Witney becoming a ghost town. Let common sense prevail.
(77) As an individual (Witney, Ralegh Crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I want to keep business in the market square . Before the restrictions I would often park for ten minutes to pop into a shop. There are many like me. We should listen to the business people. Not ignore them
(78) As an individual (Witney, Ralegh crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** *Detrimental to business along market square and high street. *Inconvenient for motorists
(79) As an individual (Witney, Rayson Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Businesses are losing revenue & footfall due to those who have children just to 'nip in' to a shop rather than drag them round the whole town. As a parent who is short on time, being able to park for 30 mins to run 1 errand in the pouring rain is more beneficial to me than traipsing most of the way across town to do 1 thing
(80) As an individual (Witney, Russell mews)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Objecting due to the impact on local businesses and lack of thriving Town centre because of what has been in place for the last 18 months

(81) As an individual (Witney, Sherbourne rd)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I believe it will be damaging to the businesses that are already struggling to keep a vibrant high st.
(82) As an individual (Witney, Southlawn)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I object as I think the traffic was never conjested in the High St .I also used the 30 min parking to use the banks and shops in area at least 4 times a week.Shuting the High Street has caused traffic congestion in Woodford Way especially around the car park and junction to the High Street. It needs to stay open as before Covid restrictions start to support the business in the High Street. Closing High Street has caused Holloway Road to become a busy rat run to cars and it is dangerous to drive down there as it is one lane with all the cars parked on the road.
(83) As an individual (Witney, Southlawn)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Harmful to the shops and small businesses which are currently struggling and creates traffic problems on other roads in the town has the infrastructure can not cope.
(84) As an individual (Witney, Springfield park)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I feel that it is completely unnecessary and it will not add anything to the town. I also feel it will hinder business and make Witney feel like a ghost Town.
(85) As a business (Witney, Stanley court)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	Your killing our high street. The amount of empty shops is a joke.
(86) As an individual (Witney, Stanton Harcort Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's not any safer, and local businesses will be effected, the road have become busier around the town. Sort out the other road systems first then town will become quieter
(87) As an individual (Witney, Stanway close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The closure of the high street in Witney is totally unnecessary as there is not benefit to it and it's detrimental to the shops and traders of Witney. There is no vibrancy to the town centre anymore, it also causes more chaos to the other roads around Witney and there is no flow through for traffic any longer. We are fortunate to have lovely wide paths and and pedestrians still can't use the road because of buses, taxis and disabled vehicles. In my opinion the road should be put back to normal as soon as possible so we can all get back to normality
(88) As an individual (Witney, Stenter square)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney was once a bustling town. Sadly, this is no longer the case and I believe the restrictions will drive more people out.
(89) As an individual (Witney, Stenter square)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Why change a market town that has been here for many years working fine just how it did . We need to support the local high street not help you kill it . Keep the roads open , keeps business flowing , keep Witney alive

(90) As an individual (Witney, Sycamore Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Because it deflects traffic to other areas. Affects businesses by not having the high street parking.
(91) As an individual (Witney, Tar Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I don't see how this is helpful for local businesses at this time. This experiment in Oxford has already lead to disruption, traffic bottle necks and navigation issues. Redirecting the traffic away from businesses doesn't se logical. I don't see that there was ever an issue with excessive traffic on the hight street in the first place.
(92) As an individual (Witney, The Old Coachyard)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I believe that the traffic restrictions would have a detrimental effect on the already struggling local businesses in the town centre. Many of the shops are closed already due to high rental prices and for the ones that are clinging on for life, these will soon go too if the road remains closed.
(93) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney had already seen a number of businesses fail in the most recent years and it would be a shame for the shops on the High Street to have the same fate. If access is permanently reduced, less people will venture there, damaging our local economy. We should be looking at ways to boost this, not to make the town look “prettier or quieter’.
(94) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	The High Street is dying. People still all walk on the pavements and not on the road. More traffic congestion on other roads.
(95) As an individual (Witney, Thorney leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It will make parts of the town difficult to access by car and a lot of businesses will fold as they have already done in Cowley & Banbury this is not a very good proposal.
(96) As a business (Witney, Thorney leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I believe that trade has suffered since the closure
(97) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's pointless. Pedestrianised high street that pedestrians fear to use due to buses. It's never been an issue to use the pavements, even during Covid nobody used the roads to walk in. Businesses are struggling without the traffic flow. Window displays are seen when you drive through the high street which encourages customers to go in and purchase. I know of many businesses that rely on this. The traffic on the perimeter road has increased making it unbearable to travel at certain times.
(98) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Closing the main high street just causes congestion on other main roads i.e by Waitrose is particularly bad. I don't feel how it currently is is safe for pedestrians, with buses, taxis and other random cars shooting down the road it can not be used by pedestrians only and it is clearly having an effect on trade for all the businesses as they have all expressed. Open the road back up to how it used to be as it worked well for the town and by far safer as people know to expect traffic. Otherwise if it is to remain closed then close it completely too ALL

	vehicles so it is safe to use as a walk way permanently. However I feel this would be a waste of time as Witney no longer seems to get as busy as it used too.
(99) As an individual (Witney, Thorny leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Because your killing the high street and business
(100) As an individual (Witney, Vanner)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Lock down is no reason to shut high street
(101) As an individual (Witney, Vanner)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The town is already dying with most business moving away, keeping traffic away from the town will just make things worse.
(102) As an individual (Witney, Water lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** There is to much traffic in Witney so keeping the main high street closed just add to that
(103) As an individual (Witney, Weavers close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I object because it is unnecessary to keep the high street closed.

(104) As an individual (Witney, Weavers Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney has an increased population, so more flexibility in traffic areas and parking is needed. The current set-up doesn't seem to serve any useful purpose.
(105) As an individual (Witney, Welch way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's dangerous the way it has been changed at the moment , due to the buses and taxis and disability cars trying to use the road with it being closed at one side. Also if I want to buy anything heavy in the shops I cannot due to the road being closed also it is affecting the other roads and making the traffic worse in Witney
(106) As an individual (Witney, West End)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** My business interest rely on easy access an pop in services d
(107) As an individual (Witney, Westfield road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It is a ridiculous idea and what's more, this survey asks us to comment on two separate proposals without actually saying what the proposals are
(108) As an individual (Witney, Westfield road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It actually creates more traffic

(109) As an individual (Witney, Wilkinson place)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Prevents passing customers stopping to purchase items or even seeing the shops,in the first instance
(110) As an individual (Witney, Woodstock Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The negative effects on local traders
(111) As a business (Witney, 12 Langdale gate)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I object because this is having a fundamental impact on my business. The town is quieter so not so much footfall. Its actually more dangerous now as people do not pay attention to the road and are nearly getting hit by cars due to not looking out for them. The town no longer has any hassle and bustle. If it carries on my shop will not be able to carry ,on thats for certain.
(112) As an individual (witney, abbey road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** traffic increase, shops being killed off, covid is no longer an issue, it hasnt stopped all traffic so either stop totally or none at all but I preffer to just allow traffic again. we pay for the road so we want to use it.
(113) As an individual (Witney, Abbey Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** With the town centre as it is now blocked of to traffic the whole town looks dead and empty.

(114) As an individual (Witney, Abbey road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I'm objecting to this proposal because I can no longer just park down the high street to run and get a baguette for lunch or pick up a meat order, I don't have the time to park in the car park and walk through the centre.
(115) As an individual (Witney, Abbey Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Please please for the sake of our lovely town. Open it up. Like a ghost town. Got enough shops closed don't need anymore. Always liked being able to just pop to bank or butchers. Don't have the time to drive round and try to get a space. You objected to Tesco superstore over 30 years ago to keep it in the town.
(116) As an individual (Witney, Alice Batt Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I object to the proposals because it makes journey times longer, creates more traffic, and reduces access to businesses.
(117) As an individual (Witney, Apley way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's inconvenient for drivers, longer routes and more traffic
(118) As an individual (Witney, Ashcombe Crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Restricting the flow of traffic is a pseudo fix to the ongoing overpopulation. By allowing people to use this, it helps individuals and businesses for convenience and use. By reducing this you will be reducing turnover for businesses, taxable opportunity and appeal for local business locations in an already troubled sector.

(119) As an individual (Witney, Ashdale Avenue)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Simply moving and increasing traffic to other areas of town centre. High street was always perfectly functioning in terms of accessibility for buses, bikes wheelchairs etc before restrictions put in place. No need for such measures and in balance seams a far greater detriment to local businesses than the proposed benefits to a very small proportion of the town. This should be about choice not enforcement. If people want to use a perfectly useable road than why shouldn't they? The town centre has worked as such for many many many years. Imposed measures have put me off going in to and using our town centre as much.
(120) As an individual (Witney, Barleyfield)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Closing down the high street access to facilitate bus timetables makes no sense unless a ring road is built to help with shrinking traffic around town first. Witney's businesses thrive of high street frequentations and you will kill this lovely market town by following through with this road closure. Focus on a ring road first then review town access! Thank you
(121) As an individual (Witney, Barrington close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The high Street needs to be reopened, there is far too much taxi and bus traffic for it to be used as a walk way anyway, it has caused significantly more traffic on the other roads (I work on the corner of Witan way and the high street and it is horrendous, I have to drive down corn street and holloway road to pick my partner up from welch way, when I should be able to go straight across. This is certainly not reducing my emissions!). I have

	seen many almost accidents where people have clearly become confused and paniced on the roundabouts and where people have stopped on cornstreet to drop people off because they can no longer do this on the high street. At christmas it is bad enough trying to find a space to park in witney as it is.. Taking away more parking doesnt help this! Especially not the type of parking which enables you to quickly pop into a drink or food shop whilst driving through....
(122) As an individual (Witney, Barrington Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Access for the local shops. Traffic flow round the town is restricted. Recent road closures made it impossible to get round town. Elderly mother who is not a blue badge holder now not able to use market as not able to park on high street and traders would carry to car
(123) As an individual (Witney, Barrington close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I think this will have a negative affect on our town and the local businesses and it has already impacted on the traffic around the High Street. Its not needed anymore so not sure why it would continue
(124) As an individual (Witney, Beech Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Business owners are struggling with reduced customers
(125) As an individual (Witney, Blake's avenue)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I believe it will harm local businesses, I am less likely to get takeaways from a company like part and parcel as I cannot pull up outside, or get a baguette from sandwich de Witney as I have to walk from Waitrose to collect. I believe the cars driving up and down make people walking alone feel safer as they know people are around in case someone tries to attack them.

	The traffic around the area (avoiding this area) has got considerably worse and Witney does not have the infrastructure to cope with this permanent road closure.
(126) As an individual (Witney, Bridge Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Will not solve or help traffic problem, because with the high street closed it means all surrounding roads have to take the load instead. Damage to local businesses as people cant stop at 30 min parking and quickly use shops. In regards to making all of the high street parking spaces into blue badge spaces, it is unnecessary and they are never all used. It wont make a difference to bus times because as soon as they leave the market place they will hit the traffic caused by having the market place closed. Same point applies to cyclists, as soon as they leave the market square they will be amongst vehicles again so what is the point? If you want to help pedestrians in this area then make a zebra crossing? And not one on a roundabout like the ridiculous idea it was to put one like that on bridge street!
(127) As an individual (Witney, Bridge Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Cycling through market square was not a problem before the restrictions - the council has wasted money painting “cycle lanes” in Corn Street (where they were not needed) and ignores the most dangerous street in Witney, Bridge Street, where it’s impossible to cycle along. Disabled access: disabled parking is already well catered for all over Witney - there were already several bays outside Boots along the lower end of Market Sq, and Waitrose has a whole car park dedicated. The plan seems to be to marginalise and create obstacles to regular motorists. Bus journey times - I have often used the S1 and S2 services to Oxford which pass through Market Square - they generally ran very well and on time. This argument is spurious and just shows the council attempting to add weight to this plan. The most profound objection to this plan really is the effect this “temporary” closure is having on the lifeblood and soul of this town. Prior to covid, it was a thriving town, offering mostly free parking, ease of negotiation, and attractive shopping facilities, much of it independent. Whilst I understood the reasons for temporary restrictions, one can now see the town centre slowly declining, empty shop units, and a closure that is without doubt, severely hurting the businesses in that area. I recently signed a petition being run at The Shake Shop. These businesses benefitted from the ability of easy 30 min parking, especially for one-stop shopping. The

	ease with which the town could be navigated also being a pleasurable experience. Which business owner in their right mind will take on a new unit in a town centre that seeks to deter shopping and leisure in this way? The additional closure of church green on one side (creating a frankly dangerous two way street opposite) and now Corn Street have consigned Witney to go the way of the do-do rather than the forward-looking thriving town I encountered when I moved here in 2013. It saddens me to see this, and even more that the council are blindly adding to the towns problem by beefing up road closures.
(128) As a business (Witney, Bridge Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney is a terrific and successful town, and the local councils have, until lately, been terrific shepherds of that success. There has long been a glorious alliance of councils, traders and townspeople, which is epitomised by the plaque in the Woolgate Centre commemorating Ben Webster, a WODC planner, A local planner praised in a shopping centre… Who would have thought it! Once upon a time, everyone seemed to understand that towns need bustle, in fact it is what makes a town a town, and over-zealous town management (however well-intentioned) is likely to damage it. Of course diverting traffic has its place, but Witney High Street worked just fine the way it did. At the Blanket Hall, we believe that the High Street should at once be fully re-opened, and it should stay open as before. People say that they like the tables and chairs outside bars and restaurants: we say that there is plenty of room for them, even with traffic on the road. And we also believe that if we do not re-open the High Street, we will not return to the bustle, and re-create Witney as a welcoming shopping destination for locals and visitors alike. If these closure projects go ahead, the same disaster will overcome Abingdon when that once glorious town suffered such blight at the hands of council meddling. These closure plans appear to have little to do with solving problems (since there really aren't any in Witney!), and a lot to do with an emerging OCC politically-driven agenda to change our town's perfectly innocuous custom and practice. That traders have felt compelled to raise a petition about the high street signals a failure of both communication and joint-intent. Councils and traders must re-establish their partnership as proud and enthusiastic champions of our High Street, or everyone will lose.
(129) As an individual (Witney, Bridge Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	There is no point of having an accessible high street if local businesses cannot survive with the reduced traffic. Plus, having motor vehicles in the proposed area again won't affect pedestrians at all. With accurate GPS tracking nowadys, it is easy to estimate commute time on buses despite heavy traffic. There is no good reason for the prohibition.
(130) As a business (Witney, Bromag Industrial Estate)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Objecting to your proposals entirely, Witney is already dead don't need more hurdles
(131) Rather not say (Witney, Burford Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** There is too much congestion already in Witney and closing the High Street makes it worse. The High Street already resembles ghost town because of empty shops. If you can't park on the High Street to pop to one of the shops or banks quickly then there is no point in having a High Street. I don't have time to spend looking for parking in the main car park then walking through when I literally only need to pop in the bank, pick up a prescription or visit the market for vegetables.
(132) As an individual (Witney, Burford road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** As a resident of the town I strongly believe the proposal to shut the high street road for pedestrians would kill the town completely off, which it is on its way to. After hearing multiple high street independent business raise points I.e sandwich de Witney and shake shop, it made me think I regularly used to park up and pop into these places and I haven't done so since the road as been shut, people like officiant ness. We are very lucky that Witney has free parking everywhere but it's still a little walk to the high street which coming into winter everyone wants to avoid being outside which was why it was so handy to be able to pull up outside. Witneys built up with small businesses which is what makes it such a great town and builds up our high street, how many people do you think drove through the high street for the first time and noticed all the wonderful shops we have, parked up and used them. It may not be the biggest factor as to why we've seen so many shops in our town close but it definitely isn't encouraging them to stay open is it?

	The road will still be open to taxis, buses and disabled badge holders? We regularly have buses coming through our town what every 10/15 minutes? Taxis are coming in and out every minute, and not to mention multiplayer delivery's being delivered to the businesses, it would never work to make it pedestrianised what's so important about walking in the road which may I add I haven't once seen someone do since it's been closed? There is 4 crossings along that strip of road and I haven't once seen an issue with anyone crossing it unsafely that was when it was a 30mph, so the added safety which wasn't needed in the first place has been achieved by changing it to a 20mph, so tell me what is the reasoning and need for it to be pedestrianised?
(133) As an individual (Witney, Burford Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Please reopen the High Street to vehicles again and revert to the original pre-pandemic parking. Traffic emissions (and parking) are not improved at all by the High Street closure because they are just moved to the surrounding streets. And in fact because the surrounding roads are more busy with the High Street closed the traffic is slower and therefore INCREASING traffic fumes. Also the reopening of the High Street to traffic will be better to support local shops and businesses on the High Street.
(134) As an individual (Witney, Burford Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I don't see the need to limit vehicle access as the main shopping areas in Witney are already pedestrianised and the pavements are sufficient. Currently (with the temporary Covid vehicle restrictions) noone tends to walk on the road anyway so there's no point keeping it restricted. It is also less convenient to stop vehicles accessing the area if you need to run a quick errand and it clogs up the other roads in Witney. I think reopening the road is the best option and never caused any problems in the past.
(135) As an individual (Witney, Burford Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's killing businesses on the High Street. It's not properly policed anyway, so boy racers speed down it regularly, making it more dangerous than if it was just a normal road. People are not expecting cars.

(136) As an individual (Witney, Burford road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The high street is like a ghost town. Witney has lost its soul. Put it back to how it was before covid
(137) As an individual (Witney, Burford Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** This high street does not need to be restricted to traffic. It is not necessary and would be detrimental to the town. There are good pedestrian shopping centres in town and the shape of the high Street is not appropriate to be pedestrianised. There is plenty of pavement space already. Let's keep the high street busy!
(138) As an individual (Witney, Burwell Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Permanently excluding most vehicles from that area will kill the vibrant dynamic of this lovely town. This *temporary* closure has demonstrated that. Even without the problems of Covid - the town centre has been very quiet. Traffic congestion along Witan Way has been awful at times, all because of the High Street exclusion forcing everyone around that way. I strongly object to making this a permanent arrangement. Far better to enforce a 20mph speed limit along the High Street rather than have an exclusion policy.
(139) As an individual (Witney, Burwell Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Local business all seem to say the same thing. Road need to be open for better passing trade

(140) As an individual (Witney, Burwell Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It affects shops and market adversley
(141) As a business (Witney, Burwell Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** No comment - I just object
(142) As a business (Witney, Burwell Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** There is no reason for this road to continue to remain closed. The traffic chaos it causes around town is unnecessary and inappropriate. There are no gains to closing the road on a permanent basis. Business are affected by not having passing trade. Funeral cortège are made to go the long way round town often sitting i traffic jams caused by the road being closed.
(143) As an individual (Witney, Burwell Meadow)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It makes Witney like a ghost town. Surely people can be responsible for their own safety when walking alongside a used road.
(144) As an individual (Witney, Burwell Meadow)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It will increase surrounding traffic issues and it'll increase emissions within the town. The presence of through traffic creates a sense of security.

(145) As an individual (Witney, Burwell Meadow)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The High Street needs to be open to keep the centre of town alive. The short term parking had quick turnover that allowed a visit to nearby shops. I would however support a 20mph limit for the High Street.
(146) As an individual (Witney, Burwell Meadow)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Local business suffering
(147) As an individual (Witney, Burwell Meadow)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Please keep “our” Witney not “your” High Street open. Happy for it to be 20MPH and 30 min street parking. Don’t you understand that the residual traders including the Market Traders are being seriously affected. We need foot fall that is created by the High Street being open. Currently the High Street is like a ghost town. In addition, Witan Way is now being a major traffic jam and polluting major house developments with fumes from standing traffic. Many thanks Fiona Basson
(148) As an individual (Witney, Burwell Meadow)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** False security to call it pedestrianised and then there is Taxi, Buses and Disabled Drivers. We are very lucky the paths are already very wide. Unfortunately we live such busy lives I use to park on the hill, pop to the market or butcher or boots within 30 mins. Not anymore

(149) As an individual (Witney, Burwell Meadow)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It is essential for High Street businesses to have an open street to enable customers to deliver and collect goods from the shops in the street. The street is less safe, in my view and experience, by having only buses, blue badge holders, bikes etc due to the false sense of security for pedestrians. The pandemics need for space was used as an excuse to do what a minority have been pushing for for a long time (pedestrianisation of the High Street). The pavements were wide enough for the two metre rule. Traffic flow in the evening and night reduces the risk of antisocial behaviour.
(150) As an individual (witney, burwell meadow)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** if a pelican crossing was put in from the market place to the blue boar so there is a safe place to cross there is no other reason for the street to be closed.
(151) As an individual (witney, burwell meadow)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The proposals have had the opposite effect of that intended. The town centre is much quieter and businesses are suffering. Disabled drivers are put off entering the restricted area. The town centre needs to be rejuvenated following the pandemic and this can be best achieved by re-opening the roads and returning the town centre to how it was before.

(152) As an individual (Witney, Buttercross Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It would be ludicrous to impose the traffic restrictions in Witney. All but one local high street business feel the same way. Shops need the through traffic and ease of access having the high street open provides to generate the extra footfall that helps businesses to thrive. I have two small children, plus I cycle in town and have never had issues with the high street traffic pre covid. Please seriously reconsider why you are trying to implement these restrictions.
(153) As an individual (Witney, Campion Way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It is vital that the High Street in Witney reopens as soon as possible so that normal life can return to the town as soon as possible. The closure of this street has had a very big impact on the vibrancy of the town which on most days feels like an old fashioned Sunday back in the 1970's. This closure by WODC/OCC, will in time, if not lifted will impact on the small independent shops and the twice weekly markets which have been part of the fabric of the town for centuries. It is an open secret that WODC have wanted to pedestrianise the High Street for about 30 years - even at one time discussing a bus and ride scheme. WODC have done many things right over the last 35 years I have lived in Witney - free parking and developing shopping centres which are well designed and add to the charm of the town making it a thriving town centre. However, it is now time to reinstate the High Street to all traffic and get life back into this important part of the town before it withers and dies.
(154) As an individual (Witney, Cedar Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Very inconvenient as a driver. My family members include elderly, kids and those with musculoskeletal problems. A hardship to us indeed.
(155) As an individual (Witney, Centenary Way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	Has a detrimental affect on the town, will lose businesses, causes lots of congestion on surrounding roads, some of which are residential. Not required to 'make town COVId safe', never has been used for this purpose. The original questionnaire wasn't completed by enough people/businesses to gauge the real opinion of the town. It's not properly pedestrianised as buses and taxis run through so no benefit.
(156) As an individual (Witney, Cherry Tree Way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** While I understood and supported the reasons initially (social distancing due to covid) I feel that making this a permanent restriction is not the correct decision as shops located in that area are already been adversely affected, footfall for shoppers 'popping' into town has reduced and the road where cars used to travel and park feels deserted. As Buses, taxis and bicycles still use the road, it is not truly a pedestrian area and so can't be used for any other purpose. In addition, the closure of the road to main traffic has forced traffic to all converge on the same roads, increasing traffic queues and congestion. I therefore object to the proposals.
(157) As an individual (Witney, Church green)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Increases traffic congestion round by waitrose Reduces business for the market, the independent shops and the pubs
(158) As an individual (Witney, Church green)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Causing major delays to tariff c
(159) As an individual (Witney, Church Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	It puts me off visiting the high street. In the winter the only route to the car park by Waitrose floods and my car has been waterlogged from this. It is essential that I am able to drive to supermarkets safely and I am unable to do this in the winter now the high street is closed. Furthermore, the congestion around town has been exacerbated by the limiting of routes through and around the main town centre. Surely this causes more harm to the environment than the closure of the high street it is perceived to fix. I have noticed less tradesmen stopping to run into shops on their way to jobs and this has detrimental effect on the business that rely on them. Working in Woodstock I have many colleges who until the road closures would choose Witney over Banbury to visit but have returned to shopping at Banbury as the closure of the high street and increased congestion has put them off visiting.
(160) As an individual (Witney, Church View Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The parking spaces available are used as School drop-offs and collections, bank runs, market stall collections, nipping in type shopping, dropping off town centre shoppers. The longer evening parking is useful when wanting to eat out or access places open later than 6pm. Congestion is worse since it was closed and no provisions to alleviate this are in place or being considered other than cycling alternatives. If you are pedestrianising an area then no public vehicles need access but there is ample disabled parking provision available around the town and to restrict parking to disabled affects the centre for all the reasons given above.
(161) As an individual (Witney, Clogges Hill Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** High street is dead, shops are closing and more will Be lost. On top of that there is far too much traffic with the closure of the high street. Many have been negatively affected by what was deemed a temporary closure to help with social distancing during the pandemic. This has since gone and should now open up.

(162) As a business (Witney, Cogges hill road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I am objecting to the proposals as a business owner for the following reasons 1 I can not see any positive benefits in closing the road permanently. A fair percentage of our trade came from people stopping in the parking bay and parents dropping children outside to nip in . We have been told many times by people who have signed our petition that this is the reason they have not visited for weeks. The businesses on our side of the street do not have rear access or parking and we are finding deliveries are difficult now and dropping and picking up goods to transfer to our other shop is causing much stress. 2) if pedestrianisation is to take place the infrastructure of the roads where the traffic will be pushed to must be improved first. 3) how can a road be pedestrianised when access will be given to buses, deliveries, taxis, disabled, cycles. As it is at present the road is still busy with these vehicles and impossible for anyone to walk in the road. In fact there is no need to walk in the road , the paths are super wide and the high street is safe! Please open the road back up, let us get back on our feet and if necessary consider the pedestrianisation later after careful planning
(163) As an individual (Witney, Cogges Hill Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney was a once vibrant market town, now that the traffic has been restricted it is like a ghost town, we have lots of independent businesses which need a steady flow of traffic to provide customers.
(164) As an individual (Witney, Coldwell drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I do not use the town since it has been closed to traffic. It was so convenient to park on the hill and call into shops or be dropped off. I am not lazy just busy and it seems more convenient to use out of town shops. Please open up the town again.

(165) As an individual (Witney, Collier Crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The huge drop in footfall is going to kill local businesses.
(166) As an individual (WITNEY, COLWELL DR)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It is completely unnecessary to have all the blue badge parking slots in high st, it was OK as it was before, I speak as a blue badge holder, blocking high st off to through traffic , it is killing passing trade, this can be seen by all the shops that have closed already & its not all covid induced, by blocking high st it has caused excessive traffic build up in Ducklington lane morning, night & weekends as my garden back's on to Ducklington lane, we have lived here 40 years but now we get absolutely choked with exhaust fumes ,the excessive traffic has only been since high st was closed ,I'm pretty sure if we were to take an emissions sample in my rear garden it would show a very high level of noxious gases including carbon monoxide for the sake of the town listen to the traders & to the rate payers.
(167) As an individual (Witney, Colwell Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It will kill the high street. Being PC is noble but the vast majority don't want it.
(168) As an individual (Witney, Colwell Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney must be kept a thriving town to support businesses and closing High Street will have the same effect as building a bypass around the town, no one will bother to visit. I also strongly object to The Angel being allowed part of the highway for outside seating as it may be an advantage for the pub, but a big disadvantage for nearby businesses deprived of customer parking, which meens you are discriminating against those other businesses and losing them customers.

(169) As an individual (Witney, Colwell drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The high street is the centre of the town. It has lost its core and become a ghost town. Traffic piling up either side. Inconvenient to pop into shops many of which are independent.
(170) As an individual (Witney, Compton way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It takes too long to travel from one end of Witney to the other with this route blocked and is damaging the centre of witney
(171) As an individual (Witney, Corn)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's caused no end of problems for oval businesses and locals. Corn street parking is anightmare due to it.
(172) As a business (Witney, Corn street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I see no advantage to the current set up. It adds nothing to the town. It doesn't make it safer as buses go far to quick through the town now plus you still get cars sneaking through. Many many businesses owners I speak too are suffering as people use to use the half hour parking and pop in to pick things up. I've not spoken to a single person who thinks it's a good idea.
(173) As an individual (Witney, Corn Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** For the sake of the businesses on the high street, I'd like to see the road reopened.

(174) As an individual (Witney, Corn Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** This will kill the commercial centre of our Market Town much as OCC achieved in Abingdon over 20 years ago. We need to get back to having our thriving town centre as it was before Covid-19 and stop the incremental pedestrianisation which has been the policy of OCC since they came up with WITLUS 20 years ago.
(175) As an individual (Witney, Corn Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The trial has been a disaster for the shops. The street is empty of people. People are not obeying the rules and people are racing through the high street making it dangerous. There is plenty of dusabled parking available. The market will die and the high street shops will gradually close. Look at Banbury - a ghost town. Make the high street 20mph and put in plenty of speed ramps and crossings.
(176) As a business (Witney, Corn Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Restrictions not required now. Disabled parking better where it was. We need Short Say parking!
(177) As a business (Witney, Corn Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I believe that the High Street needs as much business traffic as possible or stores will be forced to close with extremely high business rates
(178) As an individual (Witney, Corn Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	I strongly oppose the suggested removal of short term parking in Witney High Street, as I think it will have a detrimental effect on the shops and businesses depending on people being able to 'pop' to the shops to pick up a sandwich, items from the market etc. I am especially concerned for the market and the vegetable stall, which supplies sacks of carrots and potatoes, which people will not be able to carry to the car parks in other parts of Witney.
(179) As a business (Witney, Corn Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Business premises in the town rely on passing traffic to increase brand awareness and for drop in "spec" clients. Our business rates and rents are higher because of this prominence the High Street / Market Square offers. Losing the traffic would be a poor step for businesses located in this area.
(180) As an individual (Witney, Corn Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I object to these proposals as I feel there are already many empty shops in Witney and I feel that the abolition of these short term parking spaces will adversely affect many shops, including the market stalls, the take-away shops and many other. Witney used to have a vibrant shopping experience, the entire town now has a rather 'tired' and 'closed' feeling. We don't want to lose any more shops!
(181) As a business (Witney, Corn Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It is detrimental to business
(182) As part of a group/organisation (witney, corn street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** impact on local business, death of high street. increased congestion on surrounding roads

(183) As a business (Witney, Corn street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I object due to the negative effect the closures are having on businesses in the market square and the feeing of emptiness that is following too.
(184) As an individual (Witney, Corn Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Traffic is terrible in town now, shops are closing so I avoid shopping in Witney now wherever possible.
(185) As part of a group/organisation (Witney, Corn Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Negative impact on local businesses and death of the high street. Impact on traffic and congestion around the town has increased since the restriction has been in place.
(186) As an individual (Witney, Corndell Gardens)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I have lived in witney my entire life growing up on the busy street of Mill Street. As I'm sure you are aware this is a busy street due to traffic, I still have friends and family that live in Mill Street and traffic has increased since pre covid as people go back to work and the main high street is continuously closed. I now live in the corn street area and my partner lives in Farmers close, this take considerably longer to get to now that the high street is closed and it should be a very quick journey. On business perspective unless you are physically walking through Witney you would not know the changes/new shops on the high street, driving through and seeing is excellent advertisement. Most people in this day and age are lazy and being able to drive quickly- get the passenger to run out and get something is a convenience most people love, this has obviously ceased since the traffic has been restricted. One of the points of keeping it shut is better airflow, yet this is one small strip, walk round the corner either end and you've lost this 'pure air'.

(187) As an individual (Witney, Cotswold Meadow)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The road is busy as it is with the 'closure' in place (taxis, buses, motorbikes etc, it makes zero sense continuing with it in a formal way.
(188) As an individual (Witney, Crawley Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Unless you're going to FULLY pedestrianise the entirety of the Market Square and the High Street, it's a waste of time and resources. I also object as if the Market Square and High Street remain closed to through traffic, all you are doing is creating longer queues of traffic on Langdale Gate, Witan Way, Corn Street and Mill Street as these are the roads you have to divert on! There is absolutely NO need to add yet more disabled parking bays as they can already park on double yellow lines. There are also PLENTY of disabled bays in the Woolgate centre's car park outside Waitrose which provides very easy access to the Market Square and High Street. I therefore STRONGLY object and vote to reopen Market Square and the High Street to ALL vehicles immediately!
(189) As an individual (witney, Crawley Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** AS a market town that I have always lived in apart from the inconvenience of not being able to drive through town and the build up of traffic along the Witan Way, Welch Way and Bridge Street. I think it really has taken the life and soul out of the centre of Witney.

(190) As an individual (Witney, Crundel Rise)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Loss of business to independent shops. People will not visit Witney if they cannot park on street if they only have one shop to visit. They will go elsewhere if parking is available. There were no issues before pandemic begun so let's get back to normality.
(191) As an individual (WITNEY, Curbridge Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** This killing the centre of Witney. Its like a ghost town at the moment. The proposals do not benefit anyone as they are neither full pedestrianisation or allowing normal traffic and the "buzz" from a lively town. People won't walk in the road while there is still reduced traffic so it is pointless, it just makes the place feel dead.
(192) As an individual (Witney, Curbridge road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Closing the high street has no benefit to residents and especially businesses that require the high street to be as accessible as possible to counteract the struggle local businesses are already facing with internet shopping.
(193) As an individual (Witney, Dark Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Heavily increases the traffic flow on surrounding roads. ie. Holloway Road and Corn Street. Most of Holloway road in single lane as cars are parked almost the whole way up on the left hand side. I have frequently encountered vehicles having to drive along the paths rather than reverse to allow traffic to pass
(194) As an individual (Witney, Dark Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	Before temporary restrictions were introduced, use by motor vehicles and pedestrians worked perfectly well. Traders report a significant reduction in trade because of the restrictions. The changes have caused inconvenience in navigating around Witney. This is not just a matter of personal annoyance but it drives people away form Witney. The alleged benefits are illusory, they will not encourage trade in the town. If you want to spend money on traffic management in Witney there are more deserving cases which might ease traffic flow around the town.
(195) As an individual (Witney, Davenport Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Since the revised traffic plan has been in place the life has gone out of the town centre. The block on the majority of traffic flow through the town has killed the vibrancy of the town, and the only gain seems to be for the disabled drivers in the community who are appearing in ever increasing numbers with little control. Traffic in the town, particularly at the end of the working day grinds to a halt on weekdays due to the reduced options to use the (now) restricted traffic areas in Welch Way, High Street, Bridge Street, Mill Street and Station Roads to become heavily crowded We are very fortunate to have an abundance of free parking in the town (and across West Oxfordshire generally, but access and egress to the car parks are heavily restricted during peak periods due to the dense traffic standing on the feeder roads at these times The town centre and market square are now amply provided with coffee shops, many of which have outside serving areas which are to be welcomed. However, where this has been implemented by blocking one of the feeder roads outside outside the Angel pub on Church Green this has made traffic around roads opposite the Buttercross (traditionally one way up and down the Green) into a narrow two way area in a totally unsafe way with inadequate signage. This road area is heavily used at each end of the day and is the feeder road to the Henry Box School and St Mary's Schools. It is accepted that we are coming into winter where outdoor dining will disappear, but once this is accepted as custom and practice it will surely be implemented annually? I understand that legislation has been changed recently 'More pubs, restaurants and cafes will be able to serve customers outdoors in plans announced by the government today (25 June 2020)' to encourage street dining, but I can't imagine that this legislation can encourage the Town Council to close a section of road and to reduce on street parking which has clearly been implemented to allow this here?

(196) As an individual (Witney, Downs road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It kills off local businesses and Witney market.
(197) As an individual (Witney, Ducklington Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's a ridiculous proposal and will cause more problems than benefits.
(198) As an individual (Witney, Ducklington Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I think it should revert to as it was before restrictions
(199) As an individual (Witney, Early Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It does not allow elderly people-not blue badge holders-even to be dropped to shops and restaurants.
(200) As an individual (Witney, East End)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I am concerned that the vehicle and parking prohibition to the High Street will have a negative affect to small businesses there. I appreciate there is good car parking nearby but I believe that the heart of Witney will be lost if these changes are made. Witney is a great town with some lovely independent businesses - they need our support even more since the start of the pandemic. Please do not gamble making a decision which may result in these closing.

(201) As an individual (Witney, Eastfield road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Closing hHigh street affects the local business of Witney. There is enough space for pedestrian. Also, 30 min parking are very useful for quick tasks. I think everything was good before.
(202) As an individual (Witney, Eton Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The High Street allowing motor vehicles is essential for local businesses to survive
(203) As an individual (Witney, Eton Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** As the road is used by buses cycles taxis etc so not pedestrianized, the road should be open to all to help businesses and to relieve traffic congestion.
(204) As an individual (Witney, Fallowfield Crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I haven't been into town since the restrictions. Being disabled but without a blue badge the current restrictions make it inaccessible to me.
(205) As an individual (WITNEY, Farmers Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The high street is much quieter now than before, and the car parks are full. The design of the high street is not set up for these new arrangements. This would cause damage to an already failing high street.

(206) As an individual (Witney, Farmers close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** We should encourage as much business as possible to this town. The high street cannot die.
(207) As an individual (Witney, Farmers Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney is a 'dead' town with lack of vehicles. People cannot park near their shop or pick up heavy goods. Traffic is going down Witan Way or down Welch Way without seeing what is actually happing in the centre of town.
(208) As an individual (Witney, Farmington Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Return to pre covid restrictions, in other words open it up to all traffic.
(209) As an individual (Witney, Fettiplace road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Surrounding roads are already totally gridlocked even in “quiet” times of the day - we can’t lose another through road without upgrading our surrounding infrastructure first
(210) As an individual (Witney, French Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The High Street needs to be restored to its pre-Covid status. High Street businesses are in a precarious position, they have suffered a loss of trade during the temporary closure of the High Street, permanent closure will be a threat to their continued existence. These businesses make Witney such an attractive place for shopping, If they go bust people will be less attracted to the town and will opt to shop online or at out of town

	retail centres instead, leading to a downward spiral. What happens then? Would the banks and building societies pull out? There is no knowing where it will end. The High Street could become a ghost town of charity shops and coffee bars, to the detriment of elderly people who do not have a computer or smart phone and who do not drive and rely on High Street shops for their everyday needs. Witney was a busy, thriving town before Covid. Pedestrianisation of the High Street presents an unjustified risk to its recovery.
(211) As an individual (Witney, Furrow Crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The very damaging effect it is having on local businesses on the High St
(212) As an individual (Witney, gregory place)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I have grown up in witney and i have never noticed much traffic going through the main street, mostly busses taxis delivery vans and some cars but there is nowhere near enough cars to permit restricting access to the high street. It is negatively affecting All business on the high street. The blockades put in place are a risk to predestines due tot he fact that it causes the busses to go AROUND THEM and onto the wrong side of the road causing possible accidents with people of all ages especially younger children and elderly adults. the change is COMPLETLY un-nessicary and was only put into place WHEN COVID HIT. Before covid there was NO barriers in place and no one was complaining about the amount of traffic as there is 2 separate roads that divert traffic from the main street. any change that is made is a waste of money that could be put elsewhere to make a positive change EG lights on the hill end roundabout and a zebra crossing to the school near Burwell as well as expanding parking spaces for driving parents collecting and dropping off children. to sum up my opinion on the proposed change to the high street i am 100% against it .
(213) As an individual (Witney, Hailey Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The restrictions have made the town centre a ghost town and increased the terrible traffic congestion

	everywhere else , esp west end, bridge street and witan way .
(214) As an individual (Witney, Hailey road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney is busy enough to start closing off roads. People are perfectly capable of using pathways to walk on. We don't struggle with space on the pavements, but we hugely struggle with traffic. It is obscene that it takes 30 minutes to get from one side of town to the other at rush hour because of silly ideas like this. Another reason is the struggles it is for Business' without the drop in trade. Not everyone has time to sit waiting for Doris to park at Waitrose and then walk through town as well. People are busy. Witney is busy. And it's about time we make our infrastructure better, not worse. I'd also like to point out there are not enough parent and child spaces within the town. Thank you.
(215) As an individual (Witney, Hailey Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The previous system worked well. The high street has been quieter since the closure, which is poor for businesses. Traffic on Witan Way in rush hour is much worse.
(216) As an individual (Witney, Hailey Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Permanently closing the high street will damage the local economy and continue to exacerbate the traffic problems that the temporary restrictions have caused. I have seen no advantages to the current closure feel that this will cause further shops to close.
(217) As an individual (Witney, Hardwick)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I do not think the proposals are helpful to businesses or shoppers in Witney

(218) As a business (Witney, Harvest way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Passing trade is a big part of the high street shops, take this away and they will lose out on valuable business, workers in vans passing thru high street, see shops like sandwich de Witney, they would pull up and buy lunch, family's passing thru high street see shops like shake shop, kids then want a shake, simple just pull up and buy some, with your proposal to shut the high street, it's like the nail in a coffin if many businesses, the traffic on witan way is awful now, it was bad before the centre was closed, but even worse now, they say closing the high street will. Produce cleaner air absolut rubbish as its all stacked up on surrounding roads. Only people that are happy are those that have no real idea on the impact, my wife struggles to walk due to 6 degenerative discs in her back, so doesn't have a blue badge, and used to pop into the High Street to get a bit of shopping, now she avoids it, as the walk from the car park is painful, I used to pop by sand de Witney and grab lunch while we out working, but now we don't, due to the closed road, and wastes to much time ffetting round witan way. Businesses are dieing, and this really isn't going to help.
(219) As an individual (Witney, Harvest Way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The lack of vehicles and current parking restrictions is having an increasing negative impact on local businesses. Please do not proceed with anything else that is destroying our local town. WODC, the owners of the shopping Centres and breweries are already slowly killing off the shops, business and pubs with their greed and unreasonable T&C's for tenants. Please try and help those businesses by returning Witney to how it as pre-pandemic
(220) As an individual (Witney, Henry Box Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Very little positive reason's for closing the high Street but lots of negative.

(221) As an individual (Witney, High street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney is like a ghost town since the high street was closed. The traffic around Witney is also horrendous due to the closure of the road. The small businesses and local shops need the passing trade to stay open and this will not happen with the main route into/through town being closed.
(222) As an individual (Witney, High street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Loss of parking is loss of money being spent in our town. We need to support our businesses.
(223) As an individual (Witney, High street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's causing more traffic everywhere else and the traffic in Witney is already horrendous. People are still driving through at the moment with my penalty and so it's not safe anyway!
(224) As a business (Witney, High street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** This will have a severe impact on buisness and has only been through the back door of covid which is most customers are fed up with now and this is hapoening throughout oxfordshire with the councils running roughshod over its public at every opportunity given
(225) As an individual (Witney, high street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I believe it has a detrimental effect for business, I personally would have pulled up quickly to one of the business along the high street if in need of something quickly. I am now more likely to order from amazon

	instead as coming in to Witney is now more of a trip parking in one of the car parks and walking to do my business instead of pulling up quickly on the way to somewhere else.
(226) As a business (Witney, High Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The Motorists Centre has traded on Witney High Street for many years offering a broad range of car parts and accessories, prior to the restrictions imposed on the high street we would fit wiper blades, bulbs, top up coolant or oil for those customers that needed help. It was also convienent for customers to pull up outside to collect heavier items like batteries and bulk orders. I understand we have double yellow lines outside our store, which means no parking at any time but for the minute or so that it takes didn't impact the traffic flow or safety.
(227) As an individual (Witney, High Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Closing of the High Street has had minimal positive effect. It prevents those with elderly or infirm who do not have blue badges from setting down or collecting i.e. with shopping, from anywhere down the High Street. Large items purchased from the market cannot be collected. It doesn't mitigate traffic issues because it actually blocks a thoroughfare and another passage for traffic to move freely within Witney. At peak times it just adds to congestion on Witney Way and Welch Way.
(228) As a business (Witney, High street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** This will ruin the Witney town centre; we would lose out on important trade from people who can't pass through ! There is evidence of this in other towns where pedestrianisation had been put into force and it's totally killed the high street ! I am also a wholesaler and have visited shops for the last 20 years! I have spoken with retailers who have shops in pedestrianised areas and they all say it wasn't a good move ! It's Ruined trade. More traffic will be diverted around the town leading to delays and more pollution due to cars queuing longer. Having no cars go through the high street will also make it very quiet more crime could take place ! It could

	also encourage more youths to hang out and cause criminal damage to property. Shutting the high street would be awful for witney
(229) As an individual (Witney, High street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Causing more traffic at rush hour
(230) As an individual (Witney, High street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Current restrictions are affecting businesses in the high street
(231) As an individual (Witney, High Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The high Street is slowly becoming empty and shops are suffering!
(232) As an individual (Witney, High Street and Market Place)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** This idea is likely to cause huge inconveniences to the people of Witney and will likely lead to congestion in other areas of Witney when drivers are forced to take alternative routes, Witney's centre is busy enough at peak times already. If this is an effort to reduce pollution then it's a terrible idea as it won't reduce the number of vehicles but instead just force them to use alternative routes which will mean they're travelling for longer in and around Witney. This seems like there is an ulterior motive of attempting to avoid the upkeep and maintenance of these busy roads.

(233) As a business (Witney, High Street, Witney)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** At present it's neither shut or open as buses, taxi's and car still use it. The businesses are being harmed as the top end of the High Street as it seems a lot quieter we need to get back to normality!
(234) As an individual (Witney, Highworth Place)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Maintaining restrictions on vehicle access to the high street will NOT improve it in any meaningful way but WILL hurt businesses through lower footfall AND will stop me using it as much as I did pre-pandemic. If you want to save high streets then get them back to normal asap dont force people to continue to shop online or on out of town shopping centres…..
(235) As an individual (Witney, Holford Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** From my experience of the road "closure" people can be caught out thinking that it is a pedestrian area, when the reality is that it is not. The vehicles that are allowed in are moving more quickly than they would have been able to in the heavier traffic. This is an accident waiting to happen. As a pedestrian I feel less safe. The claim about bus times is not credible. Most delays occur in Oxford and on the A40 for the most popular routes. I have never been significantly delayed on the High Street when travelling by bus. There is already adequate provision for disabled drivers. The proposals will create an effectively private carpark for blue badge holders and their families. Aesthetically the town centre now looks and feel empty; like a ghost town. No real atmosphere at all.
(236) As an individual (Witney, Holloway Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** There is no need to prohibit the use of vehicles to the higher street. It's never been an issue previously. There's plenty of pavement space to navigate the town. It directly affects the businesses operating on the high

	street, some of whom have say it has halved. Surely it's the councils wish to keep local businesses strong considering the damage COVID has had on them.
(237) As an individual (Witney, Holloway Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It wasn't broken so don't fix it.
(238) As an individual (WITNEY, Hoyle Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** My husband and I are objecting to the proposals. Firstly, Witney needs to have a normal working High Street which it has had for hundreds of years. The only reason it currently hasn't is because of a pandemic. If there had been no pandemic then it would not have been shut and any question of closing it to most traffic permanently would not have come up. Secondly, the businesses have been hit hard over the last year and they need normality back as soon as possible. High Streets across the Country need footfall. They are suffering from people using the internet rather than using local businesses and we will lose them permanently if they are not used. Thirdly, if the High Street is shut to most traffic it will have to be revamped at some considerable cost. Where, exactly, is the money going to come from!? The tax-payers of course, so, presumably, our taxes will increase. Do so at your peril as this kind of move is generally not a vote winner!
(239) As an individual (Witney, Hyde Meadow View)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Believe this is unfair on business owners, elderly and disabled. The high street used to be bustling especially on market days and now it is no where near as busy

(240) As an individual (Witney, Idbury Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It will reduce town centre footfall as is already in evidence, impacting trading for already badly undermined retailers. It will also ruin the attractive traditional look of our High Street, making it just a duplicate characterless pedestrianized town center like so many others. This will discourage passing trade and also tourist shoppers from visiting Witney, similarly negatively impacting retail trade. I do not experience existing Witney as a dangerous town center for pedestrians, cyclists and people with disabilities and so I believe that this is the wrong priority. By all means lower curb stones to make it more user friendly, but I do not want to see our town centre trade go out of business for no good reason. Since the barriers have been removed there are good parking options for blue badge holders around Witney town centre and car parks. Let's prioritize getting back to being a lively bustling town with thriving shops once again please!
(241) As an individual (Witney, Idbury Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The detrimental effect on local business, and the survey that indicates a majority of local businesses object to the proposals.
(242) As an individual (Witney, Kingswalk Cottages)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** With limited vehicular access to Witney High Street, the town is at risk of a serious decline. Local businesses are affected, particularly where people may wish to park just for half an hour to visit local shops or drop things off, e.g. to charity shops. We already have so many empty shops, where is the incentive for new businesses to occupy the empty premises. There is plenty of room for both pedestrians and traffic, as per prior to the lockdown.
(243) As an individual (Witney, Lancut rd)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	If it ent broke don't mend it
(244) As an individual (Witney, Lancut Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Traffic concern and impact on small businesses in the high street.
(245) As a business (Witney, Lancut road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney is already faced with high rent and in the 7 years I have lived here I've seen so.many wonderful businesses close and or struggle. So if people want to quickly nip into town the thought of parking away from the main street may put them off. Maybe introduce a short stay policy only for people just passing. A zebra crossing would be beneficial too
(246) As a business (Witney, Langdale)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Closing the road to public vehicles, but not to buses taxis or disabled vehicles defeats the objective, i feel if it is to be closed it should be entirely for pedestrians or not at all.
(247) As an individual (Witney, Lew)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It makes the town look like a ghost town. I certainly go in less since it happened. There is no longer the buzz. It's unnecessary. The tables in the middle of the road outside the Angel pub are the worst, causing chaos for cars trying to go into the little business park.

(248) As an individual (Witney, Madley park)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Causes traffic issues elsewhere and worsens trade
(249) As an individual (Witney, Mallard drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The businesses are suffering as non of us can nip in and park for ten minutes to fetch say a shake or chips or buy something at the market and go , also not being able to drive through is causing traffic chaos in other areas of town
(250) As an individual (Witney, Manor Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** 1. The restrictions were imposed due to COVID 19 and now need to be rescinded. 2. I object most strongly to the additional traffic levels which will be result from having to add another .5 mile when travelling from the Blanket Hall to Church Green. 3. NO traffic modelling figures comparing pre-COVID levels has been published.
(251) As an individual (Witney, Manor Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It creates ridiculous amounts of traffic on Witan Way and cars running engines for longer.
(252) Rather not say (Witney, Market Square)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Detrimental to trade for traders in Market Square and lower High Street.

(253) As a business (Witney, Market Square)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The affect the closure is having on local businesses and discrimination against disabled and elderly people.
(254) As a business (Witney, Market Square)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Lack of trade due to high st being closed and angel pub using car park area as seating is so dangerous in market Square
(255) As a business (Witney, Market Square)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Object to the extension of the taxi parking area on the east side of Market Square facing 43 to 49 Market Square.
(256) As a business (Witney, Market square)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Because it should be easy to access to the hight st, market Square , it's not about how many cars can park that area, it's about my 65 years old grands can drive up to market And do their shopping and get in their car (as a none blue badge holders) and other local call and collect shopper, get out their car 2 min. Stop pick up and drive off, It's gonna kill the many independent local shops, Gonna be a ghost town, Unsafe at night, as traffic act as patrol unless street police brought back, wrong timing after COVID hit business hard. Where the traffic go? 36 out of 37 town centre business is against the closure. Regards

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(257) As a business (Witney, Market Square, Witney)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** As a business located on Market Square we heavily rely on customers being able to gain quick and easy access to our business. Without having this access our customers habits have since changed are now longer frequenting our store as often as they did pre-covid, as greater effort and a longer walking distance is need to come to our store. Our business has been built upon the principle of convenience and with this now taken away it is now throwing into question the viability of our business and vastly reduces our future viability as a small independent business on Witney High Street. It is worth mentioning that a large number of our customers used to stop for 10 minutes in the parking bays and run in fro a take a way coffee and food. Since the measures have been inforced we have lost all of this business. Since the measures where introduced the top half of the Market Square footfall has simply halved and in financial terms our trade has suffered as we are 60% down in takings which barely allows us to cover our costs to operate the business.
(258) As a business (witney, Markey Square)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** the timing is wrong, need to first address traffic problem in around town before considering pedestrainising High Street, already traffic jam problem in Witan Way, cars can't even come out of Waitrose car park ! it ll creat more pollution !
(259) As an individual (Witney, Marriotts Walk)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Local businesses suffering

(260) As an individual (Witney, Mary box crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** We are unlikely to visit the town, and the traffic surrounding this area has gotten way worse since the restrictions.
(261) As an individual (Witney, Meadow View)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I am very concerned about the effect of the lack of business for the restaurants and shops. Many people park for a short period of time to collect food and goods if they have easy access to the High Street. At present many cars illegally drive up the High Street as a cut through. I have seen them driving on the wrong side of the road and pedestrians caught off guard.
(262) As an individual (Witney, Meadow View)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The High Street with the Market Square is the centre of trade and life in Witney. The closure has decimated trade and 36 out of 37 businesses in the town centre have found trading and profitability badly affected asa result. The town centre has lost its vibrancy and looks and feels lifeless. Closing the road in some towns works well but not here. It has changed the whole atmosphere of the town for the worse.
(263) As an individual (Witney, Mill street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Wrong timing , where does the traffic go? Need to plan and sort out other road first. Unsafe at night as traffic acts as patrol unless street police are brought back

(264) As an individual (Witney, Mill Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Absolutely not necessary and will cause even more congestion in rush hours especially.
(265) As an individual (Witney, Mill street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's not a great idea to close off the main part of the struggling town so passing through fare is stopped. Let's hope the majority wins not the minority. The trades people don't need any more bad ideas.
(266) As an individual (Witney, Mirfield Rd)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I think closing Witney High street will have a detrimental affect on local businesses with minimal improvement for the environment.
(267) As an individual (Witney, Mirfield Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Access to businesses/shops is essential (I have not used any of the businesses in the closed area since it was imposed)..I go elsewhere. Also, it is the underhand way the temporary restrictions were imposed with the council seizing on Covid as an excuse which was quite unnecessary. The council seems determined to have its way and it has already made its decision
(268) As an individual (Witney, Mirfield road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I feel that parking restrictions and road closures will be bad for businesses that trade there, especially in these difficult Covid times.

(269) As an individual (Witney, Mirfield Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Silly
(270) As an individual (witney, moorland close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Unless all vehicles are banned from the High Street, the space cannot be used for any other purpose e.g. seating or market stalls. Seems pointless to stop some vehicles using it but allow others. It is therefore NOT pedestrianised
(271) As part of a group/organisation (Witney, Moorland road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** These measures are killing the centre of Witney.
(272) As an individual (Witney, Moorland Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** High Street should be open to everyone
(273) As an individual (witney, moorland road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** i am objecting. keep witney open to traffic. stop making witney a ghost town and bring back life into it i was actually born in witney and its a disgrace what you are doing to it. bring the rates down too , stop suffocating

	witney . you should be ashamed
(274) As an individual (Witney, Moorland road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I see no benefit to fully closing the high st. The pavements are huge it adds nothing for a pedestrian. I do like the idea of making both it and corn st one way. Allow for more parking on both roads. That would support popping into local business and help traffic flow
(275) As an individual (Witney, Moorland Roaf)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** High Street needs to open
(276) As an individual (Witney, Mott Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Detrimental to surrounding businesses, the town centre is very quiet. Like a ghost town. Can't just pull up and grab items you need.
(277) As an individual (Witney, New Yatt Rd.)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Prior to the pandemic there was already sufficient disabled parking in Witney ie. 36 spaces (Zone C) by Waitrose, 5 Woolgate zone A. Adding 12 in Market Square (Barclay bank side), 10 in front of Clarks and potentially 12 from Lloyds bank up to the traffic lights opposite Clarks while blocking the entrance to the Market Square at the top end while retaining Taxi parking which take up 9 to 10 spaces threatens to make the Market Square a "dead" zone. General parking for businesses at the Market end of Corn Street is also reduced a people have always parked in the Market Square or on the Green to access upper Corn Street businesses. Blue badge spaces can be occupied for 3 hours as opposed to non blue badge spaces which can

	be zoned for 30 minutes or an hour. Footfall, to an extent, predicts business success - no numbers, no sales. No sales, no profit; no money to hire staff or maintain the elegant buildings around the Market Square or attract tourists to restaurants or a twice weekly market. Let's look at a typical trading day of 9 hours from 8am to 5pm. Add up the present and proposed spaces (including the taxi rank) we get 85 spaces unavailable to the general public for up to 3 hours each (and only 75 of these spaces are available to the disabled with a taxi rank using up to 10). With 3 hour parking, only 3 people use a space each day. By retaining 5 disabled spaces on the Barclay side of Market Square and 5 disabled spaces on the Clark's side we have disabled parking on each side of a busy road and still have 36 spaces by Waitrose and 5 in Woolgate ie. 46 disabled spaces. Reinstate the public spaces in front of Barclays (7) and Clarks (5) to hourly or half hourly zoned general parking and open up the area from Lloyds to Welch Way to provide 12 more general parking spaces and usage and footfall goes up to 216 with hourly parking or 432 with 1/2 hourly parking. It might also be possible to provide taxi parking for up to 10 taxi's in the bit of Woolgate near the Cook Shop and reduce market Square taxi parking to 5 spaces. Taxi's are all radio controlled, and they could move up to the Market Square spaces as they were vacated by taxi's at the head of the Market Square queue. With fewer taxi's "just waiting" in the Market Square we would also reduce pollution as they all seem to keep their engines running to keep warm in the winter and cool in the summer.
(278) As an individual (Witney, New Yatt Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney has always been as free as possible from unnecessary parking restrictions. The proposals have little justification in the long term and appear to be simply a continuation of the restrictions imposed for Covid. It is difficult to believe that they would have come about spontaneously without this trigger. There has never been a problem crossing the road and the continued restriction (ie Corn Street and proposed Holloway Road) should soon prevent any escape for the traffic from holdups elsewhere. I can understand too the opposition from the vast majority of traders. I have lived in Witney for 41 years and far more obvious ways of alleviating the traffic have been avoided due to the costs.
(279) As an individual (Witney, Newland)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** High street needs to be open to relieve pressure on other traffic routes. Also what are we doing with the high

	street whilst it's shut? If there were street fairs/markets I'd understand, but the roads not being used for anything else!
(280) As an individual (Witney, Newland)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Closing the high street has caused more build up of traffic on the surrounding roads witney.
(281) As an individual (Witney, Newland mill)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney town centre is facing severe economic challenges and any ill-considered changes of an impractical nature will affect its viability. Like it or not, the town relies on the motor vehicle and needs a fundamental road network to function. For example a second river crossing: other than the idea people will be driving in the opposite direction for an extra 2 to 3 miles / 15 -20 mns to use an updated "Shores" junction to get to the town centre. How many car registrations in East and West Witney will be rescinded because people are cycling the new route to pick up their weekly shop in the wind and rain ? A pedestrianised High Street will not become the "los Ramblas" of Witney with throbbing nightlife: it'd become a windswept, dark, lonely, challenging "tunnel" after-hours, lined with more vacant commercial shells. We need to be PRACTICAL please.
(282) As an individual (Witney, Newland Mill)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** This will kill local businesses and is causing further traffic issues within the town.
(283) As an individual (Witney, Newland Mill)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** A genuine concern that Witney will suffer a number of further shop closures thus reducing the attractiveness of the town for people to visit, spend money and enrich the status and viability of both private businesses and other well known national chains. Witney is a thriving community particularly with the level of housing

	development within the town and also locally at North Leigh and Long Hanborough Any such reduction of attractiveness/viability will force town residents to shop further afield thus adding to more car journeys and resulting road congestion.
(284) As an individual (Witney, Newland Mill)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** There are already enough restrictions without constantly adding more
(285) As an individual (Witney, Northfield Farm Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney is a thriving Market Town with a good selection of small local/bespoke traders. Sealing off traffic to these traders will impact on their business, many of whom are struggling to keep their heads above water as it is. Free parking makes the town centre very attractive to shoppers from local towns, but we must retain some parking on the High Street for those who struggle with mobility. Consideration should therefore be given to initiating a one way system through the High St, Corn Street, Holloway Road and Welch Way. This would maintain access but cut down the risk to pedestrians who will only have to monitor traffic in one direction. It would also alleviate some of the parking/traffic issues on Holloway Road.
(286) As an individual (Witney, Northfield Farm Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney town centre is dying, we need to support our shops and businesses. Restricting access to the high street is killing our town centre. Traffic on Wittan Way has been horrendous since cars were blocked from driving down the High Street. I also see no benefit whatsoever from keeping car access and parking restrictions in place in Witney High Street
(287) As an individual (Witney, Northfield Square)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	Believe it will have a negative impact on the local business.
(288) As an individual (Witney, Oakdale Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It has already been made clear by business owners that they are unhappy how the restrictions have affected footfall and therefore loss of income.
(289) As an individual (Witney, Oakdale Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Firstly and most importantly, I think that using Market street as a vehicle route to/from the Welch Way roundabout and the roundabout at market square /Corn Street /Langdale Gate is important and useful. Since the motor vehicle prohibition, Witan Way has become much busier and long vehicle queues are a regular feature at the end of Witan Way at the High Street traffic lights junction. Secondly, although the free parking around town in such as the multi storey carpark is very welcome. As the local population grows significantly, as the (too large) new house building comes on stream, parking spaces in Market Street will be more useful once again.
(290) As an individual (Witney, Oakdale Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Businesses on High Street rely on people being able to park and access these essential shops
(291) As an individual (Witney, O'Connors Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I no longer visit the high street in Witney as it's not possible to just drop in, I still use the supermarkets but for everything else I wait and use the shops in Chipping Norton when I am visiting family there. I still travel through Witney and I think that the reversal of traffic flow by the Buttercross is not practical or safe.

	A significant number of drivers are not observing the Highway Code at the mini round about, which makes the area dangerous to navigate for both pedestrians and other road users. It has also made access to the Eagle Industrial Estate more difficult for the lorries that need to deliver there.
(292) As an individual (Witney, Orchard Way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I strongly object to the closure and parking restrictions of High Street, Witney because it will damage businesses. For example, people who are from estates further away from the town centre such as Deer Park and Cogges will no longer want to visit any takeaways on High Street. Instead they will choose one with more accessible parking. Please also consider visiting High Streets that have been pedestrianised and take note of the higher percentage of empty shops. The closure of High Street also means the closure of a main route through the town, causing congestion, air pollution and noise pollution on other routes in the area. It also adds considerably to some journey times, with the current diversion taking at least five minutes longer depending on traffic. This will have a negative impact on both businesses who deliver locally and delivery drivers who are paid per delivery made rather than a fixed hourly rate. High Street in Witney will also not be a pedestrianised area with the new restrictions in place; I myself have walked down there and the number of taxis and busses means that the road still remains a road for vehicles and not a safe place to walk.
(293) As an individual (witney, orchard way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I do not believe that it was necessary to institute the restrictions in the first place. I object to the council using covid as an excuse to bring in an arbitary road closure and then wanting to keep it in place. No believable case can be made for its continuance. It is just an abuse of power by the council. You mention buses as somehow requiring this measure. The obstructions placed at each end of the restiction make manouevering buses far more difficult. I suggest a councillor tries to drive a bus round the chicane. It is plain this is an exercise in trying to foist something on the town that nobody wants. Return our freedom to drive up and down the High street as we did heretofore. It is a typical example of government stealing our rights and not wishing to return them.

(294) As an individual (Witney, Oxford Hill)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The pedestrianisation is unnecessary and I can see no benefit to the High Street. I do not understand why the temporary closure due to Covid should be made permanent . I feel businesses will suffer due to less shoppers. I am regularly dropped in the High Street to go to the bank and shops. I do not have a disabled badge but would find it difficult to walk from the car park. Please don't close the High Street
(295) As an individual (Witney, Oxlease)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Bad for businesses that rely on pick up e.g takeaway. Prohibits drop off / pick up which discourages use of the town centre. Does not prohibit all traffic so none of the benefits of a fully pedestrianised street. Lots of provision for disabled already, or could be increased in main car parks if needed. Vibrancy of town centre will be lost in my opinion.
(296) As an individual (Witney, Painswick Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I believe the main high street should revert back to normal (pre Covid) this allows passers by to stop quickly and pop into a high street shop etc and maybe restrict parking to 30 minutes only during peak times? This will help increase visitors to struggling high street shops and also if you have anyone who's never visited Witney before it's easier to drive through and see what it has to offer rather than the confusing partial road closure at present.
(297) As an individual (Witney, Park Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I find the parking and motor vehicle prohibition to be restrictive and unnecessary. People are still unable to use the road as pedestrianised due to the buses and taxis so is entirely pointless. Even at the height of covid pedestrians still used the pavements rather than walking in the road. It is clear it is also having a negative

	impact on local businesses.
(298) As an individual (Witney, Pensclose)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Need flow and short stay parking to keep town alive
(299) As an individual (Witney, Pensclose)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Since the road has been closed the street has become very desolate. There is lack of footfall, atmosphere, It's like the life has been sucked out of it.
(300) As an individual (Witney, Pensclose)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The high street is visibly quieter with less pedestrians, despite the vehicle ban. Shops we frequent are reporting less custom due to less passing traffic. If everything reverted to the way it was before, the passing trade would return and the shops on the high street will survive. There is no point in having a pedestrianised high street with empty shops. Shoppers/tradespeople/consumers pull up and use the 30 minute parking time to do a quick shop as they are pressed for time. Take that away and they will go elsewhere - which they are already doing. Ask Bakers Butchers, ask Sandwich de Witney, ask the Shake Shop. All have reported less custom due to no vehicles being able to just stop and do a quick shop. Vehicle ban = no passing trade = death of the high street as we know it. And once it's gone, it will never come back. It's been seen in other towns
(301) As an individual (Witney, Pine Rise)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The traffic problems it causes by having one less route through Witney

(302) As part of a group/organisation (Witney, Pine rise)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The high street and market place is dead now. No atmosphere. What harm was the traffic doing?? We have got the infrastructure to lose another road. Just w safe of a road and bad for businesses in the high street.
(303) As an individual (Witney, Point Place)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Increased traffic around rest of town, Need to be able to park on high street to use market (can't carry giant bag of potatoes to other car park!) To use shops like sandwich de witney & the shake shop, it was nice to park up, run in and be off quickly. When you do t have much time for lunch breaks, this is essential.
(304) As an individual (Witney, Priory Mill Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** To help protect High Street shops/local independent shops and the need for passing trade.
(305) As an individual (Witney, Queen Emma's Dyke)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** To help shop & the traffic flow in Witney. The town was made of traveling trade. Working people not just sat in offices. & don't even live here making up the what's good for us

(306) As an individual (Witney, Queen emmas dyke)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** As I see it makes it no more safe for pedestrians and it hugely impacts me popping into the independent shops on the High Street that I used to use regularly. Shop life has already and will continue to be ruined for independent shops if you continue with your view of changes as you make it less likely for people like myself to see the point of going into town, so i make a the decision to go else where with more convenient parking when just popping to grab something on way home or for lunch
(307) As an individual (Witney, Queen Emmas Dyke)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** To keep Witney High Street alive.
(308) As an individual (Witney, Ralegh Crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Easy access to shops
(309) Rather not say (Witney, Raleigh Crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney resident
(310) As an individual (Witney, Rayson Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I believe it is affecting the trade in the big street and it isn't needed anymore. Think that maybe in the summer you could bring it out so pubs and bars could have seating out the front but the winter it is not needed

(311) As an individual (Witney, Saxon Way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I am objecting because in allowing buses, taxis, cars carrying disabled people to use the High Street it will make it no safer for pedestrians and you may as well allow all traffic through. Also why allow disabled people 3 hours to park.
(312) As an individual (Witney, Schofield Avenue)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I object the closing of the high street for public access, as this causes major suffering to businesses directly on the high street who rely on quick passing trade. Also the restrictions cause issues with traffic flow around town, as less people are able to access quick and easy parking up the high street.
(313) As an individual (witney, Sherbourne)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I think the way it is now has lead to lack of atmosphere! I personally dont even go that end of town anymore as it has become too quiet for me to enjoy the shops and amenities there. I really dont see the benefits of cutting the traffic. There is plenty of footpath space. not to mention the massive area by the town hall. It also is a reminder of a pandemic that I think we all would like to forget when it is time to. Get it back to normal ASAP I say!
(314) As an individual (Witney, Snowshill Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The town struggles to provide enough parking anyway so reducing it doesn't make sense. Furthermore, the businesses on the high street suffer loss of income and I'm fed up of seeing more and more

	businesses close in Witney.
(315) As an individual (Witney, Snowshill Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Clogs up the other roads especially at rush hour. Takes away valuable short stay parking slots.
(316) As an individual (Witney, Snowshill Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Of course we all feel safer with less traffic in Witney centre, but there will be no shoppers to feel safer if all of our local shops close because of the restrictions.
(317) As an individual (Witney, South Lawn)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Remove the restrictions they make no sense, I've spent a good amount of time travelling amongst other towns and even cities in the UK and not one place has imposed the same restrictions, they're irrelevant and no one actually walks on the roads since there's too many taxis and buses anyway. Close the road to everyone or no one
(318) As an individual (Witney, Spitfire Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Because it is farcical in the way it has been handled and local businesses, the ones who matter object to it!
(319) As an individual (Witney, Spitfire Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	First of all It is killing local business. All the little independent shops will die out and we will be stuck with yet more estate agents, hairdressers and bloody coffee shops. Secondly, it is causing absolute havoc on other roads with massive traffic jams as people can't cut through town. I think the people who shut the town centre either don't drive or don't live in Witney. All of the potholes, broken pavements and the general untidyness of Witney should be priority, not closing the MAIN high street of Witney. Speaking of Witney town centre, why is the union flag not flying above the town hall as per Boris Johnson's new law?
(320) As an individual (Witney, Spitfire Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Businesses need passing trade
(321) As an individual (Witney, Spring Meadow)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It is damaging business due to reduced footfall and also creating traffic issues in other parts of town.
(322) As an individual (Witney, Squirrel Gardens)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** There was absolutely nothing wrong with how the Town Centre previously was with traffic and parking pre - Coronavirus. I think there have been no positives from the restrictions put in place, and I'm sure it has had a negative impact on businesses in the town centre. Remove the restrictions A.S.A.P
(323) As an individual (Witney, Stenter Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I fully object to any restrictions on the high street. i think it is entirely unnecessary to keep traffic from being able to use this road, the initial reason for these measures was covid so people could effectively distance. for most of the high street the pavement is far wide enough to stay clear of people, you don't even see people

	walking on the part of the road that was barriered off for pedestrians so what's the point. i also think that people in the area must support the local businesses and as most of them have said their footfall has gone down significantly due to these measures for example tradesmen are unable to stop in the in the parking outside their shops to quickly get food. i support a reduction in speed limit to 20 through this stretch of road but closing it off to traffic seems like trying to fix an issue which doesn't exist. I do not support the parking amendments either. why should certain people be able to use the parking and some not. it should be for everyone or nobody. has any though been put into how small businesses are able to get deliveries when they rely on this road and parking?
(324) As an individual (Witney, Stenter lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's killing the high street having the parking restrictions
(325) As an individual (Witney, Stenter Mews)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I object to this on the basis that you have restricted passing trade to the centre of and already fading Town centre that needs the passing trade to help survive
(326) As an individual (Witney, Stow avenue)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Loses trade for customers and puts loads more traffic on other roads
(327) As an individual (Witney, Taphouse Ave)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I don't want Witney ot become a dead hellhole like the pedestrian zone in scumpit Abingdon. Greentard spazzo cnuts at the council want pseudo-green shit that only cuases more traffic by everyone drioving round

	the centre instead. Or driving to Oxford to buy goods. The local shops will die. Well done greentards.
(328) As an individual (Witney, Taphouse Avenue)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** There is no real benefit to pedestrians since busses, taxis and other vehicles will still be using the road, but it will make it harder for less able people to shop in the High Street. Businesses look a lot quieter already, since the restrictions started. If this continues there won't be any shops apart from cafes and charity shops in Witney's town centre.
(329) As an individual (Witney, Tarrant Avenue)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** 1. Impact on traffic flow in Corn Street and Witan Way (already overloaded since closure of High St) 2. Adverse impact on businesses in Corn St and Market Square, including the take away shops 3. Danger to pedestrians crossing road at both ends of the closure due to buses and taxis approaching on 'wrong' side of the road. I've nearly been run over. 4. Has removed the attractive nature of the High Street and created a junky effect 5. Church Green parking reduced by loss of the area outside the Angel pub. 6. Creating a difficulty for elderly and less able people in collecting culky items. 7. Many people shopping in Witney do not come from the centre - many come from the increasingly outlying developments and villages. 8. This was ostensibly introduced to help people during the onset of Covid; this seems to be introduction by stealth. 9. We do not want to create the kind of issue that we see in Abingdon. WE NEED TO KEEP WITNEY CENTRE ALIVE AND SUPPORT OUR SHOPS IN DIFFICULT TIMES.
(330) As an individual (Witney, Tarrant Avenue)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** We need the High Street to thrive not kill it. We need to support local businesses. We need to keep it

	accessible. We need it to be safe especially for women by having it kept busy. Surrounding road structure is not sufficient without it. Just a terrible idea
(331) As an individual (Witney, The Crofts)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Those prohibitions would kill a lot of small businesses. Also creates much more traffic around town and especially at night is creating more potentially empty spaces which- as a woman I don't find comfortable
(332) As an individual (Witney, The Crofts)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** First reason: Witney is a market town, and should have a thriving, bustling High Street. Remember the desolation that fell when the restrictions were first imposed in 2020, and how much worse it was than before. People have forgotten that, and become inured to the current situation, but we should get back to a normal, vital town. Second reason: this process of consultation is not representative of the Witney population. Only the computer-literate can contribute, and many of those will be put off by having to create an account. Third reason: the consultation is being treated as a vote, with each submission being treated as a plain "Yes" or "No". This is an abuse of process. If you are taking this approach, a proper vote should be held.
(333) As an individual (Witney, The Springs)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Living off corn street driving through the town is often the easiest and most direct route to many places. The high street has wide footpaths either side of the road plenty big enough for the current level of pedestrians. A completely unnecessary restriction
(334) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	I believe businesses will suffer if the changes are made ... and I believe they changes will lead to the further decimation of the already struggling town centre.
(335) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** A lot of People don't take any notice of the restrictions and use the road how they always have. The road needs opening up properly so not just rule breakers use it and bring back the footfall to this end of town to support the struggling businesses.
(336) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Bad for small businesses. Unsafe at night to walk as less vehicles around. Causing traffic congestion either side of high street.
(337) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It will kill off the town centre... You need to ask the businesses their opinions not me!!
(338) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Businesses are struggling. The town is empty in comparison to how it used to be. Witney is half the town it used to be. It is no longer a thriving town. What is the need to close of the road through town? No need.
(339) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	Creates more traffic
(340) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Current Regulations are not necessary and are leaving the town 'dead'. Current regulations do not encourage footfall within the town. Previous regulations were fine and should be returned to Pre-COVID status.
(341) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Closing the road will be yet another kick in the teeth for local businesses, you would think local councils would support businesses rather than trying to leave move empty shops in what was once a busy town center, i've lived in Witney all my life & the traffic restrictions (2 speed humps, traffic lights plus 3 crossing points were already over the top for a road where traffic travels through well below 20mph) the diverted route taking all traffic past the entrance/exit of the main car park just causes grid lock at busy times.
(342) As an individual (witney, thorney leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** massive inconvenience done nothing but dead the town of most it's life
(343) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Businesses have already expressed they are suffering due to less passing trade. This in itself should be heavily accounted for when making a decision that could potentially put these businesses at risk of closure, especially because of the difficulties during the Covid-19 pandemic. Simple fact is if there is no trade there will be no people and Witney will become a ghost town with nothing to offer for a town that continues to grow it's residential capacity. I am very against the proposals due to these reasons and I do hope the council will listen

	and act to help the local businesses that are in desperate need.
(344) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The HIgh Street by definition is the Main artery of the town and needs to remain accessible to all means of transport to allow for trade and social interaction
(345) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Pedestrianising the area permanently is a mistake. Business will suffer as a consequence the closure has served out its purpose now. What I have seen is an increase of traffic circling the town equating to higher backlogs of vehicles, the easier access of taxis and busses etc only fall fowl of this too as they leave the centre as we don't have designated lanes for them to move more freely as they enter or leave the high street. The extended parking for disabled/blue badge is another issue as the spaces are limited which leaves those handy spaces clogged up for longer periods, they were great as they were as short stay and drop off pick up points. Perhaps a few long stay spaces could be made in addition somewhere else like outside Robert dyas on the paved area where its safe to enter and exit a vehicle with disability aids.
(346) As an individual (Witney, Tower Hill)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** As blue badge holders are already legally allowed to park on restricted areas why do they need more spaces. The abuse of the blue badge system is well known also. Corn street is diabolical when there are deliveries, Welch Way at the zebra crossing has queues at Christmas as there are never ending pedestrians crossing (should be a traffic light crossing). To put more pressure on these roads is ridiculous. The closure of the high street came about because of the pandemic and should now be open for all.

(347) As an individual (Witney, Tower Hill)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I believe it is negatively impacting local businesses
(348) As a business (Witney, Vale road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I think experiments like this are a terrible idea when so many people and businesses are struggling ....its shown that its not exactly increased bussiness so why do it ....also I can see why no one fills these forms in ....very difficult or made to be impossible for people with disabilities such as not so literate...but their views don't matter
(349) As an individual (Witney, Vanner)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I think we need to support our local business by opening up the traffic route. It was closed for Covid Reasons, it should be reinstated now we are coming out of lockdown measures
(350) As an individual (Witney, Vanner Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The town was busy and prosperous before Covid, it needs to be free flowing to allow people to at least see our town centre. Not everyone is a regular visitor I saw on tv that some business owners had lost passing trade, people who want fish and chips and the like do not want to park in a car park then walk to the centre, they want to get their fish and chips etc and take them home. When you drive up the High Street, you see the Buttercross and our beautiful Church and the green, which then may make visitors think, Oh! Let's find a car park and have a look around. People should be responsible for themselves when walking in the streets, you

	can't cover for every eventuality. It is the shop keepers who pay high council tax so please take their businesses into consideration.
(351) As an individual (Witney, Viner Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Happy for a 20 Mile speed limit, BUT the town is dead and we need to make it more user friendly, we need to be able to get deliveries to businesses and STOP the stupid amount of parking tickets for this, business needs support, DO NOT KILL OUR TOWN!
(352) As an individual (Witney, Viner Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The criterion for judging the merits of the restrictions to the High Street must be what is best for Witney. As High Street has predominantly business premises that must mean what is best for the High Street businesses and therefore the economy of Witney. The present barriers are a disincentive to trading and they are reducing footfall into those business - they should be removed.
(353) As an individual (Witney, Wadards Meadow)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The town has gone really quite since the restrictions. Like a ghost town some days. The shops are really struggling, losing lots of customers. Many people just want to pop into a shop to collect things and although Waitrose car park isn't far it gets very full up at times and people do not want to spend ages looking for a parking space just to pop into the market or local shops. NO ONE has ever been run over as far as I know in the High Street. There are enough crossings, which now pedestrians ignore. Remind me, Is it twice that the closing of the traffic to the high St has been rejected before covid struck? The second my husband saw the barriers in the town he said "Here we go again, that is the last we see of the High St open again" The council will quote covid and our bustling High St will be gone forever. True to form as soon as the High St could be open again, the council kept it shut saying their was a majority of residents wanting it shut even though hardly anyone was asked and didn't know about it until it was in the Witney Gazette. I believe only 10% of Witney residents were asked and was passed on a small majority of the people who were asked. My husband has

	lived in Witney all his life and after 70yrs has slowly watched the High Street fall away from what it was. I believed all my life the council worked for all the people of this town
(354) As an individual (Witney, Water lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** To keep the traffic restrictions is killing the local business, and the heart of the town. We have lost to many businesses already. Stopping traffic and parking is just going to by the final nail in the rest of the shops.
(355) As an individual (Witney, Waterford road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Because Witney high street will die and also the huge traffic problems these restrictions cause, elsewhere. Also not good for those with spasy legs, who can't walk far.
(356) As an individual (Witney, Weavers Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Have seen previously how pedestrianising a town centre results over a number of years in a loss on business and closure of shops. Have even witnessed a town where they reversed their decision after a number of years in an attempt to revitalise the dying town centre before it was too late.
(357) As an individual (Witney, Weavers Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The high street is empty, our town is really suffering and the traffic because of all these restrictions is worse than ever.

(358) As an individual (Witney, Weavers Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I believe that the commercial premises are suffering as a result of the lack of passing traffic, and Witney does not seem as vibrant as it did.
(359) As an individual (Witney, Weavers Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I currently use Holloway Road as a rat run, I am sure others do too. It is not fair on these residents. For me to drive Too many businesses going out of business in the town centre. I want variety and choice when I shop and don't want to shop online. I want to support Witney businesses. I want to live in a town which is buzzing with life in town. Closing the road would be encourage me to move out of Witney.
(360) As an individual (Witney, Wenman road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Passing trade missed, increased traffic on surrounding roads by closing the high street, Holloway now being used as a rat run because high street is closed this causes increased risk to students leaving college.
(361) As an individual (Witney, Wenman Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Not everyone has a blue badge but it makes getting bulky items from the market difficult. This is having a bad effect on the town centre the current closure it was only supposed to temporarily closed and I feel it's an excuse to force closure but not giving choice to local people that use this town. This road should be opened to allow traffic to flow better as it clogs up other roads shame on the council stop forcing wot you want on us who live here

(362) As a business (Witney, Wesley walk)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The market place needs its buzz back. Shops are suffering. Business is tough. Open up the high street to traffic as before to give the high street a chance.
(363) As a business (Witney, Wesley Walk, High Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It didn't helo during/after lockdowns. Unfortunately there weren't/aren't that many pedestrians to justify the proposal. People were not social distancing during walks and almost always when queing. So overall only the businesses would suffer the consequences when trying to survive due to general footfall decrease. Yes, traffic could benefit businesses since they would benefit from more exposure by more people passing by and seeing them.
(364) As a business (Witney, West End)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Will destroy the town centre, which is already suffering from the pandemic. Very bad for both business and the community.
(365) As a business (Witney, West End)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I do not see any benefit in the road closure and restrictions. However, I do see that this will stop spontaneous trade to small businesses. Some of these shops have customer solely using them, and only for 5-10 minutes at a time. I run a small business in another part of the town and rely on passing trade, so understand what the closure would mean to these businesses.

(366) As an individual (Witney, West End)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I think it will have a negative impact on the business on the high street.
(367) As an individual (Witney, Westfield Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I firmly believe that the restrictions proposed will irrevocably damage the town, One only has to look at Bicester as an example of pedestrianisation of the high street as signing the death knell for the town centre
(368) As an individual (Witney, Westfield Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I object to the motor vehicle prohibition and parking restrictions for a number of reasons. It makes access very difficult for those who haven't got a disabled badge, and these are numerous people such as OAP's and others with illness and disabilities who for whatever reason haven't and can't obtain a blue badge. Access to the high street is incredibly dangerous as cars have to not only navigate a mini roundabout but also the fact that they have to cross into the other lane to access Witney High Street. It is a temporary measure I am told, but it has been in place for months, and it isn't only inconvenient but incredibly dangerous, also! It would be a lot more practical and safer to erect a sign that states only certain vehicles can pass through the high street, as opposed to belligerently and dangerously blocking one lane of the road! I have a disabled badge and am delighted that I can park easily on the high street and go about my business. However, I feel incredibly sorry for the business who rely on foot traffic, the aforementioned people, and that it is a ridiculous idea that severely impedes traffic.

(369) As an individual (Witney, Wheatfield Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The high street is dying and people need as much access as possible to these shops. You should be listening to the owners of these businesses to come up with a solution for everyone.
(370) As an individual (witney, wilkinson place)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I believe that the current restriction is killing off the high street as business are missing out on passing trade
(371) As an individual (Witney, Wilkinson place)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** We need to keep the high street open to support businesses and bring Witney back to life
(372) As an individual (Witney, Willowbank)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The restriction of motor vehicles in the high street and market square will reduce the amount of consumers that local businesses rely on. Residents and visitors and not going to want to increase there commute time parking further away, especially with the elderly community who may not have a blue badge. The high street is also an accessible route through Witney which I would argue reduces traffic, not increase. There is too much space to let to but pedestrianising the area. This is not a huge high street like most towns and the shops rely on all customers. Especially when we could park outside HSBC or along the high street roads. Covid is back to normal and we should get back to normal too.
(373) As an individual (Witney, Windrush valley road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	Without any extra infrastructure in place to aid traffic flow around this closure traffic in the surrounding streets has increased significantly especially around peak times. Also businesses on the high street are losing trade whilst it is closed to most traffic. People are now avoiding shopping in Witney because of these restrictions and the high street currently needs all the help it can get if it's going to survive.
(374) As an individual (Witney, Windrush Valley Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Traffic on surrounding roads have become busier and it is causing problems getting anywhere during peak times. The businesses on the high street are losing trade and people are avoiding shopping in Witney all together. The high street needs all the business it can get.
(375) As an individual (Witney, Witney high street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I have stopped shopping in Witney or taking my children to get a quick milkshake at the shake shop because you cannot park outside anymore….. Also driving round is creating more traffic
(376) As an individual (Witney, Witney high street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Having the road open lessens the traffic around the rest of the area
(377) As a business (Witney, Witney Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Detrimental to businesses currently there. We are going to end up with a ghost town.
(378) As a business (Witney, Witney, High	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

Street)	I think it will kill of the High Street. Already the shops in that section of the High Street have closed and i am very worried for the trade of the existing shops. I cannot see how they will pick up the same amount of trade without the cars bringing shoppers to the area, especially as the 30 minute parking allowance was perfect for popping to the bank, the market or for picking up a shake from the Shake Shop. Having walked in the area, i feel it is no benefit to a pedestrian because on multiple occasions i have witnessed taxis driving at considerable speed and buses travelling down the road. I have also witnessed a reduction in shoppers in the area when i have been walking. I also have felt the risk to my own safety whilst walking in the area to be worse, because when it was fully operational as an area of traffic, myself and my children we aware of the cars and took extra care, but now it is part-pedestrianised it is more dangerous because we don't expect to turn around and find a bus travelling down the road at 20-30mph. If you insist on keeping it pedestrianised i would vote for no taxis or buses as i think they are more of a risk to unsuspecting pedestrians, particularly children and the elderly. Please allow traffic as normal and don't kill the Witney High Street. I feel so sorry for the Market and the small shops down that end of the High Street as this lack of traffic stops people parking up and popping to a shop or the market. You will see more shops and banks leaving the High Street and market traders will find a new location that is more thriving than Witney currently is. This is very sad and shocking that WODC are encouraging this. I strongly object and my business is not at this end of the High Street so we are not directly affected. I object as a business owner as i can see the damage it is doing to my fellow traders.
(379) As an individual (Witney, Woodford Way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Traffic on alternative roads causing issuing and decreased foot traffic in the high street.
(380) As an individual (Witney, Woodford Way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** 36 out of 37 businesses on the high street are objecting to this, surely that shows the closures are negatively effecting their trade and income. It isn’t a pedestrianised street, so it isn’t any safer.. I have 2 young children and I don’t feel any safer from the traffic (which isn’t fast or of a high volume) or feel that we have more space to walk around at a social distance.

	The high street is also a through road for some people and not being able to drive up/down it is increasing traffic in other areas of town, which is time consuming for drivers, increasing pollution in those areas and increasing a safety risk for pedestrians in those areas. Please OPEN the high street!!
(381) As an individual (Witney, Woodgreen)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The hight street will died if don't open back up Witney. Will died if this is kept closed. COVID is over open it up now! The pavements are big enough to come.
(382) As an individual (Witney, Woodgreen)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Access to local business. Road should be open. We used to park and drop in to many local shops here and now dont! Also parking for sons school- the batt
(383) As an individual (Witney, Woodley green)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Town centre is quiet, and dead. I no longer visit witney town centre and instead travel to oxford. There is no buzz about witney with town centre shut off. Not only this but it is a pain having to drive around town centre to get to the other side, longer routes have to be taken, more fuel burnt, more emissons. Also not being able to pick up or drop friends or family off in town centre is annoying, and the short term parking bays was brilliant for popping in and out of a shop e.g to grab a shake from shake shop!
(384) As an individual (Witney, Woodley Green)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Closing the road creates additional traffic on the surrounding roads (hardly environmentally friendly making

	people take a longer route and add to the build up of traffic) . The pavement is wide enough and there is a pedestrian crossing so it is easy enough to cross the road. Keeping it closed to everyone except buses/disabled people is more likely to cause incidents as people will cross the road expecting there to be no traffic and so are less likely to be paying attention/being vigilant when crossing.
(385) As an individual (Witney, Woodstock)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Restricted traffic affects the local businesses
(386) As an individual (witney, woodstock rd)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** because with the temporary road closure Witney has lost it's heart and soul. It is affecting local businesses and I dread to think what will happen to the town if this is made permanent.
(387) As a business (Witney, Woodstock Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Local businesses are suffering financially from the lack of footfall & less parking in Market Square
(388) As a business (Witney, Woodstock Road A4095)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I am objecting to the proposed reforms because of the negative effect it has on local business up and down the High Street and also because of the increased problems it causes with local traffic. These restrictions were brought into force due to Covid-19 social distancing and now that social distancing requirements are being relaxed across the country, the restrictions on the High Street in Witney should be removed and returned to how they were before the Covid-19 pandemic and how they had been for decades before. Regarding the traffic problems, blocking off the High Street only adds to congestion on all other roads in the area,

	infrastructure which has been at capacity for years already before the High Street being closed off (the new slip road at Cogges A40 won't do anything to relieve this). Witney town has been ruined in the past years by businesses being driven out due to rate increases, nightlife venues being forced to close due to rate increases, now your proposing to close off the Hight Street indefinitely to motorised vehicles....all your doing is turning our beloved town into a concrete walkway with no unique individual businesses, filled with I don't know how many coffee shops and cheap drinking establishments. I think you should spend your time trying to improve our town, not ruin it. How many vacant shop premesis are there now in the center? What are you doing about that?
(389) As an individual (Witney, Wychwood close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The high Street looks like a ghost town. The road does not need to be closed. The businesses are being affected. I've been in witney for 30 years now... And it's changed and not for the better.
(390) As an individual (Witbey, Southlawn)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** These are just some of the reasons why I think you SHOULD KEEP THE HIGH STREET OPEN. Businesses will suffer ie markets and shops, also I know some old people who do not qualify for a disabled badge but struggle with heavy bags, the market people would always carry their shopping to their car but this can no longer happen so these old people are being discriminated against. there has never been any traffic congestion in the town centre before & now there is terrible congestion around all the other roads ib the town centre Holloway Rd seems to have turned into a rat run. The Angel pub using parking spaces & closing part of a road is ludicrous. We should be supporting all businesses and not just a select few
(391) As a business (The town centre has been spoilt by these restrictions. Shops have less footfall which in turn has reduced	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney used to be a thriving market town encouraging many visitors. It now has no atmosphere, with less footfall it risks even more small businesses closure. It used to be perfect to drive along the whole of the High

their business & risks more local individual shops livelihood., High Street)	Street, see what shops there are & park in market square for a short time
(392) As an individual (Stonesfield, Pond Hill)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I feel restrictions should be reversed to pre pandemic. Witney town centre seemed a lot busier and vibrant then
(393) As an individual (Stonesfield, Barretts Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I see no benefit to the road closure. The road hasn't been pedestrianised, so what is the point? I think it is having a negative effect on local businesses, and they have had a tough year or two already.
(394) As an individual (stonesfield, iris lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** illogical to block off good wide road appropriate for traffic. traffic never so heavy that it was impossible to cross the road but much more sensible to provide pedestrian crossing if that is deemed necessary, and clarify who has right of way on currently ambiguous layout in fromt of Lloyds Bank. also current configuration with course wooden troughs as blockade is deeply unattractive. I would be much more grateful if someone could monitor the logjam of traffic around the traffic lights at High St/Witan Way during the daily commute when it seems to be the practice to ignore traffic light signals in order to selfishly keep moving. it's an unwelcome phenomenon we have never encountered anywhere else in the country!
(395) As an individual (Stonesfield, Slate Crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Already there are several pedestrian areas in Witney and wide footpaths in most areas, these can be

	developed for more extensive use. But are part of the unique character of Witney. The High Street does have good pavements for shoppers other than outside Boots to probably Poundland. Alternative roads are normally congested already at peak times. E.g. Welch Way, Witan Way, Station Road, Ducklington Lane. So closure of the High Street would make matters worse by simple shifting the issue and causing more congestion and pollution for residents of those roads, instead of dispersion. Cycle routes were put in with little consultation over lockdown, less than 6% of population responded and most were unaware of any consultation. Villages whose residents rely on cars and minimal public transport were not consulted. Schools had no input on cycle routes, which in current form neither meet needs of pupils and actually are a danger to traffic in Corn Street. No effective planning or consultation with experts was made as it was rushed through to gain funding. Witney is a vibrant town, pedestrianising the centre will cause problems getting to schools and colleges in central Witney, businesses will lose footfall as the number of shoppers diminish.....see Banbury High St, Bicester High St, impact on Oxford as shops are closing partly due to parking restrictions, higher business rates and Covid. Which are the towns with vibrancy? Chipping Norton, Thame, Stow, Moreton in Marsh. The Shores Green scheme should be implemented first so that it's impact can be first assessed in normal trading times. Any survey conducted currently will not be accurate when so many people are still working from home and many reticent to go physically shopping and are relying on delivery services. A small number of vocal residents, who are possibly active and within easy walking distance of the centre, are colouring the direction of the plans. More effort needs to be made to engage the elderly, disabled, businesses and commuters. Witney is a hub for the local area and these should not be excluded or dismissed. The format for the surveys....online does make access difficult to find and for many difficult to use. Disabled parking proposals need to take into consideration that the west side of the High Street means people will not be able to get easily into a vehicle as a large, horizontal area is required to open doors and use wheelchairs. The Active transport initiatives do not support the norms of everyday life..... transporting children to school, shopping, going to work, caring for elderly / Disabled, deliveries, late night transport, links to villages etc. Perhaps a survey should be made of cycle use, where are these journeys, who are they, what proportion of the population? The most successful cycle route is across Langel Common from Cogges, across open space from housing directly to Waitrose where there are cycle racks.....completely safe. Most people do not want to cycle a distance, many use the route with children. The other popular route used by many at Henry Box and the Burwell area. Is directly from the Leys to Ducklington Lane, again not near any road. (Also the route from Marriott to WestEnd.) Both routes have a traffic light to cross the road at the other end. The information collected is too crude and, to my mind, the proposals are expensive for the limited benefits. Existing well used routes should be developed to link with others away from roads, rather than putting in cycle routes on roads which many cyclists do not even use

	Detailed plans in an accessible format need to be available in libraries, sent to all Parish Councils, displayed in Council offices, libraries etc. Having a maximum of a month leading up to Christmas to respond is ridiculous and reflects exactly what appears to have happened in January. Having just returned from the Lake District, I was impressed with part of Windermere town centre where for part of a street, they had a wider pavement on one side , Block crossings, and on the other side standard width pavements with parking adjacent on the road side. People were using these spaces, which were easy to drive into, to drop into the shops. The current barrier planters do not work. Windermere had used a very limited one way system . But as mentioned previously the Shores Green junction needs to be implemented first to see the impact on Witney and I would add the removal of the HGV ban in Burford!
(396) As an individual (Steventon, Causeway)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** There is no good reason to keep blocking streets to free movement. I do shop there but if you do this I will not anymore. I will go to reading or shop on line.
(397) As an individual (Stanton Harcourt, Blackditch)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It will lead to a dead town. No hussle and bussle. No life. There is no need to put an extra problem on businesses that need fly in visits from customers.
(398) As an individual (Stanford in the Vale, High Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Traffic restrictions will do just that - restrict, especially the elderly and disabled. How will businesses get deliveries! Seen all this is London and it kills high streets. People stop visiting, businesses decline and close and eventually the place becomes a ghost town.

(399) As an individual (Standlake, Witney, The Downs, Standlake)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The temporary closure of the High Street during the Covid pandemic was in itself, I believe, an extreme reaction to the issue. To make this permanent is killing the High Street - it is like a ghost town. I rarely walk down it as I am used to driving to it parking -so I can take heavy and/or unwieldy items to the charity shops, buy large items, pop into the bank, browse in the shops etc. This is neither a pedestrian precinct - vehicles still go up and down it - or a working road. We already have pedestrian precincts at the Woolgate, Marriots Walk, Wesley Walk etc we do not need another one. I fully. support all of the traders in the High Street in backing the resumption of the high street to be able to park and drive down as before.
(400) As an individual (Standlake, A415)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** My reasoning is varied. Firstly there is no evidence that the high st was ever congested. Secondly retail outlets in the high St will suffer continued loss of footfall that has been in evidence since the road was restricted. Thirdly the alternative routes along Welsch way and past Waitrose are busy enough as it is and the high st has historically relieved that congestion. Furthermore there has never been any sense from the majority of the local population that the high st should be closed to traffic, which leads me to question why the idea ever materialised. It would be a grave insult to the majority of the local population is it were closed.
(401) As an individual (Standlake, Abingdon Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I used to pre restrictions park regularly on Witney high street for its convenient location for banking and quick shopping requirements. It's so handy. I'm sure the businesses on the high street in particular will really suffer without this. What's the problem with reinstating? This is madness!
(402) As an individual (Standlake, Manor	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

Crescent)	Wintney is a thriving market town with a great market and independent traders alongside large high street names. People were attracted to Witney as a consequence of this and the excellent parking arrangements. Now there is no through traffic and Witney traders are being starved of support as a result of a scheme that was supposed to help during the pandemic. As the government imposed COVID restrictions have been lifted and the impact of closing these areas has been assessed I think it is essential that the roads be reopened
(403) As an individual (Standlake, Church Mill Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Free flow of traffic adds to the atmosphere of busyness. Take it away and even on a busy day the town will look quiet. Witney isnt Oxford or Cheltenham.
(404) As an individual (Standlake, High Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** This is totally detrimental to the small businesses that are situated along the high street. Witney is already looking like a ghost town with shops shutting everywhere. It used to be such a lovely place but now is frankly depressing . Please do not close the road to cars it is totally unnecessary.
(405) As an individual (Standlake, Manor Crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I think the High Street was safer before the restrictions. Cars still use it even though there are "barriers" at both ends. On a couple of occasions I have had to quickly get out of the way of cars travelling the High Street illegally. Parking should be allowed in Market Square as it's beneficial to shops in the Square and in the High Street.
(406) As an individual (Standlake, Rack end)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	There is very little evidence that this is a dangerous area for pedestrians or cyclists (or if there is more please make it public to help educate the discussion). I would object on the grounds that the case for it seems completely at odds with the wishes and needs of local businesses who have struggled through the last 2 years of restrictions. Witney is a great town and somewhere I have enjoyed living for a great many years, this seems like a strange decision based entirely on a very weak case and some previously extremely limited canvasing of public opinion.
(407) As an individual (Standlake, The Orchard)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It directly affects businesses in the center of Witney. Prevents people from parking close to town. It increases traffic in other areas of the town. Its not clear what if any benefits this brings to the center of witney?
(408) As an individual (Southmoor, Walker Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** We moved from Kent 3 years ago. It's wonderful to have a vibrant, busy, diverse market town on our doorstep. Town centres are struggling with high rates, the effects of covid, online shopping and we must all make sure that local businesses in local towns are given every opportunity to maintain abd increase footfall. The Council should be supportive too, ensuring that Witney keeps its vibrancy and diversity for local shoppers and those beyond. Listen to those who know Witney best.
(409) As an individual (South Leigh, Chapel Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I don't see any need for it anymore.
(410) As an individual (South Leigh, Lymbrook Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	I like to be able to drive through the town centre and park for a short while, like it used to be outside the banks, opposite Market Square. I now rarely go into town. Maybe weekly I park in the Waitrose car park to visit Waitrose, but I do not have the energy to walk through. I do not qualify for a BLue Badge
(411) As an individual (South Leigh, Station Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It has meant that I don't visit local shops that I used to much more easily. I fear that they will vanish from the high street. I don't feel there was sufficient thought or consultation in putting the restrictions in place.
(412) As an individual (South Leigh, Station Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** A partial closure solves nothing. Pedestrians still cannot safely walk on the road, but will have a false sense of security leading them to believe that they can, with the inevitable dangerous consequences as the occasional taxi and bus mows them down. Local shops, with a single exception, say that it will harm their business, potentially leading to to the closing of those shops and the destruction of a much-loved high street. Leave it fully open, so that everyone knows where they are.
(413) As an individual (Signet, A361 Lechlade Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I am 76 and need to be able to park as near to the High Street shops, dentist and market as I can. Both proposals make this impossible.
(414) As an individual (Shipton under wychwood, St Michael's Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's important to keep the area alive, not create a dead zone in the heart of the town, but also to improve the disabled shopping experience

(415) As an individual (Oxford, Weldon Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I sometimes travel to Witney for either shopping & visiting friends. I believe the road closure & parking restrictions will be very damaging for the businesses there as they will miss out on lots of passing trade, as well as evening trade. When I have visited Witney, I have never ever seen any traffic issues with through traffic on the High Street, this road closure proposal is totally unnecessary.
(416) As a business (Northampton, google)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Unable to deliver without getting a ticket
(417) As an individual (North Leigh, 5 Wilcote View)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney is struggling at the moment and this road closure is making it worse , plus clogging up other roads nearby
(418) As an individual (North Leigh, Park road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Pre Covid , we were allowed to park for 30 min to at least pick up and collect from the shops in that area , we have had our rights taken away because of covid no other reason .
(419) As an individual (North leigh, Park road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I have witnessed, several times, people, including myself and partner, having problems crossing the road towards Comos restaurant. You automatically look right and before you know it vehicles come around the

	blockade from the left. If a bus is parked and another bus/vehicle passes it then another vehicle/bus comes around the blockade down the high street it is dangerous. We all know to look left and right but not normally on what would be one way. We do not come into witney much now because it's not the same with the closure of the road. It's not only reduced traffic but it's reduced pedestrians! You could count them on one hand now. It's hirrible. There is also an element of "road racers" who like to dare to break rules. This has not and will not EVER improve witney. It's a very big mistake.
(420) As an individual (North Leigh, Green Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Despite the restrictions my wife and I have noticed on a number of occasions that the restrictions are ignored by a minority of drivers and there is no point in making this mainly a pedestrian area if the restrictions are not enforced. The lack of traffic encourages the offenders to drive or ride through at speeds almost certainly in excess of 30 mph (which takes some doing!). We have also noticed that the heart appears to have gone out of the town centre, we rarely see friends or acquaintances as we did before the restrictions we're put in place. Without a doubt traders who are struggling to survive will almost certainly upsticks and move to another town and the town centre will become a ghost town. The fishmonger on the market does not have a stall on Saturdays as he told me it was not financially viable.
(421) As an individual (North Leigh, Ladywell Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I feel the proposals are detrimental to shops in that area and inconvenient to their customers
(422) As an individual (North Leigh, Witney Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** You are killing the businesses in the town. An utter disgrace. We cannot all go around on bicycles. Have any of you ever run a business? If nothing else put in a one way system. Otherwise Witney will go the way of Abingdon. And then you'll move onto the next town to ruin. I hope one day all the planners of this ridiculous situation have to earn their own living rather than being

	supported by the public taxation. Shameful.
(423) As an individual (New Yatt, New Yatt Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Detrimental to the Businesses in that area, foot fall now very poor, no chance to just pop quickly to a shop or a bank, passing traffic will not see shops, so will have no idea of anything new, No atmosphere what so ever just deserted even on market day, just looks complete waste of space
(424) As an individual (Minster Lovell, Charterville close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I believe that Witney is already beginning to “too quiet” and with this main road closed, Witney will turn into a place for the elderly as no decent shops or hustle and bustle will remain to keep the town alive. I understand that these were put in place for good reasons but I do not see the benefit of it other than a pain to drive around Witney, be stuck in traffic and not have the usual busy market squares. Also some people use the road anyway, I wouldn’t usually have a problem with this except that there is no enforcement of drivers using the road still. It might as well become a usual road.
(425) As an individual (Minster Lovell, O'Connor's Rd)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The proposal will not help the trade in the high street. The high street is safe with traffic passing through.
(426) As an individual (Minster lovell, Wenrisc drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The current situation means you still get traffic so not much difference if you are a pedestrian. But it’s killing the trade and Witney high street really needs the trade to be thriving town. I miss the buzz and because it is

	no longer possible to get from Welch way to the buttercross, it is necessary to go to Tower Hill roundabout and up corn street or use Holloway Road neither of which is a good solution. I now go to witney less and Carterton more
(427) As an individual (Milton under wychwood, Elm grove)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Unnecessary. Support for local businesses need is greater.
(428) As an individual (Mickleton, Glass house road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I have worked in witney for 10 years and have spent a lot of hours walking up and down the high street and can honestly say I have seen and had more close calls with traffic/ buses/ cyclists since the restrictions where introduced than the whole of the last ten years! The problem is that pedestrians don't look now like they would have before due to the noise of the traffic etc. Also when crossing the road at either end of the high street where the road is blocked off on one side as a natural instinct you tend to just look to your right and forget that traffic comes from both ways and I have seen quite a few near misses with cars and buses here. I also own and run a high street business the other end of the high street number 61 and although it doesn't seem to have impacted our trade I feel like it will if it's fully pedestrianised. We need to make shopping as easy as possible for people nowadays and unfortunately making it harder to drive through witney is pushing customers from further afield away. People who cycle into town aren't going to place a £500 order with us they might buy a few little bits but we rely on bigger sales to keep us in business. I would say at least 75% of our sales over £50 come from people who don't live in witney. We also heavily rely on people driving through town and seeing our shop. Creating a pedestrian zone on the high street will make it even harder for people to know what shops are actually In the town! Over the last 10 years I cannot tell you just how many sales we have had from people driving past and spotting something in our windows and coming back to purchase them. The passing trade is so important and as I said this currently doesn't affect my business because I am based on the lower portion of the high street but I worry that it will have a knock on affect on the whole town if this pointless plan goes ahead. People are lazy they simply won't come if they have to walk to far! Witney is by far one of the best shopping towns within 40 miles people love to come here we get told it all the time. Please please please don't make this mistake for the sake of a quieter town etc etc because that is exactly how it will end up if this goes ahead a ghost town. Just like all of the other high streets across Britain. Witney has so

	many small shops that have survived the last 10 years on the high street which is what sets us apart from other towns. Please don't spoil it by changing things when there is no benefit to local businesses.
(429) As an individual (Long Hanbourgh, Churchill)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Makes it throughly unpleasant to get into witney centre so I go to kidlington instead.
(430) As an individual (Long hanborough, Corn hide)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** As someone who has shopped in the high street all my life, I don't feel that this is benefiting any of the businesses located In The high street. I don't feel that this is needed for Witney. Witney high street is never significantly that busy that people walk in the road area/need the additional space etc . larger places such as oxford this is ideal but not Witney. Over the past 15 years Witney has deteriorated especially in terms of shopping and nightlife, far far to many coffee shops. If Witney shopping /nightlife was significantly improved maybe there would be a need for this. After speaking with shop owners I am On the understanding that the rates for shops in the town is phenomenally high, meaning there will always be a large amount of turn over as we are seeing today. There for This at this time is no benifit to the town
(431) As an individual (Long Hanborough, Main road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney is beginning to feel like a ghost town. Accessibility needs to be made easy so people keep coming to our town also needs access and disabled parking in high street
(432) As an individual (Long hanborough, Payne Place)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Unless truly pedestrianised ie no pubic transport, taxis, loading, disabled bays etc it seems pointless to

	prohibit other vehicles when congestion through Witney could be eased by opening up the high street again. I am not sure what is gained for anyone by only restricting certain vehicles - it doesn't make the area safer for pedestrians, pollution will still occur as cars will still travel around Witney, ease/speed of access to shops is lost and it doesn't make the high street look physically more appealing as there will still be other modes of transport. Overall it seems a pointless idea.
(433) As an individual (Long Hanborough, Reliance way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** These restrictions are killing the soul of Witney , pedestrianisation will add nothing , there are other areas to sit and drink coffee, The High street is the heart of Witney as in a lot of towns and at the moment that has been ripped away .
(434) As an individual (Long Hanborough, Churchill Way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It would completely kill the high street which has struggled so much in the past few years! Nearly all the businesses object to the plan and I feel it would completely ruin their 'passing' trade.
(435) As an individual (Long Hanborough, Corn Hide)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Market place has always been the same since it was created ,there is no need to change Witneys history in this way .Plu i feel it would be unhelpful to the business community who serve the town and beyond .
(436) As an individual (Long Hanborough, Evenlode Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** This will effect the local businesses. They have had a tough time and nothing extra should take business away from them. Listen to there concerns.

(437) As a business (Long Hanborough, Lodge Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The small amount of traffic is perfectly manageable plus the high street aren't getting the footfall created by the 30 minute parking spaces. As for the closing of the road for the Angel that absolutely absurd and there will be a car accident of worse there soon. All other pubs that didn't have adequate outdoor space during COVID couldn't open, why are these different?
(438) As an individual (Long Hanborough, Millwood End)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The road is certainly quieter, but I have found that has taken some of the positive atmosphere of activity and successful bustle out of it. It feels rather dead and it cannot be good for those businesses that rely on passing quick stops for their trade. The main car parks are at a distance from that area, which will also have an impact on them. We should be protecting our high street businesses as they bring life and vibrancy into the town. Cars and buses still use the road so it is not a safe pedestrian only area. It is also a key through route to Corn Street, the Green so on, so it doesn't make sense to cut off that access, particularly if it is impacting significantly on the health of the businesses in those areas.
(439) As an individual (Long Hanborough, Roosevelt Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I think it is negative for trade to restrict access to the High Street in this way. As a driver, it also means having to drive further to get around town - not good for congestion or the environment!
(440) As an individual (Leafield, Fairspear)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	You could ban buses and lorries from high street, they already use Corn Street. Let people including those who already have to drive in from villages use the High Street to quickly access shops like the Chemist for example. And reopen Church Green. Why give one pub an advantage over every other pub in Witney?
(441) As an individual (Leafield, Fairspear road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Because the reasons stated for the restriction are wrong. Due to the restriction I have to travel extra miles to get from one side to the other so coursing more environmental pollution. Safety aspect is wrong there are many buses taxi's and disabled drivers that make it no more safer then before the restriction.
(442) As an individual (Leafield, The Ridings)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** There are lots of small businesses that rely on passing trade and people popping in when they can stop , people who won't be bothered to go and find parking elsewhere. It will also create traffic in other roads in and around town as you push traffic from one area to another . It is already noticeable in Witan Way at peak times and on Station Lane .
(443) As an individual (Leafield, The ridings)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney is dying on its feet,the shop keepers can back this up.footfall is dropping and shops are closing.FACT! Road closure will NOT help. Chipping norton is similar market town,with the busy a361 through the middle of it and its thriving,like Witney used to. Road closure has ripped the heart n soul out of it,permanently close it and you will kill it.
(444) As an individual (Kirtlington, Crowcastle lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	Restricts and slows down transport especially for the elderly and disabled as well as Emmergency vehicles. A better solution is subsidised good public transport
(445) As an individual (Kencot, Main street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I think the partial vehicle ban is a bad idea.I can understand the reason ,giving pedestrians more space during the worst time of the pandemic,but now it is much more important to get all things back to normal.There are a large number of cars ignoring the ban now,so remove the barriers and get vehicles back on the right side of the road.
(446) As an individual (Hook norton, Austin's way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Closing the high street to traffic has already caused more congestion in the town. It is killing trade in the town also, as can be seen from the number of closed up shops.
(447) As an individual (High Cogges, High Cogges road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Objecting Need to get back to normal after Covid. Witney has no life in it. The road is not really pedestrianised as car and buses are still allowed. No one will walk in the road so will end up as empty and desolate. Businesses and market affected by access and deliveries especially sandwich and shake shop. Traffic has been generally lower because of Covid but now is increasing. Any roadworks with this closure reduces options for traffic dispersal and using other routes. This means more standing polluting traffic. The last roadworks at the roundabout by the leisure centre caused chaos as there were reduced routes to avoid it. This was during covid and traffic was low. You are also forgetting there is a lot of elderly in Witney who do not qualify for a blue badge but have issues with mobility, there will be no options to park close.

(448) As an individual (Hailey, Middletown)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I'm objecting in order to support local businesses.
(449) As an individual (Hailey, Poffley End)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I think we need the restrictions lifted to enable business to continue
(450) As an individual (Hailey, Hailey)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Closing off spaces mean that they become less friendly over the 24 hour period. It was never that busy and buses still need to use the road. It was fine the way it was
(451) As an individual (Hailey, Middletown)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It causes loads of traffic on the other routes, it causes a loss of trade for local businesses, and I never see any cyclists on high street anyway. High street is dead with the current restrictions.
(452) As an individual (Hailey, Middletown)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Objecting in order to help Witney's town centre businesses.
(453) As an individual (Hailey, Middletown)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	Local shops etc need better access
(454) As an individual (Hailey, Poffley End)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Since the road has been blocked off, it has completely killed the town centre. It makes traffic around the town even worse than usual, and lots of people are not keen to go into the town centre, particularly those with limited mobility. In addition, having it as mostly pedestrianised but not fully is frankly dangerous. Buses, lorries, taxis and some cars race through the centre, and unsuspecting pedestrians don't stand a chance. It's only a matter of time until a nasty accident occurs. Just within my family the number of near misses is terrifying. I don't see the need to have it partially pedestrianised anymore.
(455) As an individual (Fyfield Wick, Has no official name, usually referred to as either "road running through Fyfield Wick" or occasionally as "the Charney Road")	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Even though I live closer to Abingdon I much prefer doing my regular shopping in Witney which has a far better range of shops. I usually park in the main car parks but on occasions it is more convenient to pull up adjacent to a specific shop to nip in and collect something or if needing to carry heavy items such as several bags of food. I am concerned that the loss of this facility may have a negative impact on the ability of local businesses to recover after what has been a very challenging couple of years. I'd like to add that in the past, before the 'temporary' restrictions were put in place the High Street never felt an unsafe place to walk with regards to traffic. With less vehicles using the road now, my observations are that those that still do appear to travel faster than in the past. Perhaps a compromise that could be reached would be to widen the pavements and add additional raised crossing points to calm the traffic and make vehicle drivers feel they are intruding on pedestrian space. Such methods work extremely well on the continent.
(456) As a business (Freeland, Witney, Eynsham Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney High street is quite simply the heart of this gorgeous old town. By closing the high street to traffic and restricting parking this town will slowly die . We have all seen how easily town centres can succumb to out of

	town shopping outlets and become a rag bag of charity shops taking the space if once loved local businesses. This will happen to Witney . Already locals are avoiding the town centre -and the vital businesses there because of the disruption caused by the vehicle ban and when I spoke to a few of the shop owners and managers in the high street they all expressed concern as their daily takings have plummeted since the high street closure . They rely on this frequent passing trade .
(457) As an individual (Freeland, Church View)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The negative effect the closure has on local businesses (shops and market). It is no good having a lovely pedestrian zone to walk through if there are no longer any shops to visit.
(458) As an individual (Freeland, Church View)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney has always succeeded because it is car friendly, this project is not and trade is noticeably quieter since the restrictions came in. Freeland has no bus service so shopping has to be by car, anything that encourages shoppers to travel further to out of town supermarkets is bad for Witney & the environment. Car use might be frowned upon but it is still the most practical and convenient way to shop, and that is what people will do whatever is done to deter car use. Oxford is so hostile I have not visited since before the old Westgate centre was demolished and I know I am not alone.
(459) As an individual (Freeland, Eynsham Rd)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I believe it will strangle small businesses in the highstreet. They've already taken a hit from the Coronavirus pandemic and subsequent growth of online services and purchasing. This is a kick in the teeth. They're going to turn Witney highstreet into a ghost town.
(460) As an individual (Freeland, Eynsham road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	I feel Witney is not a busy enough town to require the roads to be pedestrianised. Since the roads have been closed to vehicles the town seems quieter, the shops less busy. There is a false sense of security with the road being closed people are being less observant when they cross the road but there is still a danger from buses and taxis. Please scrap the vehicle restrictions in the town.
(461) As an individual (Freeland, Eynsham Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Affecting local businesses
(462) As an individual (Freeland, Woodlands)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Support local shops
(463) As an individual (Freeland, Wroslyn road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** We want to keep our high streets alive. By restricting cars to use high street slot of people who just need to 'pop' to the bank or 'pop' into boots or 'quickly' grab a sandwich from sandwich de Witney are not able to do so. They will be put off by having to find a car parking space and then walk from car park. What was supposed to be a quick 5 minute trip turns into 15/20 minutes and some people will be put off from coming into Witney altogether. Also it will relieve some of the traffic around Witney. Since the closing of high street and the end of lockdown the traffic around the town has got increasingly worse at all times of the day not just rush hour.
(464) As an individual (Finstock, Hill crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Businesses will suffer and we will end up with an empty high street also where you are pushing traffic goes

	near to pensioners living in assisted living and homes for elderly and increasing pollution for them
(465) As an individual (Finstock, Hill Crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Through traffic is not a safety problem, don't want to see the high street killed anymore.
(466) As an individual (Finstock, Walkers Height)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Without the viability of businesses on the High Street there will be no point in having pedestrians feeling "safe." They can feel safe in the nearby parks or cafes. Just reduce the speed limit on the High Street and introduce street bumps.
(467) As an individual (Finstock, Witney Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Long established businesses and Witney's charter market traders are struggling as customers who used to be able to park close by for a short time and purchase can no longer do so. The road is wide, there are opportunities to formally create two more road crossing places where pedestrians have priority on the existing paved cross-walks; a 30 minute parking limit for any vehicles along both sides of the length of the widest sections, in combination with a low speed limit would give the best of both worlds. Parking spaces have also been lost in front of the Angel public house. These could also be reopened and limited to 30 minutes for those who have limited time. Reinstating these spaces will once again emable people to shop the way they used to, keep the Market Square vibrant and protect the character and prosperity of our market town.
(468) As an individual (Eynsham, Bitterell)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The restrictions are causing a loss of trade. The street has become quieter and will become more so if

	retailers and businesses are lost. I didn't think there was a traffic problem before and with cars moving to electric power the air quality issues will become less of a concern. Overall the restrictions seem too heavy handed and are likely to cause more harm than good. I haven't seen any proposals that suggest how to encourage activity, just the implementation of restrictions that reduce activity.
(469) As an individual (Eynsham, Blakeman Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Stopping cars from going through the town centre is causing traffic elsewhere in the town. The road layout cannot support the closing of High Street to traffic.
(470) As an individual (Eynsham, Dovehouse close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I'm objecting to the proposal because I think it will be the death of the high street. In other local towns where the high street is closed off it has badly affected the town (Bicester).
(471) As an individual (Eynsham, Evans Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Not enough car parking spaces in car parks so provide more. Help businesses and the disabled to access all parts of THEIR town. Loading and unloading has got to be provided for too. Too many restrictions will cause shopper and tourists to stop coming to the town, and we need them to enjoy their experience.
(472) As an individual (EYNSHAM, Old Witney Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Traffic congestion in other parts of Witney due to restrictions on High St. A better traffic flow around Witney required if this is to be adopted.

(473) As an individual (Ducklington/ witney, Witney road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I think it effects the business in town, as a town we now have a very empty town with hardly no shops it is very sad to see and this with make it even worst, plus the business rates being so high we will end up having no town what so ever.
(474) As an individual (Ducklington, Witney, Moors Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I OPPOSE this proposal strongly. With regard to the area concerned, Witney has become a ghost town; the hustle and bustle of Witney life has ceased to exist; the market barely exists; shops are empty; furthermore the existing arrangements are dangerous - buses, cars, all sorts of vehicles appear from nowhere and travel up and down the supposedly restricted area. There is no joy or pleasure in visiting the area concerned. I have read and heard about the concerns of the businesses affected - of 36 out of 37 businesses in Witney town oppose the High Street closure, they must be right; listen to them - livelihoods and services to residents and inhabitants are being affected. Independent shops will be jeopardised. Where will the traffic go? It will fill and is already filling many other streets and roads and is contributing to the existing major congestion in Witney.
(475) As an individual (Ducklington, Aston Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Bad for those shops located in these areas, makes Witney look like a ghost town going out of business, less people about , not good for people, businesses, or the image of Witney
(476) As an individual (Ducklington, Church Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The traffic recently around Witney has been completely congested. The closure of the High Street to traffic was only supposed to be a temporary measure to ensure social distancing outside, which if the NHS adverts are correct the Covid will get blown away anyway! Ease the traffic for residents and let visitors see our

	beautiful town centre and all it has to offer. Our local businesses now need to thrive, it's not as if there are the amount of people walking on the pavements like it's Christmas on Oxford Street!
(477) As a business (Ducklington, Manor)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Although I feel my business will benefit from the pedestrianisation of the town centre (as I'm outside of that zone) it's tough for the businesses in this "no go " area now if it's to become permanent Witney will lose more businesses especially the little independents who rely on people driving past seeing a space and popping in to make a quick purchase. I personally think we're currently aiming towards an out of town shopping area and Witney high street will just be for the coffee shops. Even though I feel my impulse trade will increase I feel Witney as a busy market town will be no longer, it will become the same as Abingdon where you negotiate around the outside and don't actually venture into the town center unless you have to. I personally can't see what the guaranteed benefits for the businesses within the "no go" zone would be and the businesses are the ones that are generally against it, and also pay business rates , council tax , wages etc. I do think they should be listened to before they leave the town for good.
(478) As an individual (Ducklington, Manor Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The changes have made the town dull and quiet. There's no hustle and bustle which is part of a town centre. There was always excellent pedestrian access so using that as a reason for doing this seems ridiculous. The shop keepers have seen their footfall fall massively. At a time when they are all struggling with the after effects of the pandemic, why make it even harder for them? There are a vast number of empty shop premises and no incentive for new businesses to take them on. This is not making the town better, it's making it feel dull and empty.
(479) As an individual (Ducklington, Park Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** High Street needs to be re-opened. It has become too quiet with far less footfall. Frequently see cars nipping past the bollards anyway. Shops are losing passing trade. Pavements all along both sides of Market Square

	and High Street are already plenty wide enough. If the Council wants to support local businesses then reduce the rates. Restricting High Street access results in increasing flow in Corn Street which is difficult to negotiate because vehicles park illegally and because of the narrowing areas.
(480) As an individual (Ducklington, Tristram Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I object to prohibiting motor vehicles (except those requiring access) from using the highstreet as it has caused much slower journey times on surrounding routes. Also with a large amount of traffic being allowed access anyway it's hardly very pedestrian friendly. Also a number of shops thrived on people being able to park on the highstreet and pop in of which they won't be able to. So I similarly object to the parking restrictions too. Implementing these restrictions will slowly force a number of shops to close, further killing off the highstreet.
(481) As an individual (Ducklington, Tristram road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The area would not be fully pedestrianise therefore you would still have to be concerned about road safety, creating a feeling of uncertainty whether it was safe to walk off the pavement or not. The traffic previously using the High Street has now been forced on the alternative routes which causes long queues trying to get around Witney. As I no longer drive down the High Street I am not tempted to visit the shops. Changing the parking restrictions seems unnecessary as there is disable parking within the car parks, and this prevents people easily accessing the retailers on the High Street.
(482) As an individual (Ducklington, Bartholomew Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It is making Witan Way gridlocked causing major congestion and causing long delays getting in and out of the car park by Waitrose.

(483) As an individual (Ducklington, Church Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Driving from ducklington to cogges/ the A40/ Madley Park/ North Leigh etc. is already a nuisance due to traffic and poor infrastructure, closing the road means that cars are now having to take alternate routes which is causing even longer queues and delays to get to the other side of Witney. It also puts me off going shopping in town, as I cannot quickly park up and pop to the market stalls, sandwich de Witney, the butchers or the shake shop if I need to collect things and as a result I often go to Lidl as it is easier and less traffic now. My dad is a tradesmen and whenever he is working in Witney, he and his colleagues (who are from didcot) would always go to sandwich de Witney because they offer good quality baguettes, however the closure has meant they're unable to quickly park their lorry and pop in for their lunch, so instead go to Tesco express or McDonald's now
(484) As an individual (Ducklington, Feilden Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Objecting because having the road closed and parking restrictions is negatively affecting the businesses on the high street
(485) As an individual (Ducklington, Manor rd)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** OPen the high st back up to passing traffic
(486) As an individual (Ducklington, Witney)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Because it's a nightmare trying to get from one side of town to the other especially at busy times. Also a lot of the small businesses are losing their out on customers.

(487) As an individual (Detrimental to all businesses on the High Street, Abingdon road, dtandlake)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I am objecting as it is badly affecting trade on the High Street. I don't suppose their rates or rents have been reduced? I have lived in the area for 45 years and not being able to drive through the centre of a wonderful little market town in insane
(488) As an individual (Curbridge, Main Rd)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I'm objecting, firstly because I visit a couple of these businesses one of them fairly regularly until these restrictions came along so now don't bother.
(489) As an individual (Curbridge, Well Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Being a carer to a person with physical disability (and have other members of the family have physical disabilities too), who do not qualify / cannot yet get a blue badge - means popping into town with them just to go into 1 or 2 shops is a huge task due to their walking impairments. It is killing the high street, as people are not driving past the shops seeing a parking space and thinking "ooh I've got just enough time to pop in there"
(490) As an individual (Curbridge, Well lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Traffic will be a huge problem, high street businesses loosing trade, completely un nessasary
(491) As an individual (Crawley, Witney, Dry Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Your proposal is killing the High Street and destroying businesses. Just use common sense for once and listen

	to the business owners who are the life of our town.
(492) As an individual (Combe, Knott Oaks)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I have lived in/near Witney all my life and at the moment it is a town without any character or value whatsoever. Its like an empty shell. No life, no future. we need the characters of our public to bring it back to life. Otherwise its just a bus stop!!
(493) As an individual (combe, knott oaks)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** several times I have wanted to pop in to the sandwich shop but haven't done o because I don't want to have to drive around to the parking and walk through. Often there is congestion around the parking areas which means it will be a pain to queue around to park and then to get back out. If I could shoot up the high street I wold park, shop and leave. I also like to be able to se my car sometimes, as I have valuables in it. There is plenty of disabled parking outside Waitrose which is never fully utilised. On the contrary, the standard parking is almost always full. I pity the businesses up the high street at rely on passing traffic and footfall. Surely the easiest test for businesses would be to reopen the high street to traffic for 3 months from January and see if their business improves? Environmental measures could be recorded at the same time and therefore a property holistic study could be undertaken.
(494) As an individual (Combe, Square Firs)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** These restrictions are having a detrimental effect on High Street and Market Square businesses. It is so sad to see the number of empty shops in the town and some of them have been closed for ages. It's time to open up the High Street and get everything moving again.

(495) As an individual (Clanfield, Bampton Rd)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I visit Witney very regularly in an individual capacity and a business capacity, the current closure of the high street is a massive blow to independent traders. The traffic situation around the outskirts of the town has been dramatically exacerbated
(496) As an individual (Clanfield, Pound Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Totally unnecessary, for the future of all shops the high street should be open for all vehicles
(497) As an individual (Clanfield, Queens Crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Increased traffic around Witney. Failing businesses on the high street
(498) As an individual (Clanfield, Furlong Row)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Too many shops already going under. Its a faf nipping into the town centre now. It puts me off going in, so others will feel the same. More shops will go under- it will ruin the high street long term.
(499) As an individual (Chipping Norton, Chipping Norton)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It is causing witney town centre to be less busy and people are losing jobs left right and centre. It's not the busy, lovely town I grew up in. It's a shame it's changed.

(500) As an individual (Charlbury, Crawborough)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** This movement has taken the heart out of Witney, I am a strong believer of if it ain't broke, don't fix it.
(501) As an individual (Charlbury, Charlbury)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Loss of the free half hour spaces negatively impacts all the businesses in that area. I used them to 'pop in' to the sandwich shops to pick up a coffee - a bit like a drive thru. I most definitely have used them much less now that isn't possible. In fact, yesterday I nipped in to the McDonald's drive thru in Witney instead as it was just more convenient. Every single customer is important and the businesses are telling you that they are losing customers . The council owes it to the business owners to walk round and visit each and every one of them to listen to their stories - not the staff but the actual owners of the businesses who are losing income. Michelle Mead should be doing that at the very least. I shop in Witney regularly and have never thought that part of the High Street is tricky to cross. There are really wide pavements and the town square - just masses of room. Perhaps a compromise could be installing another crossing. The risk of losing shops is too great - just as Witney is starting to be vibrant again. You've got to think of what it's going to be like on a rainy Monday in winter - customers need to arrive by car and for things to be convenient. It's an extra five or so minutes (each way) to park behind Waitrose and walk to these shops - not everyone has the extra time and it's not as convenient as drawing up outside and popping in. My family come from Bicester. I worked on Sheep Street in the mid 1980s - it was thriving. Pedestrianisation has been terrible for Bicester, Of course, Bicester Village hasn't helped but actually that isn't targeted at locals and not many use it. Pedestrianising Sheep Street has been the main factor in its downfall. Please don't let that happen to Witney.
(502) As an individual (Charlbury, Jeffs Terrace)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It will kill this area of the town and make life for small businesses even harder than it already is regardless of COVID

(503) As an individual (Charlbury, Ticknell piece rd)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Does not help the businesses.
(504) As an individual (Caterton, Shilton Park)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I oppose because closing off the High Street to people that would usually drive through to make a small stop in the 30m Parking to run errands like visit the market or go to the banks etc is stopping people visiting Witney. Since it's been closed I've hardly been down that end of the High Street because it's such a long walk from the parking in Marriotts or Waitrose. When I have walked I've been beeped at by a taxi and I've been shocked by a bus because if feels like it's pedestrianised but it is NOT! I worry about the speed the taxis travel down there and don't think they should be allowed down there if it's becoming a bus lane. By allowing the High Street to be a bus lane and taxi rank, it is reducing visitors to that end of town so businesses will suffer. There's already opposition from the small businesses down there, so I think it's shocking that the council want to make this permanent. I would say I only go down there for the banks now and I used to shop down there at least twice a week when I could park for 30 mins and pop to the market and small shops. I've not heard of any tragic accidents down there so I don't understand why cars are now prohibited. Closing the High Street is causing congestion in other areas and I find town much busier on Witan Way. Please don't do this. It's heart breaking for Witney. After all Witney is a market town but by closing the Market Place to cars is actually killing the market.
(505) As an individual (Cassington, Witney, Lynton Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The proposed parking restrictions will increase traffic congestion around the town and drive down the amount of passing/through trade/visitors. Both will have negative consequences for securing the ongoing survival of shops and businesses in the town centre.

(506) As a business (Cassington, Eynsham Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** My family, clients, friends and I don't visit Witney High Street any longer since closure due to the fact that parking nearby (Waitrose and similar) is getting too difficult, carrying lots of shopping bags backwards and forward to car is to laboured and market days make parking anywhere else impossible. Witney height street is also not a magnet for visitors to linger for a long period of time to visit exciting shops or dining/eating al fresco and therefore parking prohibition is in my opinion damaging to the high street shops!
(507) As a business (Carterton, Arkell gardens)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney town centre is suffering badly. Having more restrictions is a terrible idea. Build our town centre dont destroy it.
(508) As an individual (Carterton, Arlington Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Prior to the road closure I regularly park on the high street to pop to the Nationwide, Halifax or Boots. As a female I feel safer parking on the Hill at night when meeting friends in the Blue Boar etc. I am frightened of walking alone in Witney to Woolgate or Marriott car park.
(509) As an individual (Carterton, Bovingdon Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I have been unable to access parts of Witney due to the fact that have mobility issues but am not registered disabled. I relied on the ability to park on the high street and have done so for many years. My enjoyment of the town has been severely impacted by this closure

(510) As an individual (Carterton, Bryony Gardens)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Impact on small businesses and lack of atmosphere
(511) As an individual (Carterton, Carterton)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It doesn't need traffic calming and there are plenty of pedestrian zones.Anything that harms shops/ business in Witney should not be even thought of as there is too many Empty shops about
(512) As an individual (Carterton, Cherry tree way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** There is already an abundance of disabled parking that is freely accessible to disabled visitors to Witney. Often these spaces are never full to capacity, adding more seems like a waste of time and money! I feel like the permanent road closure will continue to have a negative effect on the shops in Witney. It has added extra congestion to the other roads around Witney especially some of the smaller residential roads like Holloway Road, which is now used by people to get from one side to the other.
(513) As an individual (Carterton, Garner Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The current temporary restrictions are killing the town centre. The shops are struggling as there is little passing trade. Being able to drop off, or pick up friends and relatives who have stopped to shop has now gone. Everything is just 'flat'. The amount of traffic that is now going up and down Holloway Road is ridiculous. It is being used as a short cut to get around the town. Other routes are suffering similar.
(514) As an individual (Carterton, Hayward)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

	Put in place a a temporary measure. The town needs to be accessible to thrive and survive.
(515) As an individual (Carterton, Hill view)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Due to effect on local buisness
(516) As an individual (Carterton, Oakfield)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's a inconvenience and is restricting the high street, paths are for people and roads are for cars simples
(517) As an individual (Carterton, Rose close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** As a carer I ofter have to take clients into town and have found it hard not being able to park close to the shops. Some of my clients can any walk short distances
(518) As an individual (Carterton, Sedge way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Will ruin small businesses and the market will take a loss! Also causes a lot more traffic around Witney. There was nothing wrong with the way it was before so put it back i say
(519) As an individual (CARTERTON, Stanmore crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The high Street is a dying street which had been hindered even further by stopping the use of vehicles and parking. Its extremely important for the businesses that this street remains motorised.

(520) As an individual (Carterton, Blackthorn Green)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Congestion on other routes around town. Lack of traffic at night when people are walking alone, could be seen as less safe.
(521) As an individual (Carterton, Blackthorn mews)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** You have closed half the streets in witney at present making it difficult to go from one side of town to the other. I have children in two schools which takes an addition 10/15 mins to get from one side to the other due to the weight of traffic in the mornings and afternoons. It also has a huge impact on the shops and trade passing shops. The original reason was to make pavements wider. Not to stem traffic. There is no longer any queues outside.
(522) As an individual (Carterton, Bluebell Way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Current road closure causes traffic to build up on other streets. Damages passing trade for local businesses on the high st. Even with the closures the street is not fully accessible as will still be used by buses so still have to use path. Can't walk in road etc or use road for outside dining etc..
(523) As an individual (Carterton, Bryony Gardens)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I object to the restriction of access as this will deter visitors to Witney town centre. The Town has previously thrived with the traffic access and this will not help the recovery of favourable conditions for the traders, or visitors.

	So many towns have become anti vehicle, and it forces visitors away from the centre. Witney is a traditional Market Town. Historically the town has encouraged visitors, traders and market stall holders into the centre. The traffic ban runs counter to this ethos. I would also favour the idea of legally enforced, marked parking bays to ensure considerate parking, around Church Green, Market Square and the High Street. This would also help to encourage vehicle owners to park considerately.
(524) As an individual (Carterton, Cranwell Avenue)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Stopping freedom of movement through the town. Perhaps decrease speed limit and use average speed cameras to enforce 15-20mph limit. So many shops have objected to this and it must impact them so much. This could stop there being a town centre all together. We are a family that needs to utilise blue badges so can therefore still travel down the high street however the way the street has been set up makes it dangerous having to drive on the wrong side of the road!! Perhaps one way??! The judgemental looks of some of the older generation give us as a young family driving rightfully in the street causes even more issues for our 'normal' looking autistic son, we'd rather just have the street open to all again. It also causes traffic issues in other parts of the town causing dangerous situations and traffic in other parts of town. Have some sense and properly research and listen to public and business feedback for once.
(525) As an individual (Carterton, Faulder Ave)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The new restrictions are not appropriate and I don't understand the reasoning behind them it make transiting around Witney more difficult. And it's harder to get closer to shops if your just popping to grab your lunch.
(526) As an individual (CARTERTON, hatwell row)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Things were fine before the roads are fine and big enough to accommodate old parking rules

(527) As an individual (Carterton, Hill court)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The high street is dying. There are shops closing every few weeks and stopping the access has not helped. It causes chaos on the surrounding roads and stops you going into the town. It becomes too much hassle.
(528) As an individual (Carterton, Jasper Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney is harder to navigate and seems to have lost its “buzz” since the traffic restrictions
(529) As an individual (Carterton, Milestone Rd)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It’s a terrible idea please re open the high street if you want to reduce traffic then make it a one way system with corn street and Welsh way
(530) As an individual (Carterton, Orchid Way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** You cannot see this as a good idea surely. The shops and businesses that rely on the ability for its customers to pop in and grab a baguette From sandwich de Witney, or get some medication from boots or some meat from the butchers. I think this needs to be objected.
(531) As an individual (Carterton, Overbury)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** This type of town has always prospered with through traffic and it would take the heart out of the town which is disappearing now.

(532) As an individual (Carterton, Pampas Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I do not qualify for a blue badge but I am unable to walk from the car parks & to then have a 1/2 hour stroll along the high street.
(533) As an individual (Carterton, Saffron crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Open the town centre back up, it's like a ghost town down there.
(534) As an individual (Carterton, Stanmore court)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Businesses are flailing anyway- you're cutting off their life support
(535) As an individual (Carterton, Stanmore crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The traffic build up around station lane and Woodford way is ridiculous! You cannot close the major through road through the town, whilst continuing to build new houses, and see this as sustainable! Also, think of all the businesses that would suffer including the market that Witney is very lucky to have.
(536) As an individual (Carterton, The crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I work in witney and it was easy to stop and pop to bank etc now its a chore! Bring back the access and 30 min bays

(537) As an individual (Burford, Barns Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It will be harder for people with mobility issues to get to the shops.
(538) As an individual (Burford, Barnard Mews)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I want to be able to use the high street for shopping and the closure will put me off doing this. It doesn't make sense to close the Hugh street and causes more issues having it closed
(539) As an individual (Burford, Meadow end)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It's ruining local businesses
(540) As a business (Burford, Priory Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** '- This feels like an attempt to consolidate a rushed-through COVID change. - There is little evidence for the closure increasing walking or cycling numbers (as far as I'm aware these haven't even been formally measured), but traffic is already worse along Corn Street, Witan Way and Welch Way. - The 'motor vehicle prohibition' isn't a prohibition - buses are still allowed, negating any real opportunity for pedestrians to use the road as public space. - It's more a 'busisation' than a 'pedestrianisation' - probably because getting bus companies on-side and rearranging routes and stops would be too difficult and time consuming, let alone the amount of resistance that would be encountered. - In other words, you're banning private cars, which suggests this is an ideological rather than a practical measure. - Diesel buses pollute significantly more than private cars and, in this area, have remarkably low occupancy

	rates. - Many of the shops in the area rely on shoppers parking for a few minutes, nipping in and driving off - you're removing this option. - To summarise, the changes don't really reallocate any roadspace to pedestrians as they'll still need to watch out for buses and cyclists, so all that'll be achieved will be greater inconvenience to drivers, particularly those of us who live around but not in Witney and have few public transport alternatives.
(541) As an individual (Brize Norton, Station Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The high street seems quiet and has no atmosphere without the traditional bustle of traffic, I rarely bother going there sticking to the arcades. The traffic is always congested on the alternative routes making getting into witney more different so I prefer to go to Carterton now. A high street is a road and should stay that way
(542) As an individual (Brize Norton, Bellenger Way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The high street is more than big enough to allow cars and pedestrians to use. The short stay parking was also very helpful when only needing to nip in and grab something - I avoid the town centre now and will just pop the a supermarket now I cannot park on the high street. Absolutely ridiculous idea!!
(543) As an individual (Brize Norton, Chestnut Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It never felt dangerous having cars coming through the centre. Shutting it to cars makes other roads topo busy at peak times.
(544) As an individual (Brize norton, South mere)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Discriminatory to disabled and tragic for businesses. Absolutely unnecessary

(545) As an individual (Brize Norton, Station road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** This will kill business in the High Street and is most inconvenient for all , especially older shoppers. Tables and chairs on the pavements now the biggest cause of concern for pedestrian especially those less mobile or having poor slight.
(546) As an individual (Blackbourton, School lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney has always beeen a thriving town being a good place to run a small business, in recent months too many shops have closed down , the rates are very expensive and we as a community should support the local businesses on the high street or they will end up closing. Our town centre will look like Abingdon town centre which is like a ghost town. All of the businesses on the hight street have reported a down turn in their footfall due to the road closure and Witney town council should not ignore the fact that these businesses help to make Witney an attractive area to visit. I note that some people have said they like to walk around the shops when there is no traffic but how long will they wonder around if there are no shops to visit.
(547) As an individual (Black Bourton, School Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I was a shop owner in Corn St for 28 years. It is clear that the restrictions are already having an impact on businesses located in the northern end of the High St and Corn St. A permanent pedestrianisation will inevitably result in traders failing and more empty shops adding to the continuing difficulties that the town is suffering. For many years Witney benefitted from better retail footfall and general trading conditions than other market towns in the county. Abingdon, Wantage and Faringdon town centres have performed poorly following the introduction of pedestrianisation, reduction of available parking and increases in parking charges.

	A quick glance at Witney town centre already sees that it is in its poorest state for a generation and any reduction in vehicular access and parking will add to the problems and add to the list of failing businesses and empty shops. In the long term environmental issues, cycle and pedestrianisation access are important but now is not the time to experiment by removing the benefits that have historically played a part in the town's success during a pandemic.
(548) As an individual (Bampton,Oxfordshire,UK, Church Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The parking restrictions don't help business nor pedestrians. This was a temporary measure gor Covid to allow maximum space between shoppers. This is no longer necessary. We need a rejuvenated high street.
(549) As an individual (Bampton, Church View)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** 1) traffic on High Street/Market Square was practically non-existent 2) it's inconvenient being closed 3) being closed makes Witney feel like a ghost town
(550) As an individual (Bampton, New Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney High Street is now virtually deserted. Shops will close and continue to do that as more people will shop on line. There was NO issue in terms of safety prior to Covid for vehicles to use the roads and share the area. Pavements for pedestrians and roads for vehicles! Witney is the main service town for quite a number of villages. Not all older people have a disability badge or would apply for one. Not everyone from the villages could cycle in to shop and we don't all have a good bus service. Just re-open the road, let the taxi rank operate and continue with the short time on street parking. Witney was a good shopping area to visit. It is now a ghost town.

(551) As an individual (Bampton, Bampton)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Witney has always been an open and welcoming place berfore CV19. The current restrictios do not allow people to fully utilise the marketplace in that parking and access is severely restricted. For example - you cannot easily unload items at charity shops. Although limited, once upon a time you could get parking in the center which is no longer possible. Also, in order to get through Witney, you have to go long ways around Witney. The council has given public property to private businesses for outside seating without considering the impact to drivers and users in central Witney. It is no longer reasonable to visit center of Witney as it was before the CV 19 restrictions were put in place. It seems like the Oxford mentality of hating drivers has migrated to Witney .
(552) As an individual (Bampton, Broad street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I pop into Witney weekly. Usually I would park on the high street and nip in and visit the butchers, usually stopping off at Sandwich de Witney on my way through. Now the parking is not available, I will now not bother going into the town and go to one of the supermarkets instead.
(553) As an individual (Bampton, Bushey Row)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The area has never been frantically busy as can happen in some small towns and the prohibition will affect the elderly, disabled and mothers with babies/young families. It is already a ghost town as a result of the pandemic and extension of this prohibition will kill off the established businesses.

(554) As an individual (Bampton, Calais Dene)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I have previously submitted a survey on this subject. Loss of trade will affect the small independent shops, which give Witney it's individuality. Without traffic, which I do not consider to be excessive in the area concerned, the street will lack atmosphere and fewer people will wish to visit. However, my main concern is for those on foot who are at great risk of being knocked over mainly by cyclists and motorised scooters etc. Further, how will the visually impaired be able to safely negotiate their way across the road when people and cyclists are all over the road. Currently the visually impaired can use pedestrian crossings for this purpose. Are these going to still be in situ?
(555) As an individual (Bampton, Chetwynd Mead)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Businesses are suffering
(556) As an individual (Bampton, Cheyne Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Traffic is ridiculous and closing the road to vehicles will only make it worse, also the shops along the high street will be affected.
(557) As an individual (Bampton, Church Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I believe that the ban on traffic reduces footfall in the shops of Witney. This is bad for business, for the needs of citizens, and for the Council's income from shop remises. It is bad for everyone, and benefits no one. Of course I support disable parking bays, but my observation is that the present number of bays is more than sufficient for the needs of shoppers in Witney.

(558) As an individual (Bampton, Lavender Square)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I have found stopping in the High St for just 30 minutes to be extremely useful on innumerable occasions - especially when going to the market where I buy my weekly vegetables which can be very heavy. On another subject - Witney could usefully provide a car park outside the town for the S1 bus service. Some people have been able to park on Church Green for the whole day - this might have changed now - but they were certainly blocking parking spaces shoppers could have used.
(559) As an individual (Bampton, New Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Traffic in Witney is bad enough as it is without closing this road. I'm also worried that it could impact businesses with having fewer people going through the high street. There are too many businesses shutting in Witney, it could end up being a ghost town.
(560) As an individual (Bampton, Wheatsheaf Crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Allowing access for motorists will help businesses / shops in this area. We can already see empty shops and we need to encourage businesses to start up here.
(561) As an individual (Bampton, Woodley Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Traffic is building up in the back streets of Witney, the high street is now dead, parking is hard in Witney anyway, so it would further restrict this. Strongly oppose the permanent closure of this road. Absolutely stupid idea, Witney is dying, small business are struggling, this will sink Witney high street.

(562) As an individual (Aston, Foxwood)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** It will eventually end our lovely town. We are losing shops every week. Soon we won't. Have any
(563) As an individual (Aston, Cote Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Shops and businesses are having a tough time of it both pre and post covid with high rents, decreased footfall due to online shopping etc. Witney is a vibrant town, or has been in the past, with free parking and a pleasant environment. I would rather shop locally in Witney than Oxford, not least for environmental reasons. We are lucky to have a market and individual shops as well as high street names and should give them all the help we can to have this remain the case. Most businesses in Witney do not support the road closure, and we need to listen to them to help them continue to function. If the road infrastructure in Witney was such that we could create a pleasant, environment with open air dining and market stalls on the high st, perhaps this might work. But it isn't like that in Witney. The high st was closed to accommodate necessary social distancing. As this is no longer necessary, the road closure has become dangerous, with some vehicles being allowed to the use the road, some not. You don't know where they are coming from . The large empty road gives Witney high st a soulless air, creating an unattractive environment filled with a lot of nothing. I feel for those, both infirm and not, who are unable to walk the distance from the car parks rather than parking for a short time to buy essentials on the high st. If we want a pedestrianised area, we should make more use of the market square and the green by attracting more market traders at multiple days during the week. Encouraging small food sellers and having more seating - more reason to visit. We need to be more creative in using our town spaces, without the need to close off Witney high street and making once thriving businesses suffer. We can do more to keep Witney alive and assist our local businesses. Closing the high St post covid is not the way forward and I strongly object to it.
(564) As an individual (Aston, Farm close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Needs to be open to traffic for business to thrive

(565) As an individual (Aston, Ham Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I do not want to see any more businesses close down in my local town!
(566) As an individual (Aston, Luckett Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I object as traffic will build up in surround roads, when it is already bad during rush hour. I have previously made use of the parking in that area to pop quickly into local shops to pick something up, as having young children it is much more convenient to park there than go to a main car park when you are only popping into a shop quickly. If this change happens I will no longer do this, so it will affect surrounding businesses. I'm also aware that 99% of surrounding local business object to these plans due to the impact it will have on them. Given the current economy, shouldn't we be doing everything we can to support local business, rather than do things that will reduce their footfall and trade?
(567) As an individual (Aston, Saxel Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** The High street is not big enough or busy enough to make it a pedestrian only area. I do not agree with pedestrianised zones which busses and lorries still have and require access to. Oxfordshire seems intent on destroying the high street shopping experiences through out the county. Witney has remained a thriving and by enlarge successful shopping and entertainment area without traffic restrictions. The ill conceived and sticking plaster 'advisory' cycle lanes are a complete joke and make Corn Street a hazard strewn thoroughfare which would be further affected by increased traffic flows if you pedestrianize the High Street. Oh - and remember until you ensure frequent and 7 day a week public transport from all of the surrounding villages to our towns we have not choice but to use our cars!
(568) As part of a group/organisation	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object**

(Asthall Leigh, NearWitney, Asthall Leigh)	This is. a very short High Street. Traders are being negatively impacted by the closure. With wide pavements, there is no need to turn the road into a pedestrian area. Cars should be allowed to use as previously
(569) As an individual (Asthall Leigh, Asthall Leigh)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** I have lived in/near Witney for 32 years and witnessed the slow decline of the high street in number and variety of retail outlets and am concerned that the concerns of current retailers re: closure are responded to. The High street with traffic flow is not a dangerous thoroughfare and enhances the vibrancy and character of a market town. Pedestrianising this area would be a backward step in my opinion and provide a negative reminder of covid restriction times. I had been looking forward to seeing the street opening again. As an alternative; has flexible closure of road been considered ie through use of raise/lower bollards as found in many European towns. Perhaps closing for all traffic at weekend / Witney feast/ market day / national celebration/memorial occasions and opening for traffic during week days. ELectronic signage entering town could indicate high street open/closed.
(570) As an individual (Ascott under Wychwood, Heritage Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** No need for change. Ban everything through High Street or NOTHING
(571) As an individual (Alvescot, Station Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Object** Too many traffic restrictions and I see no reason to prohibit traffic along the High Street
(572) As an individual (Woodstock, Boundary Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** The restrictions on cars and parking will be to the detriment of access to shops and businesses in the middle

	of Witney. Parking there was very useful.
(573) As an individual (Witney, Burford Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I've lived in witney all of my 56 years and it's always been a very busy town center, until covid. There was never any need to shut the high as witney seems to have nice wide footpaths either side of the street, people who talk about the high street having dinning tables for coffee and cake in an alfresco style forget its England not the med with our weather. There's 5 safe crossings for pedestrians including a traffic light crossing in the middle with disabled taxi and bus parking also parking for a dozen or so cars, the rest is double yellows with a traffic warden or two in the town. There's a lot of people who want to pop in the center as there's a lot of businesses cater for this and have thrived for years on this trade, since we are allowed to get back to as much of normal as possible it seems such a shame to see the town we love become a dead derelict ghost town with no life in the town. It's always looked and was busy not any more.Lets get town moving please
(574) As an individual (Witney, Colwell)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Need to reopen the road at least one way and reopen the parking on that road for local people and businesses
(575) As an individual (Witney, Cotswold Meadow)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Witney has existed for hundreds of years with the High Street as its main thoroughfare. Closing it to traffic has deprived local businesses of customer footfall, and the town feels eerily empty and lacking atmosphere. Pedestrianisation was understandable during the height of the pandemic but should not default into a permanent reality.

(576) As an individual (Witney, Apley Way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I have disabled relatives who struggle with walking far, access to the high street is needed to use banking facilities and to visit butchers etc. The parking in the multi storey and Waitrose is too far for them to walk
(577) As an individual (Witney, Birdlip Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Would support speed limit to reduce the number of vehicles using it to go straight through during daytime, survey need to count how many people actually go straight through without stopping. Parking restrictions- having 30min bays useful eg if picking something large/heavy up from a shop that it would be difficulty to carry to main car parks. Maybe split the area- some more blue badge and some short stay.
(578) As an individual (witney, bridge street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I don't agree with the continued closure of the high street to all traffic. I don't believe pedestrian accessibility to shops and traders is enhanced and pedestrian safety is not increased when there are still live lanes open to traffic. Bus timetable reliability should not be significantly improved by the closure as the same volume of traffic is just queued further down the high street. Please don't think that pollution might be improved as that too really is just being kicked down the road. I don't believe businesses will benefit from a permanent closure, many other small town high streets that became pedestrianised years ago are now empty as it changes the dynamic of the town accessibility. However I do applaud the extended use of wide area pavements and the town square for café, pub and market use.
(579) As an individual (Witney, Colwell drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Aside from the weekend the restrictions massively reduce foot fall through the town centre. Businesses are dying off and they need all the help they can get.

(580) As an individual (Witney, Common road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Pedestrianised zone isn't used by anyone
(581) As a business (Witney, Corn Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** OBJECTION The High Street in Witney is a very important street for retail in the Town, as it has been for centuries. The pavements and road crossings are more than adequate to allow people to safely shop in our busy Market Town. And this is what Witney is, a Market Town, where trading and the bustle of the High Street attracts people from the nearby villages and other Towns including Oxford and Abingdon. To restrict traffic to the Market Square and the High Street will have a detrimental effect on the trading of this street, not to mention the extra traffic that is now sent down the other roads, especially Holloway Road, Corn Street and Welch Way. The closure at the Market Square end has made this a dangerous crossing for pedestrians with a failure to put signs on the road warning people to look left and the problems the buses, especially the S1 and S2 have to make such an acute turn into the square. We are lucky in Witney to have paved pedestrian shopping centres, wide pavements that allow 'continental style' seating outside and a wide market place for activities and the twice weekly market. WHY change a thriving street and turn Witney into a ghost town. We have plenty of free parking and are the envy of many Towns throughout the area, as commented on by all our customers.
(582) As an individual (Witney, Crawley Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I have lived in Witney for nearly 50 years. There have been many changes over that period, particularly relating to the building of many new houses, and Witney now has an ever increasing population as a result, which puts a huge strain on its infrastructure. One of the major criticisms time after time each new housing development is approved relates to the transport

	infrastructure being inadequate. It seems absolute madness to me to prevent vehicular access that connects one end of the town to the other, given the huge strain on traffic volume, particularly leading up to Christmas. By blocking off the Welch Way/High Street mini-roundabout leading up to the Buttercross, causes massive inconvenience and long-winded alternative car journeys, creating even more traffic congestion elsewhere in Witney. Given that Marriots Walk and the Woolgate are probably the most attractive and popular shopping areas in Witney, with the most footfall, in the proposed area to be pedestrianised, I don't consider there to be any great aesthetical need for the area to be pedestrianised and cut-off to traffic. Many of the shops along this stretch are basic, functional shops that provide an essential service to the public and can easily be accessed by the parking facilities close-by. I accept that there is a need for adequate parking facilities to be provided for the disabled and would encourage the area proposed for pedestrianisation to be made freely available for all traffic, but with parking solely restricted to the disabled/taxis etc... PS I have never understood why the Cogges Link Road proposal going back many years with funding provided by the builders at the time never went ahead, to link up the centre of Witney from Oxford Hill. Without this link road, huge pressure is put on Bridge Street, being the only access in to Witney from this side of town. And whilst the B&Q/Tesco garage/Thorney Leys traffic lights junction does now work, the previous arrangement in place up to about 7 or 8 years ago (approximately?), relating to some bizarre traffic light arrangement in place was just laughable, with near accidents and collisions likely on a daily basis, because of the way the lights only allowed partial traffic flow, with any right or left turning across the flow of traffic risking life and limb.
(583) As an individual (Witney, Davenport)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I think keeping the town traffic free offers no benefit and is actually detrimental to the businesses in the town that have already suffered due to the pandemic. Traffic being diverted has often led to me missing these shops. More seriously and speaking from a personal point of view, the buses and taxis entering on the wrong side of the road due to the restrictions is highly dangerous. I personally nearly got hit by a bus coming the wrong way outside hsbc as i wasn't expecting it to be approaching from the right of the middle of the road island which is for left approaching traffic. i am sure i am not the only one who has nearly made this mistake which could

	result in a serious injury if getting hit by a bus.
(584) As an individual (Witney, Davenport Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Not allowing cars through the high street kills off trade to retailers on the high street. The ability to drive through the high street raised awareness of retailers and allowed quick stop shopping with the 30 mins parking stops. If the proposal was to make the high street 100% pedestrian and fully develop the space for retail I could see this could have potential but retaining a vehicle road and allowing buses and taxis does not allow this. It instead creates the worst kind of compromise - choking off retail and still not allowing pedestrians open access to the space without needing to be ever vigilant to traffic.
(585) As an individual (Witney, Davenport Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Town centre shops are almost entirely opposed to this and I totally agree with their concerns. We have already seen some of the bigger names moving out. The High Street is "dead" without the buzz of the traffic. The Witney Market Traders have identified a loss of business since the road was closed and the Market is a key attraction for locals and people from the many surrounding villages. What should and could be done is to put in a very firm 20 mile an hour speed restriction in place. What is the point of making the town more pedestrian friendly if the town does not have shops for the pedestrians to visit? Come on Witney - you used to be vibrant and fun; let's get this town moving again please ...
(586) As an individual (Witney, Farmers)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Loss of short stay parking to enable customers to pop into shops and market stalls for purchases. Also flow of traffic, this has increased on alternative routes during rush hours. Witney needs as many routes as possible to enable traffic to move around efficiently, taking out the high street just pushes traffic into queues elsewhere.

(587) As an individual (Witney, Farmers Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** i. So traffic is reduced in High Street & Market Square. So what? It just increases problems elsewhere e.g. Mill Street. It just cuts the town in half for no actual benefit. ii. How is pedestrian access aided? The pavements are still the same but now there is a barrier to prevent you crossing the road! Increased safety: how many accidents were there to pedestrians before? iii. How was it inaccessible to cyclists previously? I don't see many cyclists there now. Or is it intended to make it one of those terrible "Shared Spaces" to intimidate pedestrians? iv. How was it inaccessible to buses previously? I certainly haven't noticed any improvement in bus times. v. Disabled parking where you have climb up uneven steps to get to the pavement? Brilliant! Only a "Planner" could come up with an idea like that…
(588) As an individual (Witney, Gloucester Place)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I support all the small shops and businesses that will be harmed by this proposal
(589) As an individual (Witney, Hailey Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I am concerned about the impact on the town centre by banning cars from the High Street.
(590) As an individual (Witney, High Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Although it's easier for pedestrians with a restricted High Street, it's far more important to keep the street's shops thriving in these difficult times. The social interaction which shops encourage are vital to everyone and should not be sacrificed for the sake of a quieter road.

(591) As an individual (Witney, High street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Shops can't survive without the traffic and the roads are always in a jam without that access across town.
(592) As an individual (Witney, High Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Objecting to the vehicle restriction as the temporary measures due to Covid have split the town centre in half, polarising the 2 developments at Marriots and Woolgate. Pedestrians are not using the High Street even with traffic restrictions and this is having a detrimental affect on the businesses on the High Street and the general feeling of this being a vibrant town centre as it was before the pandemic. Closing the High Street has increased congestion on surrounding roads and make them less safe for cyclists and pedestrians. Proposed parking restrictions need to allow for drop off and collection at certain points on the High St and cater for disabled members of the public. The pavements are in a very poor state and any funding would be better spent on improving them.
(593) As an individual (Witney, Leslie-Harvey Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** It is badly affecting businesses and increasing traffic elsewhere in the town.
(594) As an individual (Witney, Manor Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Motor vehicle prohibition offers no peace of mind to parents walking through the town with children, we still need to be vigilant due to the buses and taxis that still use the road. The road being closed to me as a motorist is causing further traffic issues through the town. I used to park up and pop to the bank or drop off clothes at charity shops that I can no longer do.

(595) As an individual (Witney, Mary Ellis Way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I believe that restriction of motor vehicles through the town centre is actually having a negative impact on the businesses within the town but also, it's actually causing more traffic build ups in other areas, namely welch way, witan way and mill street. This is actually worse for the environment as we have massive tail backs of cars causing even more unnecessary pollution. The high street needs to be re opened fully as it was before otherwise our town will be facing even more problems in the future
(596) As an individual (Witney, Mill Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I live on Mill Street. When traffic is prevented from passing through the town centre it has to circumnavigate Witney. It goes up Corn Street, along Holloway Road (or Station Lane/Ducklington Lane/Welch Way) and queues down Mill Street to get out the other side. The volume of traffic and length and polluting stationary-ness (!) of queues has increased dramatically as a result. The pollution ensuing is huge. I have a small child whose bedroom faces Mill Street and I regularly (weekly) have to remove thick black diesel/sediment from the INSIDE of his window. Imagine what this does to his lungs? And mine. I have asthma. There are times that we can't be outside in our own garden due to vehicle fumes. The town centre is already pedestrianised - with wide pavements outside the Blue Boar and in Market Square. By all means control the volume and speed of the traffic or even limit traffic at certain times of the day - or (ideally) provide an alternative route through Witney for the traffic. I note strongly that the Cogges and West End link roads have both been vetoed - but we need alternatives! You can't keep building in witney without improving and expanding the road or rail infrastructure. To have no railway station is outrageous. Parking - or lack of - in the town may negatively impact businesses. I don't know if this is related to the barriers or the pandemic - or both - but the council and frequent barrier defenders don't know either! This requires further investigation - I believe in evidence-based decision making. Either way, the number of stores closing in Witney is distressingly unacceptable. Why would I want to continue living in a heavily polluted, traffic clogged town centre, with ill-planned infrastructure and no facilities (apart from coffee shops and opticians)?

(597) As an individual (Witney, Moorland Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** The infrastructure does not support the closure of the high street (especially Corn Street with the now narrower road due to cycle lanes being implemented). Corn street is now busier and more dangerous due to the increase in traffic hindered by the now narrow road and traffic flow points. I also feel for the businesses on the high street which are suffering in the current tough business climate. Making Witney a difficult town to navigate will deter visitors and not assist the recovery from the last 18 months. I cannot see a valid reason to close the high street to traffic.
(598) As an individual (Witney, Otters Court)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I don't think there is any need to go ahead with this plan older people will suffer and the shops are really struggling, to much pub seating with lots of swearing when you pass not a nice look for witney
(599) As an individual (Witney, Oxford Hill)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I've lived in Witney all my life and watched it grow from a pleasent small town into an unpleasant small city... The town center infrastructure has not been changed to accommodate the ridiculous flow of new housing.. The high street should never be closed. Especially under the bracket of "Covid". It seems this is used for many excuses. Have you seen how many retired folk flood the restaurants, coffee shops and garden centers...indoor environments where any virus transmits at a faster rate compared to outside yet you closed high street based on a safer experience...it makes little to no sense. Outside is less likely to transmit a virus. Take schools. Kids under 18 can attend school even if parents have a positive test...as long as kids show no major signs of illness. I also found it ridiculous that the Fleece and Angel could purchase public parking spots ...this was incredibly frustrating when our daughter attended nursery school and spaces were few and far between... especially when walking was out the question due to work or bad weather.. I also would like to note why people outside of Witney get a chance to fill this form in?. They will or may have

	little care for small businesses...their interest is popping in for a coffee and cake...where as shops like The Shake Shop suffer ..as does the sandwich shop. Whoever comes up with these ideas at the council clearly has another motive but hides behind the Covid tag like most others in a position of power...squeeze the small people, the same people who pay council tax, who live here. I personally have seen no evidence that it makes any difference being closed. As I said. 40 people in a coffee shop or a few people passing by each other in a street...it's clear which one is more troublesome. Witney needs a major sort out. Police do little about small crime. Infrastructure can not cope with all the new development and clearly the authorities love it as every new house is council tax money...
(600) As an individual (Witney, Station Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I object because small businesses through the high street will be ruined (more so then they are already). A lot of people stop on their way through to grab lunch and now this isn't possible. The traffic through town was never even bad in the first place, and now the traffic everywhere else around the high street is ridiculous. Witney had more of a life and buzz to it before, now it's like a ghost town When there's traffic through town at night, women feel safer but now they could be followed and no one would even notice. It's not a city like Oxford, if you keep these closures in force then you're doing an injustice to all the small business owners, and all your residents. No point in having a road closed if there's going to be nothing left there in the future.
(601) As an individual (Witney, The Springs)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** 5: the stoppage of traffic is damaging businesses in the closed section of High Street. Cafes and restaurants were easy to access; now people think twice. I do not enjoy walking in what feels like a dead area. Let Witney thrive and bustle! (and NB I am Green in ethos, but this just isn't working). 6. Make the parking stretch in Witney that is next to a highly elevated pavement stretch with narrow steps for access straight from the road DISABLED? Seriously? I hope I have misunderstood.

(602) As a business (Witney, Vale Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** The High Street Witney changes were made without a vote as a part of and as a result of lockdown. No vote was taken at the time. It was an arbitrary change which negatively affected Witney Market Square and the High Street. Since the changes were not voted in, the changes can be reversed without a vote. ALSO an extension of the blockade to Witney High Street, outside the Angel pub, a public parking area, was, during lockdown only, sequestered as an outside drinking and eating area for the Angel pub. If this is not Angel pub property then this area, which always was usefully used as a public parking area, should also return to its original state. currently it is still cordoned off and used exclusively for the Angel pub business.
(603) As a business (Witney, Wesley Walk)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I am objecting to the closing of the High Street as I have witnessed prohibited cars "nipping" through regardless of restrictions, cars entering the roundabout at the junction of High Street and Corn Street on the wrong side of the road as the other side outside The Angel Inn is blocked off for seating. Queues into town for parking has become worse, Witan Way has been made even busier which creates an off-putting situation for those wanting to visit the town. High Street businesses such as the Shake Shop and Sandwich de Witney are detrimentally affected by the inability of people to park in close proximity for a short period to use these businesses. Not all disabled people have blue badges either so providing blue badge parking for those that need to access that section of the High Street is not a suitable solution. Many people have commented in favour of the closure on social media as "it's so much quieter now" - this is NOT a good thing for businesses! Rather than listening to armchair keyboard warriors who visit the town once a month and have no clue abut what makes a successful High Street, maybe engage some proper research and strategic planning in regards to a suitable compromise that works for everyone and will help Witney thrive.

(604) As an individual (Witney, West End)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** We have concerns that this will adversely affect local trade and the long term impact is not well enough understood. We are not sure that the traffic on this part of the high has ever been consistently congested to justify this proposal.
(605) As an individual (Witney, Westfield)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** We have a flourishing town and I don't want the local businesses to suffer. We have lost so many sue to the pandemic so we need to support our local businesses.
(606) As an individual (Witney, Woodford Mill)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** If we supermarket shop with more than two bags it is important to have a choice of short vehicle routes, according to traffic conditions. Wet, miserable weather is also a factor when shopping. On a good day with a light load we can walk. I have concerns about cars with a Blue Badge who park on double yellow lines. They probably do not need to and there are alternatives. This needs to be carefully looked at and monitored. I hope they are identified and provided with the opportunity to participate in this consultation. I spoke with a lady on Market Day who parked in the High Street and quickly popped to the bread stall for her loaves. This sort of trade has already been discussed in Facebook pages. Heavier vegetable shops are another pickup example. You do not normally take a Waitrose trolley to collect your vegetables from the market.
(607) As an individual (Witney, Woodstock Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Please keep the high street open to traffic, it affects the Market traders business and other high street shops and this is the lifeblood of the town. Please preserve the Heritage and History of this historic market town. Having buses charge up and down as usual does not make it safer for pedestrians, but in my view more

	dangerous - you can't walk on the road without the risk of getting run over by a bus so what is the point??
(608) As an individual (Witney, Woodstock Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I think trade is being badly affected as it was easy to park and pick up goods from local shops, banks, chemists and particularly the market. (For older people buying fruit and veg it is often too heavy to carry any distance). Blue badges are very difficult to come by but time limited parking was the answer. It's also creating more traffic on the other roads. Cars are using more fuel as a result of the high street being closed thus more pollution. Quite a few 'boy racers' are still using the cordoned off high street as a short cut making it far more dangerous.
(609) As an individual (Ramsden, High Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Although those with a Blue Badge are able to enter the area and park, those driving someone less able are not. Secondly, during the time of the trial closure I have rarely used that part of town and have chosen to use shops in other sectors.
(610) As an individual (North leigh, Masons grove)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Trade for shops will suffer, dangerous at night as traffic acts as a vigil.
(611) As an individual (Milton un der Wychwood, Shipton Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I am concerned because the traders/shop keepers and small cafes will lose trade and, I would to support the individual / traders / cafes shops, they are essential to a small market town like Witney to survive and they make it a more interesting place to shop. With regard to the parking I am a disabled driver but think extra

	time on The Square could be dangerous near the Zebra crossing and could also create traffic jams in an already busy street / area.
(612) As an individual (Long Hanborough, Gessey Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Witney high street is in danger of becoming a ghost town due to the unnecessary road closure that has been in place since the start of the covid-19 pandemic. The road closure has caused many businesses to lose customers due to the lack of passing trade. Many people are parking directly in the multi storey and therefore not venturing through the centre of town either on foot or via car to see what shops are there. Open the road back up. It makes no sense keeping it closed.
(613) As a business (Long hanborough, Main Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Gaining access for different sides of the town at different hours makes the traffic more worse than before
(614) As an individual (Kidlington, Stratfield road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Make travel difficult and put people off from visiting as it has done in cowley. High street shops will possibly suffer further
(615) As an individual (Hailey, Giernalls)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I want Witney to be a busy, thriving town. I am very concerned about the number of shops that have closed down. I am also concerned about how busy the other routes have become especially during rush hour.

(616) As an individual (Hailey, Middletown)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I object to keeping the high street closed to traffic, as there are so many businesses along the road that will and have been suffering Since lockdown. Witney was a thriving town when Marriotts walk was built, and we have already lost numerous shops along that precinct, and to lose anymore Witney would be a dead town, closing the road now has no purpose, as covid restrictions have now been lifted by the government, so it isn't nesessary anymore, I sincerely hope the road will be reopened, and businesses can start to thrive again before it's too late.
(617) As an individual (Hailey, Giernalls Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I feel the changes would be to the detriment of the town.
(618) As an individual (Fyfield Wick, Road Running Through Fyfield Wick)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I wish to support the Witney market stall holders and shop owners. I want Witney to retain its very varied mix of profitable businesses along the High Street and also its wonderful market, the best in the area. Access to the short term parking next to the market place was ideal for picking up quantaties of produce from stall holders.
(619) As an individual (Freeland, Broadmarsh lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I am concerned that resistrcting traffic long term will have a negative impact on local businesses which would have a real negative impact on the town

(620) As an individual (Finstock, School road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Our already struggling town will struggle more and more until its all closed. It's hard to be able walk far for some and not everyone has a blue badge. Please consider everyone, both shoppers and shops. The impact it is having could destroy the lovely little town.
(621) As an individual (Ducklington, Church Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Businesses are all ready seeing the impact of this! Especially small independent businesses. I would hate to lose these on Witney High Street.
(622) As an individual (Ducklington, Lovell close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Needs more consideration
(623) As an individual (Charlbury, Ditchley Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** As somebody who lives outside the town, but comes in for shopping (by bus and also by car), I find that the traffic restrictions greatly increase the queues of cars trying to enter and most particularly exit the Waitrose and associated car parks. This often deters me from coming into Witney, and can't be good for the health of shops in the town. This does not only affect my patronage of Market Street and adjacent roads, by the way. The lack of frequency of the X9 bus makes me choose to drive in more frequently than I would ideally wish. During lockdown I shopped almost entirely online; but that is no longer the case and I think it a mistake to use patterns of traffic circulation during lockdown as a clue to what is needed in 2022 and going forward. In addition, the loss of general car parking is also a deterrent to coming in to shop. The main problem has been, for me at least, the loss of long-stay car parking in the town. I regularly need more than 3 hours parking to complete any necessary errands. Whilst I recognise that disabled parking is needed, more general parking

	is also very urgently needed if the town centre is to remain an appealing place to visit and to shop.
(624) As an individual (Carterton, No)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** It's silly
(625) As an individual (Carterton, Parker Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Lived in Witney all my life and I'm concerned shops will close due to this and will destroy our town which the council is slowly doing!
(626) As an individual (Carterton, Shilton road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Local businesses will suffer
(627) As an individual (Bampton, Calais Dene)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I believe the current restrictions are adversely affecting High St businesses and they need all the help they can get.
(628) As an individual (Bampton, Pollard Place)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** It has made Witney like a ghost town. I'm an 100% sure businesses are suffering. We need to protect our high street shops.

(629) As an individual (Bampton, Talbot Fields)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** I believe the closure of the High Street is adversely affecting businesses. The town has lost it's "buzz". When I am in the town I see very few pedestrians actually walking in the high street. I think parking could remain for a short stay say 1 hr and it could be turned into a one-way street, that would be a good compromise. I regularly visit Thame which has parking in the town centre and allows traffic through the town. There are NO empty shops that I could see on my last visit it's a thriving town with lots of small shops and a great place to visit!
(630) As an individual (Aston, Marsh furlong)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** It will stop flow of traffic to local businesses shutting down even more!!
(631) As an individual (Aston, Bampton Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Concerns** Parking on the High St offers opportunities to pop into town for no longer than 30 minutes without getting caught up in the traffic in and out of the major car parks. For someone who lives in a surrounding village, cycling is not an option, also as a mother with a busy schedule I don't always have the luxury of time. I valued the ability to use our High Street to park on and don't believe there was congestion pre-pandemic which contributed to pollution any more than there is today on the outskirts. I feel a permanent, full-time closure of access to the High Street would be detrimental to the residents and businesses of Witney.

(632) As an individual (Witney, Heron Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** Town is dying, restricting traffic will add to this issue and I see no benefit to doing so. No one has given a sensible reason
(633) As an individual (Witney, Ralegh Crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** I object to the street being closed. With the main shopping area closed to nearly all traffic the town seems dead. There is no buzz to the town anymore. If the road is closed people who may have driven through won't notice what shops are there to visit as they are diverted away from shops. The wooden boxes at both ends of the road are an eyesore and it's not clear what cars are allowed to drive through.
(634) As an individual (Witney, Valence Crescent)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** Closure of the high street makes my commute longer as I spent longer stuck in traffic
(635) As an individual (Witney, Woodstock Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** Need to keep the town alive and the high Street had very little traffic before covid
(636) As an individual (Witney, Abbey Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** It's unnecessary, causes traffic build up in other places, detrimental to the small businesses on High Street.

(637) As an individual (Witney, Bathing Place Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** The high street needs to be reopened for business as they are suffering due to lack of passing trade and easing congestion on the surrounding roads that are being used.
(638) As an individual (Witney, Bramble Bank)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** It is causing very high congestion around other streets and long queues of traffic around town making it hard to get into car parks due to cars blocking the road or traffic waiting past the junction to the carparks. Other roads are turning into dangerous cut throughs to avoid the centre of town
(639) As an individual (Witney, Chedworth Drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** Trade has reduced due to no traffic on hugh street
(640) As an individual (Witney, Crofters Court)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** Restriction of some vehicles on the high street does not make pedestrians any safer. In fact I have experienced more hazardous situations as vehicles have to use the 'wrong' side of the road, or even vehicles that shouldn't be using the road go through at great speed. I don't think it aids any sort of social distancing for pedestrians, and in fact is a hazard in itself as people do not always look in the direction that traffic may be oncoming when they cross. Also, from the trial over the past 18 months, it appears that such restrictions are not policed anyway. Personally I would prefer no restrictions on vehicle use rather than money be spent on policing a permanent

	set of restrictions. The proposed restrictions are a halfway house that do not increase safety and provide no real benefit.
(641) As an individual (Witney, Farmers Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** Concerns for the businesses operating on the High Street
(642) As an individual (Witney, Gloucester Place)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** I object to the proposal to close the High Street to traffic without a formal assessment, consultation and review of the impact it will have on the Witney AQMA.
(643) As an individual (Witney, Highworth Place)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** The point of closing the high street is to make it a better place for people. I would support it if ALL vehicles were removed. If you allow buses, taxis and blue badge holders to continue to use the road there is just no point. It will look and feel the same and you will have to stick to walking on the pavements for safety. So I don't see the point you might as well allow all traffic to use it. It was never that busy anyhow. Also as a resident very close to the high street it means that I also have to drive further to get to my home, increasing pollution.
(644) As an individual (Witney, Kingsfield)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** Keeping the High Street closed to the majority of traffic is having a detrimental effect on businesses in Witney and at the present time they need all the help that can be given to them. We need to keep the High Street alive! Also not allowing traffic down the High Street means all traffic goes down Witan Way creating a bottleneck

(645) As an individual (Witney, New bridge Street)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** I believe the high street needs to be reopened to stop traffic being diverted through the rest of the town
(646) As an individual (Witney, New Yatt Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** Witney businesses would benefit from opening High Street to traffic, as this will increase activity in this central area of town.
(647) As an individual (witney, point place)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** .
(648) As an individual (Witney, Schofield Gdns)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** The plan to remove traffic from the High St is killing the shops and sense of community. Since the temporary closure was put in place the High St is flat and dull. Instead of using the High St traffic is forced to use side streets and residentials road and this is not good for local residents.
(649) As an individual (Witney, Sherbourne Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** Detrimental to businesses located in the closed zone. Dangerous access for disabled road users, and particularly buses, in and out of the closed zone (wrong side of the road, directly into oncoming traffic). Does not make a huge difference to pollution. Simply diverts traffic into other roads such as Corn Street where access is appalling at the best of times due to the narrowed section and parked cars.

(650) As an individual (witney, station lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** i am very concerned about the life of the high street and the pushing of traffic onto other roads
(651) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** I believe in access to the area for businesses
(652) As an individual (Witney, Waine rush view)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** Has made horrendous traffic all over the town
(653) As an individual (Leafield, Lower End)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** I think closing down the road is an awful idea and will drive people out of town.
(654) As an individual (Ducklington, Witney Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** Seen shop owners are struggling on the news and support them.

(655) As an individual (Carterton, St. John's drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** There is plenty of space for pedestrians on both sides of the road. Not being able to drive down the high street and use the short stay parking has stopped me using some shops on the street.
(656) As an individual (Carterton, Timms Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** Supporting local businesses that want it open to traffic
(657) As an individual (Carterton, Woodrush gardens)	Motor Vehicle Prohibition – **Object** Parking Amendments – **No opinion** I think the high street feels dead no life. It's nice to drive through & window shop, notice something & go in. I like it as it's always been life in it. When you walk around Witney the high street sits empty, it needs life.
(658) As an individual (Witney, The Willows)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Support** I can see no good reason to restrict traffic flow through the High St, it has never been a problem. The temporary restrictions have changed the character and feel of the street in a negative way. I can however support making all of the parking on the High Street, between Welch Way and Corn Street disabled parking.
(659) As an individual (Witney, Burford road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Support** You can easily see the currant restriction that is in place has caused great damage to the footfall of the town . No passing trade can see the options open to them so are not stopping . Witney is dead in both daytime and

	evening . As a person that has grew up in Witney you would drive through and see who was about. Witney is fast becoming a dead market town with lack of footfall stopping traffic is adding to this . If you want to stop traffic to reduce air pollution Witney is in need of additional A40 access at shores green .
(660) As an individual (Witney, Harvest Way)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Support** Witney has a number of businesses in the high street that need trade… the ability to drive through and park in the high street supports that trade
(661) As an individual (Witney, Moorland Road)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Support** Although Witney has plenty of car parking spaces near the proposed pedestrian area it is still to far for some people to walk . I was often dropped off to visit the area i an mo longer able to with the closure.
(662) As an individual (Witney, Priory Mill Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Support** You are forcing traffic to backlog in other areas of the town including Witan Way meaning it blocks resident access to New Bridge Street more frequently. It is also increasing air pollution due to more stationary traffic. Basing a decision on success during a period of nation lockdown and overall reduced traffic volumes is not an acceptable reason to proceed permanently.
(663) As an individual (Witney, Stanley Court)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Support** I cannot see any benefit to restricting the high street. I can however see the local business being affected. The restrictions were put in place during the Covid pandemic. For me I would like to see it reverted back to pre-pandemic so that it's not a lasting reminder of such an awful time for both public and small businesses

(664) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Support** I don't believe closing high street is good for the town - it was never that busy anyway
(665) As an individual (Minster Lovell, Wenrisc drive)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Support** I don't feel Witney is a busy enough town to warrant total pedestrianisation. Maybe one way system in order to still have the larger path ways that have been created, and also enable all local business people to still have the call in quickly type buyers. (ie the shame shop, or sandwich de Witney)
(666) As an individual (Hailey, Pitt's Lane)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Support** I object to the banning of traffic as it causes dreadful Congestion on other roads. Also the lack of access to businesses is killing our town. Our vibrant town has become a ghost town. A one way system maybe worth consideration. I support disabled parking. I would like to see further all day parking for workers and 5-7 hours for shoppers who would like to shop and lunch/cinema. Let's welcome visitors and provide a coach parking area which I know is needed as I have worked in the tourism dept.
(667) As an individual (Carterton, ELMHURST WAY)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Support** Keep businesses there we need to keep our high streets
(668) As an individual (Bampton, Bampton)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Support** I see no necessity for motor vehicle prohibition on High Street Witney. There are adequate and wide

	pavements for pedestrian access. The current restrictions exacerbate traffic volumes on the surrounding roads and serve no useful purpose. It does not reduce overall pollution as traffic volumes have not reduced as a result. It creates un-necessary inconvenience for motorists with no overall improvement for pedestrian access.
(669) As an individual (Aston (Bampton), Waites Close)	Motor Vehicle Prohibition – **Object** Parking Amendments – **Support** There has never been that much traffic through Witney High Street and it has not obviously been a problem. But, in the evening and at night it helps to keep it lively and reduce crime, that is often seen in small pedestrian only precincts in other towns. Also at night it helps for pick ups/drop downs, take aways, etc. Maybe should consider day time only traffic restrictions.
(670) As an individual (Witney, Burwell Meadow)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I generally support no cars on the High Street but think there must be a consultation with shop owners to discuss and address their concerns
(671) As an individual (Witney, Burwell Meadow)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Closing the heart of the town by making it prohibited for motor vehicles
(672) As an individual (Witney, Cherry Tree Way)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I am concerned due to traffic congestion. Limited access to shop fronts. Ascetics to the town
(673) As an individual (Witney, Dark Lane)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns**

	I agree that the restriction is good for pedestrians but not as good for the businesses and also if you want to buy something that if difficult to carry and you cannot park close by you go elsewhere
(674) As an individual (Witney, Gordon Marshall Close)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** It's inconvenient for motorists but for pedestrians it makes it a lot safer especially for children
(675) As an individual (Witney, High Street)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Builds up traffic around the rest of the town, was originally meant for social distance but no one used it for that, also get rid of the tables outside the angle as it blocks traffic around church green and no other pubs have been aloud to extend
(676) As an individual (Witney, Pofley end, Hailey.)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** As I've had cancer can't walk far so having my sister park and having to walk to any of the shops. If she could drop me off by the shops would be ok. I'm not a blue badge older.
(677) As an individual (Witney, Quarry Road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I dont think the idea has been properly thought through or discussed with the public
(678) As an individual (Witney, Stow Avenue)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns**

	It feels like it's half a road closure, miss being able to pop into town at lunch time to visit local businesses
(679) As an individual (Witney, Taphouse Avenue)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** My concerns are what will the impact on businesses be? i.e footfall due to less passing trade. What impact will the closure of the high street have on other roads for example Witan way/Corn Street? Certain times of the day these roads are already congested. Finally, what is the impact on tourism? As we are a market town, driving through and seeing the town for the first time is what draws people in to want to stop and visit bringing with them revenue for the town.
(680) As an individual (Witney, Apley way)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I feel local business is affected by restrictions and I want to support independent traders
(681) As an individual (Witney, Burwell Meadow)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** The proposals would mean the negative impact on traffic on other routes and businesses will continue without any real benefit - the road is not pedestrianised as long as buses, taxis and disabled car access is still allowed.
(682) As an individual (Witney, Cherry Tree Way)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I think the current reduction in traffic has been a vast improvement to the shopping experience in town. There is a clear reduction is pollution levels and it is a much safer road to walk along and cross with three small children.

(683) As an individual (Witney, Chestnut Close)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I am concerned that local businesses will lose footfall. I am also concerned that too much emphasis is being given to the supposed needs of cyclists when I see very few in the town centre.
(684) As an individual (Witney, Cogges Hill Road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** The restrictions are pointless unless you stop disabled, buses, cyclists and illegal entry into Street and Market Square. Logically, if there are no vehicles allowed access there will be no need for parking.
(685) As an individual (Witney, Colwell Drive)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Without some through traffic many of the shops fail to attract customers. Visitors who are tourists find it hard to realise the size or shape of the town. Especially if parking in the multi-storey car park. It has been nice as a local pedestrian to walk around without worrying about traffic but I have never found the traffic to be really bad or worrying. Perhaps one way traffic with a little short term parking again might improve it from before the pandemic but the way it is now is very restricted.
(686) As a business (Witney, Corn street)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** All I want is for the space out the front of Sue Ryder to be changed to loading and unloading so donators can pull up and drop things off
(687) As an individual (Witney, Corn street)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns**

	Either close the high street and made it pedestrianised or return it to how it was pre covid
(688) As an individual (Witney, Corn Street)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I feel that the shops in Market Square and High Street will be struggling. This had a similar effect in Bicester.
(689) As an individual (Witney, Early Rd)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I object strongly to the High Street remaining closed. I work in the Woolgate Centre and the traffic on Witan Way (by Woolgate Centre car park) is gridlocked every evening (5pm time) because the High St is closed. Cars queue towards High St and get fed up waiting and perform U turns to find a quicker way, this is very dangerous and there will be a crash sooner or later. Also the poor businesses along the High St are suffering due to a lack of customers. People have stopped going into town because the traffic is so bad. Don't the council think we've suffered enough with COVID and now to lose our jobs because our businesses can't trade. Do the decision makers come out of their ivory towers to actually visit Witney and speak to businesses, do they drive around the town, oh no they can't because the High Street is closed! Do the right thing, open the High Street, make it 20 mph but please, please OPEN IT!!
(690) As an individual (Witney, Early Road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I am objecting because the High Street is part of the very character of Witney. It is its beating heart. Business's who have paid good money in rents and mortgages will lose valuable passing trade and the open space will become a magnet for pidgeons.
(691) As an individual (Witney, Eastfield road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns**

	A lot of local businesses have been impacted by the high Street road closure. It's harder to get parking in witney too.
(692) As part of a group/organisation (Witney, Edington Road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** The high street has become a cleaner, safer environment which allows for social distancing. Whilst we see this proposal as the next evolution for the high street and we welcome these thoughts, we query whether a total vehicle prohibition is the answer, as is the limitations on parking proposed. Local businesses are concerned at the loss of footfall from decreased vehicle traffic, so we ask OCC to consider the following options that attempt to balance the needs of businesses against those of residents: 1. Support WTCs climate emergency declaration by assisting them to turn the town centre into a greener zone (noting that in our opinion, the town is not ready to be entirely green), installing electric vehicle charging points in addition to the proposed disabled parking and including the current taxi rank 2. Permit electric vehicles all day to balance the needs of local businesses, maintaining some footfall and passing trade as well as keeping the area carbon emissions low, as enjoyed during the pandemic and supporting a 21st century recovery and reinvigorated high street 3. Outside normal business hours, reopen the high street to traffic. An all day and night closure is unnecessary for a small market town which does not see the traffic volumes of Oxford, Abingdon or Banbury, for example. Currently the diversion necessary owing to the closure increases journey times, increases vehicle emissions, encourages drivers with local knowledge to use roads constructed for light residential traffic only as primary routes, and negatively impacts restaurants and other hospitality businesses who may benefit from evening trade. 4. Increase secure bicycle parking across the town centre. Thank you for your consideration of these points of concern raised by our youth group.
(693) As an individual (Witney, Eton Close)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** The current restrictions don't solve any problems, if buses/taxis and disabled drivers are allowed access then it isn't any safer/less polluting for pedestrians etc. It should either be totally pedestrianised, with vehicle access allowed at restricted times, or there should be a bus/taxi gate at the Buttercross end of the high street active between 8.30am and 6.30pm which limits the "rat run" during peak times. After 6.30pm any vehicle can

	travel/park on High Street to enable access to restaurants, pubs etc. The traffic restriction at the Buttercross end of Corn Street should also be removed to aid traffic flow.
(694) As an individual (Witney, Farmers Close)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** It seems that other than prohibiting through traffic the road will be just as busy as it was before the current restrictions and does little to help pedestrians using High Street
(695) As an individual (Witney, Idbury Close)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** My main concern is the volume of traffic that has to go via station lane which causes tailbacks. Also most high street shops object and they should be listened too.
(696) As an individual (Witney, Idbury Close)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Only partial closure doesn't appear to make the high street any safer, there is still plenty of traffic using it!
(697) As an individual (Witney, Lancut road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I feel that closing the high street is causing other roads around witney getting more congested and the affects it is having on all local businesses and the town feels so dead and quite . We already have 2 pedestrianised areas in witney to do shopping the woolgate and marriotts walk .
(698) As an individual (witney, Langdale Gate)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns**

	Traffic flow throughout Witney would be severely impacted, plus local businesses have reported a severe negative impact from the current closure. I like it from the distancing point of view, and for how easy it is to cross the road where required (not that it was difficult before!), but I don't think that negates the issues/potential issues.
(699) As an individual (Witney, Madley park)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** So many business's losing out on money due to the through traffic now not being a thing, outsiders not from witney won't even know what shops are in town as cant see so won't bother. Again business's losing out. Very dangerous as loads of people race to get through itfirst without being caught so just open it back up
(700) As part of a group/organisation (Witney, Market Square)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** There is a need for signage - either painted on the road or pole mounted, at crossing points to remind pedestrians of the need to look both ways as there are still a number of vehicles driving through the restricted area and that may not be immediately obvious to anyone trying to cross within the closures
(701) As a business (Witney, Market Square)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I am concerned for all businesses in Market Square/High Street as the lack of through traffic has had an impact on their trade. As a Solicitors office, this is not such a problem, but it is something that concerns me. Also my partner and I often need to go to the office for a short period of time and it would be very helpful, if the parking prohibition remains in place, if business owners could have a permit which gives us access to the outside of our offices so that we do not incur parking penalties.
(702) As a business (Witney, Market Square)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns**

	The proposals appear to be a halfway house between pacifying a small lobby group who wish to see the high street pedestrianised and being able to say to the larger opposition that the high street is still open to vehicles. Given that private vehicles will be able to use Market Square to access disabled parking and loading and unloading enforcement of the closure to general traffic can only be enforced by consent with wardens still required to enforce the 3 hour disabled restrictions rather than the previous 30 minutes. This appears a far less efficient use of resources and therefore less value for money. Whilst the impact to our business is minimal the loss of a fast turnover of parking in Market Square will have a detrimental effect on the retail businesses who require support in recovery and maintaining a healthy high street.
(703) As an individual (Witney, Market Square)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Objecting to proposals of closure
(704) As an individual (Witney, Market Square - was fully in favour of keeping restrictions until I saw a notice saying that 36 out of 37 retail/businesses oppose and want the Hjgh Street open again. Cinsequently I would be business led otherwise we will not need the High Street.)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** For reason already recorded that 3* out of 37 retail/businesses oppose it.
(705) As an individual (Witney, Marriotts walk)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** No actual reason to block the street? What exactly is it achieving? Those parking spaces are there to be used

	and many people are busy and use them day in and out to provide business to all those shops on the street.
(706) As part of a group/organisation (Witney, New Yatt Road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** West Oxfordshire District Council's Cabinet discussed the restrictions at its meeting on 13 October 21 where the results of our own consultation on the temporary measures were considered. The consultation showed a majority in favour of retaining the restrictions from those that responded. However, the council has been made aware of some issues in OCC's proposal which need to be addressed: • It is not clear from the proposal if the current disabled parking bays on the High Street in the vicinity of Boots down to Poundland will be retained. WODC strongly advocates the retention of these spaces. • Concerns have been raised from blue badge holders at the suitability of the proposed new disabled parking bays on Market Square because of their proximity to the retaining wall. The wall makes it difficult for people, especially those with mobility problems or in need of a wheel chair, to exit the passenger side of the vehicle. While the designation of more disabled parking spaces in welcomed, the suitability of this particular site should be carefully reviewed. • Some businesses, particularly those on Market Square, do not have the benefit of a rear service yard. The exemption for vehicles loading and unloading is welcome but the marking of designated loading / unloading bays for those businesses in the middle of Market Square would be a helpful addition to the plans. • One of the issues regularly raised with WODC is that of enforcement. If the restrictions are to become permanent, a traffic enforcement protocol needs to be established with Thames Valley Police who are responsible for moving traffic enforcement. Minutes of the WODC Cabinet item on this issue are online at https://meetings.westoxon.gov.uk/mgAi.aspx?ID=1804. There is a strong desire from WODC to have further dialogue with OCC, to work together on the future improvements to the public realm in the town centre and to ensure the long term success of Witney.
(707) As an individual (Witney, Newland Mill)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Pre-lockdown I would always walk into town but never found it a problem coping with the limited traffic that was present in the High Street. I am aware many shops believe it to be a problem continuing with the traffic

	ban and would like to support the struggling high street however I can. As you still have taxis and buses it wouldn't be truly pedestrianised anyway. Therefore I would like to return to normal and restore traffic access as before.
(708) As an individual (Witney, Pensclose)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I am concerned about the effect on local businesses along the high street as well as the increase in traffic around the alternative routes which don't go through the town centre. Until better public transport comes to Witney (train station, more buses connecting the local villages) there will continue to be a high volume of cars passing through the town centre and this closure will create more pressure on the other routes. Look at the problems bridge street has had over the years which still hasn't been sorted! Keep the road open but perhaps add a cycle lane to encourage more green travel.
(709) As an individual (Witney, Quarry)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Concerned for business in the High Street if people can't drive down and park
(710) As an individual (Witney, Springfield Park)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** The impact it is having on local businesses
(711) As an individual (Witney, Stow Avenue)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I support in principle, however, it is important to acknowledge that 36 businesses on the High Street suggest that the current measures are impeding their business. Action including the way in which the high street looks needs to be taken within the next three years to ensure that the High Street remains appealing. Witney needs a long term strategy to ensure that it thrives, cars not being in the high street will lead to losses.

(712) As an individual (Witney, The Crescent)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** The High Street is dead. There are fewer people walking around which indicates the HIgh Street is not getting the passing trade that cars bring
(713) As an individual (Witney, Thorney leys)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Worried about the impact this will continue to have o no the businesses on the high street
(714) As an individual (Witney, Waterford road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Traffic in other parts of witney is far worse now. It's not solved a problem, just moved it somewhere else.
(715) Rather not say (Witney, West end)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Traffic infrastructure is not acceptable in its current form. Access from town to the West End is at it's all time worst. This problem should be addressed before shutting or prohibiting any roads.
(716) As an individual (Witney, Witney)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** open it back up, the high street is loosing the shops

(717) As an individual (Witney, Witney High Street)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Because the local economy is going to be damaged with the it being harder for people to pass through the town. Small businesses are likely to suffer, at a time when they need us the most. It's also really inconvenient not to be able as a person with older more elderly relatives, young kids and buggies, or people short on time.
(718) As an individual (Witney, Woodgreen)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** The high street seems dead since the temporary traffic restrictions were brought in, because buses etc can still drive down, so it is of no benefit to pedestrians (like corn market in Oxford), but for car drivers it means that shops/restaurants are easy to forget about if you can no longer drive past. Either full pedestrianisation or full removal of restrictions would be preferable to this middle ground.
(719) As an individual (Witney, Woodlands Road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I agree to more disabled parking, but would like there to be at least six x 30 min general parking slots for those popping to the bank/collecting a prescription or other short shopping needs
(720) As an individual (Witney, WOODSTOCK RD)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Extremely concerned to the damage of businesses
(721) As an individual (witney, Woodstock Road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** because of the detrimental effect on high st and market square businesses if the closure is made permanent

(722) As an individual (Sutton, Sutton Lane)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Generally support but concerned with the exceptions eg buses, taxis etc. Should be 100% pedestrianised or not worth doing at all. Provision for bus stops and taxi pickup and drop off should be made by the buttercross and the welch way mini roundabout at the other end.
(723) As an individual (Stonesfield, Farley Close)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Personally I am happy with the traffic restrictions on High Street and would probably support a total ban on vehicles including buses but realise that this is not practical. My concern is the attitude of traders who claim that business has dropped dramatically as a result of the restrictions and I feel that "High Street" survival is under enough threat already without imposing another possibly fatal pressure. There would be little point in making Witney safer for pedestrians if there were no shops for them to visit.
(724) As an individual (Standlake, Woodlands)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Crossing the road below the lights is very dangerous as buses, vans and cars come on the wrong side. Saw a person nearly knocked down. Pedestrians are no safer than when all traffic was permitted.
(725) As an individual (Standlake, Abingdon Road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I find that since the road was closed, I have not stopped to go into any shop in the High Street. I used to drive along High Street, see a shop ie Boots, Lakeland, Robert Dias and remember I needed something and then park in the 30minutes parking area and quickly do my shop. Now I go from Marks & Spencer's to Sainsbury's

	, a long way round and find I only shop at these two stores. I feel the shops in High Street are missing out of my trade and I'm sure I'm not the only one who do what I do. I feel sorry for all small shops in this area.
(726) As an individual (Oxford, Laburnum)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I would like to know the footfall What were they pre pandemic and introduction of this closure without proper consultation It certainly doesn't feel as busy
(727) As an individual (North Leigh, Perrott Close)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** The businesses are being affected by this and the death of the High Street is certainly happening in Witney. Very limited parking once you can get through into the High Street for blue badges if of course people will use them, as it's not really encouraged is it.
(728) As an individual (Minster Lovell, Ripley Avenue)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I think the loss of the short term parking is a mistake
(729) As an individual (Milton-Under-Wychwood, The Heath)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I went into Witney the other day, and the current restrictions are killing the market town
(730) As an individual (Marcham, Anson Close)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Appreciate the idea behind them, but feel that a more elegant solution than that proposed could be

	implemented. Feels rather like a sledgehammer to crack a nut in it's current form.
(731) As an individual (Long hanborough, Greenway Lane)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Business missing out
(732) As an individual (Long Hanborough, Millwood Vale)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** This action will only serve to accelerate the death of the high street and contribute to a decline in Witney's business generally. It will force more traffic past the main car park which alread gets jammed at busy periods of the day. People will be discouraged from using the Witney shops. I cannot see a single benefit. It is counter-intuitive to the "new normal" which should focus on overcoming the major flaw made so evident that cities are now a part of the problem and we need to encourage local activity, not destroy it.
(733) As an individual (Leafield close to Witney, Fairspear Road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I have concerns about these proposals. I fully supported them when it started. However we now need to move on for the future. Rebuild better etc etc. I would ask why the council has not considered making permanent arrangements to widen the footpaths on both sides of the road and then re-open the road in a narrower format, perhaps oneway. This of course restricts parking but no one needs to park in that location other than for loading and unloading and of course for disabled drivers but not millions of spaces.
(734) As an individual (Kingham, Station Road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I am a business owner, as a business owner I am concerned for the business owners in Witney suffering losses due to the closure, if it were my business I think I would be out of my mind with worry, particularly if I

	were tied into a lease or worse owned a building that I may not be able to lease in the future for the same money, maybe not being able to afford my business loan, although I don't know how much warning businesses were given to get out of leases or contracts before the decision was made.
(735) As an individual (High Cogges, South Leigh Road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** At first sight the idea of closing the High Street to almost all traffic seems attractive but as currently implemented the area around Market Square feels lifeless and rather sterile. Would it not be better to limit the traffic to access only thus enabling the parking spaces there to be used again. There are a lot of people who whilst not meeting the demanding criteria for a Blue Badge are suffer from either permanent or temporary movement restrictions.
(736) As an individual (Freeland, Wroslyn Road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I feel that the current measures are putting people off travelling to and shopping in witney. It looks really unwelcoming and as if people are not wanted in the town
(737) As an individual (Filkins, No road name)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** All High streets are under pressure due to online shopping. Any additional changes that make it more difficult for shoppers to come to any high street can only contribute to the demise of the high street and will cause car users to continue to desert the high street in favour of out of town stores.
(738) As an individual (Eynsham, Spareacre Lane)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** People would loose the option of "popping in" to a shop or the market,

(739) As an individual (Ducklington, Feilden close)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Causes further traffic problems in and around Witney, and having adverse effect on local small businesses
(740) As an individual (Ducklington, Mill Meadow)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I don't think restricting access to vehicles done the high street has helped businesses or pedestrians. As a pedestrian you still need to watch out for buses, taxis and bikes. Closing the high street to cars causes congestion in Corn Street and Witan Way. If loosing capacity at Market Square for standard parking then need to increase it elsewhere. As someone who qualifies for parent and child parking I am frustrated by the number of blue badge parking spaces that are mostly empty in town and the lack of standard parking/parent and child parking.
(741) As an individual (Didcot, Wandle Beck)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** The businesses in that area will suffer economically. Witney has always been a bustling market town and closing off the area to traffic is of no benefit!
(742) As an individual (Curbridge, Lew road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** It feels as through the heart of Witney has gone - and it seems pointless to close the road - there's no real benefit in doing so and only creates more congestion and carbon footprint in doing so.
(743) As an individual (Cote, Cote)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns**

	The traffic will be worst than normal
(744) As an individual (Carterton, Witney)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Making it more difficult for people won't encourage them into the town. A one way system with additional short stay parking for less able people kerbside as well as some standard short stay spaces would be a compromise that would ensure through fare but reduce volume and congestion.
(745) As an individual (Carterton, Lawton Ave)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** By allowing buses, taxis and other motor vehicles through the centre of Witney the policy still doesn't make it safe for pedestrians, merely reduces the traffic a little and the pavements are still small and busy and you can't step in the road. I would prefer either full pedestrianisation or going back to allowing private motor vehicles if this is not possible.
(746) As an individual (Carterton, Swinbrook Road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Currently the allowance for public transport and taxis makes this closure confusing. Motorists often ignore the barriers and just follow a bus or taxi through. It has become more dangerous to cross the road especially with children, as you cannot assume the road is shut or open. Would be happier to see it reinstated and fully opened to all traffic, perhaps with some slower speed restrictions. Also consider moving the current market to outside Cineworld, more space and likely more footfall for the market and shops at that end of town. Current market square can then be used fir more community based events.
(747) As an individual (Brize Norton, South Mere)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns**

	Added traffic up/down a congested narrow Corn Street. Where Double Yellow lines are ignored by deliveries between the two chicanes. Often longish delays during working hours of 5 or so mins trying to navigate past parked vehicles or behind stopped busses unable to move in either direction. I'm for the predestinisation of High Rd but not the effect on Corn street
(748) As an individual (Bampton, Bridge Street)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** I have spoken to quite a lot of people about the proposals and whilst I personally have no objections most of the people I have spoken to do. Until there is a decent bus service from Bampton people will have to use their cars to get into Witney and many see this as the "thin edge of the wedge" making life for those who don't have access to reasonable public transport even more difficult.
(749) As an individual (Bampton, Church View)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** At the moment it is just a mess. It is fine to have it pedestrianised but needs to be paved properly otherwise it is not attractive to use. This will mean businesses retain their customers and hopefully everyone will.be happy.
(750) As an individual (Aston, Saxel Close)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Concerns** Concerns that the lack of traffic and parking available in the Market Square will have an impact on businesses in the town centre, not only in the Market Square area, but those businesses in other areas of the town centre.
(751) As an individual (Witney, Woodstock road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **No opinion** We need to do everything we can to prevent more shop closures in witney. Although there is ample parking in town, the road closure seems to have impacted the amount of people coming into town. Plus, tourists like to

	drive through before deciding whether to stop for a coffee or shopping. I don't think it would do any harm to open back up but don't mind further parking restrictions.
(752) As an individual (Witney, bridge street)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **No opinion** I have a concern that the Town as a whole is not being considered. The opening or closing of a high street in isolation without consideration of the bigger picture is a concern
(753) As an individual (witney, buttercross lane)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **No opinion** The feeling of the town centre is not the same, it has lost it's vitality. The availability of short stay parking at the side of the road allowed people to just 'nip in' to a shop, people have to park further away and are less likely to go to a shop to buy just one thing. The local businesses are suffering and this is not good for the town as a whole. Our high street was bustling and thriving before Covid, there is no reason it can't be the same in the future. New businesses may be put off setting up in the town if there is no buzz about it. It's important to give the town time to recover and maybe reconsider the proposals at a future date. I appreciate that the town centre could become very busy with traffic, particularly around the corn street junction but closing the road just creates problems further up the town.
(754) As an individual (Witney, Pensclose)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **No opinion** Opening the High St as one way traffic would ease the flow on the alternative routes and make navigation around Witney easier. I don't agree that safety is an issue. Keep up the good work. Best regards Eddie
(755) As an individual (Witney, The Springs)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **No opinion** As a witney resident it is nice to go shopping now its been pedestrianised but local businesses are concerned

	and we don't want to see them go under. Perhaps loading bays for the fruit and veg stall might help. I wonder if footfall is down due to the closed road or due to the pandemic and people having less money to spend.
(756) As an individual (witney, Woodley Green)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **No opinion** Traffic passing through Witney is already heavily congested. By removing one route that enables vehicles to move from Welch Way & the Health Centres to the top end of the High St, vehicles are forced to use the already congested High St to Witan Way route, creating a bottle neck approaching the Witan Way traffic lights. Vehicles should be allowed to use the High St, but it should be limited to 15 or 20mph
(757) As an individual (South Leigh, Lymbrook close)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **No opinion** There is a significant impact on the traffic congestion on surrounding roads - specifically Witan Way due to the fact that High street is off limits. It's increasing travel time and delays and is very frustrating - and unnecessary.
(758) As an individual (Oxford, Rymers Lane)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **No opinion** I fully support the pedestrianisation but I should be extended to cover all vehicles, including taxis and buses, to ensure the street can fully be used by pedestrians safely. It is very confusing to users to have occassional traffic like this.
(759) As an individual (Hailey, Towns End)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **No opinion** Safer for pedestrians, but business may suffer and parking on the High Street is no longer available for quick trips

(760) As an individual (Deddington, Flux Drive)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **No opinion** Restricting travel on High Street would impact accessibility to local business, and small business is the pillar of the community of Witney. I also have concerns regarding traffic and the lack of viable alternative routes that won't be worse congested.
(761) As an individual (Curbridge, Well Lane)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **No opinion** Whatever is proposed is irrelevant without enforcement.
(762) As an individual (Carterton, Oakfield Road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **No opinion** I work in Witney and regularly visit the high street. Having restricted access through the center is creating more congestion on the outskirts as I get stuck in this traffic. The majority of people who live in or around Witney drive their own cars, so restricting access is not the solution.
(763) As an individual (Carterton, GARDENIA)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **No opinion** Not worried one way or other. Only thing is collecting veg from the market.
(764) As an individual (Witney, Abbey road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object**

	Concerned about local businesses surviving
(765) As an individual (Witney, Church View Road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** The closure of the high street has made Corn Street lethal, it has made access to an already difficult to access school nearly impossible, putting all the traffic into Corn Street. I walk whereever possible but being a working mum this simply isn't possible all the time and I do have to collect my daughter on time but also be at work on time! Whether anyone likes it or not we still have to get our kids to school, parking in the short stay High Street meant being safely able to drop children off and collect. With the loss of the High Street parking and the other short stay parking around that area it has become chaos and dangerous especially with out a crossing patrol. It can also take up to 15 minutes to park in Waitrose car park and then time to walk over, finishing work 30 mins earlier is just not viable for most! You can also see the significant drop in footfall where people would short stay visit the shops. Drop off, pick up, run in. The high street is like a ghost town now with no atmosphere, hustle and bustle is what keeps a town alive and I don't believe it is helping the environment as all it's done is clog up the surrounding streets. I also don't believe that the reduced footfall is down to covid still, it is down to access. The decision needs proper planning you just can't close a road without a plan. If you close it then you need to have a plan to attract people to the centre and more coffee bars and disabled parking is not a plan.
(766) As an individual (Witney, Colwell drive)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** Preventing traffic doesn't make it any safer for pedestrians
(767) As an individual (Witney, Manor Road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** Witney is wonderful because of the businesses and the high street. I like that I can get all I need in Witney and don't have to travel elsewhere. As the pandemic has taken some shops away it's important that we support those that are left. A town full of empty unis would be miserable and would force me to get in the car and drive

	for things I need. This would not be good for the environment if I'm diving to Oxford more often. I also think it's important to have cars acting as a patrol in town at night. It would be nice in the future to know I can drive through town to pick up my daughter when she is out using the pubs and restaurants. If people feel safer they will also use the pubs and restaurants more. Overall Witney is what it is because it's a busy market town. Take away the shops and businesses and it will not be the same. We should open the road to support the businesses.
(768) As an individual (Witney, Blakes Avenue)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** I think there should be some form of restriction, especially on the movement of heavy goods vehicles. I believe there should be a 7,5 tonne weight limit along the high street.
(769) As an individual (Witney, Blanket way)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** I think it's time for the town to return to normal now. With the current restrictions it is detrimental to businesses in the town and stops people popping to the shops or coming to our town and as a resident is extremely inconvenient not being able to drive from one end of town to the other without literally going all around the houses. It's ridiculous and adding to the traffic delays.
(770) As an individual (Witney, Cote road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** Limited access to the high street
(771) As a business (Witney, Madley Brook lane)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** The high street is dying a death in tiny of our eyes. The businesses are telling you this. Please listen. I have had to close my shop due to declining sales. Other towns in the country with similar restrictions are suffering

	too. Open the roads back up whilst you can and before it's too late
(772) As an individual (Witney, Mirfield road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** Because it will have a negative impact on businesses and its having a negative effect on the bustling high street
(773) As an individual (Witney, Northfield square)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** Make it one way, expand the pathways and add staggered 30 min parking for all. Blue badge holders can park anywhere including on double yellow lines
(774) Rather not say (Witney, Spring Meadow)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** Killing the trade in the town centre
(775) As a business (Witney, Weavers close)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** The amount of traffic around the surrounding areas which used to go through witney to help the congestion! so shutting Witney High Street off you will be causing a lot more congestion and a lot more higher missions! Which I thought Oxfordshire county council would be trying to help with a carbon footprint not trying to up it causing more queues and upping the missions !! You are also affecting local businesses and shops and causing more parking problems !

(776) As an individual (Witney, Winfield drive)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** Business on market square rely on passing trade, since the closure the market square has been like a “ghost town” haven’t business suffered enough during the last two years without making it even more difficult for them. We need to keep shops on our high streets not close them!!
(777) As an individual (Witney, Woodley Green)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** We need to do as much as we can to support our high street businesses. Removing the capacity for parking has impacted small businesses and at a time when businesses are suffering anyway this seems to be the wrong time to restrict customer access
(778) As an individual (Standlake, Church End)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** Easy parking means support for all the shops in Witney
(779) As a business (standlake, high street)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** This is not a good idea at all for the life of central witney, there will be a faster decline of business inn the high street and corn street etc as approachiong from bridge street traffic will choose to go left via waitrose or right at natwest bank. This stops the general public being attracted by driving past shops and places that may otherwise appeal to them. I would often choose to drive through town and take in then sights which then a percentage of attention leads to stoppingm and keeping the centre of appealing. I cannot see one advantage to the public as a whole i believe this is based upon helpiung the aged etc and this is to be frank not a long term view of witneys survival.

(780) As an individual (Oxford, Crowberry)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** I have visited Witney on a regular basis I've the past 8 to 10 years with my wife since retiring. We have always enjoyed the shopping eating places easy parking etc. Due to the pandemic we did not visit for about 18 months. When the restrictions were lifted and we had had our jabs we returned to Witney for a visit as we had before, what a change we found the place was deserted shops had closed the atmosphere had gone from the area completely. We were quite disappointed and realised it was all down to the road closure. This is why we think the High St should be re opened to traffic and give the businesses a chance to revive. We have not returned since ?
(781) As an individual (Hailey, Floreys Close)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** Small businesses are struggling enough without having their footfall reduced even further
(782) As an individual (Filkins, Cross tree lane)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** High street is dying
(783) As an individual (Brize Norton, Chichester Place)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** The impact it will have on the shops and businesses in the High Street. The centre of Witney has loss its buzz and I feel restrictions have been the cause of this.

(784) As an individual (Brize Norton, Parker Close)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** Whilst it is nice to have the town centre pedestrianised, I do feel it causes issues for some of the local businesses and people needing to use the parking spaces. Perhaps you could simply make it traffic free between set times, such as 10am - 4pm. This would enable deliveries to be made outside of these hours. In the last 2 days while walking to/ from work I have seen at least 10 cars disregard the closures that have continued to drive down the high street anyway!
(785) As an individual (Ascott Under Wychwood, Shipton Road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Object** Businesses and vibrancy of high street lost
(786) As an individual (Witney, Colwell drive)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Support** Safer for pedestrians to freely walk around the town. As a mum i hated walking in the town when cars where once speeding through the town with no thought to shoppers.
(787) As an individual (Witney, Kingsfield crescent)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Support** Overall I support the proposal however have concerns over safety of pedestrians with drivers still driving through the town and ignoring the signs. Have nearly been knocked over with a driver speeding through town to go through as quickly as possible
(788) As an individual (Witney, Burwell Meadow)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Support**

	Busses, taxis & disabled are all still traffic, I'd also like a 20mph speed limit for those that do access and to prevent vehicles accessing the pedestrian area of the market square so as to collect chips from Smarts Fish & Chip shop - there needs to be other parking available.
(789) As an individual (Witney, Chedworth Drive)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Support** I support them but am concerned about the bottle necks in the centre of witbey already. It puts me off shopping in witney.
(790) As an individual (Witney, Collier Crescent)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Support** Worried that business owners in the area think that footfall will drop.
(791) As an individual (Witney, Eton Close)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Support** I think that if there is still access for buses and taxis then it seems pointless to restrict private vehicles. Perhaps if there was to be a time restriction on private vehicles or even a closed road with just a bus gate at one end then this would allow people to 'pop' into town and keep the local businesses with customers. The road should either be totally pedestrianised or have an adapted use
(792) As an individual (Witney, Green Farm cottages)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Support** I'm supporting the road staying closed. I work in Witney and shop there. Much improved with it being closed. I drive a bus and it makes my job so much easier driving through the high street without all the double parking of cars that have drivers who are too lazy to walk from one of the many free car parks. There should also be stricter restrictions along the top of Corn St and all parking should be suspended at the top. Especially at school drop off times and evenings when cars being parked on the double yellows cause a massive problem

	trying to get through.
(793) As an individual (Witney, High Street)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Support** There is plenty of free parking in Central Witney, and the High Street seems safer as a whole with the closure. However, my concerns are the congestion in other parts of Witney due to the road being closed, and the effect it may have on businesses. Covid has already been a huge blow to the small businesses in Witney and I do worry that people will be less likely to support them. As much as the closure has benefitted me personally (less noise and safer as a pedestrian), I think that local business need to be considered more here.
(794) As a business (Witney, High Street)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Support** If there is still going to be busses, taxi's and disabled car users using High Street, then any benefits to pedestrians from the proposals are lost. Either make the street completely pedestrianised, so the town can benefit from more people walking through the high street and taking time to look at the businesses there, or remove restrictions so traffic can flow more freely and ease congestion on other parts of town. Increasing disabled parking makes sense, but is a separate issue to traffic using High Street.
(795) As part of a group/organisation (Witney, Market Square)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Support** In general, the Woolgate Shopping Centre (that I represent) would welcome a reduction in vehicle traffic on the high street allowing for easier access via public transport as well as improved air quality. The extra parking provision for blue badge holders is also very welcome. Concerns exits around the management of traffic around the high street however. Witan Way has become more congested since the road closure, especially northbound where the lighting timings at the Witan Way/High Street junction appear not to have been changed to represent the greater amount of traffic now using Witan Way. This blocks access to both entrances of the Woolgate car parks at peak times.

	Signage leading towards town is historically poor when it comes to guiding visitors to parking. Any advancement of the proposal should include improving directional signage to Witney's major car parks and also a review of traffic management to improve congestion on Witan Way.
(796) As an individual (Witney, Mill Walk)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Support** Living in Mill Walk the traffic to get to my flat above shops is horrendous. Makes lgetting in and out to pick up my kids from school and taking to football training a real pain in the arse. The traffic is often past the Leisure centre. I like the idea of pedestrian high street but the traffic its creating is getting worse
(797) As an individual (Witney, Waterford Lane)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Support** It will be a lifeless town. It has really effected local business on the high street for example the shake shop and sand which de witney. Buses still drive down the high street so what difference do cars make? You still have to effectively 'look right and look left' to cross the road.
(798) As an individual (Stanton Harcourt, Blackditch)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Support** Town needs through traffic to keep it alive. Plenty of free parking elsewhere
(799) As an individual (North Leigh, Ladywell Close)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Support** Supportive, however: Any prohibition referred to at 5 would be pointless without camera enforcement as the current requests for drivers to observe the temporary restriction in place is regularly ignored.

	Plus: Traffic wishing to access Corn Street to avoid the Witan Way route through to the Corn Street width restrictions will probably use Holloway road as a cut through, rather than travel down to the roundabout at the bottom of Welch Way and then back up Corn St. To ease the Holloway cut through traffic somewhat and to go someway towards appeasing some of the objections to loss of passing trade and of not being able to quickly pop into a shop in High Street any more, I would suggest: Making Corn Street, from the High Street roundabout to the junction of Holloway Road, one way. This would alleviate the regular traffic snarl ups between the two width restrictions and also enable an extension of the current provision in Corn Street of the 2 hour parking for shoppers. Facilitating access to the High Street shops.
(800) As an individual (Ducklington, Lovell Close)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Support** I have a disabled mother and so the parking restrictions work in our favour, however I am concerned about the impact on businesses with the road remaining closed.
(801) As an individual (Bampton, Buckland Road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Support** I broadly welcome the restrictions on cars within Market Square and High Street because there are alternative routes, and the general environment has been improved for shoppers and those otherwise enjoying the extra space, cleaner air and largely traffic free environment. However it would be much better if alternatives could be found for bus routes and taxis - at the moment the proposals fall short of a full solution.
(802) As an individual (North Leigh, Common Road)	Motor Vehicle Prohibition – **Concerns** Parking Amendments – **Support** I feel the high street being closed has led to congestion elsewhere in Witney making traffic ridiculous at times. However I agree with the current parking becoming disabled spaces

(803) As an individual (Witney, Burford Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Concerns** I think the market should be moved to cineworld and snaked down to subway. Leaving market square for a ice skating rink at Christmas and a Santa's grotto. And have other events on throughout the year.
(804) As an individual (Witney, Sherbourne Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Concerns** Having the high street pedestrianised feels much safer, especially when out with my young family. No longer getting so many cars speeding close to the crowded paths and less fumes - such an improvement and hasn't seemed to make much of a difference when driving through Witney in the car. I don't see the benefit for the wider community in keeping the market square parking as it currently is. I think it would make sense to remove the seating area outside the Angel to free up the parking (especially as the rest of High Street parking is now out of bounds and unusable) the Church Green area has become more difficult to park and drive around and soot would be beneficial to free up this space again.
(805) As an individual (Witney, Crawley Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Concerns** I would like to see a full restriction of vehicles in Market Square. No vehicles at all. I would like to see the whole area redeveloped into a Piazza. More outdoor seating and trees for people to take a reat and embrace our lovely town free from pollution and traffic. An area attracting people back onto the town and allowing businesses to grow and develop alongside with similar ideas. We need to put the heart back into Witney and encourage folk back to a new post Covid town with foresight and ambition. More footfall will support local shops and cafes. It will feed on its own success and lead the way for the whole of Oxfordshire. A banning of all vehicles is the first step in an adventure that everyone will benefit from. The only way forward looking ahead 100 years is to ban all vehicles from that part of town. Let's be brave.
(806) As an individual (Witney, Eton Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Concerns**

	Witney High Street is still very busy even with the impact of covid. Parking for the market remains accessible, especially for blue card holders. Moving bus routes and taxi parking would be even better, allowing the whole street to be used for retail. Through traffic brings no benefit and encourages antisocial parking for those unwilling to walk more than the width of a road. I am very much in favour of closing the main Street to traffic as has happened in every other Oxfordshire town.
(807) As an individual (Witney, Hailey)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Concerns** I would like to see it completely pedestrianised, with access for delivery vehicles only, where absolutely necessary.
(808) As an individual (Witney, High Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Concerns** ,
(809) As an individual (Witney, Priory Mill Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Concerns** It's been much nicer along the High Street with the reduced levels of traffic. I wish you'd make it completely closed to traffic and pedestrianise the whole road.
(810) As an individual (Witney, Rissington Drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Concerns** Safer, environmentally sound, promotes community. Parking should be permitted to all for drop off and pick up maybe a15min stay restriction

(811) As an individual (Stonesfield, Churchfields)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Concerns** I support the no cars on the high street however there should be another way to help with mobility such as a tram up/down the high street.
(812) As an individual (Shrivenham, Sywell)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Concerns** I think it's a good idea to restrict traffic in town centres.
(813) As an individual (Long Hanborough, New Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Concerns** I fully support the removal of traffic from High Street although I think the most benefit would be gained by making the street fully pedestrianised and a removal of all traffic, buses and taxis included. I believe there is ample provision for buses at either end of High Street and a fully pedestrianised area would make the area safer attracting more footfall.
(814) As an individual (Freeland, Pigeon House lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Concerns** Would prefer no buses were allowed through the centre and further restrictions on parking to enable a fully pedestrianised area to open it up to vendors. Allow cafes to set up outdoor seating (like they do in Europe). Create a communal area for people to do performances. have monthly market days to encourage and enable more independent stalls to sell their products like they do in cheltenham at xmas. For those blue badge drivers - have a golf cart system available to bring them in to the centre although there is masses of blue badge parking near Waitrose. Set up a taxi rank behind the coop if it is needed. Make the centre of Witney a proper pedestrianised centre that draws people in - we are already losing some of the lovely independent shops that made Witney so special. Encourage alternative food vans to come in on a weekend like Gloucester green.

(815) As an individual (Eynsham, Merton Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Concerns** I support the plan as a disabled driver but i have concerns that as now you still can not park safely as abled body drivers still park in disabled places. My other concern is as a wheelchair user other vehicles park so close to you that you can not access your vehicle as you cannot deploy your hoist or ramp
(816) As an individual (Charlbury, Hundley Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Concerns** Support the pedestrianisation subject to disabled parking spaces being made available in Market Square
(817) As an individual (Witney, Eastfield road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **No opinion** ..
(818) As an individual (Witney, Witney High Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **No opinion** The town is far more pleasant and feels much safer when cars can't come racing through the middle. I don't believe businesses are significantly affected as there is so much free parking already in the town.
(819) As an individual (Witney, Abbey road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **No opinion** I think it works how it is currently restricted

(820) As an individual (Witney, Barleyfield Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **No opinion** I am a mother of four and we cycle into Witney at least once a week. The new pedestrianised high street has made it much easier and safer to cycle from Madely Park to the library or Windrush Medical centre, and it is much quieter to get to the Leys to play tennis. Please keep the cars out! !
(821) As an individual (Witney, Centenary Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **No opinion** I do not share concern of what appears to be the louder group against pedestrianising of the high street. Therefore wanted to offer my vote of support for it. I see no issue with current covid restrictions to the high street either.
(822) As an individual (Witney, Eastfield Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **No opinion** The quieter high street is much safer and creates a more enjoyable shopping experience
(823) As an individual (witney, hailey road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **No opinion** keeps public transport services more on time, allows safer road and pedestrian use
(824) As an individual (Witney, Idbury Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **No opinion**

	Not seen details of the amendments
(825) As an individual (Witney, Kingsfield Crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **No opinion** As a cyclist who rarely drives into town I like the traffic free High Street. There is plenty of bike parking in Market Square and good free parking very close to the High Street so I can't see that High street trade would be affected. Anything that encourages people to walk and cycle more must be encouraged.
(826) As an individual (Witney, Market Square)	Motor Vehicle Prohibition – **Support** Parking Amendments – **No opinion** I much prefer the town pedestrianised. I do not believe that it has impacted on local businesses who want to bring back cars as there is plenty of free parking in the town. It is so much nicer and healthier to be able to walk through Witney without dodging cars. Maybe the council could consider more seating, cafes and areas that are clearly designed for shoppers. Covered areas. More trees underplanted with flowers for example.
(827) As an individual (Witney, Orchard Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **No opinion** The high street is a much more pleasant place to visit now there is less traffic. It is safer for children and cyclists, and pollution is reduced. There is so much free parking within a couple of minutes walk of the high street I can see no reason why cars need to drive through and I don't believe it is negatively impacting businesses. It is clear (from the climate science) that moving forward we need to encourage much less reliance on cars, especially for short journeys. I would like to see the council take much more robust action on this (e.g. protected cycle ways and car parking charges).
(828) As an individual (Witney, Park view lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **No opinion**

	Town feels safer, calmer without traffic going through it
(829) As an individual (Witney, South Lawn)	Motor Vehicle Prohibition – **Support** Parking Amendments – **No opinion** I think it makes a much nicer and safer environment for shopping. It's no real hardship to have to drive around, and the centre is much more pleasant without all the car pollution
(830) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Support** Parking Amendments – **No opinion** I have no idea what vehicle prohibition nor parking restrictions are proposed. Please tell me, but I generally support a quiet High Street from traffic.
(831) As an individual (Witney, Westfield Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **No opinion** It feels much safer in the town without lots of traffic racing through.
(832) As an individual (Witney, Woodlands Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **No opinion** When I walk through town with my young children, I appreciate the safety of knowing cars are not whistling past. The reduction in particulates is also a plus. With COP26 in the news peoples reliance on cars needs to be reduced. However, this closure isn't currently enforced, many people are ignoring it and driving through the town centre. I also would support a limited time closure of the road rather than full road closure - perhaps 9am-5pm - using bollards that move up and down. This would still allow access to buses, I've seen something similar used in Cheltenham. Or perhaps the creation of a one-way street system. Both would be a compromise.

(833) As an individual (Langford, Lechlade Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **No opinion** Pedestrianisation makes it safer and easier to cross the road
(834) Rather not say (Hanborough, Main)	Motor Vehicle Prohibition – **Support** Parking Amendments – **No opinion** n/a
(835) As an individual (Carterton, York)	Motor Vehicle Prohibition – **Support** Parking Amendments – **No opinion** It's important for Pedestrians to feel safe when walking around Whitney, the road in the centre of town, can be extremely busy and the local restrictions have worked really well over the last year
(836) As an individual (Witney, Ashcombe Crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Object** I think the restrictions should stay in place as the Main Street is quieter abs pedestrians are able to walk freely without having to worry about crushing the road. The shops etc are still accessible with the restrictions in place.
(837) As an individual (Witney, Cogges Hill road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Object** Small businesses struggle they are losing the passing traffic which jump out for a sandwich, school mums for kids getting a milkshake, butchers for a quick roll etc.

(838) As an individual (Witney, Market Square)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Object** I essentially live on the roundabout at the junction of Market Square, Corn Street and Church Green. Whilst the restrictions were in place the high street has been much quieter, journeys into town more pleasant and easier to access. There are fair concerns around the traffic management, especially considering the seating area outside The Angel pub, they have expressed a want to make this a regular feature which does restrict movement around Church Green, easily fixed by implementing a one way system around Church Green. There have also been concerns raised by some local businesses that may be missing trade, however that remains anecdotal. I believe making our town centre more accessible to walkers and cyclists outweighs the potential negatives and for that reason I support the changes.
(839) As an individual (Eynsham, Marlborough place)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Object** I support the roads to stay closed to cars as safer. Object to more disabled parking considering half of waitrose car park is disabled parking and two large rows in sainsburys car park. I propose more parking for adults with babies and children as there are very few around only around 6 in waitrose and a small part in sainsburys. It's extremely difficult to get a baby out the car in witney let alone having a baby and toddler. I myself have had to extend a stay in town for the car next to me to leave just so I can get my son into his car seat because there's not enough spaces for cars with kids.
(840) As an individual (Woodstock, Park Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Provides an opportunity to create an attractive public space.
(841) As an individual (Woodstock, Bear Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

	The centre of Witney is a much nicer place to be without through traffic. I would like to see local bars and restaurants make use of the extra space that has been created
(842) As an individual (woodstock, Hensington)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The centre feels much more attractive and safe with the present arrangement.
(843) As an individual (Witneyl, Corn street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Makes shopping easier
(844) As an individual (Witney resident since 1980, Wychwood Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I support the continued closure of the high Street. I feel much safer when walking through town, especially when crossing the road in front of Boots. Also, I like that there are less emissions from vehicles than before the restrictions were put in place.
(845) As an individual (Witney, 122 Manor Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Reduced traffic congestion. Reduced emissions. Being able to cross road easier.
(846) As an individual (Witney, Barrington Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Why not

(847) As an individual (Witney, Beech Grove)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Makes the centre much more welcoming and encourages me to wander.
(848) As an individual (Witney, Beech Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I am supporting the proposals because I think the business owners opposing the proposals are out of step with the health benefits that pedestrianisation brings to high streets .
(849) As an individual (Witney, Birdlip close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Better transport links There is plenty of other free parking walking distance
(850) As an individual (Witney, Blakes Avenue)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Car parks are only 5 minutes away.
(851) As an individual (Witney, Bourton close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Making the restrictions permanent makes the high street safer and reduces boy racers in their cars using the high street

(852) As an individual (Witney, Burwell Drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The town is safer, environmentally cleaner and more peaceful without the emissions and noise pollution of cars on the high street. There is plenty of free parking behind wairtrose very close distance of all the high street shops. The reason some businesses are complaining of reduced footfall is not the restrictions, but the pandemic. People will return and get used to the changes in due course. It's not like there is an awful lot of parking on the High streets anyway. It should only be for taxis, buses, elderly and disabled and deliveries. That's plenty enough. If all traffic is allowed to return that reduces access and availability for all of these priority and vulnerable groups. Finally, it is an opportunity for Witney Council to make the high street more inviting for pedestrians, improve the offering of the market, allow coffee and food business to put tables and chairs out. Have some buskers and theatre, keep it tidy. Many other cities are doing this now. It's offers improvement of mental health and a positive contribution to climate change efforts, and...believe it or not, beneficial for local businesses.
(853) As an individual (Witney, Burwell Drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It is so pleasant to walk in the town without the traffic and pollution. I have been a Witney resident for over 50years.
(854) As an individual (Witney, Burwell Meadow)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It makes the town centre a much nicer place, it is shame the number of cars without blue badges who ignore the road closure
(855) As an individual (Witney, Burwell Meadow)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think it's a good thing

(856) As an individual (Witney, Centenary way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think it will be nicer for pedestrians & businesses if the road is closed to vehicles.
(857) As an individual (Witney, Centenary Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safer experience shopping along the high street. Ample other parking in nearby locations. Less pollutants and reckless drivers on the high street. Safer experience for cyclists. Makes me more likely to shop on the high street.
(858) As an individual (Witney, Centenary way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The pedestrianisation is a good thing. The public can more freely move around the town and the shops will get more foot traffic and less actual traffic blowing fumes into the air.
(859) As an individual (Witney, Church Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Easy access to shops, pleasant environment to shop in. Quieter and less pollution. Better experience all rounnd
(860) As an individual (Witney, Cogges hill road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

	Witney high street was congested and difficult for pedestrians. People used to speed, the road could be difficult to cross and with covid the pavements to busy and narrow.
(861) As an individual (Witney, Corn st)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** To support an initiative to enable the high street be safer for pedestrians and make it attractive from a commerce perspective.
(862) As an individual (Witney, Corn street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It's much nicer in the town centre, less traffic fumes, and is less stressful without the traffic.
(863) As an individual (Witney, Crofts)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think cats in the town centre are unnecessary and it's nice without them there
(864) As an individual (Witney, Curbridge road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I like the road closed during the day. I think it should be opened at night though.
(865) As an individual (Witney, Early Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Prohibition of motor vehicles on Witney High Street benefits air quality, the environment and improves the safety and quality of life for the citizens of Witney.

(866) As an individual (Witney, Farmington Drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It's much nicer to shop in Witney now there's less traffic.
(867) As an individual (Witney, Fettiplace)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** As a disabled person with a blue badge I have found it far easier to park since the closure of the road to general traffic
(868) As an individual (Witney, Guild close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The proposals will reduce traffic improving the quality of the overall experience for town centre users. There is absolutely no evidence to suggest that businesses perform 'worse' if cars cannot drive passed them. The proposals will help to encourage more sustainable forms of transport into the town in compliance with adopted local and National policy, Furthermore discouraging private car use. I cannot support this proposal enough and I sadly think that a loud minority of ill informed individuals will block this from being a permanent fixture in the town.
(869) As an individual (Witney, Hazel close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Better environment for all and make visiting and shopping in Witney pleasant and safe
(870) As an individual (Witney, High Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think a fully pedestrianised high street is a great idea. Witney has ample parking nearby. It creates a

	wonderful atmosphere and drastically improves road safety.
(871) As an individual (Witney, High Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The High Street is much cleaner safer and enjoyable to walk around
(872) As a business (Witney, High street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Should be pedestrian only
(873) As an individual (Witney, Kingsfield)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Pedestrianised areas are safer, allows for easier moving around in town.
(874) As an individual (Witney, Langdale Gate)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think the closure will benefit the town less traffic less pollution while shopping/ covid isn't going away people need space while shopping with the road open no can social display Also it will stop the boy racers driving' fast up and down the high street late at night
(875) As an individual (Witney, Lowell Place)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safer, less pollution, more attractive shopping environment, better for bikes

(876) As an individual (Witney, Lyneham close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Witney needs to be redesigned to support a growing population. This is an opportunity to create a new more pleasant space for shopping and socialising.
(877) As an individual (Witney, Manor Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safer environment.
(878) As a business (Witney, Market Square)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Town centre atmosphere, safety and activity have been much improved. Witney has many free parking areas that satisfy its commercial needs. Resuming pass through traffic would be of no added benefit, would be polluting and noise generating. The town centre is becoming a lovely space with more outdoor seating where people can congregate and spend more time.
(879) As an individual (Witney, Meadow View)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think it is safer for pedestrians and shoppers and there are a range of free parking options close to the town centre
(880) As an individual (Witney, Newland)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The Street is so much safer to shop in and there is less pollution. Please stop the taxis running their engines when stationary to further improve the air.

(881) As an individual (Witney, Newland)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** More space for pedestrians. There are definitely more people on the High Street and it is a more pleasant experience. It's also easier for people with disabilities to park.
(882) As an individual (Witney, Northfield Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** These restrictions have minimal impact on road users but a big positive impact on the environment and pedestrians.
(883) As an individual (Witney, Olley Crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** You have my full support
(884) As an individual (Witney, Oxford hill)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Supporting as it makes for a safer environment both from a Covid and a traffic perspective for pedestrians. There is amble free parking near by.
(885) As an individual (Witney, Oxlease)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It's so nice not having to worry much about traffic.

(886) As an individual (Witney, Queen Emma's Dyke)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** They make the high street a safer environment for pedestrians - road access is not necessary for the shops in this area - people can park and walk.
(887) As an individual (Witney, Queen Emma's Dyke)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It improves Witney and is safer for pedestrians
(888) Rather not say (Witney, Rayson lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It is a pleasure to walk through High Street without vehicles and feels like a market town should. Plenty of parking available
(889) As an individual (Witney, Snowshill Drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The town is a much better place without the traffic. I also think safer too as cars do speed through town. Also greener
(890) As an individual (witney, standlake road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** i am supporting the restrictions as it feels a lot safer within witney and traffic is a lot less. it is safer for children

	walking through from school, it also means buses have better right of way.it could also reduce the amount of people driving to the town, maybe using public transport or walking.
(891) As an individual (Witney, Stanway)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safety and air quality. Added to which there are plenty of nearby places to park.
(892) As an individual (Witney, The Springs)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Prefer a quieter and safer environment
(893) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I believe the previous temporary changes have been positive - the pavement is less crowded, it is safer and generally more pleasant. There is plenty of nearby parking and it is relatively easy to choose an alternative route if you need to get from one side of town to the other. I know business owners feel it has impacted their business but as someone who very very rarely used any of the parking spots on the high street, I struggle to connect the two, especially if parking is still allowed for the disabled. Perhaps some other kind of support could be offered to small businesses still struggling with the impacts of COVID.
(894) As an individual (Witney, Viner Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The closure of Market Square to the majority of traffic has made living and shopping in Witney a very much more enjoyable and positive experience. Seeing cafe tables outside and not having traffic fumes in the square has been a very significant improvement. The inconveniences for driving around the town centre are minimal, and there is no significant loss of parking from Market Square. I would wholeheartedly like to see the traffic and parking restrictions made permanent.

(895) As an individual (Witney, Wadards Meadow)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I can see no need to reopen the High Street to vehicles as we have plenty of parking within easy walking distance of all shops. The small amount of parking along the actual street (if a space could be found without having to drive up and down the street umpteen times) can only benefit the lazy among us surely. The road is only used as a shortcut through town-not to benefit the shops, as a quick 'park- up ' is usually used to go to the bank or get a sandwich. As a 'born & bred' Witney citizen in my 70's I have never had any cars in my family even as a child and have always shopped in town using my bike , shopping trolley, or just shopping bags. The generations these days are too dependent on having their own transport to just 'pop' to wherever and expect to be able to park when & where they like. Our town is much nicer without the traffic going through the Main Street.
(896) As an individual (Witney, Wadards meadow)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** In my opinion it makes the high street safer.
(897) As an individual (Witney, Westcote close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It's a safer place to shop
(898) As an individual (Witney, Westfield Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

	I am disabled. Access is now much easier for me and the environment is much better all round
(899) As an individual (Witney, Woodford Mill)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I am supporting the proposals for the environmental benefits of reduced traffic in the town centre. However a new speed limit for buses and all vehicles needs to be introduced as currently some vehicles, particularly buses,are using the reduced traffic to move more quickly though the town centre creating danger for unwary pedestrians.
(900) As an individual (Witney, Woodstock Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It makes the High Street and Market Square safe and pleasant to walk around, especially on market day. Buses and cabs can still use it, which is helpful. There's lots of free parking in Witney.
(901) As an individual (witney, 8 Tower Hill)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I support the vehicle prohibition in Witney's high street
(902) As an individual (Witney, Abbey Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** To allow Witney to be more pedestrian friendly. The town population grows but the town has narrow pavements.

(903) As an individual (Witney, Aerodrome Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I support
(904) As an individual (Witney, Apley way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safety for pedestrians and cyclists, less car fumes overall a much nicer place to shop without the vehicles traveling through
(905) As an individual (Witney, Ashcombe Crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Better for pedestrians and safer for children
(906) As an individual (Witney, Ashcombe Crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It has become more of a pleasant place. Witney has an abundance of free parking. I understand the requirement of Blue Badge holders etc, deliveries, and Taxis...it's safer. It does require ANPR CCTV as it can still be a "Rat Run" for those who think laws and legislation doesn't apply.
(907) As an individual (Witney, Ashcombe Crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Our busy town has plenty of free parking. The quieter High Street makes it much easier, and safer for people to cross and for those who really need it, such as those with genuine disabilities, to park close to the shops.

(908) As an individual (Witney, Barleyfield Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** On balance the reasons for prohibiting motor vehicles outweigh the reasons not to. Plenty of parking in Witney elsewhere. Safer in that part of town without cars going up and down
(909) As an individual (Witney, Barrington Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The changes made in response to COVID have been really beneficial - the centre of town is quieter (from a traffic perspective) and safer. We have decent alternative roads and parking leaving the centre for people to enjoy, hopefully spending more time and money and thereby boosting our local economy.
(910) As an individual (Witney, Barrington close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I support reducing traffic in our town centres, making them more pleasant for pedestrians & cyclists.
(911) As an individual (Witney, Bartholomew)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safer for older people
(912) As an individual (Witney, Bathing Place Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It is safer, cleaner and much more friendly

(913) As an individual (Witney, Bathing Place Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The quality of the town centre as a place to walk/shop/eat has been improved during the covid traffic restrictrictions.
(914) As an individual (Witney, Blakes Avenue)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Witney town centre is well overdue to be pedestrianised. Although annoyed at the covid restrictions regarding the moving of the disabled parking. It has proved to be the best idea at the time.
(915) As an individual (Witney, Bridge St)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Better quality of life for the town.
(916) As an individual (Witney, Burford Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I regularly shop in Witney and it is much more pleasant, safe and enjoyable with less traffic. Parking is free and close to the town, so there is no need to have to drive along the main street.
(917) As an individual (Witney, Burford Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Would prefer complete pedestrianisation. Increase footfall and use of space. Taxi's, bus and blue badge should be moved to bottom of high street where there are already bus stops, parking spaces etc. Could really make a feature square for entertainment of an evening, eateries, pop up stalls etc etc. Think bigger, be bold and put climate and safety first.

(918) As an individual (Witney, Burford road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Since COVID Witney has been without constant traffic up the high street, this has made Witney generally safer for shopping, plus Less cars just parking were they want to...
(919) As an individual (Witney, Burford road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Witney people drive into witney. People on Cogges, Madley, Deerpark, (even Smiths and Burwell) live in witney and drive into Witney. I walk my kids to school and pass houses of other parents getting in their cars to drive there. They would not do it if it was harder to do and not free. It fills the roads in witney with cars driven sometimes a mile at best. It's lazy, it's no good for the town and no good for the waistline of the people doing it. I'm all for making it harder to drive in and get people on their feet. But it needs double parking (eg the entire church green at school time) enforced or it's pointless. Likewise ignoring the fact that the lost 'passing trade' parked on yellow lines and bus stops to get their sandwiches or chips. And why not run the market through Marriots walk? The carpark behind the market where it is at the moment is full every day so the 'vanishing' people are all in town, they are simply not coming up to the square as that's not the town centre anymore, so put the Market in Marriots where all the people are going rather than where they used to be?
(920) As an individual (Witney, Burford Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think the proposals are best for a sustainable and vibrant future for Witney Town. However, better use of the road needs to be made so not just left as is and also provision need to be made for people travelling from further afield to better access Witney eg easier and safer active transport routes and options, better public transport links, better parking with easier access to the town - Waitrose car park will not suffice.

(921) As an individual (Witney, Burwell drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Better for the environment and also makes shopping less stressful.
(922) As an individual (Witney, Burwell Meadow)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The current access and look of the area is much better. Not having so many vehicles going through the Market Place makes the area more accessible and pleasant. I have enjoyed walking and relaxing in the area more than in the past.
(923) As an individual (Witney, Buttercross Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Witney is awash with free parking. The closure of the High Street has made it more pleasant for cycling and walking with children. I understand concerns that have been raised by businesses re trade but I don't believe the closure has caused this downturn. Business rates, Covid and online shopping are likely the culprits. How people can complain about accessing the High Street when several free parking areas are less than a two minute walk away is baffling? If the restrictions can be accompanied by other beautification and greening of the high street it will make it a more pleasant place to stop and dwell. I fully support the permanent closure to through traffic.
(924) As an individual (Witney, Buttercross Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** As a pedestrian I feel a lot safer walking on the high street, as before there were lots of cars speeding through the centre. Also it is nice to have space to walk as before it felt a bit like a cattle market with everyone

	squeezing in the small paths
(925) As an individual (Witney, Carriage Crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** This would provide Witney with an opportunity to expand retail/cafe outlet, making this an attractive pedestrianised area.
(926) As an individual (Witney, Chedworth Drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The interim changes that were implemented have had no negative impacts on High Street and Market Square. Implementing those changes permanently will result in positives for, mainly, pedestrians in the heart of Witney.
(927) As an individual (Witney, Cherry Tree Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** We have children and I feel the High Street has been much safer and more pleasant to browse/walk through since it has been restricted to disabled users, taxis and public transport. There is good, free parking close to the centre and fewer cars should be encouraged. I believe much of the reduced footfall for businesses is not due to the vehicle restrictions, but is more due to less disposable income and more caution around crowds since Covid. The High Street has still been busy on the days I have been.
(928) As an individual (Witney, Cherry Tree Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Important to improve the shopping and leisure environment by minimising traffic thereby decreasing localised pollution and noise, and making the town a safer place. I can't understand the business concerns on footfall, there is plenty of free parking available in town.

(929) As an individual (Witney, Cherry Tree Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The vehicle prohibition has led to a more pleasant experience on the high street. Improved air quality. Reduced noise. Improved road safety. Less fear when children are crossing the road. The prohibition has not restricted access, just traffic. It is still easy to access the high street with the restrictions in place, the free parking in Witney (which is excellent) is close to the high street
(930) As an individual (Witney, Chestnut Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The benefits of minimising vehicle movements in the town centre far outweigh any negatives - to be honest I can't think of any! Air quality improvements, safety, noise etc are worth it. Hopefully this is the start of a wider programme of regeneration for the town centre. Its a big step which I would support.
(931) As an individual (Witney, Church Green)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I believe that traffic free town centers are much more desirable, for the health and safety of pedestrians.
(932) As an individual (Witney, Church Green)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Reduced pollution - I have noticed a difference in my own health Reduced noise, I now enjoy walking through the streets and certainly buy more locally. Safer - not dodging traffic to cross roads. The outdoor extra tables for restaurants, pubs and cafes are fabulous , the Market Square in the evenings is a very pleasant space and getting better I overheard people saying last night how much they were enjoying Witney. I was proud. You see it's full beauty. I feel many businesses are embracing the new time and working harder to attract people into their

	establishment. I am certainly enjoying more time using town facilities and proud! I do compliment the shops when I notice. Coffee 1 in witney has done a great job, so has Floralia who are working hard to make their business stand out and draw people in! Businesses have to continually enhance their own business not be dependent on unhealthy cars passing a foot away from their doors. People do adapt and in the end it is healthier and better for all! A walk from home or a car park, or a bus, is certainly what the doctors and scientists advise! Ps: I wish cars were not allowed to keep engines running whilst stationary, particularly around the schools!
(933) As an individual (Witney, Church Green)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It becomes more attractive and saver, besides there is enough parking facilities in the surrounding neighbourhood.
(934) As an individual (Witney, Church Green)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** There are enough options for parking for those who can walk into the business area and more access for disabled/pedestrians is a great idea
(935) As an individual (Witney, Church Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** 1.Safety 2. No on street parking forces people to walk down High Street so more likely to visit more shops/cafes. 3. Facilitates social distancing - Covid is still circulating and will be here for foreseeable future. 4. It's so much more pleasant without noise and fumes so encourages more visitors
(936) As an individual (Witney, Church Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

	Better for pedestrians and will encourage people into the town . Better for the environment to encourage people to walk but not too far from car parks. Will encourage shopping locally, also cafes etc
(937) As an individual (Witney, Church View Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** There is plenty of free parking in Witney and I think closing the High Street makes it a much safer and cleaner environment
(938) As an individual (Witney, Cogges hill road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Less Pollution and safer high st
(939) As an individual (Witney, Colwell)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I would like to reduce exhaust fumes on the high street
(940) As an individual (witney, colwell drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** the town is safer with no cars racing through, its nicer air to breath, i don't believe it effects the shops, the town seems busier and it makes people look at more stores, and parking is only half an hour, i can not shop in half an hour, and you could never park anyway if you wanted to just nip anywhere, KEEP IT CLOSED
(941) As an individual (Witney, Corn st)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

	A traffic free zone is very pleasant
(942) As an individual (Witney, Corn St)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Much safer without the level of traffic that used to pass down the high st
(943) As an individual (Witney, Corn St)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I totally support the closure of the High St and encourage 20mph elsewhere with robust endorsement to make our town centre an oasis of tranquillity and pleasure for a brighter future.
(944) As an individual (Witney, Corn Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** There is no need for private vehicles to drive along this section of High Street/Market Square. It is primarily used as a rat run, although a few parking spaces are used but being replaced with disabled only parking is a good idea. The town centre needs wider pavements for pedestrians and cleaner air. The main town car parks are not accessed or even routed along the High Street, giving more reason to support restricting access to private vehicles.
(945) As an individual (Witney, Corn Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I believe it will revitalise the High Street; it will encourage people to keep travelling to Witney to shop and play (because the High Street will become a nice, person-friendly place to be); and it might encourage more bus use. I also haven't noticed any worse traffic elsewhere as a result of the temporary closure.

(946) As an individual (Witney, Corn Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The high street is a much more pleasant place to shop. More importantly perhaps, it improves air quality and reduces car use which is much better for the environment.
(947) As an individual (Witney, Corn Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** There is enough parking close to the High Street. There are so few side of road parking spaces I do not believe that them no longer being available has had an effect on the business of the shops on High Street as has been suggested. The area feels safer and cleaner. There should also be an opportunity for the businesses to have spaces available outside to help increase the spend at these places that are complaining their business has been affected. Quite frankly, anyone who says they need to park on the high street, unless they are disabled, are simply lazy.
(948) As an individual (Witney, Corn Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It will make the town centre safer for pedestrians, which will make it more attractive as a destination for shopping and other visitors, therefore making the town more prosperous.
(949) As an individual (Witney, Corn Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It's safer to walk and the air is cleaner.
(950) As an individual (Witney, Corn Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

	City centres must be a pedestrian area
(951) As part of a group/organisation (Witney, Corn Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Because the proposals priotise active travel in the High Street
(952) As an individual (Witney, Cranberry road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Save cycling
(953) As an individual (Witney, Crawley)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I fully support the proposals. This is a major opportunity to enhance the centre of Witney for the benefit of residents, visitors and business.
(954) As an individual (Witney, Crawley Rd)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I would like the whole section pedestrianised as it is so much cleaner and pleasanter to walk around
(955) As an individual (Witney, Crawley Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The town center is safer, cleaner and quieter without motor vehicles driving and parking in it. The cafes and pubs should be encouraged to put tables and chairs out to encourage people to come into the town, shop and enjoy the experience.

(956) As an individual (Witney, Crawley Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** .
(957) As an individual (Witney, Dark Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The difference in terms of safety and the environment are indisputable
(958) As an individual (Witney, Dark Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** There is a better atmosphere to the area without general traffic.
(959) As an individual (Witney, Davenport Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** To support the proposals to make it safer for cyclists and pedestrians
(960) As an individual (Witney, Deer park)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Calmer, cleaner and safer environment with new potential space to explore exciting ideas to bring people to shop in Witney eg. Christmas market. Bring shops outside such as more seating outside for milkshake shop. Creates a vision/culture change for healthier living moving towards cycling and walking into town.

(961) As an individual (Witney, Donnington Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Traffic free is environmentally friendly and safer for pedestrians. The amount of parking on High Street was always limited and indeed the parking itself was a hazard both to pedestrians and thro-traffic. Therefore, making High Street traffic free (other than buses) does not contribute on a large scale to a loss of passing business/trade. During the pandemic, many people used other methods of shopping etc and will continue to do so. There is a lot of free parking in Witney and once people return to do their shopping etc, I am sure the "passing trade" will pick up. The better weather and lighter nights will also play a part, as will people's confidence to return to shopping etc once there is a more certainty around the pandemic which may not have run its course.
(962) As an individual (Witney, Downs Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think it is safer for pedestrians and shoppers especially with young children to have a less busy high street in terms of traffic
(963) As an individual (Witney, Ducklington Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I support the measures because the centre of Witney has been much improved by the absence of traffic. There is plenty of free parking nearby to make access to the shops easy, providing there are blue badge parking places for disabled drivers available on the High Street, there shouldn't be an access problem. I'd hate to see Witney turn into a town like Chipping Norton, where the traffic thunders through the centre of town, making it noisy, dirty, and dangerous.
(964) As an individual (Witney, Ducklington Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I believe that it is far better for the high street to be traffic free. There is plenty of free parking very close by and

	in my view this will not affect local businesses. The parking spaces on the high street were very few in any case
(965) As an individual (Witney, Early Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Excellent move. There is no reason to park in the high street or drive through the when we have +1000 free car park places within 100m and there is a perfect route around the town via Witan Way. Also with Shores Green ramps coming, there will be no need at all to drive through town. Pollution is a big problem in Mill Street and the High Street, this will help to improve a lot of lives.
(966) As an individual (WITNEY, EASTFIELD ROAD)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Making the area more pedestrian friendly can only be to the benefit of all the shops. The few that really cannot manage to walk will still be able to park . A better option would be more long stay parking for people who work in the town, then they would not be forced to waste their lunch breaks swapping from one car park to the other, this would encourage them to shop instead.
(967) As an individual (Witney, Eton Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Parking and road access to high street and market square is not essential. Creating traffic free and/or parking free zones would make the the town centre environment much safer and enjoyable.
(968) As an individual (Witney, Eton Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Plenty of free car parking very close to the high street and shops. More likely to stroll up the high street and cross the road if don't have to battle with the traffic. Make it a more user friendly environment. I never tried to park in the high street as always full cars trying to park there waiting for space blocked the road, they only had

	to walk for an extra minute or so from the Waitrose car park where lots of space and longer parking time. I can't see how being able to drive up the high street will make more people stop for food or go into other shops for the reasons above.
(969) As an individual (Witney, Eton Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I like the town better with little or no through traffic. Also as a regular cyclist I found it safer.
(970) As an individual (Witney, Eton Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It's much more pleasant without the cars, and I am not deterred by the restrictions as I cold never park on the high st anyway and plenty of parking behind the high st. I am concerned at the lack of enforcement and disregard shown to the existing scheme
(971) As an individual (Witney, Eton Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It would be far nicer totally pedestrianised. Safer and pollution free
(972) As an individual (Witney, Fairfield Drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** There is no need for cars to use High St other than loading/ disabled parking. The town will benefit from car-free areas. The car dependency of towns like Witney must be balanced for the health and well-being of residents and to encourage walking/ cycling. There is plenty of free parking nearby so impact of restricting car access is minimal.

(973) As an individual (Witney, Farm Mill Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The past months prohibition has created a pleasant space for the town centre. Much improved air and noise quality and much safer for cycling.
(974) As an individual (Witney, Farmers Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The town needs an area that is traffic free for all to enjoy without fumes and noise of traffic. Active travel has to be encouraged and this is good first step for the town.
(975) As an individual (Witney, Farmers Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** N/A
(976) As an individual (Witney, Farmers Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Witney is much nicer without traffic going through the centre, peaceful and cleaner with more space. A better shopping environment. More potential for eating and drinking outside.
(977) As an individual (Witney, Farmers Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Much more enjoyable and safer shopping experience

(978) As an individual (Witney, Farmers Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Less traffic makes the town centre far more welcoming and safe for pedestrians.
(979) As an individual (Witney, Farmington Drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safer for shoppers and makes high Street more pleasant for tourists.
(980) As an individual (Witney, Farmington Drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I have personally found shopping in Witney much more pleasant without all the traffic and fumes. We have got to support our local shops and businesses, they have had such a difficult time throughout the pandemic. By prioritising pedestrians, cyclists, bus users etc Witney will be much more open, attractive and inviting, therefore benefiting local businesses. Adding additional blue badge parking is good also.
(981) As an individual (Witney, Fettiplace Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** There is absolutely no requirement for the High St to be congested with cars again. It is a much more resident friendly environment now . All the shops and businesses have to do us adapt rather than object to change as they always do. There is ample free parking within a short walking distance and disabled parking has been allocated . Please address the situation outside the Angel pub though this does not work for car drivers or pedestrians.
(982) As an individual (Witney, Fettiplace Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

	I feel that the High Street benefits from less cars and congestion making it a nicer and safer place to shop. As a blue badge holder I have found it more accessible and easier to find a parking space myself as non badge holders are parking in the near by car parks (which is free) and not all over the place in the street!
(983) As an individual (Witney, French Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think the High Street works extremely well being part pedestrianised. I feel much safer wandering through that part of town with my young daughters. I have lived in Witney almost all my life and I have never been able to park on the high street so find it hard to believe this is having a significant impact of shopping trade. Far more likely that Covid, Brexit supply issues and recession is impacting shopping habits.
(984) As an individual (Witney, Gloucester Place)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The existing restrictions have made the centre of town very pleasant for shopping and meeting friends. A recent survey by WODC had a clear majority of residents supporting retaining restrictions to traffic in this part of the high street.
(985) As an individual (Witney, Gloucester Place)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It has been really lovely not having traffic other than buses, taxis, etc in the High Street. In my opinion the town seems to have a good footfall and with free parking in the town and in close proximity I can't see the need for traffic in the centre.
(986) As an individual (Witney, Gordon Marshall Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Makes high street a safer place to shop

(987) As an individual (Witney, Hailey)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It will be safer for people to walk ,reduce pollution in the town center.
(988) As an individual (Witney, Hailey Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Town has been far more pleasant since high street has been closed to vehicles. So long as businesses are still able to access High Street by car when required I fully support these proposals
(989) As an individual (Witney, Harvest Grove)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I feel like the centre of Witney is a more pleasant place to shop without having to worry about being knocked over by cars that used to drive at excessive speeds. In my opinion I feel like there is no more of a sense of community round the centre
(990) As an individual (Witney, Harvest Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I appreciate the pedestrianised town centre. As someone who has previously lived in bigger towns and cities I think it's great that we have free parking and I've never had an issue getting a space. As the mother of a toddler it feels much safer in the town centre.
(991) As an individual (Witney, Harvest Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The town centre should be a better place for people, not for cars.

(992) As an individual (Witney, Harvest Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** As an older citizen I am much more confident with the High St with not so much traffic, I do not feel that this impacts on the local businesses.
(993) As an individual (Witney, Hedgehog lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Major safety improvement, reduce car traffic & emissions in town centre, encourage use of public transport
(994) As an individual (Witney, Heron Drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** There are several car parks nearby and having this area pedestrianised will improve the quality of life and safety.
(995) As an individual (Witney, Hewitts Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It will make the high street more pedestrian friendly. I don't believe it will have a negative impact on businesses.
(996) As an individual (Witney, High St)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The high st has been much safer and greener since the restrictions. Free parking is only about 2/3 minutes walk and disabled parking still available so this is something that is very important to support.

(997) As an individual (Witney, High Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** To meet the aim of net zero by 2050 it is necessary to encourage walking and cycling. Must also reduce pollution and the harmful particles that affect pedestrians. There is ample free parking a few steps from High St. Witney has an inner bypass (Witan Way) plus an outer bypass (the A40) so there is little need for vehicles to use High St. Once the Shores Green slip roads are built there will be even less need for vehicles to use High St. The alleged lack of trade by shop keepers is probably caused by both the Covid pandemic and the current squeeze on incomes by higher taxes and higher household costs plus the increasing trend to shop on line. Currently it is much safer to cross High St - it is a now a pleasant place to shop and linger.
(998) As a business (Witney, High Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I am the Store Manager for Poundland at 18 High Street. We only lost trade due to the lockdowns and not because of the road closure. I fully support a complete closure of the road to all vehicles including disabled, buses and taxis. I think that full pedestrianisation on the scale of Sheep Street in Bicester is what is called for. The market could be extended the length of the High Street every Thursday and Saturday. Buses could be rerouted via Welch Way and Witan Way, a new taxi rank could be created on the north side of the Town Hall and a greater number of disabled parking bays created in the various car parks and roads off of the High Street. It would be a bold step and would eliminate the illegal cars and motorbikes that must be driving the wrong side of the bollards - illegally - at present. You could also replace the traffic lights at Witan Way and High Street/Bridge Street with a roundabout which would flow better. Also create mini roundabouts at the two exits from the Woolgate car park. Thank you.
(999) As an individual (Witney, High street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Less traffic, eating outside culture, there's not much parking there anyway so don't understand the argument about it affecting trade with footfall.

(1000) As an individual (Witney, Hill close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think the town is a much safer place with the road restrictions
(1001) As an individual (Witney, Holford Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Good to have a safe area to shop
(1002) As an individual (Witney, Holloway Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The high street needs to be accessible for all, Not just a Rat run for through traffic. Less able should be access the shops, local businesses should be able to prosper.
(1003) As an individual (Witney, Holloway Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I feel the closure of the High Street based around Covid has made the High Street a much more pleasant experience for shoppers. There is plenty of access via other routes for shoppers wishing to use the car parks. If this is to be tured into a permanent situation much more signage and enforcement will need to be done. Just recently it has been obvious that people are beginning to ignore the no through route. I feel it is important that buses are allowed through and access for businesses to receive goods deliveries needs to be controlled. Individual courier deliveries may have to be considered allowable.
(1004) As an individual (Witney, Hoyle Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Makes shopping in the centre of Witney easier and safer

(1005) As an individual (Witney, Hyde Meadow View)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The reduction in the number of vehicles using the the High Street and Market Square during the temporary closure has made the town centre and quite, safer and more pleasant place to be. I wish for it to remain this way. I live close to the town centre so am able to walk or cycle and very rarely drive so the parking and access restrictions don't hinder my access, but there is far less conflict on the roads now with far less road users.
(1006) As an individual (Witney, Idbury Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I feel this make sense keeping people safe there is plenty of access to the town
(1007) As an individual (Witney, Idbury Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I feel the town centre is much better place pedestrianised. There is little need for any traffic to go through the centre with the exception of public transport, delivery and taxis.
(1008) As an individual (Witney, Kestrel Crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** With so many points of access in and around the town centre combined with very welcome parking durations available close by, there is no need for car traffic to pass through the high street. I walk to town and to Sainsburys most days to minimise car use and often walk down there in the evenings too. It is a welcome freedom to be able to reclaim the beautiful streets to socially distance as well as enjoy the architecture on both sides from vantage points in the road. One major concern however are taxi drivers, who abuse the traffic speed limits and think it's fine to go around

	the plant boxes at speed like a chicane! I would welcome all traffic in that area to be restricted to 20 mph as at the end of Corn Street. I would also like to see the High Street and Market Square made into smoke-free zones so that all areas can be walked without fear of secondary smoke from e-cigarettes as well as other tobacco products being inhaled near the taxi rank right next to the iconic market square. Banning smoking outside cafes in the summer months would also allow non-smokers to enjoy the outside al fresco environment rather than be limited to inside the premises, where covid-19 susceptibility is greater.
(1009) As an individual (Witney, Kestrel Crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Since the traffic restrictions have been in place: Air quality is better. Town is safer for pedestrians. Town is a more pleasant place to be - particularly with the increase of places to sit outside pubs/cafes etc... much nicer to do that without diesel fumes everywhere. I note the businesses are complaining about a downturn in trade since the restrictions were put in place... strangely completely ignoring the fact that this was caused by the worldwide pandemic that has hit high street trade across the country/world. I've not seen any evidence that it's the lack of traffic in the high street that has caused the problems. It is still extremely easy to access Witney town centre by car - you don't need to drive down the high street for that. My only concern is enforcement of the restrictions... with the High St accessible by blue badge holders for disabled parking (which I support) it means it'll be more difficult to identify and prevent people without a blue badge from driving down there and without enforcement, it risks the restrictions being ignored.
(1010) As an individual (Witney, Kestrel Crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safer and a nicer feel to the town

(1011) As an individual (Witney, Kingfisher Drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I thinks there's no reason for cars to be driving through the centre as there is ample parking close by. I support taxis, buses, disabled and loading access.
(1012) As an individual (Witney, Kingsfield Crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Shopping centres are much safer and user friendly when traffic free. Vehicles should not have so much priority
(1013) As an individual (Witney, Lancut)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I am supporting this because it's much nicer to walk in town with my children without so much traffic on the high street
(1014) As an individual (Witney, lancut road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I love going into town now I find it easier and less stressful more personnel space, cleaner air and a much calmer atmosphere. I no longer feel the need to get in out of the town as fast as possible.
(1015) As an individual (Witney, Langdale Gate)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** There is no need for traffic through the high street causing unnecessary air pollution

(1016) As an individual (Witney, Leys Villas)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I know that the Witney traders blame their reduced trade on parking restrictions but I suspect that the interaction between Covid and the internet have had a far great effect. People used to come into Witney because there was such a variety of shops which is, sadly, no longer the case.
(1017) As an individual (Witney, Leys Villas)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It sounds a reasonable plan. There is other parking available close by. We need to encourage more people to walk/cycle in town rather than drive.
(1018) As an individual (Witney, Lowell Place)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Better for pedestrians and bicycles
(1019) As an individual (Witney, Lyneham Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safer town centre, there are plenty of very close car parking facilities available at no cost.
(1020) As an individual (Witney, Madley brook lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Nicer shopping experience, safer and cleaner air. Encourages people to walk or cycle and still plenty of parking if needed

(1021) As an individual (WITNEy, madley park)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I would like it to be mostly pedestrianised as its safer for all and a nicer environment.
(1022) As an individual (Witney, Manor RD)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The area is so much better and cleaner by not having all traffic go through the Main Street. There is plenty of free parking very close to the high street
(1023) As an individual (Witney, Manor Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The town centre has become a much safer and more pleasant place to shop since the restrictions have been in place, and I am more likely to visit town centre shops now. I think it's important to allow access for those that need to access the High Street and Market Square, for example for unloading, or those who are disabled, but with so much free parking available within a very short distance of the High Street, it is unnecessary to allow most cars access to this area. However, I think it's also important to ensure that other routes around the town are not excessively clogged up with traffic as a result of closing the High Street, and the relevant bodies need to work together to improve traffic in and around Witney (preferably on a countywide scale and with heavy investment in public transport, as the horrendous traffic between Witney and Oxford is only going to get worse with the vast numbers of new homes being built)
(1024) As an individual (Witney, Manor Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The town is less noisy, more pleasant, safer to cycle through with children. People stopping or parking on the main road are a nuisance already, and better barriers and signage would improve this. Very few users of the shops need to use High Street, as there are good public transport, good walking links, and good free parking elsewhere.

(1025) As an individual (Witney, Manor road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** To back the pedestrianisation of the town centre and make it safer
(1026) As an individual (Witney, Market Square)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Witney needs to modernise to create a safer, cleaner environment for shoppers, pedestrians and others. Since the restrictions the town has been cleaner, safer and less noise from traffic. None of the shops lose out as there's so much free parking and the spaces on the high street wouldn't be used for shoppers anyway.
(1027) As a business (Witney, Market square)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safer, better air quality and makes for a more vibrant high street
(1028) As an individual (Witney, Marriotts Walk)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I support the restrictions of motor vehicles being taken away from the Witney high street. However access needs to be maintained for emergency services vehicles and delivery vehicles only. I personally believe even blue badge should be restricted from the high street as there is plenty of parking close by to the shops in the car park. The space this frees up then needs to be looked at and utilised the best for the business. Extended outside seating, more market stalls, pop up shops, events etc otherwise the town centre will literally become a ghost town.

(1029) As an individual (Witney, Marriotts Walk)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Town is much quieter and I highely believe reduced traffic improves pedestrians safety
(1030) As an individual (Witney, Mead Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** pedestrained high street is both safer and better for the environment. I do have concerns about infrastructure though especially living on Mead Lane and the traffic on Witan Way
(1031) As a business (Witney, Meadow Court)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The level of noise and pollution has really reduced in town making it a much nicer place to hang out and shop, which I hope will bring more people to the town. I hope the restrictions become permanent and the road and signage are adapted in a more permanent way.
(1032) As an individual (Witney, Meadow View)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** There is no justifiable reason for regular car users to need to use the high street, there is plenty of parking close by in Witney now to allow them to access the high street shops easily on foot. Clearly, exceptions need to be granted to people with disabilities and others for whom walking is not an option. In my opinion the high street has been a much more pleasant, safer space since the temporary closure was introduced and it is an excellent idea to make this permanent.
(1033) As an individual (Witney, Meadow View)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

	I think it's safer for pedestrians and easier to access the shops in that area. Witney has extensive free parking close to the centre and the proposals provide for disabled parking in the High Street. I do think it is important to continue to keep Welch Way open.
(1034) As an individual (Witney, Meadow View)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Removing cars from the high street does not restrict business in fact it enables pedestrians safer access to all parts of town and opens up the possibility for cafes and bars to have outdoow
(1035) As an individual (Witney, Mill Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Makes the High Street feel a safe and pleasant place to shop
(1036) As an individual (Witney, Mill Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The High Street being closed to traffic makes it a far safer and more pleasant environment and helps to retain the historic character of the town. Apart from deliveries and disabled drivers there is no reason for vehicles to be able to access the High Street, with plenty of parking around the town within a very short walking distance.
(1037) As an individual (Witney, Mill Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It makes the high street more safe and much more pleasant to walk around
(1038) As an individual (Witney, mill street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

	Cleaner air, safer shopping
(1039) As an individual (Witney, Millers Mews)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Cleaner air, safer walking, not a significant vehicle detour
(1040) As an individual (Witney, Moor Avenue)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I have been saying for years that the high street should be pedestrianised. The temporary measure was good and proves that it can work so let's make it permanent! Also this would mean it can be made more appealing visually than the temporary wooden boxes and hopefully mean more support from the public. Parking for blue badge holders is obviously needed so can be incorporated wherever there is space to do so. If the entrance/exits are made to be single carriageway then perhaps some form of physical device, such as rising bollards, could be used to stop misuse.
(1041) As an individual (Witney, Moorland Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It will improve the function and commerce of the town centre. It will improve accessibility for blue badge holders, particularly visitors with reduced mobility.
(1042) As an individual (Witney, Moorland Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think this has worked well over lockdowns and would like to see the continue. On a wider one I would hope that this improvement will see more people in the town centre and there hopefully some of the empty shop will be full again with businesses. I would really like to see Withey thrive again!

(1043) As an individual (Witney, Moorland Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Witney High Street at the moment with the current restrictions in place is a nicer, safer and environmentally more acceptable part of Witney.
(1044) As an individual (Witney, N/A)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Less traffic in the town makes it safer for everyone. We do need to ensure local shops are supported building back their businesses from covid and that this doenst have a negative impact on them.
(1045) As an individual (Witney, New Bridge Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Much safer. Witney has a signficantly ageing population and a closed High Street is much safer. There is ample free parking in Witney. I cannot believe people want to stop and 'run in' to the majority of shops that are objecting to the closure. No shop is more than a few yards from a car park. The 'Waitrose' car park is huge and covers the length of the high street.
(1046) As an individual (Witney, New Bridge Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think the centre of town is very well-served with free parking within an easy walk of all High Street shops. There is no reason to park right outside the shop/sandwich bar or market stall one is wishing to visit if able-bodied. The demographic of Witney tends to be older and dodging traffic isn't safe for them. I also believe we should be working to ensure a clean-air environment. Finally, I don't accept that the closure of the road to traffic is responsible for a loss of business to businesses in the Market Square area. The effects of Covid has not been factored into their reduction in revenue. Covid restrictions and the road closure were coincidental to each other.

(1047) As an individual (Witney, New yatt rd)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Fresh air, the current arrangement has been hassle free and opened up the environment.
(1048) As an individual (Witney, New Yatt Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The High Street is a much safer, quieter space without traffic and with less pollution and will encourage more of a cafe culture
(1049) As an individual (Witney, New Yatt Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** My experience is that the absence of traffic and the larger, wider pedestrian space has significantly increased the sense of safety, both from being impeded or jostled and from accidental Covid exposure. In addition, reducing everyone's exposure to emissions, and promoting walking and cycling, are vital both for the health of individuals and for the ongoing health of the planet.
(1050) As an individual (Witney, Newland)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Pleased to see more space for people by reducing the number of vehicles. It also offers some exciting opportunities for further improvements such as eliminating pinch points on the pavements, offering space to shops to expand out into the street, possible future street markets.
(1051) As an individual (Witney, Newland)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Better atmosphere, less pollution

(1052) As an individual (Witney, Newland)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I believe the high street businesses will gain from restrictions as will increase more passing trade. There is also plenty of free parking spaces nearby
(1053) As an individual (Witney, Newland)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Stopping vehicles cutting through the High Street helps make it a safer and more pleasant shopping and leisure environment.
(1054) As an individual (Witney, Newland)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Don't like noise and pollution from cars passing through
(1055) As an individual (Witney, Newland Mill)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safer without cars
(1056) As an individual (Witney, Newland Mill)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Makes the centre of Witney a less polluted more relaxed environment. There is plenty of free parking close by.

(1057) As an individual (Witney, Newland Mill)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Many businesses have said the closure means they are suffering, but when I go into town it seems quiet but the car park behind Waitrose is full. The road closure means it is more pleasant for pedestrians - cars going up and down gives the illusion that the town is busy, but they cannot stop to shop. Previously when the roads were open, I might drive down them but there was little parking and invariably I would end up in the car park. So now I just go straight to the car park. People who want to shop are not going to avoid Witney shops because High Street and Market Square are closed, they will just go straight to a (free) car park instead of polluting the town centre with traffic fumes.
(1058) As an individual (Witney, Newland Mill)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** We should keep cars out of our town centres.
(1059) As an individual (Witney, Northfield Farm Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I come from a pedestrianised town called Deal in Kent, and its a nicer experience. Its always been that way and it's safer for children, disabled and elderly. Witney is much bigger than Deal, and has a great deal of possibilities. Though it does seem like the rents must be too high If big companies are leaving the high street. Smaller ones Will inevitably leave too
(1060) As an individual (WITNEY, Northfield Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The High Street just feels a lot safer and welcoming with the current restrictions. Easier to cross from one side to another to visit a shop and, other than blue badge holders, I don't see why anyone needs to park on High Street anyway given the ample free parking close by.

(1061) As an individual (Witney, Orkney Place)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Less pollution and safer - town is so much nicer. As a parent to two children, I feel happy that they are safer on the High St. There should be a penalty in place for those who use it and shouldn't (lots are doing that). I don't think taxis should have priority.
(1062) As an individual (Witney, Oxford Hill)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** This is a very good idea. There is no need for through traffic on this bit of the road.
(1063) As an individual (Witney, Oxlease)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I was born and raised in witney but after living in Germany for 2 years 5 years ago in a town roughly the size of witney where the town centre was blocked off to cars creating a much better feeling to the centre. A calmer nicer place to be.
(1064) As an individual (Witney, Oxlease)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The high street is a safer environment for me and my family. Less traffic means cleaner air. Given the climate emergency we find ourselves in any little change goes towards a bigger one to encourage people out of their cars. Witney has free parking throughout and being able to drive down/park high street is not a necessity for most just convenience.
(1065) As an individual (Witney, Oxlease)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

	Improved air quality
(1066) As an individual (Witney, Oxlease)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** There is plenty of Free parking nearby if people that cannot walk into the town. The high street is much more pleasant since cars have stopped driving through it.
(1067) As an individual (Witney, Oxlease)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I quite like the fact myself and my kids can walk in town safely. Although I do object to people with Blue badges being able to go through as this seems to detract from the fact that it should be pedestrianised as much as possible. I don't think it will inhibit a disabled preson in any way if they have to drive around like everyone else.
(1068) As an individual (Witney, Park Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I like the town without traffic and pollution through the centre.
(1069) As an individual (Witney, Park Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I'm am supporting this because I believe it to be better for the health and well-being of all that shop in the high street and there is ample free parking near to the shops. Less pollution to breath in

(1070) As an individual (Witney, Park View Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** We need a clean and clear place to shop. With more pedestrian spaces the town centre can become friendlier and livelier
(1071) As an individual (Witney, Pensclose)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It's safer particularly when the town is busy - much more pleasant not to have cars in the middle of town. I like the pavement cafes that are appearing. There is no need for able bodied people to park in the High Street as Witney has plentiful free parking very close by
(1072) As an individual (Witney, Popes Piece)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I support the proposals for the following reasons: Reduce through traffic Stop speeding traffic Reduce vehicle exhaust fumes and traffic noise for nearby pedestrians Offer potential to widen footpaths for pedestrians and for shops / cafes to provide exterior seating To increase and provide more Blue Badge parking at locations that are more accessible to High Street shops To inspire a new vision for the High Street to create a pedestrian focussed retail and social space
(1073) As an individual (Witney, Primrose Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safer environment

(1074) As an individual (Witney, Prinrose)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It has created a more pleasant environment but I do have concerns that individuals do break the restriction and drive at excess speed down the road. Someone will get killed.
(1075) As an individual (Witney, Private)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** High street needs to be fully pedestrianised, safe to school children, better, safer, healthier shopping experience.
(1076) As an individual (Witney, Quarry road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Creates a safer, and more enjoyable street to walk down, they should move buses and taxis, and have stalls down road
(1077) As an individual (Witney, Queen Emma's Dyke)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Improved feel to the high street with less cars
(1078) As an individual (Witney, Queen Emma's Dyke)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Catch up to current times should have been done a long time ago

(1079) As an individual (Witney, Queen Emma's Dyke)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It will make Witney a better place to live.
(1080) As an individual (Witney, Ralegh Crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I support the restrictions because the vehicle traffic increases the pollution in our town center and I beleive more pedestarianised center will allow the trade to improve.
(1081) As an individual (Witney, Ralegh Crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Pedestrian access is very important. It could help create a cafe culture. I would like to see work done to create a better space such as lowering the path by the shake shop but could create more of a cafe culture. I'd like to see it like outside the west gate where buses come through but pedestrians have priority
(1082) As an individual (Witney, Rissington Drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think it would be nice to have the freedom to walk around there and not worry about traffic. But I believe it should be closed to all traffic. Even taxi services and buses.
(1083) As an individual (Witney, Saxon Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It is so much more pleasant to not have cars rushing up and down the High Street. Less noise, less pollution, more space.

(1084) As an individual (Witney, Saxon Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Walking and running along the High Street is significantly improved since it has been closed to most through traffic. Air quality is improved and it is much safer crossing the road without a steady flow of traffic. The additional pavement space created by the barriers (now planters) is also welcome. Minimising car use should be encouraged. Making active travel - and journeys made on foot or by bike - easier and safer is surely a key move to enable this. In the past 20 months, we have been conditioned to change our shopping habits. I believe a reduction in footfall stems from these measures to encourage shopping only when necessary. While I am sympathetic to High Street and Market Square businesses who have noticed a reduction in sales, I believe this is attributable to this behaviour change, rather than the road closure. I would love to see more outdoor food and drink space being used, and I know the District Council has facilitated permits for this. Other than the permitted traffic (disabled drivers, buses and taxis), nobody *needs* to drive on this restricted section. As a Witney resident and worker, I am not aware of increased traffic elsewhere as a consequence. There is ample free parking close to the High Street and Market Square.
(1085) As an individual (Witney, Saxon Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think the changes make going into the town centre a pleasanter experience and should benefit businesses in the High Street and Market Place.
(1086) As an individual (Witney, Schofield Avenue)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It works. Much safer for pedestrians.
(1087) As an individual (Witney, Sherbourne Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

	As a market town, Witney is well blessed with convenient parking within easy reach of the High Street. An open, traffic free environment would encourage more people to visit the town and spend more time in the High Street browsing the shops, rather than having to dodge cars, buses and taxis.
(1088) As an individual (Witney, South Lawn)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I feel much safer walking through town and enjoying the shops with my children now there aren't so many cars. It also feels much safer for all the children leaving school from Marlborough Lane.
(1089) As an individual (Witney, South Lawn)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It's nicer going into town now with the children now it's safer, and leaving school is much better when going that way.
(1090) As an individual (Witney, South lawn)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** There is only a small amount if parking on the market place you have to park and walk currently, closing it with not change this
(1091) As an individual (Witney, South Leigh)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It was so much easier to walk around town with the road closed. Having it pedestrianised would enhance the town. There is ample parking in Witney

(1092) As an individual (Witney, Spring Meadow)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Witney is a lovely town with lots of character but it is getting too congested with traffic as more and more houses are being built in the town. The town cannot cope with the extra traffic. We need more space for non motorised forms of transport. The pollution levels are very high and we cannot be subjected to additional levels. Environmental planting with additional seating will also be necessary to make the market place and High street an attractive, safe area for shopper and other users. The need for this traffic management improvement must also be accompanied by the implementation of the additional outer ring road and a commitment from the highways authority including enforcement if necessary to redirect non Witney based traffic back onto the A40.
(1093) As an individual (Witney, Springfieeld Oval)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I am happy with the restrictions that are inplace at this time
(1094) As an individual (Witney, Springfield Oval)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I like the way the town centre has changed since the introduction of restrictions
(1095) As an individual (Witney, Springfield Oval)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Witney has too much traffic. There is free parking surrounding the high street anyway, it's been so much nicer to walk there without the cars.

(1096) As an individual (Witney, Stanton Harcourt Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Improving provision for cyclists and pedestrians in Witney while retaining access for blue badge holders who will benefit the most from being allowed to park along the high street.
(1097) As an individual (Witney, Stanway)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Pedestrianising and cleaner air a positive step for the town
(1098) As an individual (Witney, Station Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It's a real 'selling point' for Witney, with cleaner air, safer environment and a better place to meet friends. There's ample parking within 2 minutes walk.
(1099) As an individual (Witney, Station Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Witney High Street is now safer, cleaner and a better environment since the traffic restrictions. There is ample parking in Witney car parks just minutes from the high street. Ideally I'd like to see it fully pedestrianised with no traffic, allowing the town to thrive as a place to go. On the edge of the Cotswolds, Witney could be so much more than it is, with alfresco dining, markets and arts.
(1100) As an individual (Witney, Stenter Mews)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The implementation of the current restrictions during the pandemic has made visiting town centre a much more pleasant experience without the previous volume of traffic passing through, unnecessarily. Ample free

	parking is provided within walking distance of the centre.
(1101) As an individual (Witney, Swan court)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The town centre is safer and quieter
(1102) As an individual (Witney, Sycamore Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I am pleased with the changes brought about.
(1103) As an individual (Witney, Taphouse Avenue)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safer; more pleasant walking and shopping.
(1104) As an individual (Witney, The crofts)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I like the high St closed. Would need to be enforced as still being used at a cut through
(1105) As an individual (Witney, The Crofts)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Supporting as less pollution and safer generally to walk about. However there are still cars driving through that shouldn't so this needs to be worked on

(1106) As an individual (Witney, The Leys)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Makes the High Street so much safer, and will reduce pollution.
(1107) As an individual (Witney, The Leys)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Better for the town and we need reduced car use for climate change. However public transport to replace individual car use needs serious consideration
(1108) As an individual (Witney, The leys)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Makes shopping in the high street more pleasurable, less pollution, traffic worries
(1109) As an individual (Witney, The Willows)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** As a pedestrian in the town centre it feels much safer without so much traffic. I would, however, like to see enforcement if the proposal is accepted as quite a number of cars and vans that don't qualify ignore the notices.
(1110) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Nicer environment in the centre of Witney without traffic

(1111) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Better cusstomers access
(1112) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** In my opinion the town centre is a nicer place without cars. I don't see how cars driving through benefit the high street.
(1113) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I don't see the negative impact so many people refer to on access to businesses. There is ample parking elsewhere, and closures allow for better cycle and pedestrian access. It also ensures cleaner air and less noise pollution in the centre. Wholeheartedly support further restrictions where suitable.
(1114) As an individual (WITNEY, Thorney Leys)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Walking around the centre of town would be so much nicer without so many vehicles and I like to cycle in from Thorney Leys
(1115) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Proposals make for a safer and more attractive environment.

(1116) As an individual (WITNEY, thorney leys)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** As a long term resident of Witney I have never parked my car on the high street the only way to find a space was to go up and down until spotting someone leaving. This just adds to the congestion and pollution. I prefer to cycle into town to avoid parking issues but do drive the the main car parks if buying heavy shopping The high street is much better for shopping without all the cars and crowded pavements previously found
(1117) As an individual (Witney, Thorney Leys)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It will make the town centre more pleasant and safer for pedestrians and cyclists, as well as reduce pollution. Reserving parking for blue badge holders only will make the amenities and shops on Market Square much more accessible.
(1118) As an individual (Witney, Thorney leys)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I support keeping this road for active travel such as cycling, I believe this has improved the town and made it safer. While still keeping disabled parking and bus routes available and as before.
(1119) As an individual (Witney, Townsend road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Car free spaces give more space for safer pedestrians areas and market stalls
(1120) As an individual (Witney, Valence Crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Pedestrianisation feasible because of free parking nearby. Lived here for 30 years and managed to park in the

	High Street a handful of times at best! Cycling is safer, please provide good secure bike parking.
(1121) As an individual (Witney, Walnut Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think it creates a better environment for shoppers. It's safer, cleaner air and doesn't seem to adversely affect business. Infact I think it enhances it as it's a much nicer environment to go shopping in.
(1122) As an individual (witney, weavers close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think they will benefit the town as a whole, helping to reduce the number of vehicles going through the town centre and making a more healthy environment.
(1123) As an individual (Witney, Weavers Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Good use of the pedestrian area could be made by local businesses. Unlike many opponents of this scheme, I have seen the centre of town bustling with people since the scheme was introduced. It would require some form of enforcement, I have seen many people drive straight through the restricted area. Some drivers have done this at quite a speed which is dangerous when pedestrians think they are relatively safe in walking. I have not noticed buses or taxis driving inconsiderately but they are professionals. With the coming of electric buses and taxis, it could become a nice, safe clean area but the fact that some vehicles are allowed through must be catered for.
(1124) As an individual (Witney, Welch Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Massive potential to enhance high street with pedestrianisation and so much safer

(1125) As an individual (Witney, West End)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safer, quieter, less pollution, moving with the times.
(1126) As an individual (Witney, West End)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The restrictions of traffic make High St a safer place. Prefer it with limited traffic, and in favour of the fully pedestrianised centre, with retained disabled parking spaces and taxis.
(1127) As an individual (Witney, West End)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The upper High Street is environmentally improved since the traffic ban. It is also cleaner and safer. The increase in Cafe culture is enhanced with increased outdoor sitting and dining. Those of us who are elderly and with mobility issues find the town much improved. The air quality is noticeably better and could be further improved by banning ALL traffic from upper High Street, there are ready alternatives in terms of road access for buses and taxis. The town is well provided for in ample free parking just behind High Street. This could easily accommodate an appropriate re-designation of disabled parking spaces
(1128) As an individual (Witney, West End)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I'm in favour of making Witney High Street a more pleasant place to shop (safer, cleaner air quality, etc.) and believe that making it largely traffic free will do that. I don't believe that the difficulties that businesses are saying they are experiencing are solely due to traffic restrictions. Do people believe that shopping habits are back to pre-pandemic ones? I know mine aren't. I would be interested in any research into causes of the lower customer numbers reported by traders. Witney is well served by plenty of free parking which is close to the High Street.

	If the restrictions are to be made permanent, I would like to see the street furniture/road markings amended to make it more obvious and to discourage cars from ignoring the rules. I would also support making that part of the High Street completely pedestrianised. Unfortunately, I imagine that would be going too far!
(1129) As an individual (Witney, Wheatfield Drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I believe that the reduced traffic and increased safety for pedestrians will enhance the centre of town. This could be followed by increasing the social use of these areas by restaurants, markets etc.
(1130) As an individual (Witney, Windrush Quay)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Makes it easier to walk around Witney town centre
(1131) As an individual (Witney, Windrush Valley Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safer town centre; pedestrian friendly
(1132) As an individual (WITNEY, Woodford Mill)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** There is so much free parking in Witney it is not necessary for traffic to access the High Street and Market Square. The proposals would benefit shopkeepers and market traders and be far more environmentally friendly.
(1133) As an individual (Witney, Woodford Mill)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

	Make shopping a safer and more enjoyable experience
(1134) As an individual (Witney, Woodford Mill)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I feel, as long as there are disabled parking spaces on High Street, pedestrianisation would not put people off shopping in that area
(1135) As an individual (Witney, Woodford Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** good for disabled and elderly shoppers
(1136) As an individual (Witney, Woodford way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Toxic pollution and dangers to pedestrians are not necessary. Businesses say it will hurt them, but cars don't park along the night street anyway. There is double yellow lines. People will continue to park in the free car park, or Waitrose and shop if they wish to.
(1137) As an individual (Witney, Woodgreen)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I wish to shop in a greener and safer atmosphere with my child. Cars are not the future and we have to look forward, we are in a climate crisis.
(1138) As an individual (Witney, Woodgreen)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

	Since the temporary restrictions have been in place, the High Street has been a much nicer environment for people. It's high time that the environmental damage caused by each and every car journey be recognized at the local level, and the days of the automatic acceptance of that brought to an end. As has been seen in many other town centres in England, significant reductions in traffic within town centres has produced healthier, more vibrant, social, and imaginative spaces for people.
(1139) As an individual (Witney, Woodlands Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Much nicer without traffic in town, can't see why people driving through is affecting any businesses, more likely Covid related disruption.
(1140) As an individual (Witney, Woodlands Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The high street needs something bold and different in this new shopping environment. High streets can no longer rest in their laurels and just attract footfall by making the environment more pleasant, less polluted and more pedestrian friendly. Witney is now in competition with Chipping Norton, Carterton, Burford for shoppers and must offer something different.
(1141) As an individual (Witney, Woodley Green)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It is much safer. There is plenty of free parking very closeby. There is only parking for disabled in the high Street anyway so why would it change people's shopping habits. It adds total the beauty of our town not having streams of vehicles in the high street all the time.
(1142) As an individual (Witney, Woodley green)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safer for pedestrians and children and there is plenty of free parking eslewhere

(1143) As an individual (Witney, Woodley green)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I am a pedestrian and feel it is much safer and therefore I am more likely to come to town rather than using online options. It is good for climate change to avoid unnecessary motor transport. Businesses in Witney should respect those who want to use local shops instead of driving them to use online. Hypocrisy from street and shop traders.
(1144) As an individual (Witney, Woodstock Rd)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I believe that the more pedestrianised space in the centre of the town, the better. Far too much priority is given to vehicles (which should be discouraged) and not enough to pedestrians and cyclists who should be encouraged.
(1145) As an individual (Witney, Woodstock Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I do not believe traffic restrictions have affected shopping habits, but Covid itself. The atmosphere in High St is busy and safe. Car parking is free and so close
(1146) As an individual (Witney, Woodstock Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** There is free parking so close to the town centre. I do not see why you have to drive into the centre itself. It will make the area feel safer.

(1147) As an individual (Witney, Woodstock Road, Witney)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think that the objections I have seen are not based on reality. There could not have been much passing traffic that stopped to enable people to access the shops as there was never enough space for many cars at any one time. The stopping of through traffic makes the road crossing much safer for pedestrians. There is more than adequate off-street parking with easy access to all the businesses on High Street and Market Place. I hope that the prohibitions are well policed/monitored as I have seen several vehicles passing through High Street that, on the face of it, are not permitted under the temporary restrictions. Also speed of some vehicles is excessive for what is becoming a largely pedestrianised area.
(1148) As an individual (Witney, Wroslyn road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safety, since the restrictions driven by covid were introduced it is much easier to walk around the town centre. I would like to see this continue
(1149) As an individual (Watford, Raglan Gardens)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It's nice to have more space to move around without breathing in pollution. The pavements are very narrow in some parts of Witney and it has felt in the past that cars are more important than people in that particular area. People need to be encouraged to use their cars less, however, so you need to make public transport more affordable and regular too.
(1150) As an individual (Thame, Kings close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Reduces pollution Cars in towns makes them look ugly

	Reduces noise Let's the public freely enjoy the road and pavement to enjoy the beautiful town There is no need to park right in the town, when there is good parking near by Will be more enjoyable in my opinion with no vehicles constantly driving past
(1151) As an individual (Thame, Chinnor Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I feel that it is important to promote active travel. For too long out towns have allowed cars to dominate public space. This proposal encourages walking and cycling.
(1152) As an individual (Stonesfield, Church St)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** As i work and shop in Witney, it has been far more pleasant with the traffic restrictions. More importantly it's better for people's health not breathing in pollution from vehicles.
(1153) As an individual (Stonesfield, Greenfield Crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I'm generally in favour of designated pedestrian areas and have got used to having these in Witney. There is ample parking in the vicinity and the proposal supports environmental issues.
(1154) As an individual (Stonesfield, *)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I believe with the removal of vehicles other than buses and taxis that it is more conducive to a pleasant experience in Witney town centre. There are plenty of car parks within walking distance for those able bodied and would recommend that the current parking spaces are turned in disabled parking to help those less abled to access shops and amenities in the town centre more easily. The green effect on the immediate area will be better, the noise pollution will be lowered leading to a calmer

	feel and public transport can still be easily accessed. I do not see why this would have a detrimental effect on businesses on removing the small amount of parking spaces on the High Street or access for dropping off people able to walk a short distance.
(1155) As an individual (Stonesfield, Greenfield Crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It will be safer as there will be less traffic to negotiate when visiting and shopping in Witney. And less harmful as there will be less exhaustion fumes to be inhaled. I see a "traffic free" High Street being re-claimed by people, and perhaps being used for street markets ie craft fairs, Christmas Markets, food market's, Street cafe. I would love to see Witney with its fantastic parking to become a '"go to'' place to visit. Bring things back into the centre of Witney so other business benefit.
(1156) As an individual (stonesfield, ridings close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** to allow disabled access and safety of pedestrians
(1157) As an individual (Stonesfield, Wootton End)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I'm a resident and user of the high street in Witney
(1158) As a business (Stanton harcourt, The row)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** As a taxi driver it’s a lot safer with less traffic when people are accessing the taxi
(1159) As an individual (Stanton Harcourt,	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

Willowbrook)	It's healthier and safer.
(1160) As an individual (Stanton Harcourt, The Green)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I felt that the trial was a success and should be made permanent as I feel it will improve pedestrian safety.
(1161) As a business (Standlake, Abingdon road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It would make shopping in witney a more pleasant space with the ability to have community events or even a cafe on the pavement
(1162) As an individual (Standlake, Manor Crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** There is plenty of free parking very close to the High Street and those you can't walk as far will still be able to park there. I prefer having less traffic on the High Street
(1163) As an individual (Standlake, Rack End)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** There's no need for private motor vehicles to drive in the High Street. There's plenty of other routes for traversing the town centre. No need to park there for shopping as there's large car parks only 100m away and on Church Green. It's much more pleasant shopping without the traffic. Let's keep it pedestrianised, perhaps with flower beds, covered seating, street stalls, restaurants with outside seating. The market can be expanded and improved, maybe more of a farmers' market.

(1164) As an individual (Standlake, Windrush way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Witney was becoming dangerous with the volume of car going through high street. There were many near misses where pedestrians thought they had right of way over the speed bumps. An accident waiting to happen. Its safer, cleaner, less choked up in high street. As the pandemic lifts more, people will return to a safer town centre. I back fully pedestrianised, stop the busses too!! More bigger markets. Include craft markets. With farmers market. And general market. That area could be used more
(1165) As an individual (Standlake, Abingdon Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The high street & market square lend themselves to an open pedestrian area creating a safe space and allowing a more continental style with outside seating etc
(1166) As an individual (Standlake, Abingdon Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** High Street & Market Square should be completely traffic free, including banning buses. Make it a pleasant place for pedestrians. Ban bikes also.
(1167) As an individual (Standlake, Rack End)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The current temporary arrangements have made Witney High Street much more pleasant for pedestrians. There are many factors making trade difficult at present and the macro scale problems are likely to be much more significant than the proposed parking and through traffic changes.

(1168) As an individual (Standlake, The Downs)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Improved shopping experience
(1169) As an individual (Standlake, The Downs)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Much nicer to shop in Witney with less traffic on the High Street and there is plenty of free parking close to the shops.
(1170) As an individual (South leigh, Lymbrook close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I feel that it makes it a much more pleasurable environment to relax and shop in
(1171) As an individual (South Leigh, Station Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Fewer cars on the High Street has made for a much nicer and safer shopping experience in Witney. I would add that cafes and shops should be encouraged to spill out and use the road space more.
(1172) As an individual (Shipton-under-Wychwood, Coombes Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I'm supporting the proposals as I think the High Street is much more pleasant for pedestrians without constant traffic. Town centres should be focussed on people rather than vehicles wherever possible. With the move towards a zero carbon future we should be doing as much as possible to help people to minimise vehicle usage and I believe that these proposals will help with that.

(1173) As an individual (Shipton under Wychwood, Magpie Alley)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** A much better pedestrian environment
(1174) As an individual (Oxford, Quarry High Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Enjoy visiting Witney and the pedestrianised areas have the best atmosphere and are most pleasant to shop in. Would spend more time in the centre if motor vehicles were restricted
(1175) As an individual (Oxford, Rymers Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Give the space to people, remove cars
(1176) As an individual (Oxford, Abingdon Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** My visits to Witney for leisure and shopping will be made much more pleasant and safer if the proposed restrictions go ahead.
(1177) As an individual (Oxford, Bickingham Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Will improve the built environment and facilitate a modal shift towards walking, cycling and public transport.
(1178) As an individual (Oxford, Howard)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

	Will make visiting Witney much more pleasant.
(1179) As an individual (Oxford, Sunderland Avenue)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I support all measures to remove cars and parking from streets to reclaim these high streets for people.
(1180) As an individual (OX298PU, High Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The prohibition of vehicles on the High Street has made for a much more pleasant environment and as a result my family have spent much more time in Witney since the restrictions
(1181) As an individual (North Leigh, Witney., Perrott Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** A prohibition of traffic pedestrianised area in the centre of Witney would very much enhance Witney's Town centre for the following reasons. 1) A pedestrian area would only be a short piece of the road through town which has very little parking on it anyway. 2) It would make the town centre less dangerous for all pedestrians, especially the young and the disabled. Not only in terms of traffic dangers; Witney has one of the most polluted town centres in the country in terms of exhaust emissions. It would also stop this stretch being used as a 'rat run' especially in the evening where there has been problems with speeding cars (as happens often in the day as well) 3) There is very little need for noisy traffic (cars) to travel this short stretch of road as there is more than ample free parent and disabled parking within very short, level and easy reach for all businesses; this area is surrounded by car parks! The current parking on this stretch only has room for approximately18 cars at present anyway, this could be converted to wholly disabled parking! 4) Making the centre into a pedestrian area would have very little to no effect on the congestion of the surrounding roads by diverted traffic as there are good routes to be able to circumnavigate the high street to and from any direction.

	5) In the twenty five years I have been regularly going into this area of Witney I have rarely to never have seen people needing to use there cars on the high street for heavy loading/unloading of shopping, For large quantities of goods it is much easier to use the car park. Also very rarely have I seen disabled users on this stretch of road as there are, for them, easier places to get in and out of their vehicles. 6) Lastly Witney has a very pleasant town centre leading up to Church Green; one of the nicest areas on any Town in the UK. Pedestrianising the High Street would enhance the Town which would lead to a more pleasant experience for all users and; as has happened in many other Towns with pedestrianised areas surrounded by ample parking; greater business opportunities. 7) To sum up; less dangers, less noise, less pollution, more pleasant environment and greater business opportunities.
(1182) As an individual (North Leigh, Witney, Gough Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Pedestrianised centre is not only safer but creates a a nicer atmosphere and environment.
(1183) As an individual (North leigh nr Witney, Common road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Reduction of environmental impact of traffic. More pleasant environment for pedestrians.
(1184) As an individual (North Leigh, Park Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Pedestrianisation is a model that supports a more community based, healthy High Street (and person). A lot of businesses will object without appreciating the benefit to all businesses of creating a focus on the town centre which- as long as other measures are in place too- encourages slow, meandering shopping and leisure rather than an unhealthy ‘stop and pop into one shop or coffee pick up’ only. Wholeheartedly support creating a pleasant community based town centre.

(1185) As an individual (North Leigh, Park Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The High Street is more pleasant without traffic. There is more disabled parking for people who need it.
(1186) As an individual (North Leigh, Perrott Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** For a safer more atmospheric town centre.
(1187) As an individual (North leigh, Perrott Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I have enjoyed shopping on Witney without having to dodge traffic and inhal fumes
(1188) As an individual (north leigh, windmill heights)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** pedestrianising urban centres is objectively vital to reducing air pollution and encouraging low carbon travel to and around witney.
(1189) As an individual (North Leigh, Bluebell Gardens)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** A car free Market square would make for a pleasant & safer shopping experience
(1190) As an individual (North Leigh, Common Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

	Because of climate change (etc) we need to reduce our reliance on the car especially for short journeys and to seek alternatives. For example: walking, cycling and buses. This scheme promotes this and also makes visiting the centre of Witney a more pleasant experience with less noise and pollution from traffic. It also enables people to meander in a safer environment. There is plenty of parking available elsewhere in the town.
(1191) As an individual (North Leigh, East End)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Excluding cars makes a much better pedestrian experience of the town and there are perfectly adequate alternatives for traffic
(1192) As an individual (North Leigh, Gough Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The lack of traffic in the town centre feels safer as well as being more quiet and peaceful.
(1193) As an individual (North Leigh, Green Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The pedestrianisation of Witney high street will provide a much more available and usable town centre both for shopping and evenings.
(1194) As an individual (North Leigh, New Yatt Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I would be prepared to support the full pedestrisation of the High Street to enhance the customer experience.
(1195) As an individual (North Leigh, New Yatt Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

	Makes the centre of Witney a far more enjoyable pedestrian experience, it is quieter and cleaner. Just wish the police would do the occasional spot check to catch those abusing the change.
(1196) As an individual (North Leigh, Park road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I like it being pedestrianised
(1197) As an individual (North Leigh, Park Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Removing traffic from the centre of Witney makes sense. Safer for pedestrians, and better for the environment. With the limited parking currently available on the High Street and Market Square it does not make sense that this is the cause of a “dying” High Street. It would be great to see a more European street cafe style in the Market Square and along the High Street. Removing traffic goes hand in hand with this.
(1198) As an individual (North Leigh, Perrott Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** There is very limited parking on the High Street anyway so it didn't offer anyway. Taxi's and buses can still go down that road so it is not fully pedestrianized. Whilst we do not need it closed to facilitate social distancing for Covid reasons I think it would be good to remain vehicle free. However, I do not think it should remain vehicle free unless the area is fully utilised. It should become available for the cafes / restaurants / bars to utilise as a seating area and create an outside cafe culture. It should be used as a entertainment space. We should encourage more outdoor markets to take place on the Market Square and along the High Street itself. This in turn would create footfall and benefit the existing businesses.
(1199) As an individual (Monster Lovell, Brize Norton Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Having a pedestrian area will make a huge improvement to the shopping experience for everyone

(1200) As an individual (Minster lovell, Burford road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** i think witney is a fabulous town and unfortunately the way most towns are now post covid they need to up their game to re generate and offer a new town experience. I really hope Witney can re generate itself into a bespoke shopping experience , i really hope the council can support financially the local businesses that will make witney stand apart from other struggling towns.
(1201) As an individual (Minster Lovell, Bushey Ground)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It is great to be able to wander across the High Street anywhere with less chance of being run over. We never park in the spaces anyway.
(1202) As an individual (Minster Lovell, Brize)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** No need for most cars to go up and down street. Should be more pedestrian focused. Makes for a much nicer environment to walk around. Safer and cleaner.
(1203) As an individual (Minster Lovell, Cotswold Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I fully support the closure of the High Street to traffic for the following reasons: 1./ I believe business will prosper by the general public walking past their shops as opposed to driving past. 2./ I believe that public safety will increase by not having passing traffic causing potential accidents. 3./ I believe that it will be easier to keep the street clean without people dumping rubbish out of their car doors. 4./ I believe it will make the High Street a safer place to be at night without parked cars *other than Taxis.

	5./ I believe the High Street will be a more relaxed place with the vehicle ban in place. 6./ I believe there will be less pollution with vehicles not being able to be sat on the side of the road running and/or driving down the High Street. 7./ Witney currently has a large amount of 'free parking', there is no need to be parking on the side of the road down the High Street. 8./ The road infrastructure in Witney is not great but the bottle necks are Bridge Street and Station Lane, I do not believe the closure of the High Street will have any adverse effects on either of these areas.
(1204) As an individual (Minster Lovell, Ripley Avenue)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I support increased parking for the disabled on High St. I support reduction in traffic and pollution and general noise. The High St has been much more pleasant environment since the restrictions were put in place to support Covid.
(1205) As an individual (Minster Lovell, Ripley Avenue)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Like the idea of pedestrianising the Main Street…. Safer for shoppers and will improve street scene and introduce a cafe culture to Witney
(1206) As an individual (Middle barton, Kirby close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The system seems to have worked recently
(1207) As an individual (Long Hanborough Witney, marlborough crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** it would be a better shopping experience

(1208) As an individual (Long Hanborough, Evenlode Drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Restricting access to general traffic has created a more enjoyable, healthy and safe environment. There is exceptional parking in Witney with regard to proximity to shops and free parking. Nowhere is more than a five minute walk away and provision for disabled parking caters for those who can't. It is wholly in keeping with current environmental concerns around air quality and encouraging use of transport other than the car. Shopowners concerns about loss of business are to do with other factors I feel.
(1209) As an individual (Long Hanborough, Main Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I like the Main Street being car free. If it were made permanent then businesses could further utilise the street - outdoor seating for cafes etc
(1210) As an individual (Long Hanborough, Main Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The High Street feels safer and there is adequate parking within minutes of the area.
(1211) As an individual (Long Hanborough, Reliance Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** This is needed to reduce air pollution in the town centre and traffic cutting through the centre rather than using Witan Way. If these measure are made permanent the signage needs to be clearer and there needs to be a more central access or exit point for traffic rather than it having to go on the wrong side of the road. Vehicles that are loading or unloading should also have marked bays on the High Street to avoid getting parking tickets.

(1212) As an individual (Long Hanborough, Evenlode Drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Just about every town in the country has a pedestrianised shopping street, Witney seems very far behind. Being able to shop without dodging traffic is a benefit.
(1213) As an individual (Long Hanborough, Witney Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The high Street is much better without the constant flow of traffic and it is so pleasant to stroll around the shops in a more spacious area without the worry of traffic, it feels like many other town centres, I think taxis, disabled vehicles and buses are acceptable but not all the cars etc as before.
(1214) As an individual (Leafield, Fairspear Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It will be nicer to walk with reduced traffic
(1215) As an individual (Leafield, Hatching lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Better shopping environment.Less pollution,safer and allows more street hospitality
(1216) As an individual (Leafield, Lower End)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The temporary traffic restrictions have been a huge boon to the town centre and have made it a far nicer place to be. There have been no negative impacts on traffic and there is no reason to re-open the road.

(1217) As an individual (Leafield, Lower End)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The High St. and Market Sq. are much too busy these days to allow vehicles to mix with people.
(1218) As an individual (Hanborough, Main road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think restricting traffic makes it safer to walk around Witney town centre. I support this. There is plenty of free parking around.
(1219) As an individual (Hailey, Delly End)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think you should be even braver and but allow ANY vehicles at all, including buses, taxis, disabled, etc…
(1220) As an individual (Hailey, Giernalls Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** As a cyclist and as a pedestrian I feel a lot safer with the High Street being closed off. I also appreciate the reduction in fumes and welcome the calmer environment and cafe culture that is developing.
(1221) As an individual (Hailey, Middletown)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It makes High St shopping a much more pleasant experience - would be even better if the area was completely paved, with no kerbs.

(1222) As an individual (Hailey, The Coppice)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The town has been so much more pleasant without the traffic in the centre. There is a lot of potential to create pleasant spaces for public use.
(1223) As an individual (Freeland, Broadmarsh Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It's a much nicer/safer environment to shop in
(1224) As an individual (Freeland, Wroslyn)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** We need to stop prioritising cars and start prioritising people. With the High Street closed it makes walking through the town both nicer and safer.
(1225) As an individual (Freeland, Wroslyn Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Cleaner. More space for pedestrians . Less localised pollution.
(1226) As an individual (Finstock, Why??)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Witney High Street is looking poor, there needs to be a change in the way the centre is used, closing most of the traffic is a step towards making it a pleasant place to shop and meet friends. The parking is so good in Witney that there doesn't need to be any more spaces on the High Street - except of course for disabled drivers.

(1227) As an individual (Filkins, Filkins Hall)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The only reason to use the high street is as a short cut to other destinations which are served well by other routes. If we want a vibrant high street it needs to be a safe and enjoyable experience. That said i would like to make two points 1. I have noticed a build up of traffic on Witan Way leading to lengthy queues. I guess it is taking the load of the North bound traffic at peak times. If this is going to be permanent street planners need to look at the phasing of traffic lights and the mini roundabouts to the north of the town centre. 2. There should be a limit (low) to the number of blue badge parking spaces, which are amply provided for around the town centre, otherwise it defeats the object. Too many exceptions and you no longer have a traffic free town centre.
(1228) As an individual (Fawler, Main St)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Restricting motor vehicles here creates a more welcoming space for pedestrians and businesses in the centre of Witney and encourages active travel which is healthier and helps to reduce climate change emissions. It also improves air quality in the town centre.
(1229) As an individual (Eynsham, Hazeldene Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think that the Witney High Street has been so much nicer since the cars have been removed. It is far more pleasant to shop there now. I always park in the car parks near Waitrose and it is just a 2 minute walk through to the high street. It is great.
(1230) As an individual (Eynsham, Mill Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Cleaning air and easy foo shopping

(1231) As an individual (Eynsham, Shakespeare Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** All the car parks are near by and I lovely to shop in a traffic free environment.
(1232) As an individual (Eynsham, Clover Place)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** There should be no need for most traffic to use these streets, and pedestrian use will be safer
(1233) As an individual (Eynsham, Fruitlands)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Lots of free car parking without entering this area.
(1234) As an individual (Eynsham, Thornbury Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The last 2 years have shown the value of restricting road traffic through Witney - it has significantly improved the feel of the town and has made it more liveable. There is plenty of parking in Woolgate for those who need to drive in to Witney.
(1235) As an individual (Eynsham, Willows Edge)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Much pleasanter to walk around Witney centre with less traffic around
(1236) As an individual (Eynsham, Willows Edge)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

	Proposal makes for calmer shopping. Makes me want to linger longer.
(1237) As an individual (Ducklington, Witney, Church Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Pedestrian safety, pollution levels, noise
(1238) As an individual (Ducklington, Park Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It is a much more pleasant place to visit and shop without the traffic noise, fumes and danger
(1239) As an individual (Ducklington, Peel Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safer environment. It has not affected business, Covid has
(1240) As an individual (Ducklington, Peel Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** No need for car traffic in the High Street, plenty of local parking and buses
(1241) As an individual (Ducklington, Peel Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think prohibiting vehicles from the High Street will make it safer for pedestrians and reduced pollution in the area.

(1242) As part of a group/organisation (County Councillor, County Hall)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** We need to improve air quality and encourage active travel by making conditions safer and more pleasant for pedestrians and cyclists. This will also make our bus services more efficient.
(1243) As an individual (Combe, West End)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I fully support the introduction of a permanent prohibition of motor vehicles (except Blue Badge) covering High Street & Market Place in Witney because it iwill be safer to walk or cycle and easier for buses, thus potentially encouraging a move away from car reliance. Also, the air will cleaner and the proposal will, I believe, encourage more people to visit Witney because it will be safer more enjoyable to walk along the High Street. We need to be strong on this otherwise we are never going to be able to take advantage of a car-free, friendlier and safer environment for all.
(1244) As an individual (Combe, West End)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Reduce through traffic, reduce air and noise pollution, encourage walking
(1245) As an individual (Chipping norton, High Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Better for shoppers = better for business. Greener too
(1246) As an individual (Chipping Norton, Park Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safer more environmentally friendly…

(1247) As an individual (Charlbury, Crawborough)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I've enjoyed the lack of traffic on the High St, and the freedom It gives to pedestrians. I really believe we need to give more priority to pedestrians and cyclists in our town centres. To aid sense of community, give greater vibrancy to street life and to promote alternatives to car use.
(1248) As an individual (Charlbury, Quarry Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I strongly support efforts to restrict traffic in the centre of Witney, which will make it a much more attractive place for shoppers and those seeking entertainment. I am concerned that a small but vocal minority are seeking to prevent this popular policy from being enacted.
(1249) As an individual (Charlbury, Sturt Rd)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It will make Witney unique and responsive to current climate and air quality concerns. It will be a far more enjoyable experience to visit Witney.
(1250) As an individual (Charlbury, The Green)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The reduction in the traffic level has been welcome and makes the area more attractive. As has the new addition to the number of blue badge bays. The previous arrangement made by WODC last year which meant disabled drivers had to park on a steep slope was totally unacceptable. There would be less pollution if taxi and bus drivers were required to switch their engines off when stationary.

(1251) As an individual (Charlbury, Hundley Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think Witney is much nicer to visit now that pedestrianisation is creeping in keep up the good work.
(1252) As an individual (Charlbury, Market Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Witney High Street is much more pleasant and safer now that it is not open to private motor traffic. I regularly travel to Witney by bus or bicycle (from Charlbury) and this has made a noticeable difference.
(1253) As an individual (Charlbury, Nineacres Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think town centres should, wherever possible, be kept free of unnecessary traffic and air pollution, so as to be healthy, friendly spaces for people to spend time in, shopping, eating/drinking and meeting up with each other. In the case of Witney High Street plenty of car parking space is available in the Waitrose car park nearby. Apart from disabled access and parking, which is extremely important, there seems no need for the High Street to be a through road for cars. Making the temporary restrictions permanent would be a major recognition that the County Council, District Council and Town Council are taking the Climate Emergency, to which all are signed up, seriously.
(1254) As an individual (Charlbury, Park Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Although there has been some concern from shop owners in the High Street, about the restrictions, there were only ever about 20 spaces for cars and most people park behind the High St in the Waitrose car park and walk through. The restriction on traffic on the high street means that it is safer for people wanting to walk or cycle, and there is space for the bars and restaurants to use the pavements for outdoor hospitality,

(1255) As an individual (Charlbury, Sandford Park)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** 1. Sustainability, we need to use fewer cars 2. Less air pollution - which causes ill health 3. supporting local businesses - more walking, cycling means more passing trade, as LTZs in London have illustrated.
(1256) As an individual (Charlbury, Woodfield dr)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Because there is enough free parking in Witney already
(1257) As an individual (Cassington, Lynton Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** This is exactly what Witney and other Oxfordshire towns need - a human-friendly central area! :)
(1258) As an individual (Carterton, Berryfield way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It's changed the high street into a much calmer happier place - feels like a community feel
(1259) As an individual (Carterton, Birchwood)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Less traffic makes it more appealing to shop and go to witney. Also there are plenty of free parking spaces available close by.
(1260) As an individual (Carterton, Brizewood)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

	Pedestrianised high streets are the way forward. There's very little parking on the High Street, it would be better if it was all disabled and the only traffic would be buses and deliveries. Access from the free parking areas might need to be improved. Other than that, fully support the idea.
(1261) As an individual (Carterton, Elmhurst Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I feel safer with no traffic. Additional blue badge parking would be great as cars would not need to park on double yellow lines on road towards Leisure centre and therefore reduces the risk of accidents
(1262) As an individual (Carterton, Empire Drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Vehicle prohibition allows for easier access to shops and easier movement around the town centre for pedestrians, and a more relaxed feel to the town centre in general.
(1263) As an individual (Carterton, Harvest crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Cleaner air, nicer high street environment and safer for everyone
(1264) As an individual (Carterton, Hill View)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** These areas are much better now with no vehicles
(1265) As an individual (Carterton, Hill View)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support**

	Cleaner air and improved public transport flow is better.
(1266) As an individual (Carterton, Laburnum Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** To improve air quality and make the town centre safer for pedestrians
(1267) As an individual (Carterton, Shillbrook Avenue)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The more pedestrianised areas separated from traffic the better
(1268) As an individual (Carterton, Watsons Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The current set up has proved to work very well, long may it continue.
(1269) As an individual (Carterton, Willow drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I'm Disabled and find parking amazing with taxi busses ... When high Street was open to all people without a badge very hard to find a place to park
(1270) As an individual (Carterton, Alvescot Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Reduces number of vehicles while maintaining accessibility to the high street for disabled drivers. There's plenty of parking fringe to the high street, e.g. by Waitrose

(1271) As an individual (Carterton, Arkell Court)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I would go even further than the proposed alterations, stopping all vehicles going down the high street. We can then have a European style pedestrian area with restaurants and bars open to all.
(1272) As an individual (Carterton, Ash Avenue)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I support the road being closed. It feels safer when shopping I have 3 young children and it makes it less stressful as there is more space to walk with our pram and it's not busy up and down the road. Please keep it closed.
(1273) As an individual (Carterton, Barley Crescent)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Having fewer vehicles in this area will make it much more inviting for pedestrians. Having less noise and pollution and more space will make the centre of Witney much more attractive. Hopefully it will also encourage a shift to public transport or active travel as these will still have access.
(1274) As an individual (Carterton, Bluebell Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** A traffic free town centre will enable a more vibrant town and better experience for visitors. I believe it will increase footfall for local businesses
(1275) As an individual (Carterton, Bovingdon road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Cars used to drive through too fast and now it is blocked it is very nice and calm, much safer and pleasant to

	shop in witney. For those of us who use prams or are handicapped in any way it is much safer plus healthier in terms of pollution and staying safe from covid.
(1276) As an individual (Carterton, Cedar Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I am in favour of the proposal as, as a grand mother and great grandmother the pollution from exhaust fumes, have always been a concern of mine, especially as they tend to be at pushchair height. Also after shopping in Witney on Monday, 8/11, I noticed the high street was busy with shoppers, but pleasant to walk around without having to dodge the continual line of traffic which was always present before.
(1277) As an individual (Carterton, Hardngham Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** There is ample free parking in Witney for day to day requirements, The current 'temporary' access is wokring perfectly well
(1278) As an individual (Carterton, Mayfield close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Witney has been so much easier to navigate as a pedestrian during my regular visits since the restriction of motor vehicle access began.
(1279) As an individual (Carterton, Mayfield close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I am supporting as I feel it is safer for pedestrians to cross the road in the high street as there is much less traffic since the restriction.

(1280) As an individual (Carterton, Milestone Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Because the street is much nicer without being gridlocked with traffic
(1281) As an individual (Carterton, Sedge Way)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I believe that for those that live and work in the centre of Witney the restrictions will improve air quality, reduce noise pollution and be a more welcoming area tom visit and shop. It will also give the council opportunities for more events, on street hospitality and improve the natural environment with more planters (pollinator friendly), more small trees and even a spring/summer meadow as they have had this year in Broad Street,Oxford.
(1282) As an individual (Carterton, Shillbrook avenue)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I do it think you should have disabled access to Witney high street. All of the local free car parks have disabled parking which is sufficient
(1283) As an individual (Carterton, Stocks lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I love the no traffic of Witney high street, it's not so dangerous for children an the elderly, i believe it needs to stay like this, who ever says it needs to open again just be bothered to park in the ample many parking spaces Witney provides, I had an argument the other day someone who said "think of those who can't just nip out an get a baguette from sandwich de Witney.. here's my reply walk.. use the bus!! Use Mac Donald's drive through.. businesses won't suffer that bad, if people want the shop they'll use it.. regardless of if you open the town centre or not!! Just plain old laziness.. please leave it closed it's much better an nicer this way.. Witney WILL learn to adapt

(1284) As an individual (Carterton, The Lawns)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The high street is a much safer place and more pleasurable to shop in without all the vehicles. Full pedestrianisation would be even better.
(1285) As an individual (Burford, Frethern Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Safer for everyone.Good for the buses and taxis.Good clear view up and down the road.Nice to not have to rush across the road.Plenty of parking already in the area for access to shopping.But agree with extra parking for disabled.Well done and hope it goes ahead.
(1286) As an individual (Brize Norton, Manor Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The proposals will make it safer for people using the centre of Witney. Too many vehicles used to speed through Market Square/High Street without any need to be there. Witney has ample free parking spaces.
(1287) As an individual (Brize Norton, The Fosseway)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Apart from disabled and taxis buses and delivery vehicles there is no need to drive through the high street. I believe use of town centre shops will increase with closure to vehicles as I remember happening in Oxford when Cornmarket was closed to traffic..
(1288) As an individual (Brize Norton, Wilkins Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Since the temporary restrictions have been introduced I have found Market Square to be genuinely safer and

	more pleasant to visit as a shopping destination. Modern town centres are evolving and in my view their future lays in providing safe, quiet and family friendly refuges for people of all ages to meet and spend, meet up for a coffee or have a meal out. The proposed restrictions will make it much more likely for me to visit Market Square for that purpose. I am also a very strong supporter of any proposals that aim to encourage the use of public transport while simultaneously allowing an easier access to disabled parking spaces for those who need them.
(1289) As an individual (Bicester, Westacott Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Visiting Witney on a fairly regular basis, I agree with the above proposals.
(1290) As an individual (Bampton, Calais Dene)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I've lived in the area since 2007 & I think my family have parked on the high street maybe twice in that time, I strongly support the pedestrianisation. It used to take so long to cross the road, which was very frustrating, there were also quite a few anti-social drivers who showed off on the high street. It's much better now. There is plenty of parking nearby so in my opinion there is absolutely no need to park on the high street and I'm not sure why anyone would bother (unless they were disabled or a delivery driver) I think there is lots of reasons why the businesses are struggling (concerns around covid, changes in shopping habits, people working from home so aren't in town as much, increased costs of living and fuel costs etc leaving less disposable income) and I don't see how a handful of parking spaces is to blame. This section of road being closed does not affect travel in Witney as there are plenty of convenient alternative routes to each end of town, it's honestly been so nice being able to cross the road with ease day & night and to feel safe doing so, I'm in my early 20s and my friends also don't believe that this closure to blame for decreased footfall. This closure is probably also good for the environment as it encourages people to be less lazy and to walk 2 mins from the car park instead Thanks

(1291) As an individual (Bampton, Calais Dene)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** To make the High Street safer for pedestrians and to improve air quality in the shopping area.
(1292) As an individual (Bampton, Bridge Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** High Street in Witney should be pedestrianised to allow for street use by cafe's etc and to improve shopping experience
(1293) As an individual (Bampton, Calais Dene)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The high Street will be safer for all including children and the elderly. The shopping experience will be better without having to wait for lights to change or wait for drivers to show consideration to pedestrians on the other crossing points. Cafes could be extended on to the street area. There will be more room for walking around town, the pavements are quite narrow at the moment making it tricky for people with pushchairs or those with disabilities. The restrictions will help to reduce emissions from vehicles using the high street and will make for cleaner air in the immediate vicinity. I think access for unloading, buses and taxis and disability parking and access should only be allowed in this area. I also think that free parking should stay to ensure people continue to shop. I also think that premises should be more affordable. New ideas such as using an empty shop as a small market pop up type area would be good for small business in the town, maybe a buy a table scheme. I also think that although very busy at times the road system can support vehicle going around the town avoiding the high street works well.

(1294) As an individual (Bampton, GILES PLACE)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It has worked well todate only problem is the bottle neck of traffic on perimeter roads this needs to be improved if high street to remain closed.
(1295) As an individual (Bampton, Woodley drive)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think that the restrictions create a better shopping environment.
(1296) As an individual (Aston Bampton, Bull Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** ..
(1297) As an individual (Aston, Back Lane)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** No need for through traffic on Witney high street for cars. Keeping the restrictions in place will encourage more sustainable forms of transport to be used and make the high street a more pleasant place to shop.
(1298) As an individual (Aston, Bampton Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** To make the town centre a more pleasant environment for pedestrians Reduced air pollution in town centre Encourages active travel

(1299) As an individual (Aston, Foxwood)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I would like to suggest the inclusion of a cycle lane and better bike storage facilities. I feel much safer when shopping due to the reduction of traffic. I am autistic (but no blue badge) and struggle with sensory difficulties. The sound and smell of motor vehicles can be overwhelming and prevent me from feeling comfortable and confident when walking down the high street. I have much preferred shopping with the temporary measures in place and fully support the suggested permanent solution. The reduction in noise and air pollution will be beneficial to all.
(1300) As an individual (Aston, Kiln close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** I think Witney has been a lot better/safer/a nicer place since the restrictions. Due to the amount of free parking there is no need to drive/park on the high street. I'm very much in favour of making the improvements permenant!
(1301) As a business (Aston, Woodbridge Close)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Current disabled parking spaces are still quite a way from the high street shops, so if the high street and market square had some permanent blue badge spaces this would help disabled users considerably. However these new spaces would need to be properly monitored either by intelligent ANPR cameras that can detect the display of blue badges (e.g. https://www.bucksfreepress.co.uk/news/10283225.council-reveals-blue-badge-schemes-for-anpr-controlled-car-parks) as I can see this scheme being abused to the point of it being pointless.
(1302) As an individual (Asthall, Swinbrook Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Because I love the way that Witney High Street now feels more pleasant without the traffic. I want levels of air

	pollution in my local town to reduce. In the long run, I believe that businesses would thrive with the relaxed, pedestrian atmosphere.
(1303) As an individual (Asthall, N/A there is only one road through the village and it doesn't have a name.)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** It will increase air quality on the high street which will save the health services money, make more pedestrians able to use the high street as the walkable area will be wider, will make it easier for those who cannot walk long distances & use cars and have a blue parking 'plaque' to park close to the shops which will increase accessibility to the high street and increase income for the high street.
(1304) As an individual (Ascott under Wychwood, High Street)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** Witney is a much more pleasant place to shop now traffic is reduced in High St
(1305) As an individual (ALvescot, Thorpes Field)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** As a parent with young children and a pram I have found it much safer and calmer to shop in Witney without the high traffic flow throughout the centre of town. I now shop more in Witney town centre because of the lack of busy, speeding traffic, reduced road noise and cleaner air. I therefore support the pedestrianisation of the high street.
(1306) As part of a group/organisation (Abingdon, Bostock Road)	Motor Vehicle Prohibition – **Support** Parking Amendments – **Support** The motor vehicle restrictions make Witney High Street a much friendlier, safer and healthier place to meet people, have a coffee and shop. In a health and climate crisis it is essential that we take major steps away from the private car and taking this pleasurable and positive step should be one of the easiest. We are going to have to make much more difficult

	decisions to achieve Net Zero. In addition, we face a public health crisis with 100,000 people a year dying early of causes linked to physical inactivity. We need to be building activity into our lives, and this is again a positive way to do this.
(1307) As an individual (Witney, Colwell)	Motor Vehicle Prohibition – **No opinion** Parking Amendments – **No opinion** I think it's nicer / easier and safer with no cats driving though town and no need to when parking options are nearby anyway
(1308) As an individual (Witney, Farmers close)	Motor Vehicle Prohibition – **No opinion** Parking Amendments – **No opinion** You haven't mentioned what the proposals are but then ask us to comment on them.
(1309) As an individual (Witney, Queen Emma's Dyke)	Motor Vehicle Prohibition – **No opinion** Parking Amendments – **No opinion** Why would shopkeepers lie? If they are losing business we should re-open
(1310) As an individual (Minster Lovell, O'Connors road)	Motor Vehicle Prohibition – **No opinion** Parking Amendments – **No opinion** I don't bother shopping in Witney anymore. The parking regs change at random. When that happens signage is at best poor. I have a blue badge but it's of little use in Witney. The town is dying. Pedestianising the high street will quicken it's demise. Witney used to be great. All the good shops have gone. I would use the lighting and sewing machine shop, but parking anywhere near there is almost impossible. It's difficult to drive, avoid folk running across the road in front of you and try to look for miniscule parking regs signs at the same time....far easier to just buy online or go to Hobbycraft at Botley. You can park right outside.

(1311) Rather not say (Long hanborough, Main road)	Motor Vehicle Prohibition – **No opinion** Parking Amendments – **No opinion** Where are the buses on the taxes and the disabled people go be parked up if you close off off-road knee high street for vehicles is unfair to let the disabled people park in Waitrose car park where there is not enough disabled bays spect and walk all the way to the main high Street
(1312) As an individual (Hailey, Singewood Lane)	Motor Vehicle Prohibition – **No opinion** Parking Amendments – **No opinion** We are very fortunate that there are alternative routes via Witan Way and Welch Way but if you end up closing the High Street it is essential that stopping outside such places as Greggs is enforced as at present it a) creates back up down Welch Way and is b) hazardous to pedestrians. White vans notoriously stop and pop in at busy times and with more traffic using that route it is now a dangerous area and visability is really poor. I thoroughly approve of you creating more disabled parking around High Street shops.
(1313) As an individual (Witney, Manor Rd)	Motor Vehicle Prohibition – **No opinion** Parking Amendments – **Support** My child has a disability and a blue badge, it is much easier to park with the road closed

Divisions affected: *Headington and Quarry*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 16 DECEMBER 2021

OXFORD: HEADINGTON QUARRY CONTROLLED PARKING ZONE – PROPOSED AMENDMENTS TO WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to;

   a) Approve the removal of 'no waiting at any time' (double yellow lines) in Gladstone Road outside No. 4.

   b) Not approve the proposed additional 'no waiting at any time' (double yellow lines) in Gladstone Road outside No. 35

   c) Approve the proposed additional 'no waiting at any time' (double yellow lines) as advertised on the Northern side of Trinity Road outside No. 21

   d) Not approve the proposed additional 'no waiting at any time' (double yellow lines) on the Southern side of Trinity Road.

   e) Not approve the proposed 'no waiting at any time' (double yellow lines) in Quarry High Street & Bushnell Close.

   f) Approve the proposed 'Two-hour parking bays (No Return in 2 hours) Mon-Fri 9am to 5pm' as advertised on Green Road, Pitts Road & Trinity Road but that consideration is given as part of any future amendment Orders to increase the time limit if required.

Executive summary

2. Following the implementation of a Controlled Parking Zone in Headington Quarry in February 2021, as part of the planned monitoring of the operation of the scheme, officers have been requested by the local member to consult on localised amendments to address issues raised by local residents.

3. This report presents responses received to a statutory consultation on a proposal to introduce and amend no waiting at any time restrictions on parts of Gladstone Road, Trinity Road & Quarry High Street, and to provide additional 2-hour parking places for non-permit holders at Green Road, Pitts Road & Trinity Road as shown at Annexes 1 to 4.

Financial Implications

4. Funding for consultation on the proposals has been provided from the County Council's Capital Programme and from developer contributions.

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

6. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area and also help encourage the use of sustainable transport modes.

Consultation

7. Formal consultation was carried out between 14 October and 12 November 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. Letters were sent to approximately 150 premises in the immediate vicinity and street notices also placed on site.

8. Forty-nine responses were received during the formal consultation, and these are summarised in the tables below:

DYL parking amendments	**Gladstone Road**		**Trinity Road**		**Quarry High Street**	
Object	12	25%	14	29%	25	51%
Support	4	8%	3	6%	2	4%
Concerns	3	6%	3	6%	5	10%
No opinion/objection	30	61%	29	59%	17	35%
Total	*49*	*100%*	*49*	*100%*	*49*	*100%*

2hr parking amendments	**Green Road**		**Pitts Road**		**Trinity Road**	
Object	22	45%	11	23%	10	21%
Support	4	8%	3	6%	4	8%
Concerns	5	10%	6	12%	4	8%
No opinion/objection	18	37%	29	59%	31	63%
Total	*49*	*100%*	*49*	*100%*	*49*	*100%*

9. The responses are shown at Annex 5 with copies of the original responses available for inspection by County Councillors.

10. Thames Valley Police did not object to the proposed amendments.

11. A City Councillor responded to the consultation and expressed concern on the impact the proposed 2 hour parking bays would have on the local motoring businesses and suggested that either parking passes or an increase in the proposed time limit to 4 hours should be considered.

12. The County Councillor was contacted for her views and comments based on the responses received during the public consultation – Councillor Roz Smith responded as follows:

    "Local residents have commented that since the introduction of the Quarry Conservation area-controlled parking zone (CPZ) working on a Monday to Friday, 9am till 5pm basis has seen a significant reduction in commuter parking allowing residents and their visitors to park on the highway. This is important as many older properties in the Quarry do not have access to off road parking; for example, there are cottages in Quarry High street and Pitts Road which have only pedestrian access. So, I agree with many comments that the DYLs should not be installed on the junctions with Bushnell Close and opposite on the south side of Quarry High Street, on the south side of Trinity Road and the removal of short section of DYL outside 4 number Gladstone Road. This last one to be replaced with a white advisory line to help protect the access to off highway parking. On the north side of Trinity Road, a request for a small extension to the DYLs has been included in the proposals and which seems to make sense to me. Following the CPZ installation, residents contacted me to request some 2-hour non permit parking bays and I am pleased to see these are being proposed".

13. A large majority of the responses received expressed an objection or cited concern over the impact that the proposed introduction of double yellow lines in Gladstone Road, Quarry High Street and Trinity Road would have on parking availability for residents and their visitors. Following discussion with the local County Councillor and whilst balancing the demand for parking and ensuring that safer passage for motorists and pedestrians is not impacted, a review of the advertised extents of proposed double yellow lines should be considered.

14. A number of responses received cited concern that the proposed 2 hour parking bays in Green Road and Trinity Road were not suitable for the area and made suggestion to increase the proposed limit to 4 hours and increase the proposed extents of the parking bays, as this would allow for better flexibility for visitors and the local businesses whilst continuing to deter commuter parking – concerns regarding the proposed 2 hour time limit have been recorded, but to note existing time limited parking bays within the Headington Quarry Zone provide up to 2 hours of 'free' parking and, therefore, the proposed additional bays follow on with the general design of the zone which also allows for a more balanced and uniformed approach when enforcing the restrictions. Furthermore, it should be stressed that the limit of 2

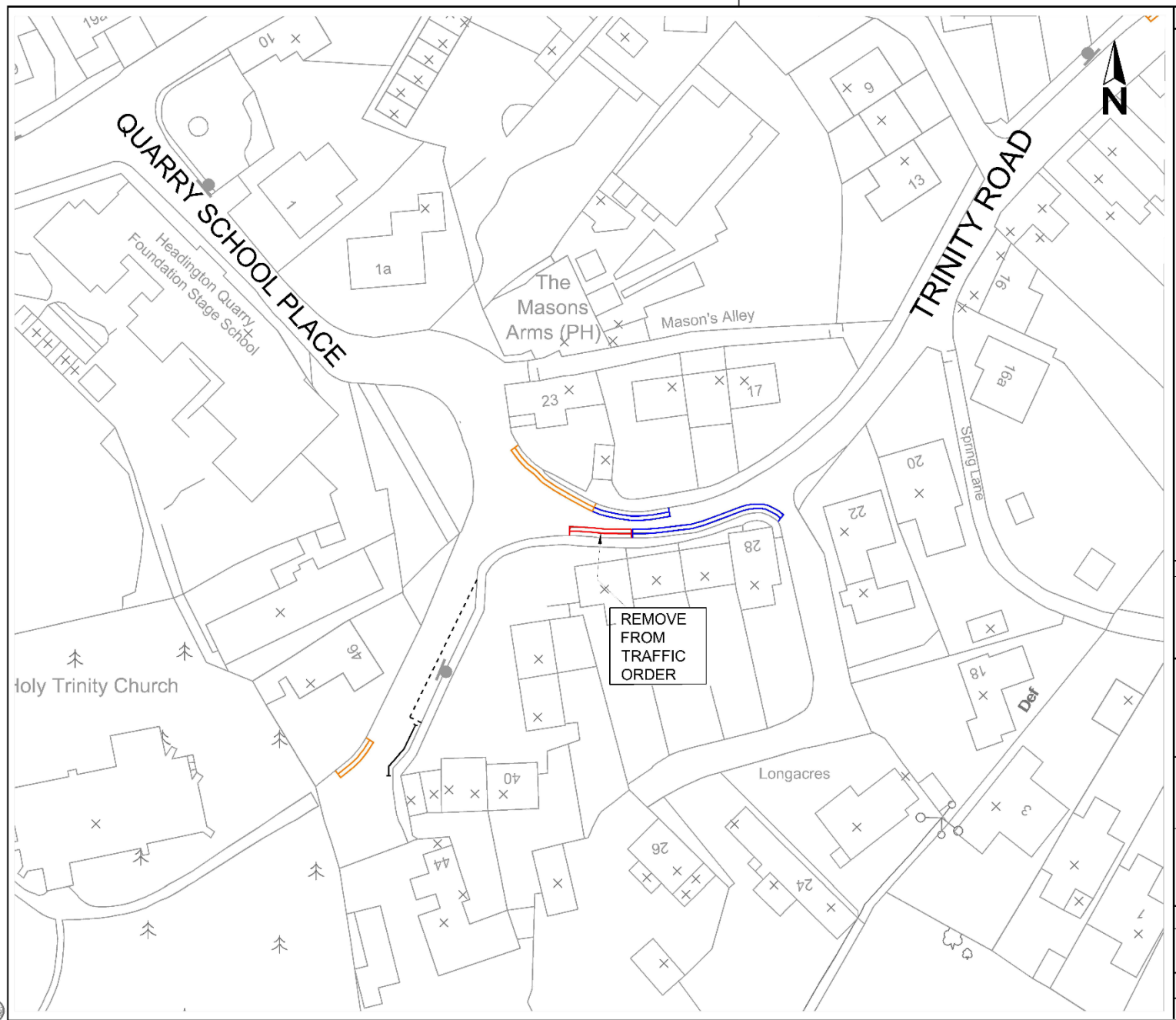
hours is applied in the majority of all other CPZs across Oxford and there are many businesses that currently operate in these areas. Increasing the limit within the Headington Quarry Zone would set a president for similar requests.

BILL COTTON
Corporate Director, Environment and Place

Annexes	Annex 1-4: Consultation Plans Annex 5: Consultation responses

Contact Officers:	Tim Shickle 07920 591545 Vicki Neville 07917 921437

December 2021



Drawing No. HQ/CPZ/2021/004 | Revision v1

Key

EXISTING 'NO WAITING AT ANY TIME' RESTRICTIONS - DOUBLE YELLOW LINES

PROPOSED NEW 'NO WAITING AT ANY TIME' RESTRICTIONS - DOUBLE YELLOW LINES

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

HEADINGTON QUARRY
CONTROLLED PARKING ZONE

Drawing title

ZONE AMENDMENTS
PROPOSED NEW DOUBLE YELLOW LINES
TRINITY ROAD

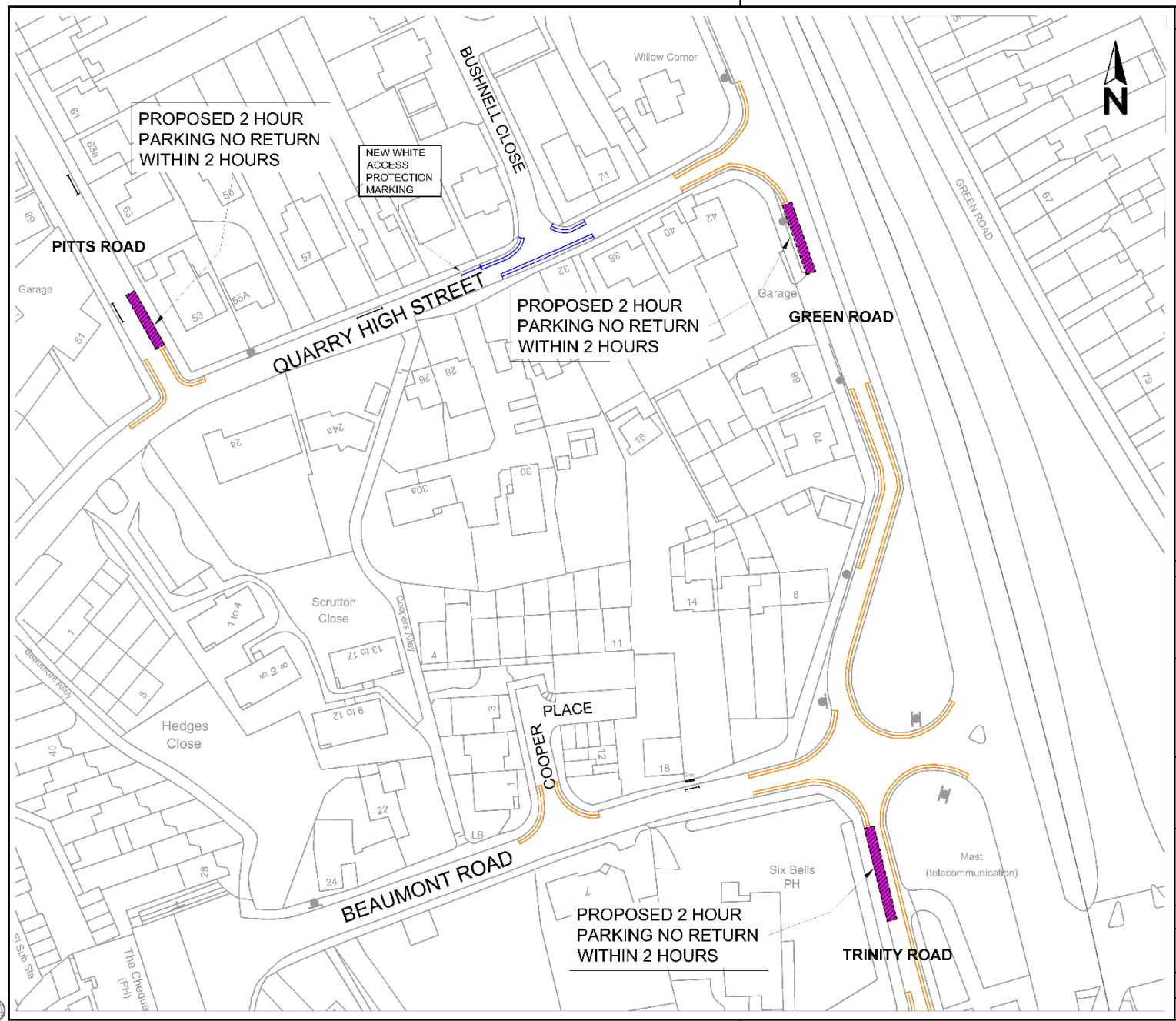
Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
1:500	VN	JW	JW
	Date drawn 09/06/2021	Date checked	Date approved

Oxfordshire Project No. & File Ref

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P:\4 - Improvement Schemes\Traffic\Traffic and Road Safety\Projects\A - Oxford CPZ 2 Headington Quarry CPZ\REMEDIAL REQUESTS\Headington Quarry amendments June 2021.dwg



Drawing No. HQ/CPZ/2021/001 Revision v2

Key

EXISTING 'NO WAITING AT ANY TIME' RESTRICTIONS - DOUBLE YELLOW LINES

PROPOSED NEW 2 HOUR NO RETURN WITHIN 2 HOURS PARKING BAY MON - FRI 9AM - 5PM

PROPOSED NEW 'NO WAITING AT ANY TIME' RESTRICTIONS - DOUBLE YELLOW LINES

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
V3	21/09/21	Yellow lines near Bushnell Close	VN	JW	JW
V2	09/06/21	2 hr bay in Pitts Road	VN	JW	JW
V1	04/06/21	Original	VN	JW	JW

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Project title

HEADINGTON QUARRY
CONTROLLED PARKING ZONE

Drawing title

ZONE AMENDMENTS
PROPOSED NWAT - BUSHNELL CLOSE
PROPOSED 2 HOUR PARKING
TRINITY ROAD, GREEN ROAD & PITTS ROAD

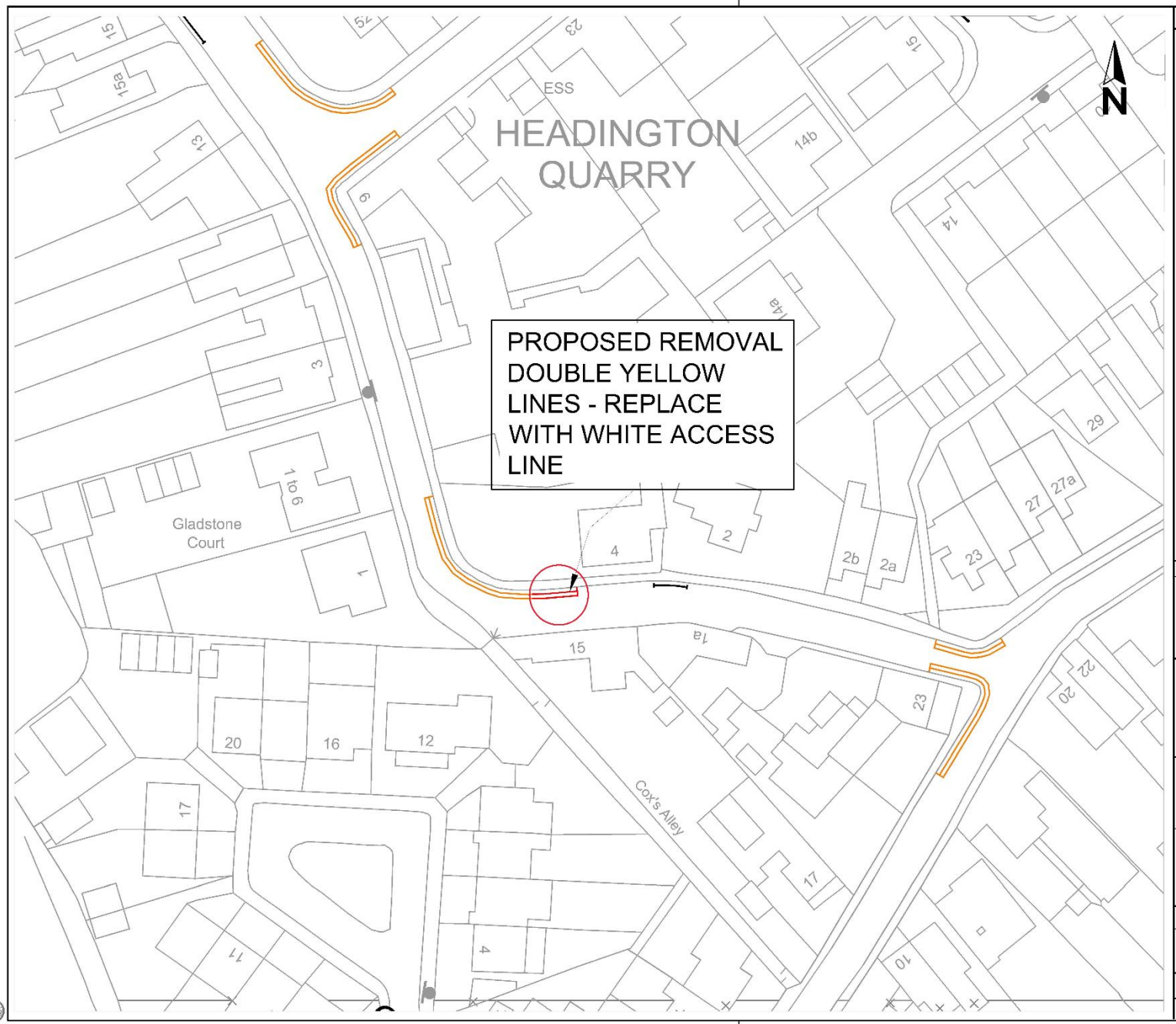
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1:750	VN	JW	JW
	Date drawn 21/09/2021	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. HQ/CPZ/2021/001 Revision v3

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Drawing No. HQ/CPZ/2021/003 | Revision v1

Key

EXISTING 'NO WAITING AT ANY TIME' RESTRICTIONS - DOUBLE YELLOW LINES

PROPOSED REMOVAL OF 'NO WAITING AT ANY TIME' RESTRICTIONS - DOUBLE YELLOW LINES

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

HEADINGTON QUARRY
CONTROLLED PARKING ZONE

Drawing title

ZONE AMENDMENTS
PROPOSED REMOVAL OF DOUBLE YELLOW LINES IN GLADSTONE ROAD

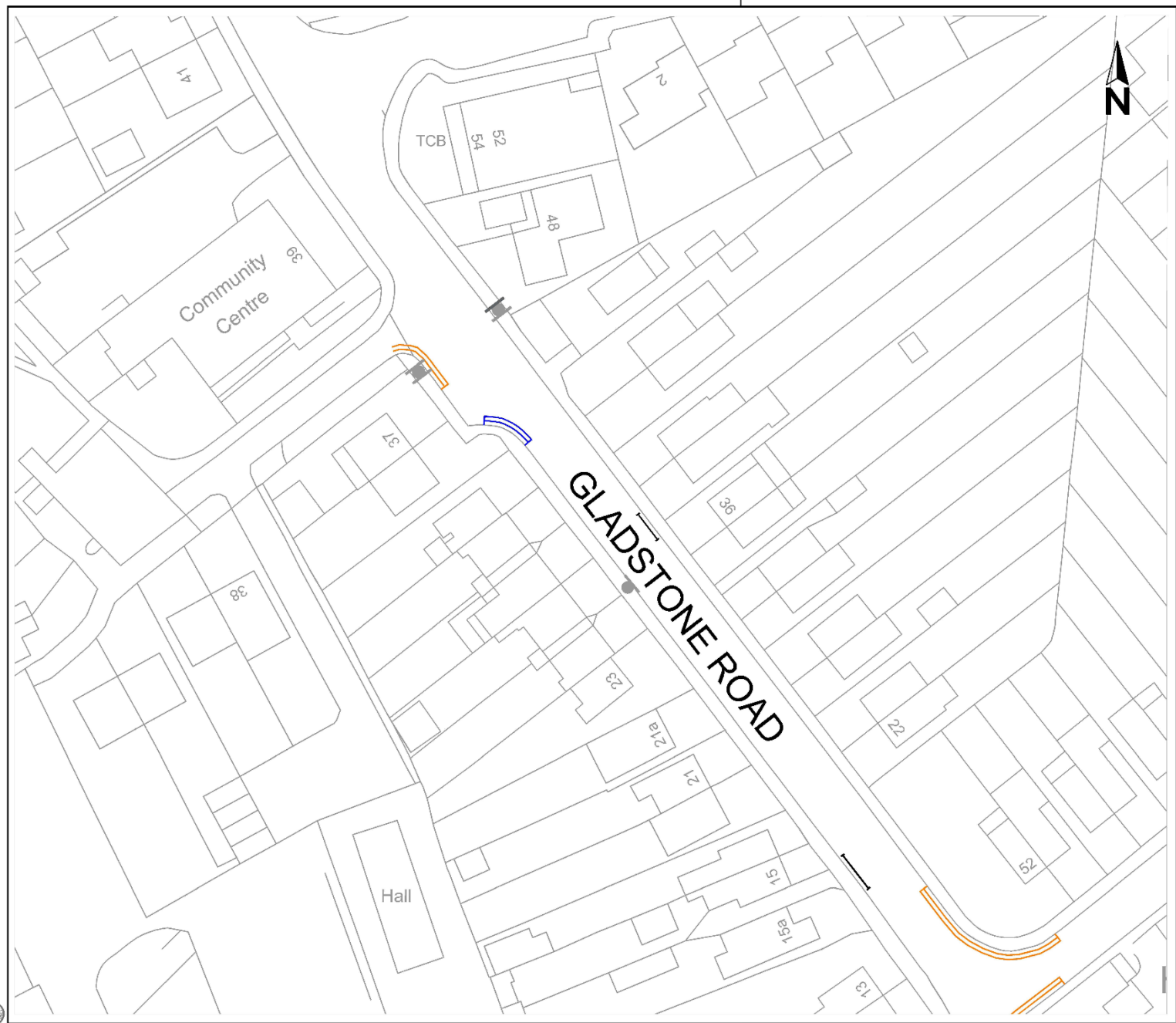
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Drawing No. HQ/CPZ/2021/002 | Revision v1

Key

EXISTING 'NO WAITING AT ANY TIME' RESTRICTIONS - DOUBLE YELLOW LINES

PROPOSED NEW 'NO WAITING AT ANY TIME' RESTRICTIONS - DOUBLE YELLOW LINES

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HEADINGTON QUARRY
CONTROLLED PARKING ZONE

Drawing title

ZONE AMENDMENTS
PROPOSED NEW DOUBLE YELLOW LINES
GLADSTONE ROAD

Drawing Status

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ANNEX 5

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(2) Oxford Bus Company	**No objection**
(3) Local County Cllr, (Headington Quarry Division)	Trinity Road (DYLs) - **Object** I agree with the objections to the extension of DYLs on the south side of Trinity Road. The road narrows here and I think we should leave space for parking as these homes do not have off road parking.
(4) Local City Cllr, (Quarry & Risinghurst Ward)	Quarry High Street (DYLs) - **Concerns** Green Road (2hr) - **Concerns** Pitts Road (2hr) - **Concerns** **Concerns** – My concerns are the impact of these restrictions and CPZ on the two businesses in Quarry namely Quarry Motoring Centre Garage and Pitts Road Garage. The suggested option was to Issue Quarry Motoring Centre six and Pitts Road garage three parking passes to enable them stay in business. The other option is for four hours parking bays outside these garages.
(5) Local Resident, (Headington Quarry, Gladstone Road)	Gladstone Road (DYLs) - **Object** The proposed yellow lines outside 33 Gladstone road would leave just 2 parking spaces by our house. The layby type

	area right outside our house is already double yellow lines. This would leave space for just 2 cars opposite. The property at 31 is student accommodation and they often have had to park opposite. In short this leaves 2 spaces left as we live right on the edge of the zone so can't park to the left of our house.
(6) Local Resident, (Oxford, Gladstone Road)	Gladstone Road (DYLs) - **Object** I am writing to register my strong objection. I am also mystified as to the reason why it is being proposed. As our correspondence shows, I have already outlined the reasons for my concern previously to you, and my worries remain the same. I also voiced my concerns at the last meeting at Quarry Hall, and it seemed that everyone was in agreement. There was no-one who was in favour of double yellow lines being there, and I am therefore left wondering why they are being proposed at all? I would be grateful if you could please let me know. The parking space outside my house serves as a vital space for myself as well as my immediate neighbours, who both use the space very often. My neighbours at 37 did not take any role in the first round of proposals at all - indeed they appeared absolutely unaware of them - even though they own more than one car at the property. As a result, they very often use the space where the yellow lines are being proposed as they have no space outside their property. If this space is taken away, it will definitely lead to people (including the residents of 37 Gladstone road) double parking with the disabled parking bay. This is both a hazard to passing traffic and also makes it extremely difficult and impractical for me to get into my car when it is in the disabled parking bay, as people park so closely it obstructs my doors. Also, I would like to emphasize that the disabled parking bay is not only for myself and is also frequently used by other disabled users. This has become more common since Headington Community Centre recently resumed events. It is not uncommon for myself to return home to find another car in the space, and if the yellow lines were put in place outside my house, I would have great difficulty finding somewhere else close by to park. There is also the issue of speeding. This is already a problem, as the space where the lines are proposed is a rare example of a straight portion of road in the Quarry, and drivers often speed up on it. Having a car parked there presently slows traffic, as drivers are forced to slow down to give way or negotiate oncoming traffic. If a car is unable to park there in the future and there is a clear space instead, this will cause drivers to feel comfortable driving even faster than they already do. Access to the driveway of 33 is not obstructed or affected in anyway. Both myself at 35 and next door at 37 do not have the option of creating off-road parking with a drive as other neighbours have done, because of the

	impracticalities of the below street-level gardens. Therefore, it is vital that the space for residents parking there remains. As I have said above, I am at a loss to wonder why taking the space away has even been proposed, given my previous objections. I have voiced these both in person at the meeting in the winter of 2020, and also to yourself in writing previously, so I hope you understand that I am surprised at the proposal and am very worried about it. I am quite sure when I say that no-one thinks that the proposed changes will have a positive effect. Cars parked there do not block either the drive of 33 Gladstone road nor the disabled parking bay. Furthermore, I am still unsure how a car parked parallel to the pavement there can have any more of an effect on pedestrians as a car parked anywhere else could. I am very worried that it will just lead to double parking, which was an issue before the CPZ.
(7) Resident, (unknown)	Gladstone Road (DYLs) - **Object** I oppose the parking restrictions due to take place on Gladstone Road. This is because, residents are already paying to park on the road and there is a disabled resident who will be badly affected if this proposed parking restriction comes into effect.
(8) Local Resident, (Oxford, Trinity Road)	Trinity Road (DYLs) - **Object** Please do NOT implement the proposal for the south side of Trinity Road, as follows: Trinity Road – a) new extension to existing restrictions on the north side; east of the junction with Quarry School Place, and on the south side outside property Nos. 28-32, b) remove a section on the south side outside property No. 34. • I strongly object to this. I am grateful that there will not be yellow lines outside my house (no 34) but my neighbour at no 30 also needs to park. • We have both paid for our permits with the reasonable expectation that there would be places where we can park. It is obvious that there are no other options for us to park anywhere in the neighbourhood, other than outside our houses on the south side of Trinity Road. The waiting zone further down Trinity Road towards the church is nearly always fully occupied with cars. The area marked with an X is unsuitable for long-term parking as the tree drops a sap which is difficult to remove from cars. • The residents at no's 32 and 28 are chronically ill and/or elderly and space is needed for their visitors/carers when they stop by. • I don't understand the need for the double yellow lines. (Your website lists a document called 'Statement of reasons' but no reasons are given.)

	• Provided that we park slightly on the pavement, allowing enough space for children's strollers/wheelchairs to get past safely, the road is wide enough for large vehicles such as dustbin lorries to get past. I am not aware that there have been any issues relating to this. Please see the attached photos. Large vehicles are much more likely to be blocked where the road is narrower further east. Thank you for consulting with us and I sincerely hope you will be able to implement your other proposals but leave this section of Trinity Road alone. Or, at most, place a very short section of double yellow lines on the corner of Trinity Road and the lane that leads down to no 22 and other houses.
(9) Local Resident, (Oxford, Trinity Road)	Trinity Road (DYLs) - **Object** I am perturbed by the Trinity Road proposal (a) new extension to existing restrictions on the north side; east of the junction with Quarry School Place, and on the south side outside property Nos. 28-32. I have lived here for many years and, although cars are generally parked outside numbers 23-32, they have not prevented the passage of other vehicles, including those as large as refuse lorries. Parking at this end of Trinity Road is scarcely enough for one car per household as it is; fortunately for us, not all households have cars and we are now generally able to find parking reasonably close to home. However, there are frequently visitors to the nearby church and school plus visiting carers and trades people who require parking. The reduction in available parking will impact on all of the users as well as residents. The lay-by at the front of my house allows 2-hour visitor parking during operational hours of the CPZ. While parking is permitted on the corner opposite my house (at the top of Quarry School Place), sap from the trees mean it is potentially damaging to cars to be placed there for any length of time. One thought is that the lay-by could be made residents only and a 2-hour permitted space set up under the trees instead.
(10) Local Resident, (Oxford, Quarry High Street)	Quarry High Street (DYLs) - **Object** I have been supportive of previous parking restrictions in the area as they have prioritised the needs of residents and would welcome measures to cut through traffic and improve safety. However, I feel that the proposed changes which affect the road directly adjoining my property have been proposed without good reason or clear communication and will have a negative impact on residents.

	My main concerns are the introduction of double yellow lines on Quarry High St on both sides opposite the entrance to Bushnell Close. The proposed lines on the northern side of the road go directly across my driveway on Quarry High Street. As your letter indicates that the proposals are a result of engagement with residents, I'm surprised we were not informed of this proposed change directly. In the 11 years I have lived in this property, no one has ever parked in this space or the space marked on the other side of Bushnell Close, apart from occasional deliveries, so the introduction of yet more street markings seems entirely unnecessary. I am also at a loss to understand the reasoning behind the proposed double yellow lines on the opposite, southern side of Quarry High St. We are fortunate to have a driveway but other residents are not so fortunate and this provides one of the few places in this area where residents can park on the street and where delivery and tradespeople can stop. These parking spaces make it more difficult for us to access our drive but we recognise that they are important for others. The council also needs to recognise the changed world we live in where many more people work from home so are present in residential areas during the day.
(11) Local Resident, (Oxford, Quarry High Street)	Quarry High Street (DYLs) - **Object** I would like to object to the addition of double yellow lines on the section of Quarry High Street opposite Bushnell Close, as this would rule out any option to park near to my house. Myself and my neighbour are fully reliant on on-street parking, having no driveway access at our houses and the proposed changes would lead to us having to park further from our houses- this loss of available parking space would also then create more congestion and competition for parking further down Quarry High Street (towards Pitts Rd) as many of these houses also rely solely on the on-street parking. The very recent addition of controlled parking zones on QHS and surrounding roads have already created a need to pay for permits (and this is not an insignificant cost), and the proposed changes would make it difficult to actually use these permits as I would no longer be able to park anywhere near my house? The road area opposite Bushnell close is neither particularly busy, nor narrow, so I won't pretend like I fully even understand the need for further parking restrictions in this area.
(12) Local Resident, (Headington Quarry, Quarry High Street)	Gladstone Road (DYLs) - **Object** Trinity Road (DYLs) - **Object**

	Quarry High Street (DYLs) - **Object** The yellow lines will do away with parking spaces, which at present are both sides of road. This will encourage drivers to speed even more! There are 4 or 5 houses with no parking facilities at all (mine included) in QHS, where are residents going to be able to park. Also why have we all had to get resident parking permits and visitor permits when we won't have room to park anywhere near our properties. Lastly, when Bushnell Close was built, the entry/exit road was widened to allow easy access, it was widened even further by altering the wall of No 1. This was done so as to not affect current parking. It works perfectly.
(13) Local Resident, (Headington, Nuffield Road)	Gladstone Road (DYLs) - **Object** Trinity Road (DYLs) - **Object** Quarry High Street (DYLs) - **Object** Green Road (2hr) - **Object** Pitts Road (2hr) - **Concerns** Trinity Road (2hr) - **Concerns** The bays are not long enough, they need to be four hours. Also two bays on Green Road is not enough. There needs to be loads more. This would mean people that live there can have visitors and it would still stop commuters. More yellow lines surely mean even less spaces.
(14) Local Resident, (Sandhills, Terrett Avenue)	Gladstone Road (DYLs) - **Object** Trinity Road (DYLs) - **Object** Quarry High Street (DYLs) - **Object** Green Road (2hr) - **Object** Pitts Road (2hr) - **Object** I do not think it's necessary
(15) Local Resident, (Headington, Shotover Kilns)	Gladstone Road (DYLs) - **Object** Trinity Road (DYLs) - **Object** Quarry High Street (DYLs) - **Object**

	Green Road (2hr) - **Object** Pitts Road (2hr) - **Object** Trinity Road (2hr) - **Object** Depriving resindents the opportunity to use road to park as always. Also no help for garage on ring road
(16) Local Resident, (Oxford, Headington Quarry)	Gladstone Road (DYLs) - **Object** Trinity Road (DYLs) - **Object** Quarry High Street (DYLs) - **Object** Green Road (2hr) - **Object** Pitts Road (2hr) - **Object** Trinity Road (2hr) - **Object** Stop wasting precious resources on useless parking restrictions.
(17) Local Resident, (Headington, Gladstone Road)	Gladstone Road (DYLs) - **Object** Trinity Road (DYLs) - **Object** Quarry High Street (DYLs) - **Object** Green Road (2hr) - **Object** Pitts Road (2hr) - **Object** Trinity Road (2hr) - **Object** More and more of Gladstone Road is getting taken away for parking spaces. Outside 37 was taken and now more from the QV parking zone. It's like the home owners are getting victimised for ownership of a car .
(18) Local Resident, (Oxford, Church Road)	Gladstone Road (DYLs) - **Object** Trinity Road (DYLs) - **Object** Quarry High Street (DYLs) - **Object** Green Road (2hr) - **Object** Pitts Road (2hr) - **Object** Trinity Road (2hr) - **Object**

	I visit this area as a customer of the Garage on Green Road. More double lines will make it even worse to park around there. Bays are a good idea but two on Green Road is not enough and they need to be four-hour parking bays not two. That will make it much easier to drop your vehicle off.
(19) Resident, (Eynsham, Back Lane)	Gladstone Road (DYLs) - **Object** Trinity Road (DYLs) - **Object** Quarry High Street (DYLs) - **Object** Green Road (2hr) - **Object** Pitts Road (2hr) - **Object** Trinity Road (2hr) - **Object** My daughter lives in the family house built by her Great, Great, Great Grandfather. My husband (also quarry born & bred) & I like to visit & we cannot walk very far anymore. These plans would isolate Quarry from outsiders with nowhere to park. Several houses have no driveway or garage & have to leave their vehicles on the roadside, making it difficult to visit now without further restrictions. Quarry, with its history, is an attractive area & the church is especially so. Putting in any restrictions makes int impossible to visit. Car access is vital for getting to visit relatives. Please reconsider all your plans as they are totally inappropriate for this area.
(20) Resident, (Chalgrove, Brinkinfield Road)	Gladstone Road (DYLs) - **Object** Trinity Road (DYLs) - **Object** Quarry High Street (DYLs) - **Object** Green Road (2hr) - **Object** Pitts Road (2hr) - **Object** Trinity Road (2hr) - **Object** My family home is on Quarry High Street and I often visit my parents there. These parking amendments would mean that I would be unable to visit them and would significantly impact on our family.
(21) Local Resident, (Oxford, Nuffield Road)	Gladstone Road (DYLs) - **Concerns** Trinity Road (DYLs) - **Concerns** Quarry High Street (DYLs) - **Concerns** Green Road (2hr) - **Object**

	Pitts Road (2hr) - **Concerns** Trinity Road (2hr) - **Concerns** More yellow lines make less spaces for everyone. There are not enough spaces in the Quarry area as it is. The bays are not long enough. The whole point of the restrictions was to prevent commuters. If the bays were for four hours it would be easier to visit friends and the garage on Green Road. There also needs to be far more bays than two on the Green Road, this road would benefit from spaces all along the Green road that are four hours long. This would mean commuters can't park but it's easier for business and home' owners in that area.
(22) Local Resident, (Oxford, Van Deimens Lane)	Quarry High Street (DYLs) - **Concerns** Green Road (2hr) - **Object** I use the garage on green road (well used to until the parking restrictions!) It's really hard to drop off your car and go to work due the current restrictions. The bays would be a good idea but there needs to be more of them, possibly all up the Green Road. That way I could confidently leave my car knowing it will be fine until worked on by the garage. 2 hours is not long enough. The whole point was to stop commuters not to stop everyone parking there! More yellow lines surely just limit the spaces in a small area evenmore?
(23) Local Resident, (Quarry, Ramsay Road)	Gladstone Road (DYLs) - **Concerns** Trinity Road (DYLs) - **Concerns** Quarry High Street (DYLs) - **Concerns** Green Road (2hr) - **Concerns** Pitts Road (2hr) - **Concerns** Trinity Road (2hr) - **Concerns** The plans are potentially short sighted and need consistency
(24) Local Resident, (Sandhills, Terrett Avenue)	Gladstone Road (DYLs) - **Concerns** Trinity Road (DYLs) - **Concerns** Quarry High Street (DYLs) - **Concerns** Green Road (2hr) - **Concerns** Pitts Road (2hr) - **Concerns**

	Trinity Road (2hr) - **Concerns** Not long enough Parking
(25) Local Resident, (Headington, Lime Walk)	Green Road (2hr) - **Concerns** The area is in short supply of visitor bays, the whole of Green Road should be 4hr waiting bays. There is plenty of room on the highway and meets the criteria for the scheme, to prevent commuter parking.
(26) Local Resident, (Headington, Lime Walk)	Green Road (2hr) - **Concerns** Green Road sits to the boarder of the CPZ and ideal for placing 4hr parking bays along its entire length. There NO reason at all why the whole of Green Road can be 4hr bays so residents can have visitors stay without having to use one of just 25 permits. Listen to what the community want and not simply cow tail to bureaucratic imposition where a select few think they know what is best for Communities.
(27) Local Resident, (Oxford, Pitts Road)	Pitts Road (2hr) - **Concerns** The current restrictions work well for my family, however, the one outstanding problem in Pitts Rd., that the council has repeatedly not addressed, is the use of our road as a fast, short cut off the ring road and the dangerous speeding resulting from drivers short-cutting the Green Road roundabout. My family and I have asked for speed humps to be put in our road and nothing has happened. This is a cycling and pedestrian area with two elderly residents' homes and is en route to two primary schools. We need two speed humps - one before the junction with New Cross Road and one after. Please install speed humps.

(28) Local Resident, (Oxford, Pitts Road)	Pitts Road (2hr) - **Object** Overall, we are content with the majority of the changes but not to the proposal to put two 2-hour parking bays opposite the garage in Pitts Road. Our reasons for this are based on the cavalier approach of the garage to the existing controlled parking zone. The garage simply ignores this and parks cars throughout the area on Quarry High Street, New Cross Road and Pitts Road. As shown in the photograph, frequently the entire Quarry High Street end of Pitts Road is parked on both sides, with large vehicles blocking the pavement opposite 5 Quarry High Street. Even today, the garage had 10 vehicles parked at this end of the street and once again blocking the pavement thus forcing push-chair users, mobility scooter users and pedestrians to move into the already restricted road. On the basis of this continued lack of consideration by the garage we can see no useful purpose is gained by adding two short stay parking bays to this end of the road and it smacks of rewarding the antisocial behaviour of the garage. Better by far would be to place a parking restricted sign on the lamp post opposite the garage at this site to remind them and their customers of the presence of the CPZ. In addition, it would be good to see more stringent enforcement of the CPZ to prevent the garage gaming the system by moving cars around when the wardens appear and then replacing them when the wardens have gone. It is interesting to note how few cars parked close to the garage ever get tickets whereas those elsewhere do get ticketed. Of the 10 vehicles parked at that end of Pitts Road today none have been ticketed at the time of writing. We understand the desire to maintain small businesses in residential areas. However, the rights of the businesses to operate in such areas surely demands that they be considerate of their neighbours with respect to pavement access, restricting the road and noise.
(29) Local Resident, (Oxford, Van Deimens Lane)	Green Road (2hr) - **Object** I work on the Green Road and see the business struggling with the current restrictions. The two-hour bays are not enough and not long enough. It would be better for our customers if there were more bays and these bays were for 4 hours. This would make it easier to park when coming to work and would make it easier for us working at the garage. Currently I really struggle to park when I come to work.
(30) Local Resident, (Headington, Mattock close)	Green Road (2hr) - **Object** As a frequent user of Quarry Motoring Centre, I find it very difficult to park in the vicinity so the main objective you set out to do, in stopping parking along Green Road to commute to places of work e.g. hospitals you have achieved,

	however if you were to put parking bays outside of the garage and further along Green Road with a 4 hour waiting, this would make it so much easier to access the garage but also still stop the issue of parking and commuting.
(31) Local Resident, (Headington, Quarry High Street)	Quarry High Street (DYLs) - **Object** I feel it is totally unnecessary to put yellow lines on Quarry High Street. It will leave 2 car parking spaces for at least 11 houses, 4 of these have no off-street parking and a number of these homes have more than one car as well. That doesn't even allow for visitors. Bushnell close is wide enough to get in and out of, they have more space than most of the driveways. All the residents in Bushnell close have double garages and double driveways or more. It will also encourage speeding on that part of the road which will make it more dangerous and also harder for those with driveways to turn in and out.
(32) Local Resident, (Headington, Quarry high street)	Quarry High Street (DYLs) - **Object** I object this request due to the fact I have a one year old toddler that I need to carry out of my car to cross the road to get to my house for these yellow lines it will be impossible for me to do so and carry shopping as quarry high street is so busy with other cars zooming down here and not in the 20mph zone I don't think it's safe anyways so to park half way down my road isn't very handy when I can park right outside my house, I also think it's a ridiculous request and discussion about the yellow lines and of course we are going to object this when we have to pay to park outside our house of £65 a year and also for people to visit us and giving them paid permits to park.
(33) Local Resident, (Oxford, Green Road)	Quarry High Street (DYLs) - **Object** Green Road (2hr) - **Object** I work on the green road and it is currently really difficult to park near work. The extra double yellow lines will not help. Also working at the Garage business on the Green Road I see the struggles that they have with the parking restrictions. The bays proposed outside the garage would be ok if they were longer than 2 hours, maybe 4 hours. 2 hours is not long enough. There also needs to be more 4 hour bays on the Green Road to help customers and staff

	park for the garage.
(34) Local Resident, (Oxford, Green Road)	Quarry High Street (DYLs) - **Object** Green Road (2hr) - **Object** I work at Quarry Motoring Centre and it's also my family business. Parking is very difficult with the new restrictions and business has suffered. I feel the bays on Green Road would be good but only if they were 4 hours and there were a lot more of them. Two bays are simply not enough. Four-hour bays would stop commuters parking which I thought was the whole point of the restrictions. It's very difficult for staff and customers to park. Bays could be put all along the Green Road. More double yellow lines also limit spaces.
(35) Local Resident, (Oxford, Valencia Road)	Quarry High Street (DYLs) - **Object** Green Road (2hr) - **Object** I work at Quarry Motoring on the Green Road. Since the current restrictions parking is awful. It's really hard to park anywhere when I come to work. I have also seen the business suffer. More yellow lines will mean less spaces. The bays are a good idea but there needs to be more of them, possibly all up the Green Road towards the flats. Two hours is not long enough, four hour bays would mean that commuters would not use the space which used to be the issue before but it would make it more flexible for ' our customers and also easier for staff to park for some of the day.
(36) Local Resident, (Oxford, Green Road)	Quarry High Street (DYLs) - **Object** Green Road (2hr) - **Object** I have used the Garage on the Green Road for years and see how hard business is for them now since the parking restrictions. The extra yellow lines mean less spaces for everyone and the bays although a good idea are not enough. It would be good to have bays all along the Green Road and for them to be four hours. This would help people dropping their cars off and leaving them to go to work. I also have a couple of friends in the area and it would mean it's easier to visit if the bays were four hours and they do not to use one of the temporary permits as I know they are expensive and they are not allowed many.

(37) Local Resident, (Oxford, Green Road)	Quarry High Street (DYLs) - **Object** Green Road (2hr) - **Object** I am the business owner of the Garage on the Green Road. Although retired I still visit the garage daily and find the parking is a real issue. I am seeing the struggle that the business has now with our customers unable to leave cars before work due to the restrictions. I feel the extra double yellow lines mean that there is even less spaces and the bays outside the garage although a good idea are simply not long enough. Four hours would be more suitable and there needs to be more than two bays. This would mean that commuters could not use the spaces but it would ease the problem of parking for the business and for people living in the community. I know its very hard to have visitors now when I speak to neighbours around the garage and this must be an awful situation to be in.
(38) Local Business, (Oxford, Green Road)	Quarry High Street (DYLs) - **Object** Green Road (2hr) - **Object** As business owner of Quarry Motoring Centre I object to the bays outside the garage. The bays in themselves are a good idea but two bays are simply not enough. There needs to be far more and they need to be four hours not two. I go the garage every day for a couple of hours and can't park. I also find it difficult visiting my son who lives next door. We only get a few visitor permits which simply is not enough. Four-hour bays would enable me to work at the garage each day and also to easily visit my son. I am also seeing the impact that the parking restrictions are having on the business. It would be much easier for us moving cars in and out and for our customers if there were more bays along the Green Road with four hours parking. The extra double yellow lines just surely make it harder for people as there is less spaces available.
(39) Local Resident, (Oxford, Green Road)	Quarry High Street (DYLs) - **Object** Green Road (2hr) - **Object** I own a business who have their vans serviced and worked on at Quarry Motoring Centre on the Green Road. The current restrictions make it very hard to drop off vans for work. Bays would help but there needs to be more bays along the Green Road with a longer parking time, maybe 4 hours. This would help when dropping off vehicles. I also have family in the Quarry area and it's very hard to visit without a visitor permit. Again a longer parking bay of 4 hours and more bays would make visiting family easier. Currently there is nowhere to park. I thought the restrictions were to make parking difficult for commuters which it has but also made it hard for everyone else. Some four -our

	bays would solve this problem.
(40) Local Resident, (Oxford, Green Road)	Quarry High Street (DYLs) - **Object** Green Road (2hr) - **Object** Pitts Road (2hr) - **Object** Trinity Road (2hr) - **Object** I object to the new double yellow lines on Quarry High Street as I feel this will only limit the spaces available even if you do have a permit making Green Road busier. I strongly object to the two hour waiting bays. This isn't long enough and it should be four hours and more bays put in down towards the flats on Green Road. Two bays on Green Road are simply not enough. I live on Green Road and currently it is very hard to have visitors with the current restrictions. There are not enough parking spaces on Quarry High Street. Having a few (not just two) four-hour bays would enable me to have visitors both personally and for my business as I work from home at Green Road. I believed the whole idea behind the restrictions was to stop commuters, when all it has done is make life difficult for residents and business owners. No thought seems to be given for people that live in the area and run their business in the area.
(41) Local Resident, (Oxford, Green Road)	Quarry High Street (DYLs) - **Object** Green Road (2hr) - **Object** Pitts Road (2hr) - **Object** Trinity Road (2hr) - **Object** The Parking Restrictions were brought in to help stop commuters parking in the area. All it has achieved is making the parking very difficult for residents and businesses. I live on Green Road and it's very hard to have visitors. The added double yellow lines on Quarry High Street is limiting what little spaces there are. The two-hour bay proposed is not enough, both in time and quantity. It would make more sense to have more bays up towards the flats on Green Road and for these bays to be four hours. That would mean it is easier to have people visit and help local business with their customers.

(42) Local Business, (Oxford, Green Road)	Quarry High Street (DYLs) - **Object** Green Road (2hr) - **Object** Pitts Road (2hr) - **Object** Trinity Road (2hr) - **Object** I object to the proposed parking bays outside my business. By just having two outside the garage is a step backwards as other people will use these meaning even less spaces for my customers. The bays need to be four hours and there needs to be more than two bays. It would be good if there were bays up towards the flats on Green Road too. The parking restrictions were brought in to help stop commuters parking here but all they have done is make business very hard. My customers find it difficult to drop their cars off and it has affected my business.
(43) Local Resident, (Headington, Quarry High Street)	Quarry High Street (DYLs) - **Object** Green Road (2hr) - **Support** The Quarry High Street yellow lines directly will affect me and my neighbours greatly. When Bushnell close was built we raised concerns about the parking being affected as there used to be garages used by the Quarry High Street residents that were pulled down from that land leaving no off-street parking for at least 4 houses. Bushnell Close was given a wider entrance so that it would allow the parking to be left as it is now and to allow cars to park on the road. One of my neighbours is elderly and partially short sighted, she will not be able to be picked up by her daughter from the roadside as she is now. Another neighbour has a small child so not easy to walk further than our road. The residents in Bushnell close have double driveways and double garages so don't have any problems having visitors or parking by their homes. I pay for a parking permit and visitors permits so if this goes ahead they will be redundant as I can't park near my home or have visitors. I am also concerned that having the road more open the traffic will speed down this road. The proposal states: 'The County Council continues its responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and the proposed measures are aimed at ensuring that 1 danger is minimised whilst 2 facilitating the effective and safe passage of traffic whilst maintaining the opportunity to park'. I feel this proposal goes against these aims: 1. Danger will be increased due to speed of traffic.

	2. Leaving no opportunity to park for at least 4 homes and all visitors.
(44) Local Resident, (Headington Quarry, Trinity Road)	Trinity Road (DYLs) - **Object** Trinity Road (2hr) - **Object** I live in this road. The double yellow lines protect both of the entrances to my house from having cars parked across them. This happens frequently and the permits have not stopped this. Parents from the school during the day disregard the gates and pub patrons at night disregard anyway. Ensuring the gates are clear allows me to get my bikes in to and out of my property. PLEASE DO NOT REMOVE THE LINES AROUND 23!!!!!
(45) Local Resident, (Headington Quarry, Trinity Road)	Trinity Road (DYLs) - **Object** Trinity Road (2hr) - **Support** I support the proposed 2 hour parking outside Six Bells, which will provide useful extra capacity for mid-week visitors. I object to the proposed south side changes outside 28-32 Trinity Road. I don't live in these houses but am concerned that preventing parking outside them will reduce the total capacity on the street by 3-4 spaces, thus making it much harder for residents all along the street to find evening parking slots. The south side pavement ends by no. 28, so pedestrians all cross to the north pavement anyway, so having cars parked along this stretch does not create an obstruction. I don't understand the annotation "REMOVE FROM TRAFFIC ORDER" outside no. 34 Trinity Road as there are no road markings here at present. Please reissue this map with an annotation that clarifies your intentions for this stretch. Thanks.
(46) Local Resident, (Headington Quarry, Quarry High Street)	Gladstone Road (DYLs) - **Support** Trinity Road (DYLs) - **Support** Quarry High Street (DYLs) - **Object** Green Road (2hr) - **Support** Pitts Road (2hr) - **Support** Trinity Road (2hr) - **Support**

	I object to the DYL changes in Quarry High Street opposite Bushnell Close as they will put additional pressure on parking on Quarry High Street, particularly for people who live near the Green Road end where parking is already constrained. I also do not see that they are necessary as there is very limited traffic coming into or out of Bushnell Close at any time
(47) Local Resident, (Risinghurst, Green Road)	Gladstone Road (DYLs) - **Support** Trinity Road (DYLs) - **Support** Quarry High Street (DYLs) - **Support** Green Road (2hr) - **Support** Pitts Road (2hr) - **Support** Trinity Road (2hr) - **Support** Green Road and Quarry High Street are 2 roads that are constantly block by cars park on double yellow line for whole day while people travel to the London (by bus) or city centre.
(48) Local Resident, (Oxford, Hedges Close)	Gladstone Road (DYLs) - **Support** Trinity Road (DYLs) - **Support** Quarry High Street (DYLs) - **Support** Green Road (2hr) - **Support** Pitts Road (2hr) - **Support** Trinity Road (2hr) - **Support** More 2 hour spaces is a good thing. The current restriction on temporary parking in the quarry does not help protect resident's parking or reduce through-traffic. Spaces are not protected for residents after 5pm, when commuters need their spaces. Instead, spaces are left pointlessly empty between 9am and 5pm; these spaces may as well be used. If the council truly thinks that there is a congestion problem impacting on pedestrians on Quarry Road, Trinity Road, and Quarry High Street (as someone who lives on Quarry High Street, I do not), then pedestrian crossings should be built. The primary traffic problem on Quarry High Street is an absence of marked bays for parking, therefore parking is spread unevenly across both sides of the street, leading to slaloming of cyclists, cars, and the pedestrians who cross the roads, and long queues forming around Gladstone Road/Quarry High Street junction as cars struggle to reach Quarry Road - as someone who lives on Quarry High Street and regularly needs to travel to Old Road via Quarry Road, this is problematic, both when in car and on bicycle due to the uneven parking leading to people struggling to

	yield to one another efficiently.
(49) Local Resident, (Oxford, Gladstone Road)	Gladstone Road (DYLs) - **Support** We are the residents that live on Gladstone Road where the proposed double yellow line would be put in place. We believe this is long overdue proposal stretching back many years. Parking on this small space on a bend has always been a danger especially to the young children from the nursery. When leaving our driveway it is very difficult to see little ones running along the pavement round the bend. With the bushes & parked vehicles there have been some near misses. This is a controlled parking zone with no clearly marked parking bays. If it was this bend would never be a parking bay due to the safety issues mentioned above. We fully support the proposal.

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Divisions affected: *Wolvercote and Summertown*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 DECEMBER 2021

OXFORD: A44 BETWEEN PEARTREE AND WOLVERCOTE ROUNDABOUTS AND NEW LINK ROAD TO A40 – PROPOSED 50MPH AND 20MPH SPEED LIMITS, 7.5 TONNE WEIGHT LIMIT AND TURNING RESTRICTIONS AND SIGNALLED CROSSING FOR PEDESTRIANS AND PEDAL CYCLISTS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:

   a) A 50mph speed limit on the A44 Woodstock Road north of the Wolvercote roundabout
   b) A 20mph speed limit on the new link road between the A44 Woodstock Road & the A40 Northern Bypass
   c) 7.5 tonne weight limit to be introduced on the new link road
   d) A right turn prohibition & no access restriction at the junction of the link road with the A44
   e) a new staggered signalised crossing for pedestrians and pedal cyclists across the A44 south of the junction with the link road

Executive summary

2. This report presents responses received to a statutory consultation on measures on the A44 between the Peartree and Wolvercote roundabouts and the new link road to the A40 comprising a 50mph speed limit on the A44 Woodstock Road north of the Wolvercote roundabout, a 20mph speed limit on the new link road between the A44 Woodstock Road & the A40 Northern Bypass, a 7.5 tonne weight limit to be introduced on the new link road, a right turn prohibition & no access restriction at the junction of the link road with the A44 and a new staggered signalised crossing for pedestrians and pedal cyclists across the A44 south of the junction with the link road.

3. It should be noted that further traffic management measures will be progressed at a later stage of the major Oxford North development and be the subject of further consultation.

Financial Implications

4. Funding for consultation on the proposals has been provided by the developers of land adjacent to the A40 and A44 who will also fund implementation of the proposals should they be approved.

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

6. The proposals would help facilitate walking and cycling and the safe movement of traffic.

Consultation

7. Formal consultation was carried out between 7 October and 5 November 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Gosford & Water Eaton Parish Council, Oxford City Council and local County & City Councillors.

8. Six responses were received during the formal consultation as summarised in the table below:

Proposal	Object	Concerns	Support	No opinion / objection
50mph speed limit on A44 Woodstock Road	2	-	2	2
20mph speed limit on Link Road	3	1	-	2
7.5 tonne weight limit on Link Road	2	1		3
Right turn prohibition on Link Road	-	2	1	3
Signalised staggered crossing on A44 Woodstock Road	-	2	2	2

9. The responses are shown at Annex 2 with and copies of the original responses available for inspection by County Councillors.

10. Thames Valley Police did not object to the proposals subject to the 20mph speed limit being self-enforcing as shown in the plan at Annex 4. Raised tables are proposed on the short link road and these should help ensure good levels of compliance. The police also noted their concerns about the enforcement of the weight limit. It is acknowledged that enforcement of such restrictions is challenging and the capacity of the police and the Oxfordshire County Council Trading Standards team (who also monitor and enforce weight limits) is very limited. Noting the above and accepting also that the link

road may prove attractive given the delays commonly experienced at the A40 Wolvercote roundabout, close monitoring of its operation will be required to identify if further measures are required.

11. Oxford Bus Company did not object.

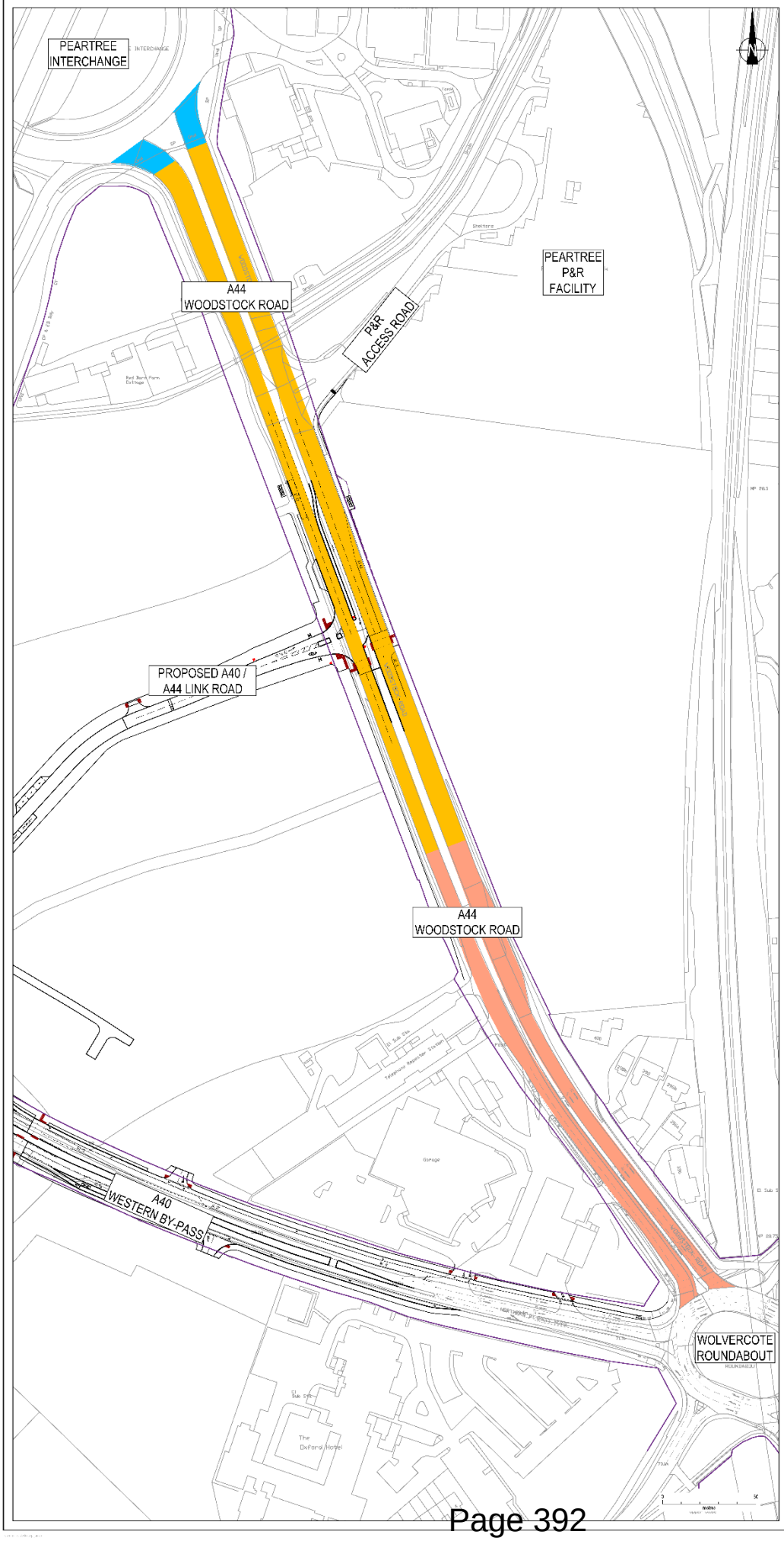
12. The remaining responses were from members of the public with objections to the proposed speed and weight limits, primarily on the grounds of the lack of need and also concerns on the proposed turning restrictions and signalled crossing.

BILL COTTON
Corporate Director, Environment and Place

Annexes	Annexe 1-4: Consultation Plans Annex 5: Consultation responses

Contact Officers:	Tim Shickle 07920 591545 John Exley 07568 563706

December 2021



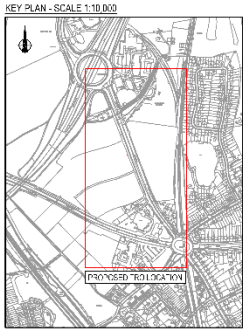
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KEY:

- EXISTING OXFORDSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- PROPOSED OXFORDSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- EXISTING SPEED LIMIT - NATIONAL SPEED LIMIT
- EXISTING SPEED LIMIT - 30mph
- PROPOSED SPEED LIMIT - 50mph (REDUCED FROM NATIONAL SPEED LIMIT)

KEY PLAN - SCALE 1:10,000



Mark	Revision	Date	Drawn	Chkd	Appd
B	UPDATE WITH AGGREGATE WORKS COMMENCING	07.07.21	GM	JB	SH
A	ROAD MARKINGS UPDATED	18.12.20	VT	BH	SH

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Drawing Issue Status: FOR APPROVAL

OXFORD NORTH
TRAFFIC REGULATION ORDERS
A44 CORRIDOR INTERIM SCHEME
PROPOSED SPEED LIMITS

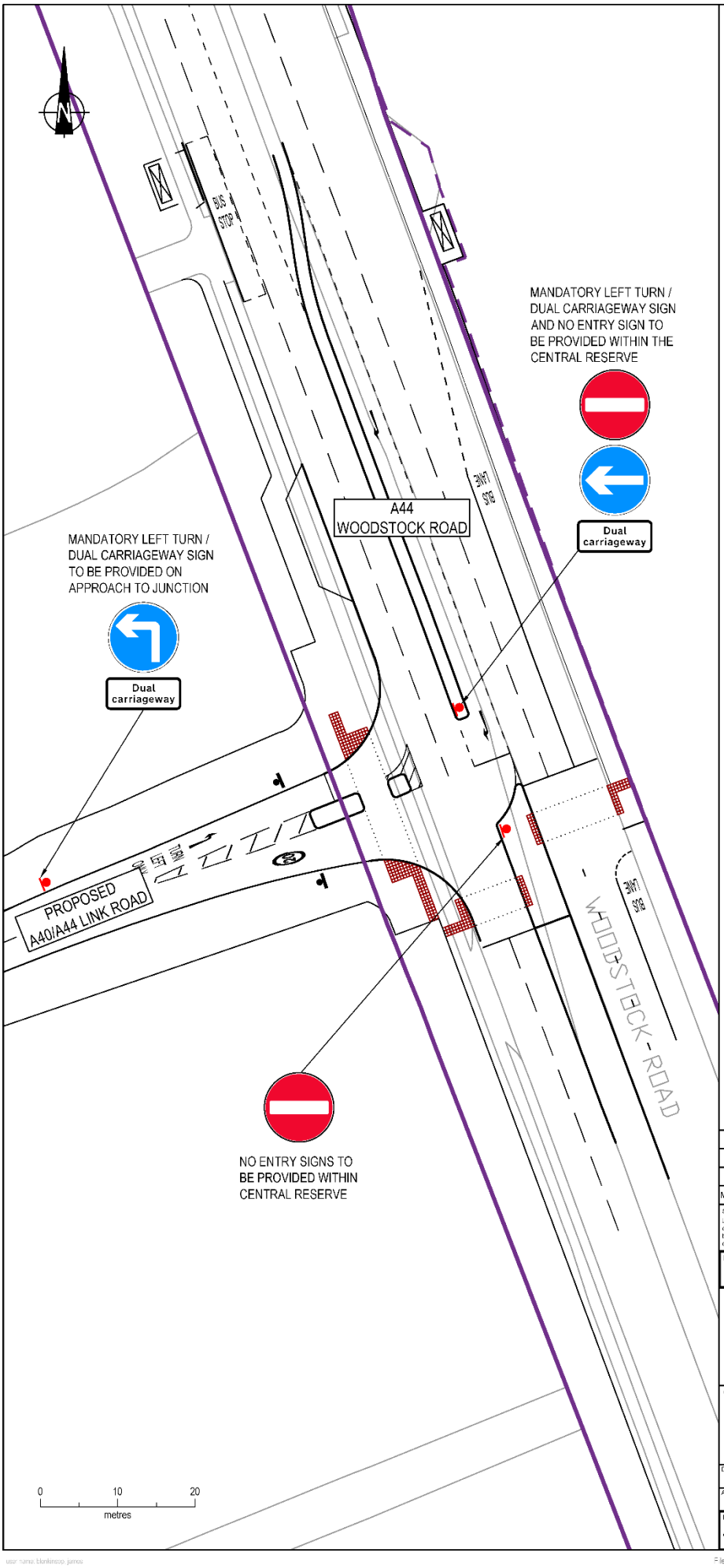
Client: TWO – THOMAS WHITE OXFORD

Date of 1st issue	Designed	Drawn
23.10.2020	BH	GM
A1 Scale	Checked	Approved
1:1000 @ A1	BH	SH

Drawing Number: 48201/A44/S278/151 | Revision: B

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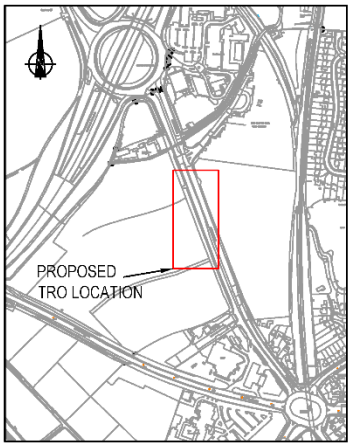
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KEY:

- EXISTING OXFORDSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- PROPOSED OXFORDSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- PROPOSED TRAFFIC SIGN

KEY PLAN - SCALE 1:10,000



Mark	Revision	Date	Drawn	Chkd	Appd
B	UPDATED IN ACCORDANCE WITH OCC COMMENTS	07.07.21	GM	JB	SH
A	ROAD MARKIINGS UPDATED	18.12.20	VT	BH	SH

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OXFORD NORTH
TRAFFIC REGULATION ORDERS
A44 CORRIDOR INTERIM SCHEME
MANDATORY / PROHIBITED MOVEMENTS

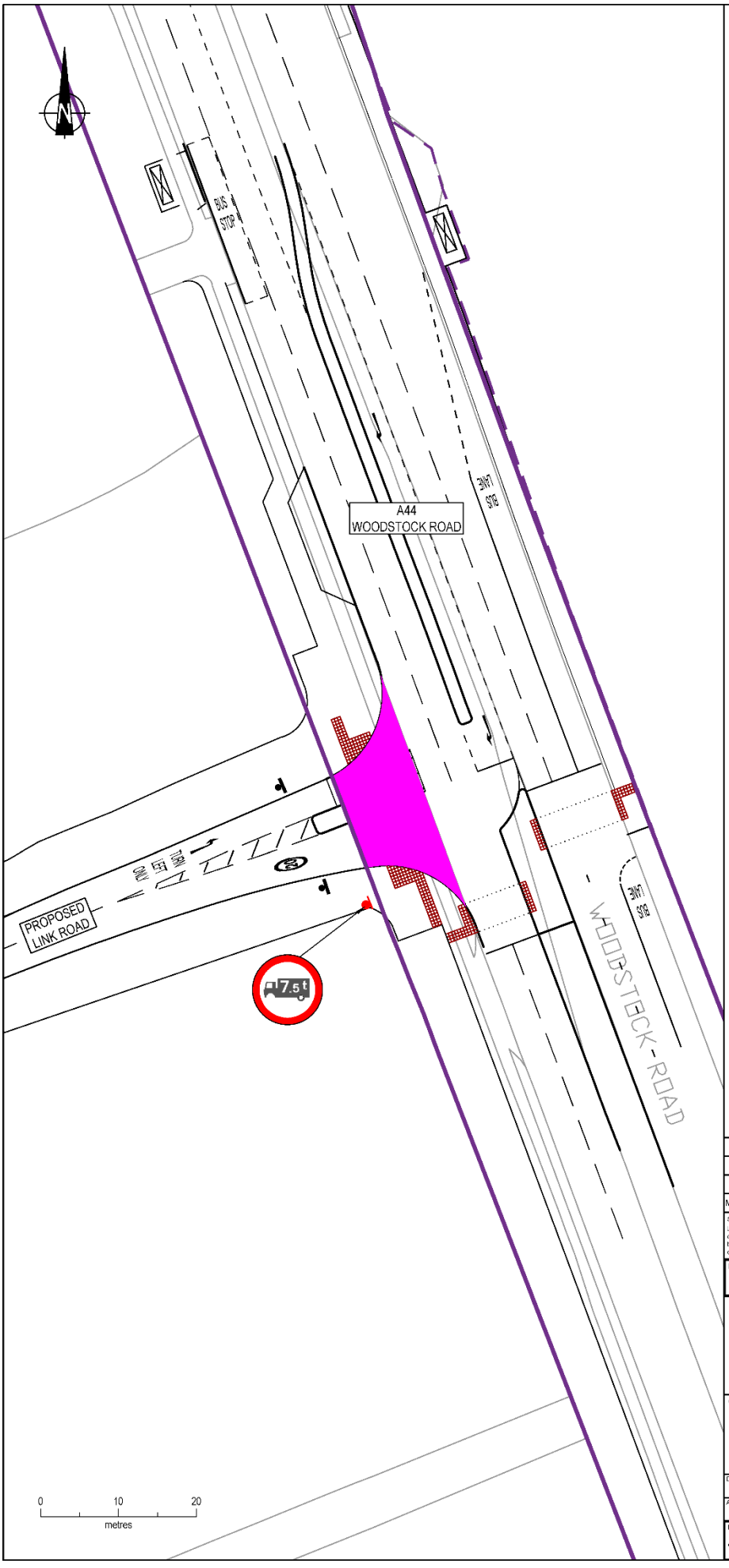
Client: TWO THOMAS WHITE OXFORD

Date of 1st Issue	Designed	Drawn
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A3 Scale	Checked	Approved
1:500 @ A3	BH	SH
Drawing Number		Revision
48201/A44/S278/153		B

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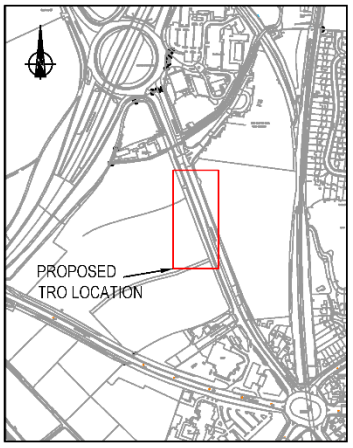
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KEY:

- EXISTING OXFORDSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- PROPOSED OXFORDSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- WEIGHT RESTRICTION - 7.5t EXCEPT AUTHORISED VEHICLES

KEY PLAN - SCALE 1:10,000



Mark	Revision	Date	Drawn	Chkd	Appd
B	UPDATED IN ACCORDANCE WITH OCC COMMENTS	07.07.21	GM	JB	SH
A	ROAD MARKINGS UPDATED	18.12.20	VT	BH	SH

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Drawing Issue Status
FOR APPROVAL

OXFORD NORTH
TRAFFIC REGULATION ORDERS
A44 CORRIDOR INTERIM SCHEME
PROPOSED WEIGHT RESTRICTION

Client
TWO
THOMAS WHITE OXFORD

Date of 1st Issue	Designed	Drawn
23.10.2020	BH	GM
A3 Scale	Checked	Approved
1:500 @ A3	BH	SH

Drawing Number: 48201/A44/S278/152 | Revision: B

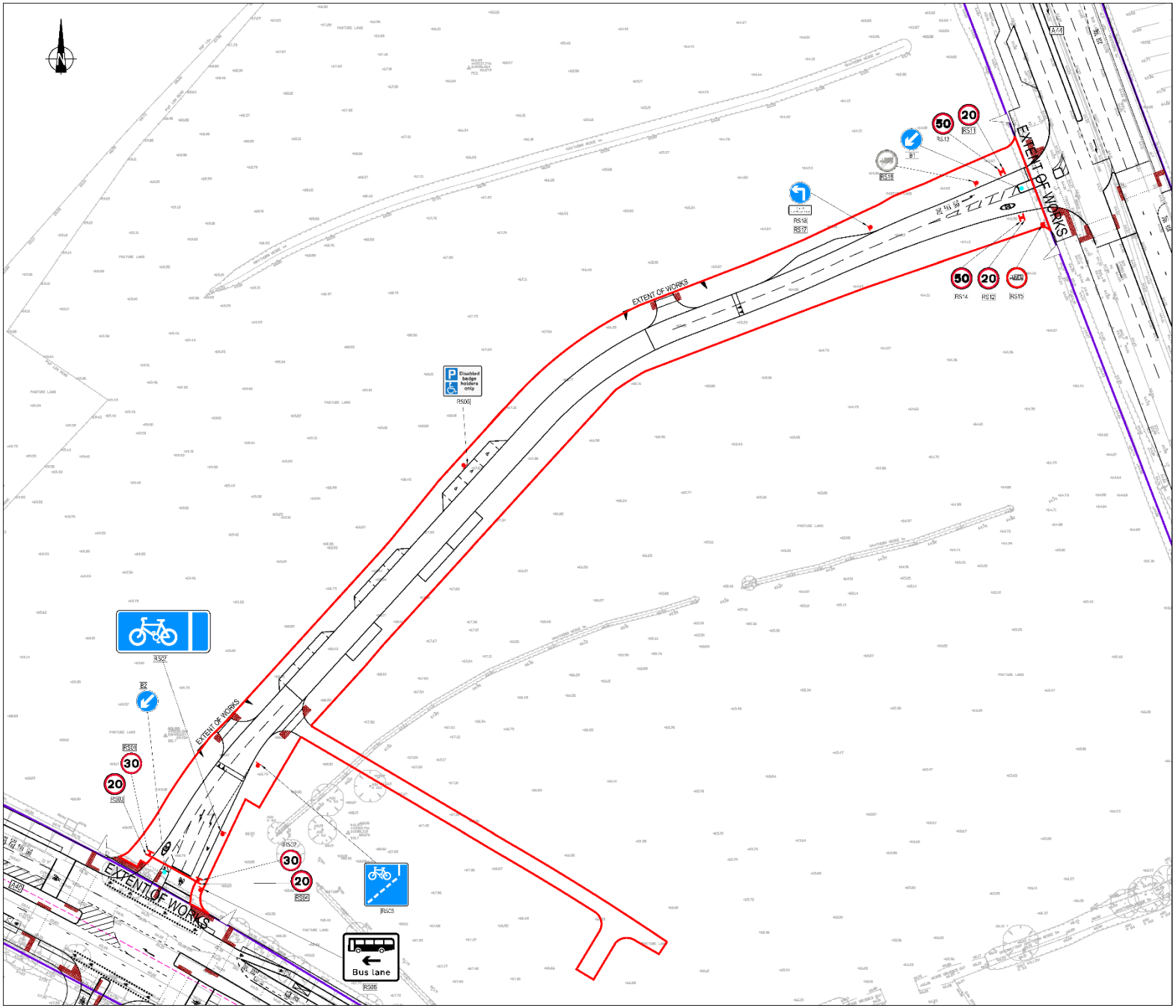
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KEY:

- PROPOSED TRAFFIC SIGN
- PROPOSED BOLLARDS (MALLATITE DURAFLEX SELF-RIGHTING RETROREFLECTIVE BOLLARD OR EQUIVALENT)
- EXISTING OCC HIGHWAY BOUNDARY
- PROPOSED SECTION 38 HIGHWAY BOUNDARY

NOTES:

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3. EXACT POSITION OF ALL SIGNS SHALL BE AGREED WITH THE OVERSEEING ORGANISATION PRIOR TO THEIR INSTALLATION. ALL PROPOSED AND EXISTING SIGNS ARE TO BE PROVIDED WITH APPROPRIATE AND UNRESTRICTED VISIBILITY AS PER APPENDIX A OF LTN/1/94 - THE DESIGN AND USE OF DIRECTIONAL INFORMATORY SIGNS. THE CONTRACTOR SHALL TAKE DUE CONSIDERATION OF DRAINAGE AND UTILITIES WHEN CONSIDERING THE POSITION AND INSTALLATION OF ROAD SIGNS.
4. ALL TRAFFIC SIGNS TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS, 2016 AND THE TRAFFIC SIGN MANUAL CHAPTERS 3, 4, 5, 6 AND 7.
5. REFER TO DRAWING 48201/LINK/S38/1202 FOR SIGN SCHEDULES.

Mark	Revision	Date	Drawn	Chkd	Apod
C	TERMINAL SIGNS REPOSITIONED NEAR TO A44	26.02.21	GW	SH	SH
B	ROAD MARKINGS UPDATED	18.12.20	VT	SH	SH
A	TRAFFIC SIGNS UPDATED	30.10.20	GW	SH	SH

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OXFORD NORTH
SECTION 38 AGREEMENT
A40 / A44 LINK ROAD
TRAFFIC SIGNS

Client: TWO — THOMAS WHITE OXFORD

Date of first issue	Designed	Drawn
04.09.2020	SH	JC
At Scale	**Checked**	**Approved**
1:500 @ A1	SH	SH

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ANNEX 5

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection** - Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e. collision history ,speed of existing traffic, road environment, enforcement, road character and driver perception etc. The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognised way of ascertaining this level of self-compliance is the mean speed. If the mean speed is 4 mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement. There is a proven link between road environment/character and drivers speed .Drivers must respect the need for a speed limit .If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action. The police stance still reflects that 20 mph limits and zones should still be self-enforcing. The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) 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 Speed Limit should not be used to attempt to solve the problem of isolated hazards ,for example a single junction or reduced forward visibility. We are aware that Oxfordshire County Council have recently passed a policy to introduce many more 20 mph speed limits and are working with them through their 20s Steering Group committee. TVP Welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety and may offer further such as median speed reduction and speed reduction of faster drivers, but the best benefits are where road design is improved and the DfT guidelines are followed. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, attempts to create an environment more friendly to cycling and to encourage a greater diversity of road users. Compliance with 20mph limits is a challenging issue as there is a difference between sign-only and other schemes

	and the influence of the road environment is key to achieving compliance. TVP have no policy to enforce based on arbitrary speed limits alone but we will enforce based on harm, risk and resourcing. 20mph limits are not excluded from this and would be enforced where appropriate. However, there are no additional resources available to support extra enforcement. Messages from partners that police do not enforce need to be discouraged as such messaging can encourage non-compliance and should be avoided. I am NOT aware that Speed limit data has been obtained to support such a lowering of these speed limits. It is clear from the consultation documents a raft of measures/treatments will be included for both the A40 and A44 but there is no evidence to suggest the same applies to the new link road. In principle the police have no objection to the measures outlined on the A40 and A44. However, unless design measures fully support a lowering to 20 on the new link road we do object to this proposal. Regarding the Weight limit on the link road my response to previous consultation dated 8th September 2020 remains the same. Enforcement of such restrictions our keen concern.
(2) Oxford Bus Company	**No objection** - Oxford Bus Company has no concerns on these proposals.
(3) Local Resident, (Oxford)	50mph speed limit on A44 Woodstock Road: **Object** 20mph speed limit on A44 A40 Link Road: **Object** 7.5 tonne weight limit on A44 A40 Link Road: **Object** A44: The extension of the existing 30mph speed limit by 55 metres northwards is unnecessary; A44: The proposed speed limit of 50mph is too high, considering the limited length of it and the two sets of traffic signals within it (one existing and one proposed). The proposed speed limit should be 40mph. The proposed 7.5 tonne weight limit adjacent to the junction with the A44 is undesirable. The Link Road should be a route which will enable all vehicles originating from the A40 west of Oxford and heading for Peartree Roundabout (or from Peartree Roundabout to A40 west of Oxford) to bypass the A40 Wolvercote Roundabout, in order to alleviate congestion there. The proposed 20mph speed limit is too low and consequently will not be respected by a high proportion of drivers. The proposed speed limit should be 30mph.

	As a side issue, the proposed link road should be 10.5 metres wide so that right-turn lanes can be provided on it where desirable. Controlled pedestrian crossings should be provided where vehicle and pedestrian numbers justify it.
(4) Local Resident, (Oxford)	50mph speed limit on A44 Woodstock Road: **Object** 20mph speed limit on A44 A40 Link Road: **Object** Signalised staggered crossing on A44 Woodstock Road: **Support** Oxford city council seems intent on reducing speed limits on roads even there is no justifiable reason for doing so. The A44 is a dual carriageway with good visibility and outside of peak times the current national speed limit is perfectly reasonable; outside of these times the traffic itself limits the speed. I strongly object to these measures which will increase journey times and simply waste the time of motorists by making journeys take longer.
(5) Resident, (Chipping Norton)	50mph speed limit on A44 Woodstock Road: **Support** 20mph speed limit on A44 A40 Link Road: **Object** 7.5 tonne weight limit on A44 A40 Link Road: **Object** Right turn prohibition on A44 A40 Link Road: **Support** Signalised staggered crossing on A44 Woodstock Road: **Support** For a road designed to remove traffic, low speed and weight limits are a waste of time. Additionally, capacity of this road would in my view be insufficient.
(6) Local Resident, (Oxford)	50mph speed limit on A44 Woodstock Road: **Support** 20mph speed limit on A44 A40 Link Road: **Concerns** 7.5 tonne weight limit on A44 A40 Link Road: **Concerns** Right turn prohibition on A44 A40 Link Road: **Concerns** Signalised staggered crossing on A44 Woodstock Road: **Concerns** Have concerns

Divisions affected: *Rose Hill and Littlemore*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 DECEMBER 2021

OXFORD: COOMBS ROAD, LAVENDER DRIVE, NEILL PLACE, PADUA WAY AND PERM STREET: PROPOSED 20MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the 20mph speed limit at Coombs Road, Lavender Drive, Neill Place, Padua Way and Perm Street.

Executive summary

2. This report presents responses received to a statutory consultation to introduce a 20mph speed limit at Coombs Road, Lavender Drive, Neill Place, Padua Way and Perm Street, which comprise a new residential development accessed from Armstrong Road at Littlemore

Financial Implications

3. Funding for consultation on the proposals has been provided by the developer of land off Armstrong Road, who will also fund the implementation of the proposals should they approved.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 7 October and 5 November 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire &

Rescue Service, Ambulance service, Bus operators, Oxford City Council and local County & City Councillors.

7. Five responses were received. 2 objections, 1 expressions of concern and 2 non-objections. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

8. Thames Valley Police and Oxford Bus Company did not object.

9. Three responses were received from members of the public. Two objections and one expression of concern. One of the objections was on the grounds that the highway authority seems intent on reducing speed limits on roads even if there is no justifiable reason for doing so and expressed a strong objection to measures which will increase journey times and simply waste the time of motorists by making journeys take longer. The two other responses did not provide any detailed grounds for the objection/concern.

BILL COTTON
Corporate Director, Environment and Place

Annexes — Annex 1: Consultation Plan
Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
Anthony Kirkwood 07392 318871

December 2021


N
NOTES
1. All dimensions and levels are in metres unless otherwise noted.
2. This drawing is to be read in conjunction with the relevant Architect's/Engineer's drawings, specifications and CDM documentation.
3. This drawing has been produced electronically and may have been photo reduced or enlarged when copied. Work to figured dimensions only (DO NOT SCALE). All dimensions to be checked on site. Any errors or omissions to be reported to the engineer immediately.
4. This drawing contains coloured lines / information that may not be clear if reproduced in black and white.
5. Digital copies of this plan can only be considered accurate if supplied directly by Infrastruct CS Ltd.
Construction Note
All footways to be laid to cross falls to drain into private soft landscaped areas
DESIGNERS COMMENT - RESIDUAL RISKS NOT DENTIFIED
The design Engineer(s) have assessed this design as the scheme has been developed in order to identify if there are any residual risk hazards (i.e. removal, re-exposed, re-use of site etc).
No residual risks have been identified for this scheme and therefore no entries were added to the risk register.
This statement assumes that a competent Contractor with the appropriate operational skill will be employed for the works, and that they will be familiar with site-wide construction risks and hazards that they can reasonably be expected to encounter as part of their work.
Section 38 - Adopted Carriageway
Section 38 - Adopted Footway
Section 38 - Adopted Verge
Extent of S38 Works
Section 38 Agreement Plan
Phase 2
4
Littlemore Park,
Oxford
Hill
Infrastruct CS Ltd
1:500
3456
A
CONSTRUCTION
LITT
ICS
02
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DR
C
0504
C01

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(2) Oxford Bus Company	**No objection** - has no concerns on these proposals.
(3) Local Resident, (Oxford)	**Object** Oxford city council seems intent on reducing speed limits on roads even there is no justifiable reason for doing so. I strongly object to these measures which will increase journey times and simply waste the time of motorists by making journeys take longer.
(4) Resident, (Chipping Norton)	**Object**
(5) Local Resident, (Oxford)	**Concerns** – have concerns

Divisions affected: *Oxford City*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 DECEMBER 2021

OXFORD – PROPOSED PERMIT ELIGIBILTY FOR CAR CLUB VEHICLES WITHIN CONTROLLED PARKING ZONES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the allocation of zone-specific parking permits for Car Club vehicles (on application by the Car Club operator and payment of the relevant annual fee) within all Controlled Parking Zones in Oxford.

Executive summary

2. This report presents responses received to a statutory consultation on a proposal to enable Car Club operators to apply for parking permits for their vehicles so that car club users can park under the same conditions as Resident Permit holders in the Controlled Parking Zones the cars are allocated to, in order to provide greater flexibility and convenience for their users and to supplement the few existing designated Car Club parking places (the latter are proposed to be retained). Applications for the permits and the payment of the annual permit fee will be the responsibility of the Car club operators.

Financial Implications

3. Funding for consultation on the proposals has been provided by the Oxfordshire County Council revenue budget and should the proposals be approved the Car Clubs will meet the on-going administrative costs through the payment of the annual permit fee.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate the use of car clubs, thereby helping provide residents with more travel choices and reduce the need for ownership of private vehicles.

Consultation

6. Formal consultation was carried out between 26 August and 24 September 2021. A notice was published in the Oxfordshire Times newspaper.

7. Six responses were received during the formal consultation. One objection, and five in support. The responses are shown at Annex 1 with copies of the original responses available for inspection by County Councillors.

8. The objection was received from a member of the public querying the need for the proposal and expressing a concern that, if approved, it would add to parking pressures for residents. Noting these concerns, a principal objective of car clubs is to provide travel choices that reduce the need for individuals to own a car and by doing so can be expected to help reduce parking pressure in areas where car clubs operate.

9. Five expressions of support were received from members of the public.

BILL COTTON
Corporate Director, Environment and Place

Annexes — Annex 1: Consultation responses

Contact Officers: Tim Shickle 07920 591545
Jim Whiting 07584 581187

December 2021

ANNEX 1

RESPONDENT	COMMENTS
(1) Local Resident, (Oxford, Divinity Road)	**Object** – Why is it necessary? There are limited spaces and presumably when the car is in the area it can park in its slot?
(2) Local Resident, (Oxford, Lincoln Road)	**Support** – It is necessary for car club users to park near their house while they are using the car and if they don't own a car they are unlikely to pay for a parking permit. It would be stupid to put them at risk of a parking ticket for using a car club car.
(3) Local Resident, (Oxford, Church Cowley Road)	**Support** – A CPZ has been proposed here, but not yet implemented. Car Club reduces the incentive for people to keep a privately-owned car sitting unused on the road for 95% of the time so they should be permitted where CPZs are installed.
(4) Local Resident, (Oxford, Temple Road)	**Support** – I live in a proposed CPZ and I support the exception for car clubs because this will make it easier for people to share use of cars and therefore contribute to an overall reduction in vehicle ownership (Which I think needs to happen in the city).
(5) Local Resident, (Oxford, Kennett Road)	**Support** – Car clubs need all the support they can get and extra parking is the first step in enabling them to expand: people thinking of giving up their cars need to know that a car will be available when they really need one. More people will become aware of car clubs if their vehicles are parked in different streets and will find it convenient being able to return them nearer their home. (I have concerns, though, about people parking them across white access protection lines: these need to be specifically excluded)
(6) Local Resident, (Oxford, Henley Street)	**Support** – Anything that enables more use of car clubs is a good thing. It's also sadly frequent that ignorant motorists regularly park in the designated bays making it difficult to return

Divisions affected: *Jericho and Osney; St Margaret's*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 DECEMBER 2021

OXFORD: JERICHO AND WALTON MANOR AREA – PROPOSED SECURE ON-STREET CYCLE PARKING PLACES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve proposals to change existing residents' parking and double yellow lines to allow the introduction of bicycle hangars in Cranham Street, Nelson Street and Great Clarendon Street as advertised but not in Hayfield Road.

Executive summary

2. This report presents responses received to a statutory consultation on changes to residents' parking and double yellow lines in the Jericho and North Oxford Controlled Parking Zones in:

    - Cranham Street
    - Great Clarendon Street
    - Nelson Street and
    - Hayfield Road

3. These changes are shown at Annexes 1 to 4 and would allow the introduction of a total of 5 bicycle hangars (2 are proposed for Hayfield Road) which equates to secure on street parking for 30 bicycles in total across these four streets. This should help encourage greater ownership and use of bicycles (for images of cycle hangars, see Annex 5).

4. Whilst the final details of how the hangars would operate are yet to be resolved, it is the intention that they should be introduced on a trial basis which will help guide officers and councillors when considering the possibility of further hangars elsewhere in the city.

Background

5. Thames Valley Police (TVP) has received funding from the Home Office Safer Streets Fund to go towards measures that are intended to cut crime and its impact on communities. Oxford has high rates of cycle theft and many residents in the area where changes are proposed to car parking have limited options to securely park their bicycles off highway. The introduction of secure on street cycle parking should encourage more people to own and use a bike.

This fits with the county council's transport and climate change policies including enabling a net zero carbon Oxfordshire by 2050.

Consultation

6. Formal consultation on the proposals at Annexes 1 to 4 was carried out between 28 October and 26 November 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council, and local county councillors. Letters were sent to approximately 305 premises in the immediate vicinity and street notices also placed on site.

7. 102 responses were received during the formal consultation and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion / no objection	Total
Cranham Street	9	12	30	51	102
Great Clarendon Street	6	13	31	51	102
Hayfield Road	49	13	29	11	102
Nelson Street	5	14	31	52	102

8. The responses received from people living in the streets where changes were proposed are summarised in the following table.

Resident view	Object	Concerns	Support	Total responses
Cranham Street	4	-	2	6
Great Clarendon Street	2	1	2	5
Hayfield Road	47	5	1	53
Nelson Street	1	1	2	4

9. All of the responses are shown at Annex 6 with copies of the original responses are available for inspection by county councillors.

Hayfield Road

10. A large volume of objections was received from people living in Hayfield Road – 47 of the 53 people responding to the consultation objected and 5 raised concerns. A large number of these objections and concerns stated that they were happy with the current arrangements for locking bikes and that they would not use the bicycle hangars. As such officers do not recommend proceeding with the proposals for Hayfield Road.

Cranham Street, Great Clarendon Street, Nelson Street

11. The overall level of objection to the proposals for the changes to residents' parking and double yellow lines in these three streets in Jericho was much lower than in Hayfield Road and officers therefore recommend that the Cabinet Member for Highway Management approves the changes to parking and double yellow lines in these streets. Officers' response to the objections to the proposals for these streets are as follows:

Loss of car parking/passing space

12. Each cycle hangar is less than 2.5m long. A traffic bollard will protect either end of the hangar but in total, only around 3m total kerb length of parking bay or double yellow line will be lost. This is less than the space needed to park an average size car and it is considered that this represents an efficient use of the space given that each hangar can accommodate 6 bicycles.

13. Officers consider that the small loss of double yellow lines in Cranham Street and Nelson Street will not have a negative impact on traffic flow given the overall low flows and the space that is still available for vehicles passing one another.

People using the hangars will block the pavement

14. When a bicycle is being manoeuvred into or out of a bicycle hangar, it will inevitably block the pavement. However, this blockage will be infrequent and very short lived. Generally speaking there is a low flow of pedestrians along the streets in question.

Hangars are unsightly and will attract vandalism

15. Other than the fact that the hangars will be fixed in position, officers do not feel that they are any more unsightly than a parked car. The amount of vandalism that the hangars attract will be monitored although given they will be located on streets with housing on both sides, problems with vandalism and graffiti are not expected.

The bike hangars will attract more people to the street

16. The intention is that parking spaces in the hangars are for people living in or very close to the street in which they are located. As such, a bicycle hangar will not increase the number of people who travel to and from the street.

The hangar in Great Clarendon Street will block access to School Court

17. The space for the bicycle hangar in Great Clarendon Street is not at the end of the parking bay closest to the junction with School Court and as such will not present a permanent obstruction to any large vehicles needing to turn at that point.

Needing to pay for use of the hangar is exclusive

18. Unless there is a greater level of funding to subsidise the operation of the bike hangars, the payment of an annual fee to park a bicycle is needed from each user to cover back office operational and routine maintenance costs. The plan is already to use some of the TVP funding to keep the annual rental cost as low as the cost of a residents' car parking permit.

Financial Implications

19. This report is only seeking approval to make the necessary changes to residents' parking and double yellow lines to allow the bicycle hangars to be introduced. The details about how the hangars would be operated and paid for still need to be fully investigated before proceeding to delivering the scheme on the ground.

20. Current estimates based on the experience from bicycle hangar schemes elsewhere suggest that the TVP Home Office funding will be more than sufficient to pay for the supply and installation of three bicycle hangars along with subsidising the annual rental cost of a space in the hangar for up to two years (capping the cost of a hangar space at the price of a residents' car parking permit). The funding should also cover any need for reactive maintenance of the hangars.

Equality and Inclusion Implications

21. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

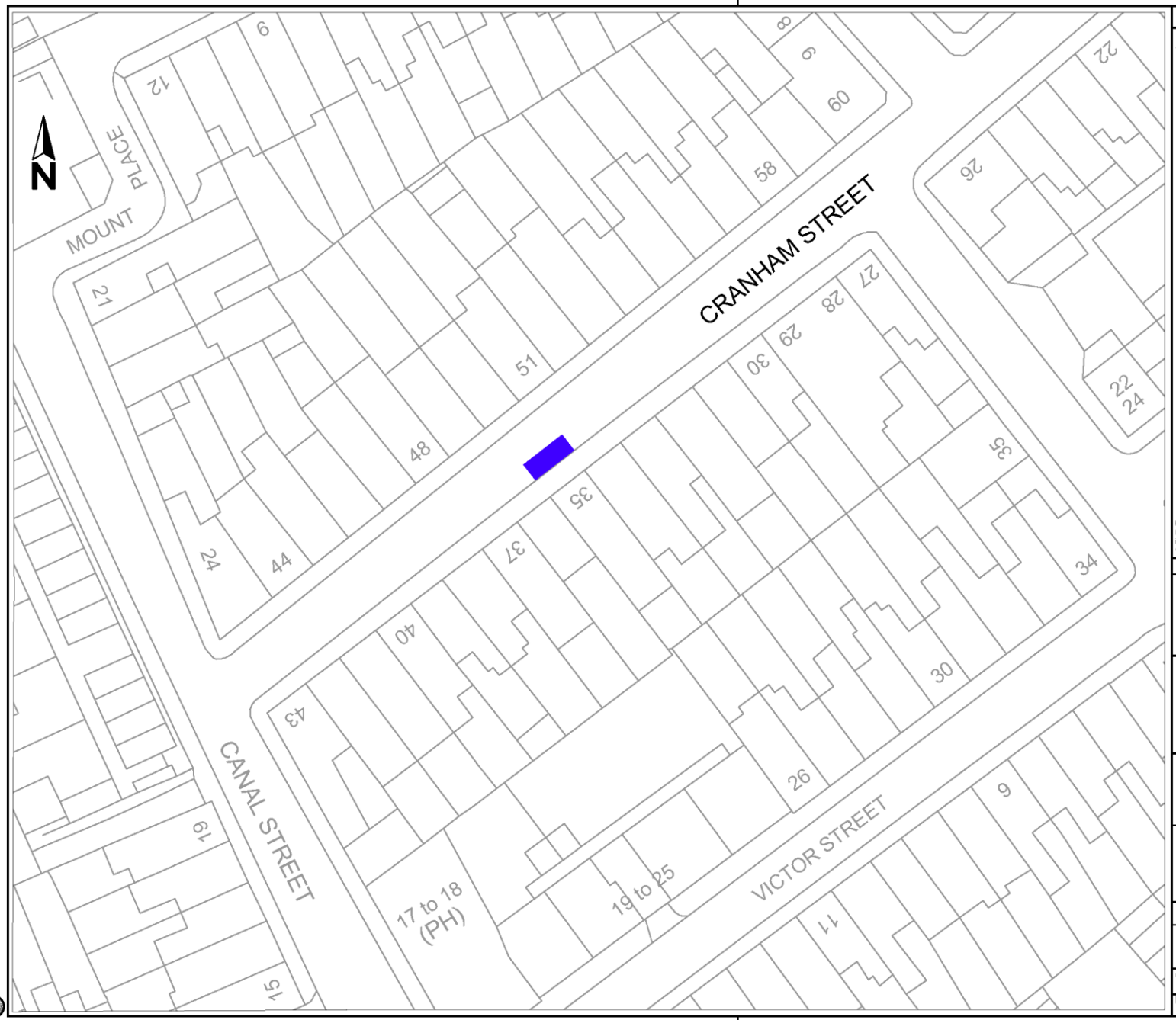
Sustainability Implications

22. The proposals will encourage more cycling as a low carbon form of transport.

BILL COTTON
Corporate Director, Environment and Place

Annexes	Annex 1-4: Consultation Plans Annex 5: Details of cycle hangars Annex 6: Consultation responses
Contact Officers:	Tim Shickle 07920 591545 Craig Rossington 07880 945891

December 2021



Drawing No. | Revision 0

Key

Proposed Cycle Pod location

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

CRANHAM STREET
JERICHO, OXFORD

Drawing title

PROPOSED CYCLE POD

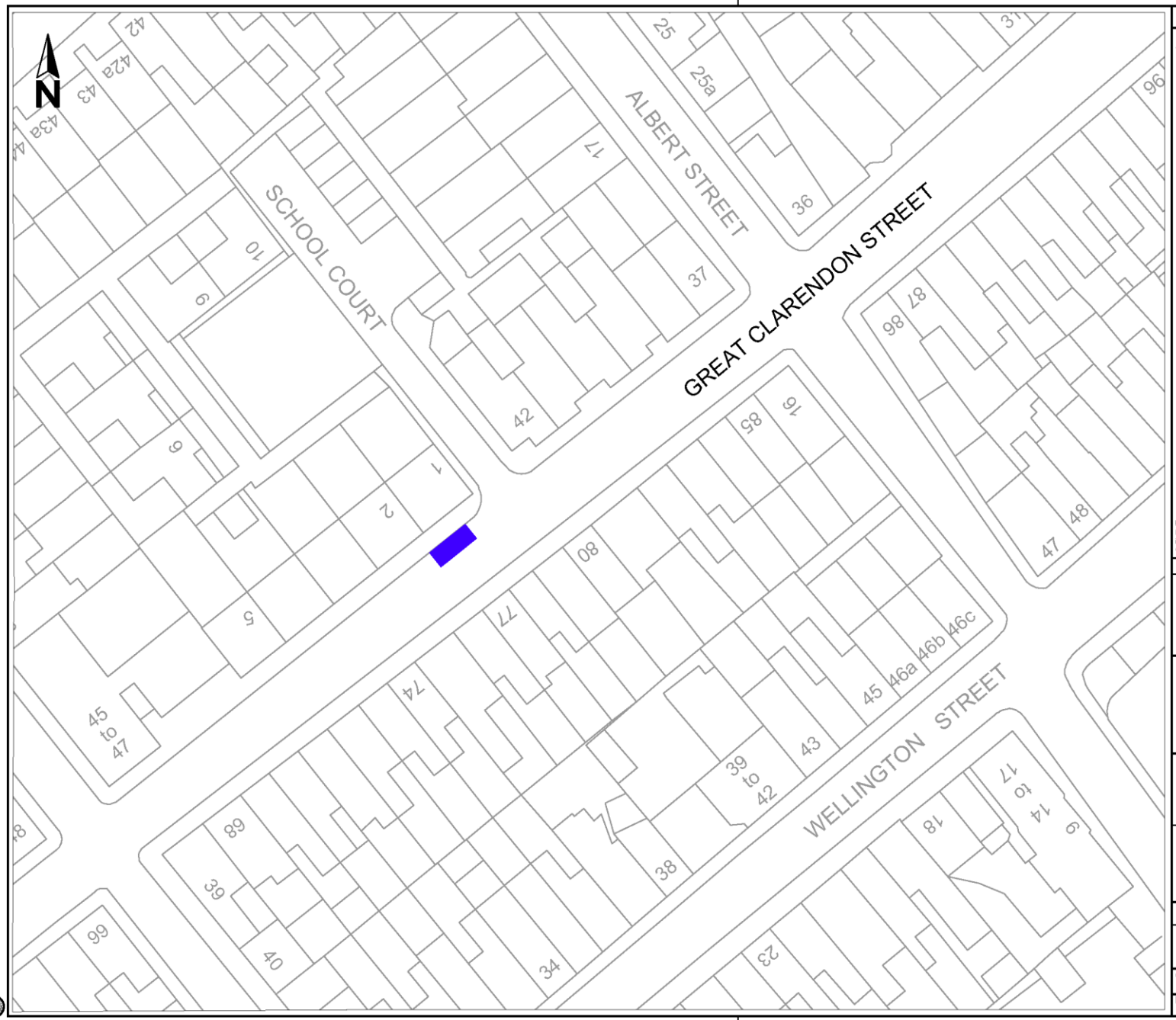
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N.T.S.	JaC		
	Date drawn 10/21	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. | Revision 0

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Drawing No. | Revision 0

Key

Proposed Cycle Pod location

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Project title

GREAT CLARENDON STREET
JERICHO, OXFORD

Drawing title

PROPOSED CYCLE POD

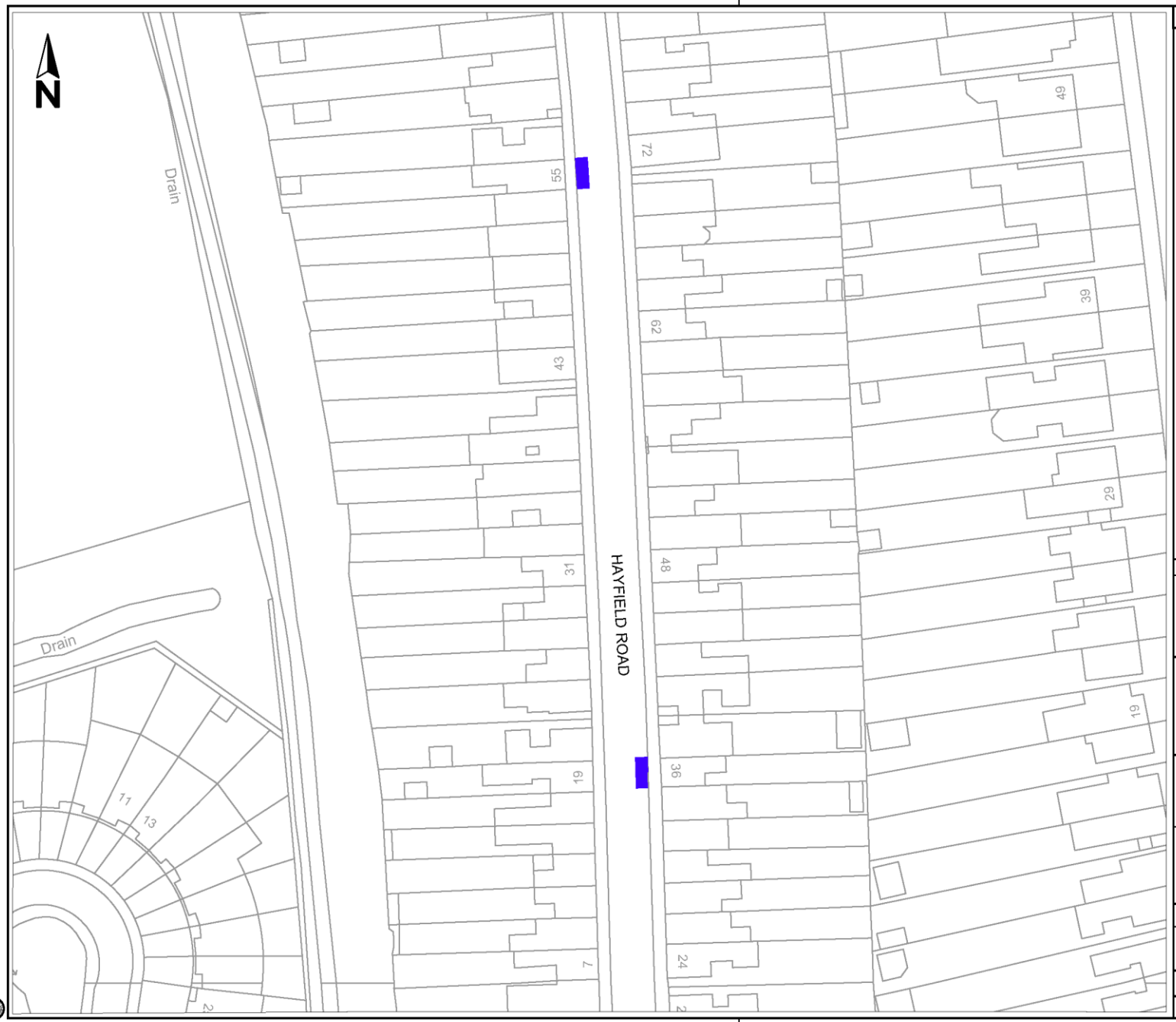
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N.T.S.	JaC		
	Date drawn 10/21	Date checked	Date approved

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OX1 1ND
Tel: 0345 310 11 11
Fax: (01865) 241577

Project title

HAYFIELD ROAD
JERICHO, OXFORD

Drawing title

PROPOSED CYCLE POD

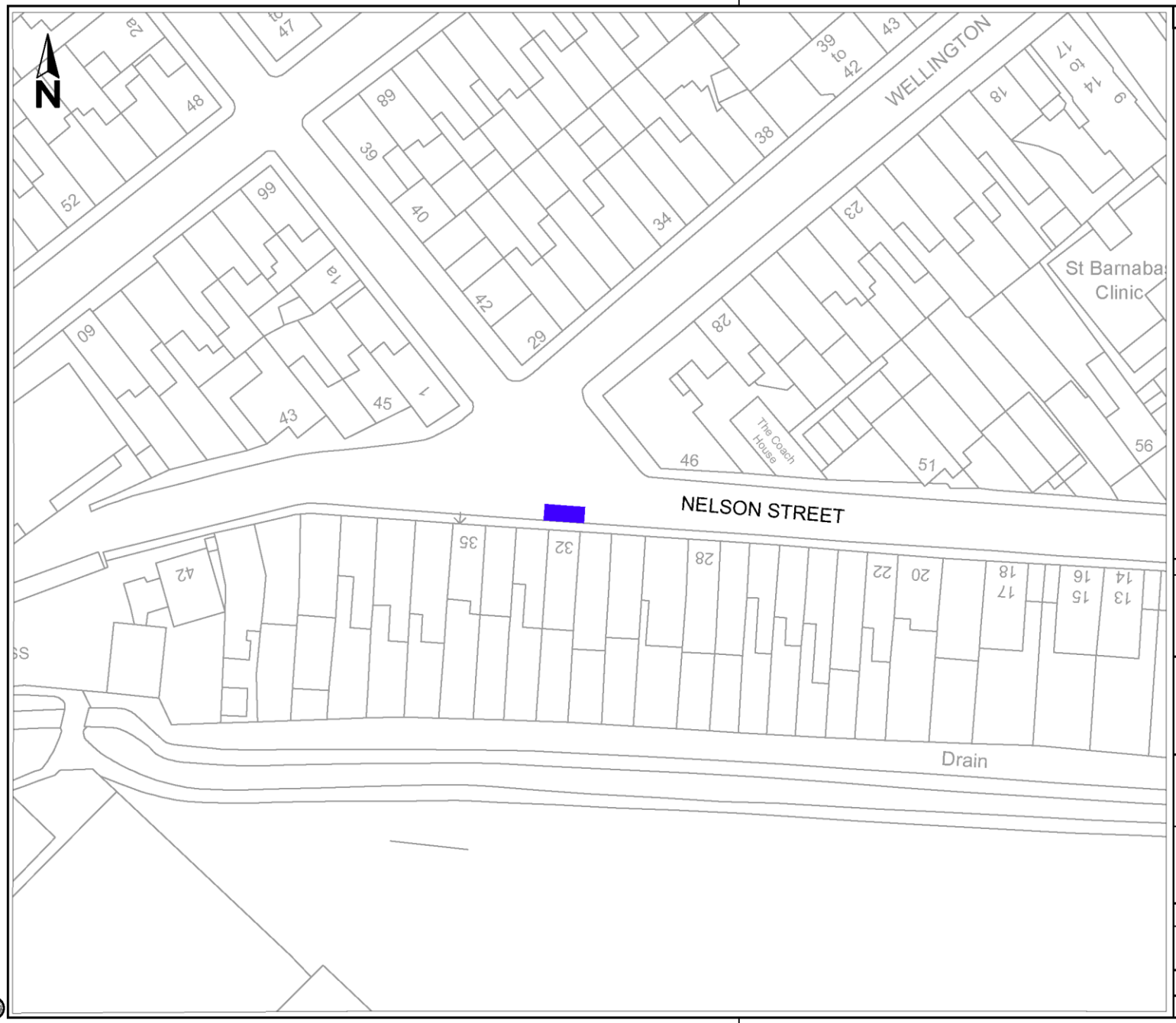
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N.T.S.	JaC		
	Date drawn 10/21	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. | Revision 0

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Drawing No.

Revision 0

Key

Proposed Cycle Pod location

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Project title

NELSON STREET
JERICHO, OXFORD

Drawing title

PROPOSED CYCLE POD

Drawing Status

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	Date drawn 10/21	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.

Revision 0

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ANNEX 5


Cyclehoop Cycle Hangar - www.cyclehoop.com
cycle
Richmond
2552


Cyclehoop Cycle Hangar - www.cyclehoop.com


Cyclehoop Cycle Hangar - www.cyclehoop.com


FalcoPod Cycle Hangar - www.falco.co.uk


FalcoPod Cycle Hangar - www.falco.co.uk


FalcoPod Cycle Hangar - www.falco.co.uk
A
B
C
D

ANNEX 6

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(2) Fire & Rescue Service	**No objection** - we would like to request that there is adequate space for our fire appliances to pass and or operate within the areas that they are located. The roads are tight in the Jericho/North Oxford area.
(3) Local County & City Cllr, (Jericho & Osney Division & Osney & St Thomas Ward)	Cranham Street - **Support** Great Clarendon Street - **Support** Nelson Street - **Support** Preferred option - Streetpod solution Cycle theft is a huge problem in Oxford. This scheme is certainly worth a try, if local residents support it.
(101) Local County & City Cllr, (St Margaret's Division)	**Concerns** - residents may not wish to see cycle storage replacing parking spaces for residents – cars have generally become larger in recent years, so parking space is at more of a premium. However, they might we accept storage replacing a two hour visitor space at the northern end of the street and somewhere south of the bollards. I am not sure if the latter would be feasible. It may be that if you have more support elsewhere for the trial then Hayfield road could forgo inclusion at this time.
(4) City Cllr, (St Clements Ward)	Cranham Street - **Concerns** Great Clarendon Street - **Concerns** Hayfield Road - **Concerns** Nelson Street - **Concerns** There seems to be a lack of detail on what is being taken out to create the Cyclehoop/Falco bike hangars or the

	Streetpods. Better cycle facilities are needed, which are good for users but, also, attractive in the street scene. As car parking is very limited in Jericho, in particular, with occasional difficulties for residents, church and community centre visitors and for businesses, it is important that improvements for cyclists do not disadvantage other modal users. The keen cyclists will have the better views on the preferred type of cycle parking facility.
(102) City Cllr, (Summertown Ward)	**Support** - I appreciate and fully support the idea of providing safer on street storage for bikes and your work in this area. That being said we need to respect the varied responses we have received – both from face to face consultation and on line survey, and if a street does not welcome them we respect that outcome. Also thank you for your work in the sensitive process of finding suitable locations for stands, which must no doubt be difficult – but will no doubt generate a better result.
(5) Local Group, (OXTRAG)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** OXTRAG welcomes these proposals, because the footways in these streets are rather narrow and are frequently obstructed by cycles propped against the walls of the houses (most of which have no front garden at all). It is good that two cycle parking shelters/stands are to be provided on Hayfield Road, where the obstruction problem seems to be most severe, perhaps because of the small size of the houses. However, it is important that the cycle parking shelters/stands are very clearly visible, as visually-impaired people, perceiving the gap in the line of parked cars, might attempt to cross the street at that point. Also, careless car-drivers might collide with the shelters/stands, leaving damaged components with dangerous jagged edges. Reflectors would help to prevent damage by cars. The secure on-street cycle parking might prove to be very popular, and further shelters/stands might be requested.
(6) Local Group, (Oxfordshire Cycling Network)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support**

	Preferred option - Cyclehoop/Falco bike hangar solution This response is from Oxfordshire Cycling Network. We support the Cycle parking hangars for the following reasons. 1) They encourage cycling by making cycles easier to access, in the street rather than typically behind people's houses. 2) They encourage cycling by reducing the risk of theft and so also encouraging the purchase of higher quality, electric or cargo cycles. 3) They are space efficient. Up to 6 bikes can be stored in the space of half a car. 4) They are equitable, in Jericho & Osney for example, 55% of households have a car and 45% do not (2011 Census). It is inequitable for only 55% to have street space available for storage of their private vehicles. 5) They are flexible. If uptake does not meet expectations, the hangars can be moved to other parts of Oxford (or other towns). In London Low Traffic Neighbourhoods, where cycle storage was part of the intervention, over three years car ownership fell by 6.7% to 20% (based on 2 different analysis methods): https://findingspress.org/article/18200-the-impact-of-low-traffic-neighbourhoods-and-other-active-travel-interventions-on-vehicle-ownership-findings-from-the-outer-london-mini-holland-programme; https://findingspress.org/article/17128-low-traffic-neighbourhoods-car-use-and-active-travel-evidence-from-the-people-and-places-survey-of-outer-london-active-travel-interventions
(7) Local Group, (Oxford Pedestrians Association)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** Preferred option - Streetpod solution OxPA has long campaigned for cycle parking in roads not on pavements.
(8) Local Group, (Oxford Preservation Trust)	Cranham Street - **Concerns** Great Clarendon Street - **Concerns** Hayfield Road - **Concerns** Nelson Street - **Concerns**

	Oxford Preservation Trust (OPT) welcome the opportunity to submit comments on the proposed plans for cycle storage provision within Jericho and North Oxford. OPT fully support scheme which will encourage, and assist local residents to make more sustainable choices with regard to travel, and in this case support the principle of providing storage for cycles for those that do not benefit from space within their own homes to safely store bicycles. OPT do however have some concerns with regard the scale and design of the storage solutions proposed as part of this consultation. Both the cycle pods and cyclehoop/falco pod will result in a large structure within the streetscene. It would be helpful to know if there are other, less visually intrusive options available. OPT have concerns, that should storage be allowed in this part of Jericho it could set a precedent for similar proposals within the neighbouring Conservation Areas - which could harm the general character and appearance of the wider area with these potentially large and bulky additions to the streetscenes. So whilst OPT support the principle of providing cycle storage, we feel that in this instance more information needs to be provided, with more detail so the impact of the proposed additions can be fully assessed. Will there be a further round of consultation once you have finalised the scale and style of storage proposed, rather than just indicative pictures?
(9) Local Resident, (Oxford, Albert Street)	Cranham Street - **Concerns** Great Clarendon Street - **Concerns** Hayfield Road - **Concerns** Nelson Street - **Concerns** This survey needs wider distribution than a Facebook notice. Have you sent out notices to all of the Jericho residents?
(10) Local Resident, (Oxford, Argyle Street)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** Preferred option - Cyclehoop/Falco bike hangar solution Keen to trial something similar in East Oxford. I would be particularly keen if you could do one trial allowing people to have cargo bikes (I think 2 can fit in a hangar as standard) because they offer a genuine car replacement option for

	many.
(11) Local Resident, (Oxford , Bedford ast)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** Preferred option - Cyclehoop/Falco bike hangar solution Safe and secure
(12) Local Resident, (Oxford, Bullingdon Road)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** Preferred option - Cyclehoop/Falco bike hangar solution There is a strong demand for secure bike parking. It is also not fair that the council supplies cheap car storage but not bike storage
(13) Local Resident, (Oxford, Bullingdon Road)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** Preferred option - Cyclehoop/Falco bike hangar solution Compact, safe
(14) Local Resident, (Oxford, Burrows Close)	Great Clarendon Street - **Support**

	Both solutions are fine - more bike parking on Great Clarendon Street would encourage me to visit Jericho's businesses more often.
(15) Local Resident, (Oxford, Chester Street)	Preferred option - Cyclehoop/Falco bike hangar solution Need for more secure cycle parking throughout the City
(16) Local Resident, (Oxford, Chester Street)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** Preferred option - Cyclehoop/Falco bike hangar solution Hugely supportive of making it easier for people to keep and use bicycles
(17) Local Resident, (Oxford, Cope Close)	Cranham Street - **Concerns** Great Clarendon Street - **Concerns** Hayfield Road - **Concerns** Nelson Street - **Concerns** While I generally support the introduction of more cycle parking I am not sure of exactly what you are proposing to install. The introduction to the proposal refers to secure cycle parking. That infers that it is a lockable facility. I suspect that what you really mean is cycle stands which are only as secure as the lock the user has. Reference is made to a small loss residents parking but there is no indication on the plans of how much is being lost. The plans accompanying the draft TRO's and statement are inadequate to assess the effect of the proposals.
(18) Local Resident, (Oxford, Cranham Street)	Cranham Street - **Object** Great Clarendon Street - **Concerns** Hayfield Road - **Concerns** Nelson Street - **Concerns**

	Whilst I agree that cycling should be encouraged, to select Cranham St., a major access road, as a location is detrimental to those residents who are vehicle owners who already have to fight for space at the best of times, the road seeming to be the chosen location of many non-residents with guest permits due to its access to the footbridge. It seems to me that there are more obvious places in and around Canal Street - the space at the corner of Victor St opposite the Bookbinders, Mount Place, or at the corner of Dawson Place for example - in which to locate these quite large and rather unsightly bike parks rather than take up already limited parking spots to the further frustration of the street's residents.
(19) Local Resident, (Oxford, Cranham Street)	Cranham Street - **Object** Great Clarendon Street - **Concerns** Hayfield Road - **Concerns** Nelson Street - **Concerns** the planned pods/ hangers are permanent structures on the street. Cranham street is very narrow and this is an immovable object. It will also mean people are standing / moving on the pavement/ the street and the area as they put bikes in and out which is further blockage. Vehicles currently get stuck and stacked as it is. Better by far would be a pod/ more secure locking spaces etc on the off road areas where they already are/ there could be more such as Mount Place/ the scrub land next to the Church/ the corner of canal street by the pub. It will be a permanent block right outside my house - reducing access for wheelchair/ vulnerable users/ making it hard to get bit items in and out of the house/ moving etc and mean there will be people up against my house all the time and the cost is unacceptable
(20) Local Resident, (Oxford Cranham Street)	Cranham Street - **Object** Great Clarendon Street - **Object** Nelson Street - **Object** Preferred option - Streetpod solution I strongly object to cycle hangers being positioned outside my home, on the following grounds: 1. Unsightly: Contradicts OCC's insistence on maintaining the integrity of the streetscape in a conservation area (something which they absolutely insisted upon when I wanted to adapt my house for my terminally ill husband). 2. Likely to be noisy as people open and close it possibly at anti-social hours, just a few feet from my bedroom window.

	3. Eyesore when looking out of the house - I have always taken great pride in maintaining the attractive Victorian exterior of my property and this will be marred by a metal bunker directly outside the door. 4. Security risk: Means that people will be pausing directly outside my house and can look through windows and glazed doors. 5. Only benefits 6 people approximately. Completely inadequate response to numbers of bikes on street, so rather pointless. Also because people will possibly have to pay a fee to use it, it is not universally beneficial. 6. Will block direct access to my house - I have an elderly disabled mother, who can only visit if she is dropped off directly outside my house. This will prevent her being able to visit. 7. Could potentially impede access to my house for exit, deliveries, etc. if people are locking up bikes with the bunker door up. 8. My workbench/desk is in front of the window in the front room. When vans park outside, this impedes light into this room. A permanent structure directly outside would permanently obscure the light in this room, which is a very depressing thought. 9.Would make more sense to locate these facilities closer to the multiple occupancy flats being built at the end of the road, because those occupants do not have halls or gardens to lock their bikes up in. Ideally I would rather they didn't mar Jericho with ugly metal bunkers. This seems like a very small scale solution to a large scale problem.
(21) Local Resident, (Oxford, Cranham Street)	Cranham Street - **Support** Great Clarendon Street - **Support** Nelson Street - **Support** Preferred option - Streetpod solution It is certainly important to increase secure cycle parking and discourage cars but I find the hangar solutions rather ugly. I am a cyclist whose house opens directly to the pavement but prefer to keep my bike indoors to protect it from the weather.
(22) Local Resident, (Oxford, Cranham Street)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support**

	Preferred option - Cyclehoop/Falco bike hangar solution We use bicycle trailer (Thule Chariot Cougar) to commute with our young daughter to and from nursery and generally to travel around Oxford to avoid using a car. Houses on our road (Cranham Street) have no front gardens, so there is nowhere to store our trailer. We can wheel the bikes inside the house (which is not ideal either), but the trailer is a bigger issue, because it doesn't fit through our front door without taking the wheels off, which is very awkward considering you need to do it every time you leave or come back to the house. It then needs to have the wheels put on again and be wheeled through the whole house into the back garden shed. I support the secure cycle hangars, but please ensure that the design chosen can accommodate the size of cargo bikes and trailers, as well as being covered. Bikes are generally narrow and can be fixed into streetposts (again, not ideal as it causes obstruction to wheelchairs and buggies), or wheeled into houses, but trailers and cargo bikes need secure and covered storage. In light of the climate emergency we need to be supporting all ways of green travel and I believe that if a secure /covered storage was provided, more people would use bikes, trailers and cargo bikes instead of using a car to drop off their children to and from school or nursery or to go to a park a little further away. Streetpod type storage is not a suitable solution for this purpose, but I am not against installing it, in addition to the hangars, so there is a free secure cycle storage available as well for those with standard bikes. Having said that standard cycle hoops are a lot less expensive and look definitely better than the plastic streetpod. The cost of £65 a year seems a bit excessive considering this is a cost of a single car space and the hangar would be shared between several bike owners, but I personally would pay it to have an easier access to our trailer when we need it. I would like to point out that between the two hangars considered cyclehoop and falco, only the cyclehoop could accommodate anything other than a standard bike, the raised rails in Falco's hangar would make it impossible to be used by cargo bikes or trailers, please consider this when making your decision. Please also ensure that there is sufficient number of these, both hangars can store 6 standard bikes only, it is not clear how many are proposed in each location. Will you ensure the priority of space is given to those with large bikes and trailers that cannot be wheeled into the houses?
(23) Local Resident, (Oxford, Cranham Strete)	Cranham Street - **Object** Your reasoning as outlined in the document is due to the high amount of bike theft and inadequate cycle parking in the area resulting in people parking their bikes in front of their houses on the street. The whole of Oxford is known for high levels of cycle theft, Cranham street is a relatively quiet street and in comparison to other areas I would think has lower levels of theft. As a resident on the street I regularly see bikes parked up with no locks and these are also bikes that could very easily be bought into homes and parked in the gardens, which most of the houses on Cranham street have. It is just laziness that results in these bikes being left on the street. If the cyclists looked after their bikes they wouldn’t have them stolen so really it is an education on how to

	look after your bike and not leave it out to be stolen that is needed not secure parking, this would also be alot cheaper. Putting in these proposed cycle parking would encourage more people to the street. We already have an increase in traffic caused by the Rickety Press, we don't need to encourage more people using the street for secure parking when it is predominately a very quiet family street. We have already lost parking bays in the area due to the addition of street seating for the Rickety Press, a loss of further with no alternative would not be welcomed. For these reasons I strongly oppose the addition of these facilities.
(24) Local Resident, (Oxford, Frenchay Road)	Great Clarendon Street - **Support** Hayfield Road - **Support** Preferred option - Cyclehoop/Falco bike hangar solution Cyclists should be supported in Oxfordshire
(25) Local Resident, (Oxford, Great Clarendon Street)	Cranham Street - **Object** Great Clarendon Street - **Object** Hayfield Road - **Object** Nelson Street - **Object** Further reducing (paid for btw) parking space in Jericho is going to make it very difficult for families with children and people with carers.
(26) Local Resident, (Oxford, Great Clarendon Street)	Cranham Street - **Concerns** Great Clarendon Street - **Concerns** Hayfield Road - **Concerns** Nelson Street - **Concerns** Paying for use is exclusive and not efficient. The pods take up a lot of space. What is wrong with a normal covered cycle shelter. With rails to lock bikes to?

(27) Local Resident, (Oxford, Great Clarendon Street)	Great Clarendon Street - **Support** I am delighted to hear that the Council is taking steps to improve cycle parking in Oxford but I am not convinced that these hangars are the right solution, for three reasons: 1) They do not look easy to operate (especially for those of shorter height) and may be quite noisy to open, at night or early in the morning. I would be worried about the roof coming down on me while in it. Also, how theft-proof are they? 2) Based on the illustrations there is not enough space between cycles to park and secure them comfortably - my bike has panniers, other bikes have child seats or front/ back baskets that would be challenging to squeeze in. 3) The cost of £65 is prohibitively high - we need to park two and cannot afford this fee which, in three years, is the equivalent of the cost of the new bike. It also seems totallky unfair that parking for a single bike would cost as much as for a car. The price for cycle parking should be much lower than for a car. Could the Council not install more of the simple bike racks, identical to those on Albert Street, in the planned locations? Ideally with a bit more space between the individual racks.
(28) Local Resident, (Oxford, Great Clarendon Street)	Cranham Street - **Support** Great Clarendon Street - **Object** Hayfield Road - **Support** Nelson Street - **Support** Preferred option - Streetpod solution 2 reasons I object: 1. Because the site in GC St is unsuitable - when I park there I have regularly been requested to move my car by utility vehicles trying to reverse into School Court eg rubbish trucks, water, BT who cannot make the reverse turn with a car parked in that space. I think the bike storage pod needs to be moved further towards the canal by 2-3 spaces to ensure utility access is possible. 2. I am trying to request the double yellow lines across my house 80 GC St are removed as they are historical - the dipped kerb was removed in 2019 when the house was converted. Without these lines being removed to open up an additional parking space for my vehicle I don't think we can afford to lose a car parking space on the road for a bike storage facility. Please could you chase the dept to discuss this issue. If you trade the historical double yellow line

	space for the bike storage space then no harm is done and in the spirit of reducing climate change I can then purchase and charge an electric vehicle?
(29) Local Resident, (Oxford, Great Clarendon Street)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** Preferred option - Cyclehoop/Falco bike hangar solution We currently have to wheel bicycles through the house to store securely in back garden. Would much prefer a hangar. Also wanted to offer support to any bike scheme on the basis that people are more likely to bother with registering and feeding back because they want to complain. We want to register whole-hearted support!
(30) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Concerns** Hayfield Rd already has a Street Review ongoing ie Your Vision orchestrated by SUSTRANS building on theHealthy Streets survey. The hangar/pod inititiave undermines a legititimate attempt to get concensus on how the street should be used and how it should look in the next 10 years. This is heavy handed, unconstitutional and it should not be imposed on an area, which has taken steps to have a proper consultation. Hangar/pods may be a desired outcome of the Street Review, but to impose them now is to pre-empt a valid and democratic process. Please postpone implementation of hangar/pod deployment until you see the outcome of the Street Review.
(31) Local Resident, (Oxford, Hayfield Road)	Cranham Street - **Concerns** Great Clarendon Street - **Concerns** Hayfield Road - **Object** Nelson Street - **Concerns** I strongly object to any proposition to place cycle pods/hangars on our road. We do not have a problem in Hayfield Road with bicycles and there is no need for any cycle pods/hangars and I certainly would not use one. One of our bikes is securely and safely padlocked to the front of our house and the other we take into the house. Cycle pods/hangars would be an unsightly, intrusive and unnecessary addition to our road. Bicycle owners are able to securely attach their bikes to the fronts of their houses without a problem. I regularly push a buggy up and down the

	road and have never been inconvenienced by bikes that are padlocked to houses on the pavement. Parking spaces are at a premium for residents in the road (as you will be able to see from the number of parking permits the council have issued) and to take up two, or even one, space with pods/hangars would put more strain on the spaces left for residents' cars and for visiting workmen or carers. I do not feel that we need any cycle pods or hangars as there is not a problem with bicycles.
(32) Local Resident, (Oxford, Hayfield Road)	Cranham Street - **Concerns** Great Clarendon Street - **Concerns** Hayfield Road - **Object** Nelson Street - **Concerns** This is an unnecessary and misconceived "solution" to a non-problem. I would suggest that the majority of the very large numbers of bike users who live in Hayfield Road have no problem whatsoever with securing our bikes outside, or inside, our houses, and we will doubtless continue to do so, with or without pods or hangers (which would only supply a proportionally tiny number of spaces anyway). Parking space is limited in Hayfield Rd and the loss of spaces to accommodate potentially unused cycle storage would certainly cause a problem for residents (most of them car owners as well as regular cyclists) The very ugly pods and hangars would also not enhance our streetscape (about which we have extensively collaborated on consultations with the City Council) and would attract graffiti as well as attempted theft. Given the proximity of our front doors and windows to the pavement and street (our doors open directly onto the pavement) pods and hangars located outside certain houses would also be unacceptably intrusive. In conclusion, as an attempt to get bikes off the pavement altogether, or to encourage more cycling, this proposal is utterly pointless and unhelpful.
(33) Local Resident, (Oxford, Hayfield Road)	Cranham Street - **Concerns** Great Clarendon Street - **Concerns** Hayfield Road - **Object** Nelson Street - **Concerns** Background Before listing my reasons, I would like to present some relevant background information as a context to my comments. I have lived on Hayfield Road for 41 years. Together with my family (wife + daughter) cycling was an important part of daily life. For many years and in common with several other residents we kept our bikes in the backyard. In later years we kept bikes at the front of the house secured by a D-lock and a staple bolted to the wall.

	Part of the new proposal is the introduction of a 5 metre long cycle hangar outside 36 Hayfield Rd. The width of my house is 5 metres. The distance from the proposed Hangar to the front of the house is 1.8 metres. From information provided, the purpose of the Hangar project is as follows: • To encourage more cycling • To deter bike theft • To trial the hangar idea as a feasible deterrent to bike crime Reasons for objecting • No evidence has been provided to support the claim that installing bike hangars will encourage cycling. In discussion (15 /11/21) it was reported that 52 locked bikes were counted outside HR houses on one daytime visit. Based on this statistic there is little scope for increase cycling in HR. • No substantial evidence has been provided that HR is a hotspot of cycle crime in need of priority amelioration by the unproven procedure of cycle hangar installation. • The College of Policing is a What Works Centre to provide comprehensive research evidence on crime reduction to guide decision-making on public spending. The College identifies four interventions to address cycle crime. I note that the Hangar concept was not identified. • There is a paucity of information on the trial of the Hangar project. E.g. How long will the trial last? How HR fits in to the trial scheme etc. • It is not clear whether the purposes of the project shown above are Aims or Objectives. That is, broad intent (Aims) or specific Objectives with measurable outcomes. •The close proximity of the Hangar to 36 HR is of great concern to me. As a permanent structure it will dominate the front of the house and circumscribe the outlook from inside. •There is the strong possibility of a number of unwelcome repercussions: noise from the contraption, problems of car parking and accessibility for the disabled, a target for anti-social behaviour, a site for the collection of leaves and other debris and the dumping of garbage. •Over many years HR has managed to retain its unaffected charm. I fear the proposed changes will put at risk this aesthetic for little or no gain. I strongly object to the proposals.
(34) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** I think the proposed installations are ugly, and occupy too much space for the benefit they provide.

(35) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** Potential loss of on street parking. Noise of people using bike hanger. Location of bike hanger- where is it proposed to be placed- outside someones house?. No need for bike hanger, would add to clutter of street furniture already on the road. Would not use- cost far too high.
(36) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** Parking is already extremely limited on Hayfield Road and what is being suggested would make this even worse. The hangar solution would be unsightly and potentially noisy; as houses open directly onto the pavement we are not protected from noises in the street. I am not aware of any residents having an issue with locking their bikes to bolts on the front wall.
(37) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** The storage of bikes is not a problem in Hayfield Road - people can push push chairs along the pavement. Also the proposed solutions are ugly and already car parking is difficult. I think many people would still put their bikes in front of their houses anyway.
(38) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** Firstly- The council should only allow up to 2 parking permits per house. Charge double for the second permit. At present the last time I applied for a permit it seemed households could apply for up to 4 permits per house. That is ludicrous. Each house front here is the equivalent of one smallish car parked lengthwise. Rather than use the space for bike pods or whatever it would be better to solve some other issues in this street: a) help the air quality with some small trees planted in above ground planters (because there is a large drain going down the centre of the street).

	b) many residents have confirmed that it is possible to push wheelchairs and push chairs down the street even with bikes chained to house fronts. c) you would not be able to supply sufficient pods for the number of bikes in the street..and the aspect would be dire anyway. d)a far more important issue for this street - for the council to address with its time and money is the blatant abuse of the barrier at the south end of this street.(put in place in the mid 80's) there is flagrant abuse by motorbikes and scooters speeding through at all times. One of the reasons is that the barrier that was previously there at some point got removed and not correctly replaced. There are plenty of examples in Oxford where there are chicanes to stop motor bikes etc and pedal bikes, even with child extensions can be taken through. Indeed in the past I believe there was a notice saying 'cyclists dismount'...sorting this issue out is for me a far greater priority than the bike pods. Then put in some trees please.
(39) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** We are a pushchair-car-bicycle-owning household on Hayfield Road. The whole road currently parks their bikes against the houses. We have a large pushchair and we go up and down the Road every day and we have never experienced any obstruction. We have never encountered someone in wheelchair struggling to go along our Road. If we're worried about access to bins/rubbish bags, the pods/hangars don't solve it as they will obstruct the collectors just as cars do. Anyone at the end of the street (like us) is unlikely to use a hangar half way down the street, so this will simply mean worsen the tight parking situation for those who will be near the hangar. Our Road doesn't need any more encouragement to cycle---almost all of us do anyway. These hangars will only cause inconvenience without shifting choices. If you want infrastructure that actually shifts people's choices, then EV charging is much more sensible to encourage people to switch from petrol/diesel vehicles to EVs.
(40) Local Resident, (Oxford , Hayfield Road)	Hayfield Road - **Object** As a cyclist who lives on Hayfield Road I see no need for the streetpod or bike hanger, would not use one and am concerned that it would make the road even more crowded. I am also unhappy about noise at night when people unlock the pods since one of the two bedrooms faces the road and is directly above the pavement since we have no front gardens/paths. I am also very angry that this proposal was raised without prior consultation with residents. Based on experience elsewhere, these solutions are really important in roads where there are blocks of flats facing

	the street - not the case in Hayfield Road.
(41) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** Lots of residents here attach bikes to their houses and I am not aware of any recent thefts or vandalism of any bikes on our street. At the moment people have their bikes outside their front door, instead you'd have to pay and to walk down the road to get it. This would cost 2 parking spaces which are in huge demand. Very lively discussion on our street email chat, overwhelmingly against! Please give this to some people who want it.
(42) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** Cycle pods are not going to discourage people from driving. The majority of people in the road already cycle and are happy with the current arrangements. The pods are large and provide limited space for bikes at a distance from peoples homes. The pavements are wide enough to accommodate bikes and wheelchairs, pushchairs etc. I would prefer to see electric charging points and facilitated car sharing.
(43) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** The proposed bike storage proposals are inappropriate for Hayfield Road. An apparent solution to a problem that does not exist, and would be generally detrimental to the street environment.
(44) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** I don't own a car, and I rely on my bike for all local journeys. But I oppose the proposed installations because there is already a severe shortage of car-parking spaces in Hayfield Road; drivers of delivery vehicles and tradesmen's vans frequently struggle to find anywhere to park. Furthermore, one of the proposed sites for a hangar/pod is on a stretch of double yellow lines (outside no. 55) which currently provides an essential passing place for traffic in this very narrow street. I particularly dislike the proposed hangar because it will inevitably attract offensive graffiti tags. And I doubt if anyone would be willing to pay £65 to use it because of the time taken to walk to it, unlock it, remove one's bike, and

	re-lock it. I am currently conducting an informal email survey of Hayfield Road residents' views. So far (5 November), 26 have voted against the proposed scheme, and only one person has voted in favour of it.
(45) Local Resident, (Oxford , Hayfield Road)	Hayfield Road - **Object** No problem with bicycle stealing, no need for hangars, expensive, costly to use, will not improve the looks of Hayfield Road and will take up valuable parking space and generally make the street look cluttered. The money best spent elsewhere on cycle tracks on pavement on Woodstock and Banbury roads Oxford.
(46) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** Recently there were 52 bikes outside the Hayfield Road houses so taking 12 off the pavement is hardly going to make a difference. Car parking is already very tight especially during the week with delivery vans, builders and skips.
(47) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** Cycle theft NOT an issue in this particular street. Pavements wide enough to accommodate bikes whereas narrow roads already cluttered (bigger problem than pavements as is SUSTRANS route so heavy non resident USAGE). Bike storage not requested by residents but IF trial proceeds than locate storage at very top & very bottom of road where there is more space & NOT in front of houses .
(48) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** I Have studied all the other residents' contributions with great care and find that the vast majority of them coincide almost exactly with those I wrote down on a full A-4 sheet which I had prepared before filtering through the earlier submissions. So I can see no argument that persuades me to change my original conclusions. As a resident of Hayfield Road ,which has been my home for at least 45 years, I am strongly opposed to this absurd and needless proposal . It would constitute unsightly blots on our landscape to be dumped on our street ,with all the attendant problems that they might entail. As a "veteran" cyclist throughout my time here, I can see absolutely no reason why Council funds should be frittered

	away on this absurd proposal. These pods & hangars have no place in our Victorian Conservation Area and the sooner these proposals are dead and buried the better. We certainly do have problems from thoughtless speeding cyclists who seem to have no time for anyone except themselves but that is another matter. I'd be happy to make a few suggestions as to how Council funds could be more sensibly used to make a REAL difference to the safety of cyclists in the City. Back in the 1980's the Council made an excellent decision towards increasing the safety of our residents by closing the street at the southern end.This decision considerably reduced the annual number of accidents in Hayfield Road. We know from this lengthy experience that Councillors do listen carefully to reasonable arguments and we hope that on this occasion they will also recognise the worth of our objections to the present proposals.
(49) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object**
(50) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** In brief: As a resident of Hayfield Road I would prefer not to have bicycle hangars positioned in our road. I would not use one or wish to pay for one, would not want to manoeuvre around them when negotiating traffic in the street or when finding a parking space.
(51) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** Strongly object. There is no issue with cycle storage on Hayfield Road. This proposal would be a terrible and unjustifiable waste of public money. Your statement of reasons is flawed because a) there is already ample secure cycle storage for large numbers of cycles, because cycles are not just propped as you claim, but they are anchored to secure anchor points to houses where resident wish to have them which is a low cost and highly secure solution b) the bikes do not block the pavement for pushchairs, mobility scooters or wheelchairs. That is a myth and is misinformation. My wife and I have extensively used a large two child pushchair for years without any issues whatsoever. So you are trying to force something on residents that is simply not needed. You are trying to provide an answer to a problem that does not exist. Residents who want a cycle have always had them and have always been able to lock them to the front of the house. Some cycles have been stolen over the years, but not from houses with secure anchor points using good locks which any resident can install for very low cost. If you are really worried about cycle theft then offer residents an anchor fixing point to be fitted. I have lived here since 1984 and my parents have

	lived here since 1975 and we like our cycles locked to the front of the house where they are secure and it is part of the character of the road to have cycles along the pavement attached to houses definitely for over 50 years and probably for over 100 years. What is more car parking is also extremely limited to the point that we often cannot find a space as it is and often there is inadequate space for motor and cycle traffic to pass. Introducing two hangers or pods would result in even more difficulty parking and fewer essential passing spaces in the road for traffic and cyclists and the constant stream of delivery vans to pass each other safely. This could cause an accident because where traffic cannot pass vans etc often have to reverse along long stretches of the road which is dangerous. Two hangers would be like having an extra two cars permanently parker in the road making passing traffic even harder and more dangerous. There is an overwhelming objection to this proposal from the vast majority of residents and if you disregard the multiple objections and press ahead you will be forcing something that is not wanted by the vast majority which would be dictatorial and also completely undermine the consultation process. I can see that such cycle storage solutions would be very good for situations where there is nowhere to safely store cycles with high theft rates like inner city high rises etc., but that does not apply to Hayfield Road because there is ample secure cycle storage already if residents fit secure anchor points and use good locks as has always been necessary anywhere in Oxford. Your statement of reason is also flawed because introducing such solutions won't increase cycle use at all because we already all have cycles and secures places to lock them. I also think it is deeply inappropriate and shameful for you to suggest charging money to store cycles. One can't help feeling the stealth agenda here may be to introduce hangers on a trial charging people and then ban or try to phase out locking cycles on the front of the house introducing more hangers and charging everyone to make some money which if the case would be disgraceful. Causing serious disruption to the flow of traffic and so safety issues on the road for the sake of storing 12 cycles, which can already be stored securely locked to houses, is madness. The double yellow line areas where you propose to put cycle storage is there for a reason so safe passing can take place so it is not free space. The hangers would also ruin the character of this iconic road by having ugly storage systems completely out of keeping with the aesthetics of this Victorian road. The alternative free to use pod storage is a bad idea for the reasons already outline above, but also because Sheffield type steel cycle locking points are difficult to use and bikes always get jammed or abandoned etc. I think the public money and cycle storage solutions should be used elsewhere somewhere where they are actually needed and somewhere they will be appreciated. So in short I would like to register a strong objection. Thank you for your consideration of my response.
(52) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** Personal objections: no interest in using a space in cycle hangar, concerns about safety and access on narrow road which is a heavily-used cycle route with added hazards of cycle hangars, detracts from appearance of road/conservation area, potential target for graffiti/antisocial behaviour/collective bike theft

	Wider objections: nature of consultation has not engaged residents ahead of process, and conflicts with culture of consultative process in progress as instigated by residents - the Hayfield Road Street Review - which looks to introduce changes by establishing areas of consensus amongst the residents first, then reviewing options, before trialling any initiatives before any permanent changes are made
(53) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** I am objecting to the proposals as I don't see any need for cycle hangars in Hayfield Road. Residents don't have to be persuaded to cycle - we are already aware of the benefits, as shown by the number of bikes on the road. We are not a road of HMOs; we're a quiet, no-through road, and bike theft isn't a significant problem. Nobody has to carry their bike up any stairs if they want to keep it indoors. As far as I am aware no resident has said they would pay to use a hanger, so it is likely that they would sit empty. Car parking and passing in our narrow road is difficult enough - we can't afford to lose two spaces. Visually the hangars would be an eyesore and out of keeping with the character of the road. Under what criteria has Hayfield Road been identified as a good site for two hangars? That we don't have front gardens? I find it disturbing that the consultation seems to be about the precise location of the hangars rather than about whether we should have them at all. I feel that residents should have been consulted earlier in the process to see if there is a need or desire for hangars, and that we should be told why our specific road has been selected. I think the money could be better spent elsewhere on other safety projects. I also think that if Hayfield Road is going to benefit from any public money, then improving the road surface and clearing the gutters would be far more beneficial for all road users and residents.
(54) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** Streetpod would not be an option I would want to use as a resident. I am more than content to bring my bike into the house. I don't find the bikes chained outside houses a problem. Streetpods would be visually and physically intrusive, take up large amounts of space that are needed for vehicles to pass and potentially sites for graffiti. I need to be better convinced Streetpods (and cycle hoops) would address an important need for residents over and above current arrangements.

(55) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** I'm not aware there's any current problem with bike storage on Hayfield Road (residents chain them to hooks attached to their houses); it's unlikely many cyclists would walk to/from a pod with their bike; there's enough room for prams and pedestrians with the current situation; the loss of any double yellow lines would be strongly detrimental (including for cyclists) as they offer a necessary passing place for traffic going in opposite directions; nor would households want any parking spaces to be lost. As many have said, it would be a poor solution to a problem that doesn't exist. I applaud those submitting the proposal for trying to help, but in this case it wouldn't.
(56) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** In Hayfield Road they are not needed, we don't have a problem with bikes parked on the wide pavements, very few (if any) would use them, they are ugly, they won't increase use of cycles as everyone who wants to cycle already does. Please offer them to a street that would welcome them.
(57) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** I am writing to add my comments to the groundswell of public opinion objecting to the proposed installation of 2 bicycle hangars in Hayfield Road. It will already be evident that there is some considerable opposition to this scheme amongst residents who feel that this is quite simply the wrong place for such a proposal to be implemented. I understand that the declared objectives of the scheme are as follows: - To encourage more cycling - To deter acquisitive crime - To trial the cycle hanger concept I would suggest that in all three respects the trial in Hayfield Road is inappropriate, unnecessary and undesirable given the specific context here. 1. Hayfield Road, part of the designated city cycle route, is already a street of committed, environmentally aware, cyclists and pedestrians. A significant proportion of households have at least one bicycle, many have more. A large

	number of households with bikes also have a car, but people already prefer to cycle or use public transport whenever it is at all feasible. A recent spot count of bikes revealed at least 60+ bicycles safely and securely accommodated outside houses (many people have installed bicycle rings at the front to facilitate safe storage). The pavements in Hayfield Road are wide and there is ample room for the passage of pedestrians and buggies with no reported issues arising from bikes parked outside houses. I would therefore argue that the poposed provision of up to 12 expensive new bicycle parking spaces is not going to make any difference at all to the numbers of people choosing to cycle, and would also make a completely insignificant contribution to safe bike storage. I have no doubt that the majority of residents will continue to park their bikes safely and securely outside their houses, or in side entrances or back gardens, for free, as they have done for generations, whether the hangars are installed or not. 2. No evidence suggests that there is a major problem with the theft of bikes in Hayfield Road. The mentioned figure of 11 thefts in total reported in the past 4-5 years does not suggest that there is any significant problem with such "acquisitive crime". There is also some concern that bicycle hangars located directly outside our houses could actually present a focus for concentrated gratuitous aggressive vandalism and graffiti (Hayfield Road has a lot of through movement of groups of people, particularly at night). 3. There is a general feeling that Hayfield Road has been chosen to be part of this trial without any preliminary discussion with residents to determine whether it is in fact appropriate to the specific needs of the street. For example, no parking assessment seems to have taken place to investigate the impact of the removal of two or more parking spaces in a street where parking for residents, visitors, deliveries and service vehicles is already extremely tight and difficult to manoeuvre. I am not a car owner, but I feel the issue of the loss of any available safe parking is of crucial importance here and has not been considered properly. In conclusion, there is some general fear in Hayfield Road that this current "consultation" is a consultation in name only and that the full implementation of the trial is simply going to be a fait accompli. I really hope that this will prove not to be the case and that the money put forward for hangars here will be better spent on facilitating safe cycle storage elsewhere where it is is really needed and where it will be effectively used.
(58) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** I am writing to say I am against putting bicycle bins on Hayfield road. Unnecessary and clumsy in the small space Ugly too. Hayfield road has the possibility of being a small Community of houses the bikes against houses are not

	Any bother even to me with my walker.
(59) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** I am sure I and most residents understand and would support efforts to make Oxford a safe and healthy city. Part of that would be to increase modes of transport with fewer negative emissions for the climate - walking, cycling, electric vehicles. Why Rationale for the pilot has been given as: high level of bike crime in the area provision of safe storage for bikes would encourage more bike usage contributing to overall city strategy. On investigation it appears for this street the level of bike theft is low and has not been felt as an issue by residents.(11registered thefts in last 4.5 years). Currently there are over 60+ bikes here in the street (based on a walk by visual survey of bikes at the front of houses this autumn). More are kept in side ways and at the back of houses. Most houses have rings and lock bikes to the front of the house. Thus bike ownership and usage is very high here already and storage would not make a difference. The width of Hayfield Rd pavement means that bikes parked at the front of the houses do not obstruct passage of child buggies or wheel chairs. Where The pilot project is to be tested in terraced streets in Jericho and St Margarets (Hayfield Rd). Hayfield Rd is being highlighted to receive 2 hangars and the other streets one each. The rationale for choice of locations seems to have been made on the flimsiest of assessments. Nobody made contact with the residents' association or really did a 'pre' consultation to find out street level information from residents or their representatives. Hayfield Rd is a designated cycle route, is a key route to a primary school and is a dead end road. All these aspects

	create specific issues for consideration when proposing to eliminate existing parking or passing spaces. It appears that these aspects have not been adequately considered if at all. They impact safety. The storage hangars would likely be a focus for anti social behaviour that particularly happens on long summer nights. Kicking and graffiti. What Hayfield Road is an architecturally unique street and has a very particular and coherent aesthetic. Any added street furniture should be installed with caution unless this is to be messed up. The number of pilot storage units would provide minimal places given the total number of bikes in the street and potential number of e-bikes in future. Therefore we have to find a long term solution - this pilot serves just to waste govt resources at this stage. The process is also a waste of our time and does nothing to encourage people to engage in future initiatives. How I raise considerable issue with the process being undertaken to 'consult' residents on what is effectively and very obviously a 'fait accompli'. The National and Local Government mantra is that they want 'communities' to get involved, to define how they want to see their towns and cities and local areas develop. Indeed as an example the Dept for Levelling up states: "Local people know best what will make where thy live better". -this so-called consultation has been carried out in a top down non consultative way disregarding our community's knowledge and concerns -it is a blatant contradiction in being called a consultation when it is a fait accompli The Local Govt Association notes the lack of skills at local govt level in community consultation - through the support and guidance they are now offering to councils. However there has to be real political will for this if it is carried out. - carrying this out in this way is a blatant waste of money (pushing on us something that we clearly do not want at this time). This street is already engaging in a process to define what it needs to put in place to improve our living environment with the help of relevant actors in due course..we request this process be respected.

	Please use the storage units designated for our street for a street/location in the city where there is clear demand and need.
(60) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** I am supportive of secure cycle storage hangars overall - but only when located wisely. So I am writing to list my objections to ANY changes to parking in Hayfield road (a totally inappropriate location) to accommodate unwanted fixed cycle hangars. 1. Reasons for removal of parking space for installation of unwanted fixed cycle hangars are not valid for this location. a. Encouraging active travel - Most Hayfield road residents already cycle so do not need street storage to encourage them. b. Theft prevention - I have done a FOI request for reported thefts in Hayfield road over the last year as we have minimal theft & also less bike theft relative to other more appropriate roads (Hayfield road residents are mainly families & retired people not HMOs so around more than students). 2. No demand from Hayfield road residents since we currently don't have a storage or security problem. The cycle storage idea was rejected in summer 2020 when HRRA was approached by Cyclox because current arrangements are convenient and free of charge. We have wide pavements, so parked bicycles on pavements do not substantially reduce space for pedestrians or buggy users If these are imposed it is likely that nobody will use them, so no revenue & cost of removal. 3. 2021/22 street review (with Sustrans) - Hayfield road residents are currently engaged in thorough grassroots consultation so any parking removal/fixed cycle storage action is premature & compromises development of the fuller & longer-term genuine community consultation. 4. Detrimental to Victorian suburb street scene - Hayfield road is part of St Margarets North Oxford conservation area & fixed grey metal cycle hangars are an inappropriate eyesore. If we are to add anything permanent to this narrow road then street planters with trees are far preferable. 5. Busy Sustrans route - Hayfield road is part of a nationally advertised & marked SUSTRANS route so the road cannot accommodate unnecessary permanent fixed obstructions. Loss of flexible space is a serious issue & loss of car parking space is an unnecessary inconvenience.

	I would add that that locating unwanted fixed cycle hangars in Hayfield road risks ignoring democratic wishes of residents in order to spend money to an arbitrary deadline. Why not locate these cycle hangars where bike owners have requested them? I hope my 5 points - i.e. not Hayfield road, not NOW (Non answer to non problem) can ALL be considered for this " consultation" .
(61) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** Although I am broadly in support of the County Council encouraging more people to own and use a bicycle I would like to register my strong objection to the two bike hangars intended for my street. 1) Bike thefts – lack of Having lived in Hayfield Road since 1985 and having raised our family here I speak as a family that has owned 4 bikes, one generally parked on the pavement at the front of the house and three in our side access passageway. We have never had a bike stolen. Anecdotally I haven't heard complaints of bicycles in Hayfield Road being targeted. 2) Already a high level of pedal bicycle ownership Hayfield Road residents have a high level of bike ownership already, I can't imagine that there are householders that are refraining from purchasing a bike because there isn't a bike hangar nearby. Most people are comfortable locking their bikes to their houses, it's convenient, accessible, costs nothing and , with a non-tamper inset ring and a decent bike lock, very secure. I use my bike daily and have the convenience of being able to step out of my door, unlock and be off. Hayfield Road is fortunate that the pavements are a comfortable width – a bit wider than many of the surrounding streets - and so a single bike attached to a ring in the brickwork doesn't impede the progress of child buggies or wheelchair users. 3) Location of hangars outside no 55 and no 36 Hayfield Road. I can see that the proposed locations are intended to space the hangars so that residents can access the hangars equitably, however, I object to their proposed placing for the following reasons: - Reduction of car passing and car parking spaces

	Hayfield road is a busy cycle route for both children travelling twice a day to Phil & Jim, St Barnabas primary schools and a conduit for older pupils on their way to the Cherwell School and other local schools. One of the main features of Hayfield Road is the much-valued street closure at the southern end. As a no-through-road all the car traffic, the increasing number of online shopping delivery vans, supermarket deliveries, tradesmen and waste collection vehicles need to be able to penetrate south to the turning circle and retrace their route, so every journey is a double journey. We have crucial double yellow lines at the north junction with Frenchay Road, two in the main body of the road and also the southern end turning point. However, at busy times these often don't provide enough passing places for the number of cyclists and vehicles. My point is that any free spaces along the road are really valued for cars and cyclists to pull over and pass each other safely. With 90 houses in the street there are frequently a few skips as well which add to the congestion. I would definitely prioritize keeping some usable free space for traffic manoeuvring over positioning static bike hangars in the OCC designated locations or anywhere in main body of the road. If the OCC decision is that we have to accept these hangars please could you consider giving us one hangar rather than two and please could it be positioned at the north end on one of the 2hr restricted parking bays so as to be out of the way of the most congested parts of the road? Appearance As residents of a Conservation Area we care about the streetscape and any new street furniture. All three bike storage options are not attractive and might become a target for vandalism and graffiti. They would be tolerable if people really wanted to have them but speaking to many neighbours we can't understand that there's any need. Of the three designs the streetpods are the ugliest, the Falco is the next ugliest and the cyclehoops are in my opinion the best looking, with a curve to their shape. 4) The consultation process Many residents are unsettled that a decision will be made by county council officers to allocate these cycle hangars without understanding the nature and needs of our community. We have an active residents' association who are in currently running a consultation process looking forward on measures that would enhance the community, the streetscape, the conservation area & road closure and considering the challenges of adapting to climate change. Priorities will emerge from this consultation, and I can't prejudge those but have a feeling that the desire for EV infrastructure will be at the forefront of our minds whereas, extra cycle parking may not feature. We would welcome the chance to apply for help with any improvements once we have been though a representative consultation. If the proposed cycle hangar scheme goes ahead despite our objections would it be a time-limited trial? How do we apply to have them removed if they aren't used?

	In summary As a resident of Hayfield Road I would prefer not to have bicycle hangars positioned in our road. I would not use one or wish to pay for one, would not want to manoeuvre around them when negotiating traffic in the street or when finding a parking space.
(62) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** Hayfield Road is not suitable for either cycle racks or hangars. The reason for this is that, unlike the other three roads mentioned, it is a narrow 'Cycle Route' with a large primary school at one end. This means that besides the cyclists travelling through, which includes children going to and from Summertown secondary schools, there are many young cyclists, from 5 upwards, with their parents going to and from the primary school. The road needs the 'gaps' - the temporarily vacant residents' parking slots and double yellow lines - for cyclists to easily pull over into, to protect them safely from the vehicles that go up and down: delivery vans, builders' lorries, residents' cars, etc. These 'passing places' are very important for all vehicles, which have to pass each other safely. Nothing should be put on to the road that diminishes or cancels these vital safety areas. Every parking place and every passing place counts in a road like this where the space is so limited. We have lived here for nearly forty years (as a cyclist and a driver) so know through experience how important the present layout of the road is for those using it. I have also witnessed near-misses where either cars or young cyclists were within an inch of colliding because there was no area close by to pull into. So please do not put any racks or hangars on to the road, which would make things much more difficult for the many cyclists and resident drivers who use it. We have to pay for our parking places in this narrow road so appreciate every space that we have. As for cycle thefts, there is a big advantage to having your bike outside your own property because you can generally hear if someone is trying to steal it if it is locked to your wall. The police recommend Gold Secure D locks which will dissuade any thief (mine is a 'Kryptonite New York Gold Secure').

(63) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** Bicycle security – while I accept there may be a high level of bicycle theft in Oxford as a whole, there is little evidence of it being a problem in Hayfield Road. Limited options to lock bikes in a street with no front garden – people manage to securely park their bikes to the front of houses or in side passages with D-locks to dedicated cycle brackets attached to walls with concealed bolts. Bicycles locked to fronts of houses are an obstruction – the pavements in Hayfield Road are not especially narrow (6ft wide), and there is ample room for a buggy to pass a locked bike. Encourage more people to own and use a bike – bicycle use is already high in Hayfield Road and everyone who is able and wishes to cycle already does so. Sustainable transport solutions – while I support the aim of encouraging more sustainable transport, this proposal seems mis-timed. It might be better to wait first for measures such as EV charging and EV car sharing schemes to lead to a reduction in car ownership, before introducing this additional street furniture for which there is currently little demand. I make the following additional comments: Lack of demand – judging from the high level of objection expressed on our community email, there seems to be little support for this. Why would anyone want to pay the high cost of £65 a year per bike, when they can keep them conveniently ready for use and securely locked at home. Loss of residents' car parking – many of the bike owners are also car drivers. The proposal to reduce residents' parking is a major concern as parking is increasingly difficult every year. Position – in view of this, I make the suggestion that if we must have a cycle hangar, let it be one, not two. And, in order to impact less on the car-parking, instead of positioning it outside nos. 36 or 55, it could go on the single 2-hour visitors' parking place, at the north end of the road on the east (even number) side. This might even improve safety, as when there is a large vehicle parked in this space it can be difficult for motorists to see what is coming as they pause on the double-yellow lines at the north end of the road. A cycle hangar, which is not that tall, might improve visibility. Aesthetics – the proposed cycle hangars are extremely ugly and would adversely affect the look of the street scene. Timing – it's unfortunate that this proposal should come out of the blue just as Hayfield Road is the middle of concluding its own street review survey of how residents would like to see the Hayfield Road street scene develop going forwards.

(64) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** I am concerned you are considering this proposal for Hayfield Road where there doesn't appear to be a need for this scheme. Each household manages their own individual bicycle parking arrangements and would be very unlikely to subscribe to this arrangement. One of the points of having a bicycle is convenience so I wouldn't consider having my bike halfway down the road in a hangar. Why would you think I would when I can just take it out to use or unlock it outside my house, it wouldn't make sense or be convenient. Bicycle thefts in the whole of North Oxford are very low so it concerns me you plan to install these costly hangars, which more than likely will not be used, and therefore a waste of Council hard won resources. I realise Oxford City Council is keen to install various environmental and low carbon policies, which is commendable, but please don't waste resources on unnecessary schemes.
(65) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** My husband and I are strongly against the introduction of the hangars as proposed by the Council. At number 34, we would be directly impacted by them, both visually (they are very unattractive) and also practically (they would take away valuable parking space). We are a young family with a pram, bicycle and car. All three are vital to our life as a family in Oxford. We have not encountered any issue with bicycles as currently attached to the house exterior walls whilst walking along the pavement with the buggy. We also do not feel that the bicycles currently impose any issue - in fact their presence creates a communal / family feel on the road which is welcome. With bicycles attached to people's homes rather than being located inside a hangar, it ensures that old and disused bicycles or bicycles or previous residents who have now moved on are not left discarded in the hangar. In short there is a high turnover of bicycles and no unused bikes on the street. This may not be the case were hangars to be introduced - from previous experience of similar pods at our old residence (a block of flats around the corner), there was the problem of old and disused bicycles being left there rusting and looking very unsightly. The hangar construction itself is very unattractive and directly impacts us at number 34. The whole street would be impacted visually by the introduction of the hangars for which there is no need. Even a different style of hangar would not be welcome given there is no need for them.

	On the parking front, it is vital for us as a young family (as it would be other young families on the street with a car or indeed the elderly residents) to have easy access to parking. Currently we feel fortunate that we always have a place outside the house and the space is such that we can unload groceries and the pram easily. Again, when the baby is crying there is both quick and easy parking, as well as parking right outside the house. If the parking spaces were to be reduced this would be extremely problematic and cause stress for many residents. Whilst we appreciate that part of the reason for the Council's plans are to make Oxford more 'green', this street is full of cycles already and the introduction of the hangars is not needed as an incentive for the residents to cycle more or as a solution to a non existent problem of space on the pavements.
(66) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** Like the majority of residents in Hayfield Road who have responded to the proposals, I too object most strongly. However, what concerns me is that the residents are being consulted after the scheme has been designed and not before. Which begs the question of whether the scheme is a fait accompli and will go ahead whatever the residents' objections. I apologise for my cynicism, but it would not be the first time that a 'consultation' has been used to rubber stamp a project. Please assure me (us) that this is not the case.
(67) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** I just wish to put my objection to the suggested cycle Pods/Hangers in Hayfield Road. There are no problems of theft in our road. It is easily possible to securely attach bicycles to the wall of the houses. As the pavements are wide enough, pedestrians, buggies can easily pass. Car spaces are at a premium and the loss of even two would be detrimental. The proposals are trying to fix a problem that doesn't exist. I can't believe that anyone would actually use them, let alone pay for using them. Where we do need security is in the city centre. I have had two bicycles stolen that were securely fixed to bicycle racks. I now have given up cycling into the city and get my wife to drive me in and drop me off. Not the ideal for the environment but I can't risk loosing another bike.

(68) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** Hangars in Hayfield Road are not a good idea. Narrow one way road with limited parking. No particular problem with stolen bicycles as they are all padlocked to the houses. Bicycles inhibit children speeding on scooters. Hayfield Road is a pretty road that the residents would like more green. Hangars would take up valuable parking space and are not a pretty sight and also presumable expensive. It is also costly to put your bicycle in. I very much doubt anyone would use them. The money could be better spent elsewhere. We do need bicycle tracks on pavement throughout Woodstock and Banbury roads.
(69) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** In Hayfield Rd, bike owners are content to park bikes in front of houses. We have wide pavements, so no obstruction for wheelchairs, buggies, etc. Nobody seems to have had a bike stolen. Until public transport improves hugely, we need our cars and parking spaces, the spaces already mostly used most of the time. We also need space for visiting deliveries, builders and other service providers. In this democratic street, our committee has done a survey. The result is that only one person thinks cycle hangers or similar a good idea, and he is leaving to live in Germany. If these are inflicted upon our street it is likely that nobody will use them , so no revenue. The loss of flexible space is a serious issue
(70) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** Not a good idea in Hayfield Road. I like my bicycle parked outside the house or in my sde alley. Also bikes on pavements slow down scooters
(71) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** I strongly oppose having the hangars installed on the road as they are unsightly and will take up space on an already crowded street. It seems a shame to block up so much space for only 12 bicycles, at a cost that seems prohibitively

	expensive to many residents. I am a young mother and have never had any difficulty pushing prams and pushchairs along the street, despite bicycles being chained to the front of houses.
(72) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** It is further rather alerting that the scheme ignores the fact that many bike thefts happen where bikes are not secured to an immovable pole/loop (and a hangar lock can be picked just as well as a bike lock). A more basic, and more useful than bike hangars way, would be to have more dedicated "normal" bike street parking, with loops to secure bikes to. This would also facilitate keeping e-bikes on the street - Hayfield Rd. residents who don't have side access to backyards can't really use e-bikes, as they are too bulky/heavy to get into/out of the house every day, and too expensive just to be left on the street, not properly chained to loops. Last but not the least, the intention to charge for bike parking permit in excess of a car parking permit smells of a short-term profiteering. I think residents who don't hold street parking permits should be given such parking places for free, as they help reduce traffic congestion by not owning a car (or at least not using a car on a daily basis in the inner Oxford). I would like to point out that the idea that bikes can be just chained to house walls on Hayfield Road, right on the pavement, advocated by many Hayfield Road residents, is in direct violation of the Rule 244 of Highway Code. I believe that the road layout on Hayfield Road must be altered to bring in "islands" allowing for parking of bicyles in accordance with Rule 244
(73) Local Resident, (Oxford, Hayfield Road)	Cranham Street - **Object** Great Clarendon Street - **Object** Hayfield Road - **Object** Nelson Street - **Object** The pods and hangars are ugly and would not assure security. There is no problem to solve.

(74) Local Resident, (Oxford, Hayfield Road)	Cranham Street - **Object** Great Clarendon Street - **Object** Hayfield Road - **Object** Nelson Street - **Object** Until ALL bicycles can be accommodated and the number of cars needed to get around is massively reduced, there is no need for these pods or hangars: Hayfield Road especially has no need for these. If we must reduce the number of car-parking spaces, let that be for huge tubs for trees and shrubs which would enhance the street. In Hayfield Rd, the pavements are plenty wide enough for bikes to be chained to the walls on heavy-duty iron wall-staples. There are no problems for either wheelchairs or pushchairs. We ourselves have had no bikes stolen from where they are chained in front of our house since 2009: 12 years. The huge number of bicycles and the large number of pods/hangars needed for ALL bikes in these streets would reduce our streets to lines of super-ugly bollards and heavy ugly black plastic lumps (cf. the incredibly ugly StreetPods) which would collect litter blown into them; or unpleasant lines of metal pig-arc-like or hut-like structures – none of which would enhance the built environment. They are likely to be covered in graffiti too. The StreetPods are especially hideous, and do not even offer protection against the weather. Until ALL bikes can be accommodated there is no point, and this is not going to happen any time soon. I lived in Cranham Street over 13 years and now live in Hayfield Rd (for 12 years). I know both well, and also the other two streets in this proposed trial. The loss of car parking in Jericho and Hayfield Rd would be very difficult: until good, effective, reliable car-sharing schemes are up and running in these areas, unfortunately the need for parking is more important. The introduction of anything like these pods etc., needs to be part of a wider scheme in which there is a citywide provision for regular small electric minibuses to take the infirm and anyone else around, car-sharing schemes, electric charging points on streets, etc. Cranham Street and the other Jericho streets do however have narrower pavements (than Hayfield Rd), and if the bike arcs are introduced there, there would be a commensurate need to reduce the number of car permits per address

	to two, or preferably one, in order to accommodate bike parking that is not attached to house-fronts. One way-streets, with bike parking on one side and car parking on the other may be a way forward in Jericho – but only after reliable other means of transport are available e.g. car-sharing, and regular, frequent minibus services.
(75) Local Resident, (Oxford, Hayfield Road)	Cranham Street - **Object** Hayfield Road - **Object** Not necessary, fixed and therefore an obstruction to vans etc, can't be moved out of the way, wide pavement, fine as it is
(76) Local Resident, (Oxford, Hayfield road)	Cranham Street - **Concerns** Great Clarendon Street - **Concerns** Hayfield Road - **Concerns** Nelson Street - **Concerns** Preferred option - Streetpod solution On small roads where parking is a premium like Hayfield Road these bike units should be located elsewhere (eg in Aristotle playing field or on the green by Frenchay Bridge) and not take up valuable parking spaces. I would object to having one of these outside my front door as they are unsightly and create noise from repeated opening of the lid, keys, chains, locks and people dwell times. The street pod would be the least intrusive but as a bike user I would always prefer to have a secure bolt and lock on my front wall by my front door.
(77) Local Resident, (Oxford, Hayfield Road)	Cranham Street - **Concerns** Great Clarendon Street - **Concerns** Hayfield Road - **Concerns** Nelson Street - **Concerns** These solutions seem generic and ugly. They have no connection to Oxford. They are presumably being provided by commercial enterprises rather than being designed and built by local workers. They present a simplistic and regrettably masculine solution.

(78) Local Resident, (Oxford, Hayfield Road)	Cranham Street - **Concerns** Hayfield Road - **Concerns** Preferred option - Cyclehoop/Falco bike hangar solution Hangar too large. Basic loops like in Summertown much preferable
(79) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Concerns** Not enough detail of where they would go on Hayfield Road. I wouldn't want one instead of car parking outside my door and someone would have that. 12 bikes (as suggested) doesn't sound many. And another potential unidentified cost. More concerted anti bike theft information for the uninformed would be good.
(80) Local Resident, (Oxford, Hayfield Road)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** I am a resident in Hayfield Road and I do strongly support the provision of new cycle parking facilities on the carriageway, including by replacing existing car parking spaces. This will provide more options to safely park our bicycles in our street and can contribute to free-up space in existing narrow footway. I understand that the options being consulted on are currently some of the most popular models in the market. However, I do have concerns that the cycle parking models being proposed will not aesthetically fit with the context of Hayfield Road and a bespoke solution could provide a rather more attractive and practical solution (e.g. Sheffield type stands with some planters; bike shelter with roof garden; parklet with seating and cycle parking - Cyclehoop has some examplesl). For Cyclehoop and Falco bike hangar solutions, I am concerned about practicality of removing/ parking bicycles, as users will need to negotiate the drop-kerb (e.g. potentially an issue for elderly users or people using heavier cycles such as e-bikes); there is limited space in the footway to potentially manoeuvre bicycles into the cycle hangars and open/ close cycle hangar facility; potential obstruction of the footway while users are getting access to/from the cycle hanger - potentially an issue at busy morning periods. I do not support the use of the Streetpod solution on visual impact grounds and lack of support from the weather elements. I do not support the use of CyclePods based on perceived lack of support for the bicycles and potential damage to front whee). It should be noted that a few residents in Hayfield Rd own cargo bicycles (trikes) and bicycles with child seats - any of the solutions being presented are likely to serve

	non-stanrdard, larger models of cycles. To conclude, I am really supportive that the County Council is looking at options to improve cycle parking facilities in our streets. However, while I do understand the safety benefits of the options being presented, I would be more supportive for a less-intrusive, more aesthetically appealing, practical, and perhaps simpler solution implemented at carriageway level, such as normal Sheffield type stands with some planters/ greening. Happy to be contacted for further discussion if useful.
(81) Local Resident, (Oxford , Hayfield Road)	Hayfield Road - **Object** Trying to solve a problem that doesn't exist. Complete eyesore. Would never use one. Waste of space. To clear the footpaths of chained cycles you would need 30 6 bike pods down our road! Really? April 1st. came early. It must be a joke.
(82) Local Resident, (Oxford, Hayfield Road)	Hayfield Road - **Object** Several reasons: limited space in the street to install the pods. Passing spaces within the street are needed to ensure that cars can pull aside safely to allow bike riders to pass. Given the value of my bike, I would not pay c.£65 a year to store my bike in a closed pod, as I would prefer to either lock my bike to the front of my house (via a secure ring) or take it through the house into the garden.
(83) Local Resident, (Oxford, Howard Street)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** Preferred option - Cyclehoop/Falco bike hangar solution Really want to see what these look like and how they work, so we can get some in East Oxford!
(84) Local Resident, (Oxford, Howard Street)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support**

	I am cyclist
(85) Local Resident, (Oxford, Hugh Allen Crescent)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** Preferred option - Cyclehoop/Falco bike hangar solution Secure cycle parking should be made available throughout Oxford. The cost for cycle parking should at most be proportional to the cost of a resident parking permit. I. E. If six bikes fit in the space of one small car, the cycle parking space should be cheaper than 1/6 the price of a resident parking permit. Resident parking permits could be made more expensive though to cover real costs. Subsidise for car storage should be reduced and not covered by people cycling.
(86) Local Resident, (Oxfprd, Kingston Road)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** Preferred option - Cyclehoop/Falco bike hangar solution More secure bike parking is desperately needed across Oxford. Any solution is a good solution. People need nudging out of their cars.
(87) Local Resident, (Oxford, Magdalen Road)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** I used to live in Jericho and thought it would be an excellent car-free neighbourhood. I want to support this, plus any other schemes for getting people to use bikes instead of cars.

(88) Local Resident, (Oxford, Marston Street)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** Preferred option - Cyclehoop/Falco bike hangar solution When I visit people's houses, it can be very hard to park my bike.
(89) Local Resident, (Oxford, Nelson Street)	Cranham Street - **Object** Great Clarendon Street - **Object** Hayfield Road - **Object** Nelson Street - **Object** Unnecessary additional clutter in a residential conservation area. Would attract graffiti and further vandalism.
(90) Local Resident, (Oxford, Nelson Street)	Nelson Street - **Support** Preferred option - Streetpod solution Used to lock my bike outside my house (rented) and it was nearly stolen recently. There are very few convenient places to park near my house on Nelson Street (currently try and use the corner opposite Al-Shami). Backyard is inaccessible. I have recently contacted the landlord to see if they could install some wall brackets to the house for secure bike parking for the household, however having a Streetpod would be really useful (especially if there are guests who need to park their bike).
(91) Local Resident, (Oxford, Nelson Street)	Nelson Street - **Concerns** Positioning the cycle hangar in the street outside a terraced property with a narrow pavement that has bins and bikes already positioned on it at varying times of the day will push more people, including children, into the road particularly if they have pushchairs or mobility problems. The pavements along most city roads have bins or bikes blocking a clear safe passage more often than not and restricting the width of an already narrow pavement with a permanent solid structure on the road side is not helpful. In fact the picture on the cycle hoop website shows the bike hangars in place

	on a section of road with a wider pavement and without property doors or windows and therefore no bins or bikes for pedestrians using the pavement to negotiate or reducing the visibility for householders with the hangar outside their property. The other pictures in your consultation also show the hangars in positions with wide pavements and not outside housing. Cycle racks are already available at the bottom of Nelson Street near the Worcester College grey gates where there is no pavement or property for pedestrians to negotiate. Would this be a better position to consider replacing some of the free open cycle racks with a more secure option? One other thing to consider is that when people move in or out of a property would the cycle hangar be positioned so that it would not impede safe passage of possessions in and out of the houses that it would be outside. Larger items tend not to bend and so a clear access to and from the property via the door or sometimes the window may be required.
(92) Local Resident, (Oxford, Nelson Street)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** Preferred option - Cyclehoop/Falco bike hangar solution I think it is a very good idea to reduce the number of bike thefts and also reduce the numbers of bikes cluttering up the pavements which make walking a buggy very difficult in some areas. I am not sure tho that you will get students to pay for secure bike parking. They insure their bikes for less money than £65/year
(93) Local Resident, (Oxford, Observatory Street)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** This will provide much needed bike parking facilities. Existing cycle parking is frequently full.

(94) Local Resident, (Oxford, Old Road)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** Preferred option - Cyclehoop/Falco bike hangar solution Bike thefts are a huge problem in Oxford. A properly secure solution would be of tremendous benefit to Oxford residents who cycle.
(95) Local Resident, (Oxford, Plantation Road)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** Preferred option - Cyclehoop/Falco bike hangar solution Encouraging cycling in the city is extremely important. Cars have far too great a share of available space. It would be great to see this scheme extended over time.
(96) Local Resident, (Oxford, Rymers Lane)	Cranham Street - **Support** Great Clarendon **Street** - **Support** Hayfield Road - Support Nelson Street - **Support** We need provision of secure bicycle parking everywhere in Oxford, both for residents and visitors. Hence we need a mix of hangar space that residents can hire (NEEDS TO BE CHEAPER THAN A PARKING PERMIT!!) and secure parking for visitors and ad hoc parking.
(97) Local Resident, (Oxford, Southfield Park)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support**

	Preferred option - Cyclehoop/Falco bike hangar solution I am keen to see street space begin to shift from car parking to bike parking, to encourage sustainable transport. Although I don't live in Jericho, I hope this trial will provide a model for secure bike parking across the city. I live in East Oxford and I appreciate the Streetpod parking off Cowley Road, so I would like to see both rented bike hangars *and* secure parking for visitors by bike.
(98) Local Resident, (Oxford, Southmoor Rd)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** Preferred option - Streetpod solution It would help reduce cycle theft and it would help to free up space on the pavements. I would prefer the free option as it might be hard for some people to afford the cost.
(99) Local Resident, (Oxford, Sunderland Avenue)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** Preferred option - Cyclehoop/Falco bike hangar solution Comment: "They can easily store six bikes within the space taken up by a small car"; "if the scheme budget allows the intention is that it should not be more expensive than the current cost of a residents parking permit (£65)". 6 bikes to one car - the cost of the bike permit should be 1/6th of that of the car, maximum.
(100) Local Resident, (Oxford, Wellington Street)	Cranham Street - **Support** Great Clarendon Street - **Support** Hayfield Road - **Support** Nelson Street - **Support** Preferred option - Cyclehoop/Falco bike hangar solution

	Never enough parking places for cycles in oxford especially in popular areas

Divisions affected: *University Parks*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 16 DECEMBER 2021

OXFORD: MANSFIELD ROAD – PROPOSED AMENDMENTS TO WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed amendments to waiting restrictions and pay and display parking places as advertised at Mansfield Road.

Executive summary

2. This report presents responses received to a statutory consultation to introduce no waiting at any time restrictions on Mansfield Road in place of existing Pay and Display parking places adjacent to an existing vehicle access as shown in Annex 1**,** due to an increase in the use of the access as a result of approved development.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developer of adjacent land who will also fund implementation should they be approved.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic.

Consultation

6. The Formal consultation was carried out between 14 October and 12 November 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County & City Councillors. Letters were sent to premises in the immediate vicinity and street notices also placed on site.

7. Four responses were received during the formal consultation as shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

8. Thames Valley Police did not object.

9. Two objections and one expression of concern were received from members of the public. The two objections were generic, relating to the removal and cost of parking. The concern was over the loss of parking in an area already under daytime parking pressures and specifically related to business use where suppliers bringing demonstration products which, cannot readily be transported by other means, would have additional difficulties serving the many laboratories in the area. The member of the public however stressed that their response was not being given in a formal capacity in connection with any of the premises in the area.

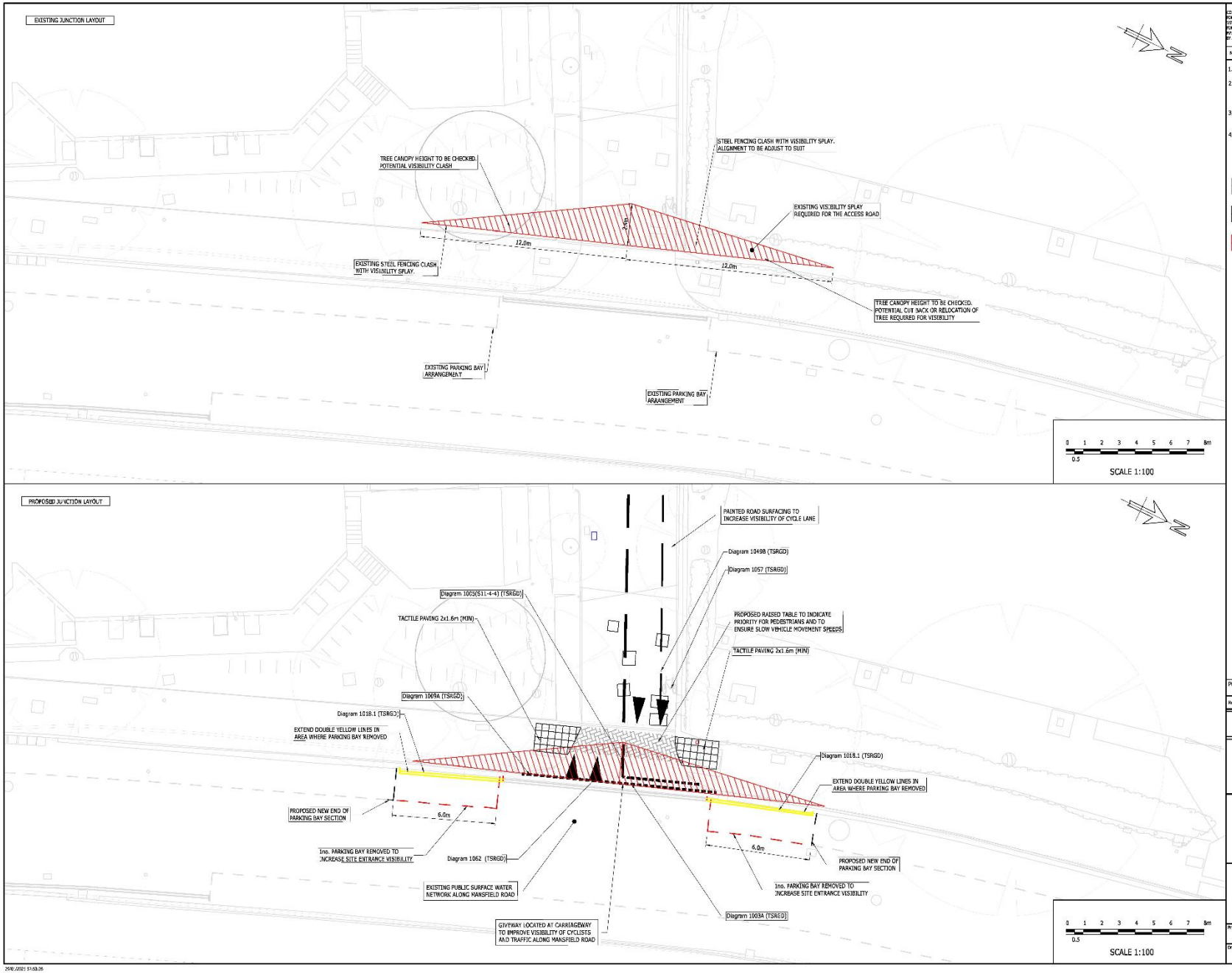
10. Noting the above, it is accepted that the loss of two pay and display parking places will remove some parking available to the public. However, the proposal represents a relatively modest change to the overall number of pay and display parking places in the road.

BILL COTTON
Corporate Director, Environment and Place

Annexes — Annex 1 Consultation Plan
Annex 4: Consultation responses

Contact Officers: Tim Shickle 07920 591545
Anthony Kirkwood 07392 318871

December 2021



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KEY:

PROPOSED RAISED TABLE

TACTILE BLISTERS

VISIBILITY SPLAY

Rev	Description	Date	By Chk	App
P01	PRELIMINARY ISSUE	26.01.2021	AJ AL	PC

PRELIMINARY

Life and Mind Building

RAMBOLL
tel 020 7631 5291 london@ramboll.co.uk
www.ramboll.co.uk

TRO GENERAL ARRANGEMENT PLAN

Project No:	Scale (@A1):	Drawn:	Date:
1620005877	1:100	MB	NOV20

Drawing No: 269-RAMB-ZZ-GF-DR-C-000522 Rev: P01

26.01.2021 17:03:26

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(2) Local Resident, (Oxford)	Mansfield Road – **Object** Stop tinkering with the road network
(3) Resident, (Kidlington)	Mansfield Road - **Object** It would appear that OCC would like to restrict free parking and make it very difficult to visit friends or colleagues and make a hefty profit at the same time.
(4) Local Resident, (Oxford)	Mansfield Road – **Concerns** I work in Oxford University science area. As parking is so restricted in Oxford, we normally suggest that university supplier reps park on Mansfield Road when they need to visit us in person regarding their products (when an online consultation won't suffice). Reducing the parking on Mansfield Road will make this even more difficult. My concerns are my own and I am not representing the university.

Divisions affected: *Marston and Northway*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 16 DECEMBER 2021

OXFORD: HAYES CLOSE, FERRY ROAD – PROPOSED AMENDMENTS TO WAITING RESTRICTIONS AND PARKING PLACES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed amendments to waiting restrictions and parking places as advertised in:

   a) Hayes Close & Nicholson Road

   b) Ferry Road.

Executive summary

2. This report presents responses received to a statutory consultation of 3 separate proposals including:
   - A proposal to remove a section of no waiting at any time restrictions (double yellow lines) and proposed extension of a permit holders parking bay in Ferry Road.
   - A proposal to introduce a section of no waiting restriction (single yellow line) and removal of existing permit holders parking bay in Hayes Close.
   - A proposal to remove a section of no waiting at any time restrictions (double yellow lines) and proposed extension of permit holders or 2 hour parking bay in Nicholson Road

   These proposals are shown at Annexes 1 and 2**.**

Financial Implications

3. Funding for consultation on the proposals has been provided by the Oxfordshire County Council revenue budget.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area.

Consultation

6. Formal consultation was carried out between 14 October and 12 November 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County & City Councillors. Letters were sent to approximately 110 premises in the immediate vicinity with street notices also placed on site.

7. Five responses were received during the formal consultation. These are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion / objection	Total
Hayes Close	1	1	1	2	5
Nicholson Road	2	1	1	1	5
Ferry Road	1	1	-	3	5

8. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

9. Thames Valley Police did not object.

10. Of the three representations received relating to the proposed amendments in Hayes Close/Nicholson Road and Ferry Road either objections or concerns were raised on the grounds of road safety implications by removing double yellow lines on a corner or that the amendments further restricted parking, which impacted on visitors and that unnecessary amendments were being made to the road network.

11. The proposed amendment in Ferry Road has been brought forward in order to provide residents and visitors with additional permit parking by removing a section of double yellow lines that are no longer required. It should be noted that the existing double yellow lines used to serve an access to a property recently demolished and replaced with 2 properties. The removal of these double yellow lines does not impact on road or pedestrian safety.

12. The proposed amendments in Hayes Close & Nicholson Road have been brought forward as part of a previous agreement with officers to remove a single permit holders parking bay and replace the restriction by extending the existing single yellow line. To take into account any loss of parking and to alleviate pressures on the residents, the proposed amendment in Nicholson Road was included which removes a 5 meter section of existing double yellow line in order to extend the permit holders/2 hour parking bay – it is felt that

these proposals will increase parking opportunities for residents and local visitors to the area and won't adversely impact the safety of motorists or pedestrians.

13. The remaining response received in relation to Hayes Close & Nicholson Road was in support of the proposed amendments.

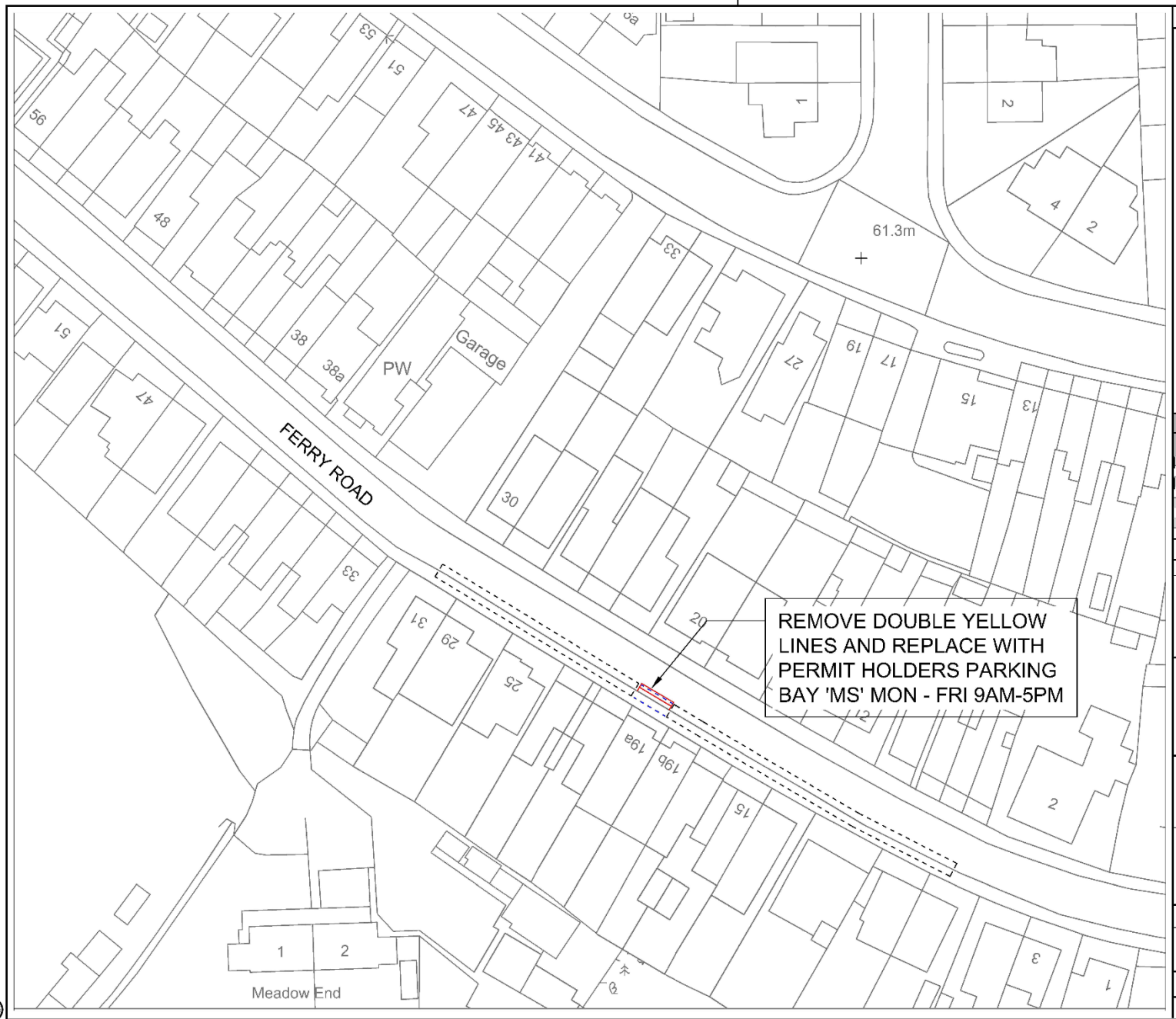
14. In order to balance the demand for parking in the area and improve kerbside management it is recommended that the proposals for Hayes Close, Nicholson Road and Ferry Road are approved.

BILL COTTON
Corporate Director, Environment and Place

Annexes	Annex 1 & 2 Consultation Plans Annex 3: Consultation responses

Contact Officers:	Tim Shickle 07920 591545 Vicki Neville 07917 921437

December 2021



Drawing No. PRD/2021/005 | Revision 0

KEY

PROPOSED REMOVAL OF EXISTING NO WAITING AT ANY TIME

PROPOSED EXTENSION OF PERMIT HOLDERS 'MS' MON - FRI 9AM - 5PM PARKING BAY

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON TH IS 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
TRAFFIC REGULATION ORDER CONSULTATION DRAWING 2021

Drawing title
PROPOSED PARKING CHANGES FERRY ROAD OXFORD

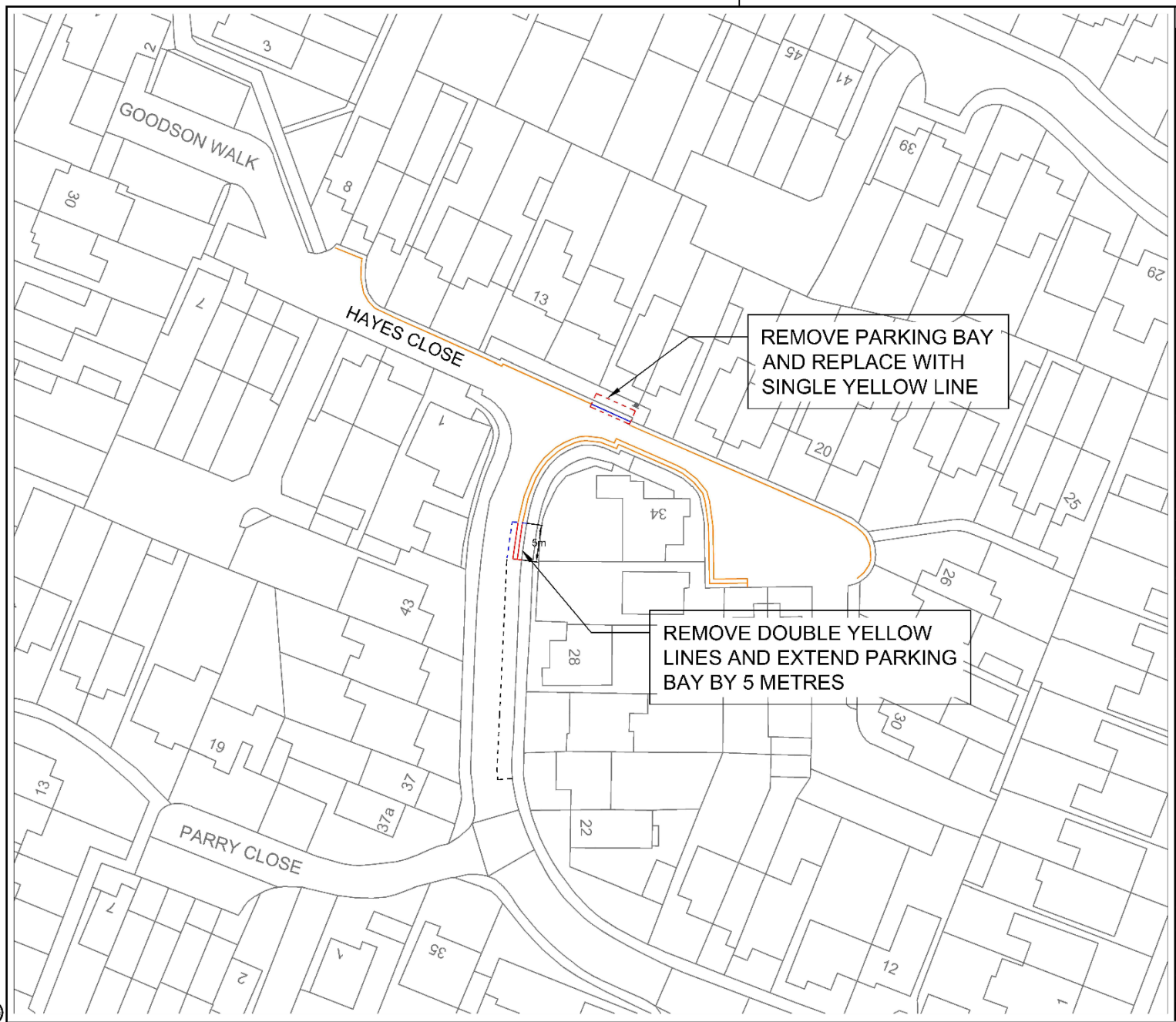
Drawing Status: CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
1:500	VN	JW	JW
	Date drawn 31.08.21	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2021/005 | Revision v1

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P:\2. Network Management\Parking Control\PARKING REQUESTS - CITY\Hayes Close, Marston\Hayes Close - proposal drawing_recover.dwg

Drawing No. PRD/2021/004 | Revision 0

KEY

- PROPOSED REMOVAL OF EXISTING PERMIT HOLDERS PARKING BAY
- PROPOSED NO WAITING MON - FRI 8AM - 6.30PM
- PROPOSED REMOVAL OF EXISTING NO WAITING AT ANY TIME
- PROPOSED EXTENSION OF PERMIT HOLDERS OR 2 HOURS NO RETURN WITHIN 2 HOURS MON - FRI 8AM - 6.30PM PARKING BAY

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON TH IS 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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Project title
TRAFFIC REGULATION ORDER CONSULTATION DRAWING 2021

Drawing title
PROPOSED PARKING CHANGES HAYES CLOSE OXFORD

Drawing Status: CONSULTATION

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	Date drawn 31.08.21	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2021/004 | Revision 0

ANNEX 4

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(2) Local Resident, (Oxford)	Hayes Close - **Object** Nicholson Road - **Object** Ferry Road - **Object** Stop tinkering with the road network
(3) Resident, (Kidlington)	Hayes Close - **Concerns** Nicholson Road - **Concerns** Ferry Road - **Concerns** It would appear that OCC would like to restrict free parking and make it very difficult to visit friends or colleagues and make a hefty profit at the same time.
(4) Local Resident, (Oxford, Hayes Close)	Nicholson Road - **Object** I strongly object to the extension of the existing Permit Holders & 2 hours for non-permit holders parking bay on the east side south of Hayes Close. Objection on grounds of Road Safety - I live in Hayes Close. The proposed additional parking space is very close to the junction/corner of Nicholson Road/Hayes Close. Visibility for oncoming traffic is already reduced on this corner because of the existing parking on Nicholson Road - this effectively creates a 'blind spot' for traffic from Hayes Close. If more parking space is added to this existing dangerous junction, visibility will be decreased further and danger to vehicles and other road users will be increased, including the risk to pedestrians when crossing the road near this

	junction, to take the popular cut-through leading to Goodison Walk, Croft Road recreation ground, shops on Old Marston Road, University Cycle track and University Parks. I therefore strongly object to the proposal of extending the parking area at the bottom of Nicholson Road, Marston South, on grounds of road safety. The parking space outside Number 15 Hayes Close was not in the original Controlled Parking Zone (CPZ) – it was added later by special request by the resident and was agreed on appeal. Therefore, it should not matter if this parking space is lost to the area.
(5) Local Resident, (Oxford, Hayes Close)	Hayes Close – **Support** I had confirmation on 8/3/19, in writing, that the parking bay outside my house (half on road, half on pavement) would be removed and promising that the work would be done shortly. Over two years and many letters later, and due to no fault of mine own, nothing has been done. Some people park in the parking bay outside my house without a permit shown in the allotted times of 9-5pm. Some unthinking neighbours, one with her own garage and drive, prefer to use my parking bay instead for family and friends. Using my parking bay has been a habit of others too, even with their own parking space. I queried with one other neighbour why she was parking outside and she then moved back to her own parking space. As there are no traffic wardens I have to ask people where their permit is. My front garden is still used as a garden, with a large Hypericum on one side, a Myrtle bush on the other and flowers in the middle. As a Senior Citizen I like to look out at my front garden and not have my view and light blocked by huge vans and 4x4 cars. This space, when blocked by a van/large car cuts me off from everything and my outlook is spoiled. Nick Haines, MP, agreed with me a couple of years ago when I took the issue to him. I have seen numerous parents with young children in pushchairs trying to get past the huge vans/4 x 4 cars parked in my parking bay (which is half on and half off the pavement) and they are forced to go onto the road to get past, thereby endangering them. The huge parcel delivery vans swing into the close from Nicholson Road and there has already been a vehicle collision, with the Police called. With my parking bay occupied by a large vehicle there is less space and less view for time-pressed delivery drivers going left or right into Hayes Close and were any children in pushchairs to be there in the road at that moment the result could be catastrophic. Wheelchair users face the same problem. I also thought it was the policy of Oxford council NOT to allow cars to park on pavements? In London pavement

	parking is already banned and outside London the Department of Transport ran a consultation on the issue that closed at the end of 2020. The proposal that the Highways Department has suggested, to remove the parking bay outside my house and add a new parking bay to those already in Nicholson Road, on the corner with Hayes Close, is an excellent idea. There will be a backdrop of a tall thick hedge with no inconvenience to anyone and a footpath along Hayes Close for pushchair and wheelchair users once more.

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Divisions affected: *Benson and Cholsey; Chalgrove and Watlington*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 DECEMBER 2021

BENSON - B4009: PROPOSED EXTENSION OF 30MPH SPEED LIMIT, PROHIBITION OF MOTOR VEHICLES AND TRAFFIC CALMING BUILD OUT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:

   a) the extension of the Benson village 30mph speed limit to include the new roundabout;

   b) a prohibition of motor vehicles on the section of the B4009 The Sands which is proposed to be closed to motor vehicle traffic and will be used as a dedicated two-way cycle track;

   c) a traffic calming 'build-out' feature on the southern side of the carriageway with vehicle priority given to traffic travelling out of the village.

Executive summary

2. This report presents responses received to a statutory consultation on measures required due to adjacent residential development and the associated construction of a proposed new roundabout junction and carriageway realignment which will see the existing Benson village 30mph speed extended by approximately 380 metres north-eastwards to cover the proposed new roundabout and its circulatory carriageway and replacing the existing 50mph speed limit. Additionally, due to the proposed carriageway realignment, a section of the B4009 The Sands will be closed to motor vehicle traffic and used as a dedicated two-way cycle only track and a traffic calming 'build-out' feature constructed on the southern side of the carriageway with vehicle priority given to traffic travelling north-eastwards out of the village.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developer of land adjacent to the B4009 who will also fund implementation of the proposals should they be approved.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling and safe movement of traffic.

Consultation

6. Formal consultation was carried out between 21 October and 19 November 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Benson Parish Council, Chalgrove Parish Council, South Oxfordshire District Council and local County Councillors.

7. Twenty-two responses were received during the formal consultation. These are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion / objection	Total
30mph speed limit	2	3	15	2	22
Prohibition of Motor Vehicles	8	3	9	2	22
Traffic calming	5	1	12	4	22

8. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

9. Thames Valley Police did not object but requested that the prohibition of motor vehicles is made self-enforcing through the use of bollards. These will be provided.

10. The local member expressed concern on the proposed 30mph limit and requested that it should be extended to include the Braze Lane junction, rather than stopping short. Further to ensure consistency the short stretch of national speed limit between the B4009 and Rokemarsh should be reduced to 30mph given planned developments in the area and the expected increase in vulnerable road users.

11. Noting the above comments, it is recommended that wider changes to the speed limits on the B4009 are considered but that it would be appropriate to approve the current proposals now as a potentially interim measure to facilitate the currently approved development and by doing so in no way precludes further changes should these be required.

12. The agents for the owner of land adjacent to the proposed prohibition of motor vehicles stated that their client does not object to the principle of the proposals but requests that the existing rights of access are preserved and that development potential is not compromised, should this come forward. It is confirmed that the access to the field will be maintained and that in the course of further work on the project the agent will be kept informed of progress with the scheme.

13. The remaining responses were from members of the public and included objections to the speed limit (2), prohibition of motor vehicles (8) and traffic calming built out (5). The grounds for objection included queries over the need for the measures and inconvenience for road users and residents, though also included concerns that the 30mph speed limit should be extended . It appears that at least some of the objections to the proposed prohibition of motor vehicles have arisen from a misunderstanding over the scope of the restriction, which only applies to the length of the B4009 superseded by the realignment of the road as a result of the construction of the roundabout.

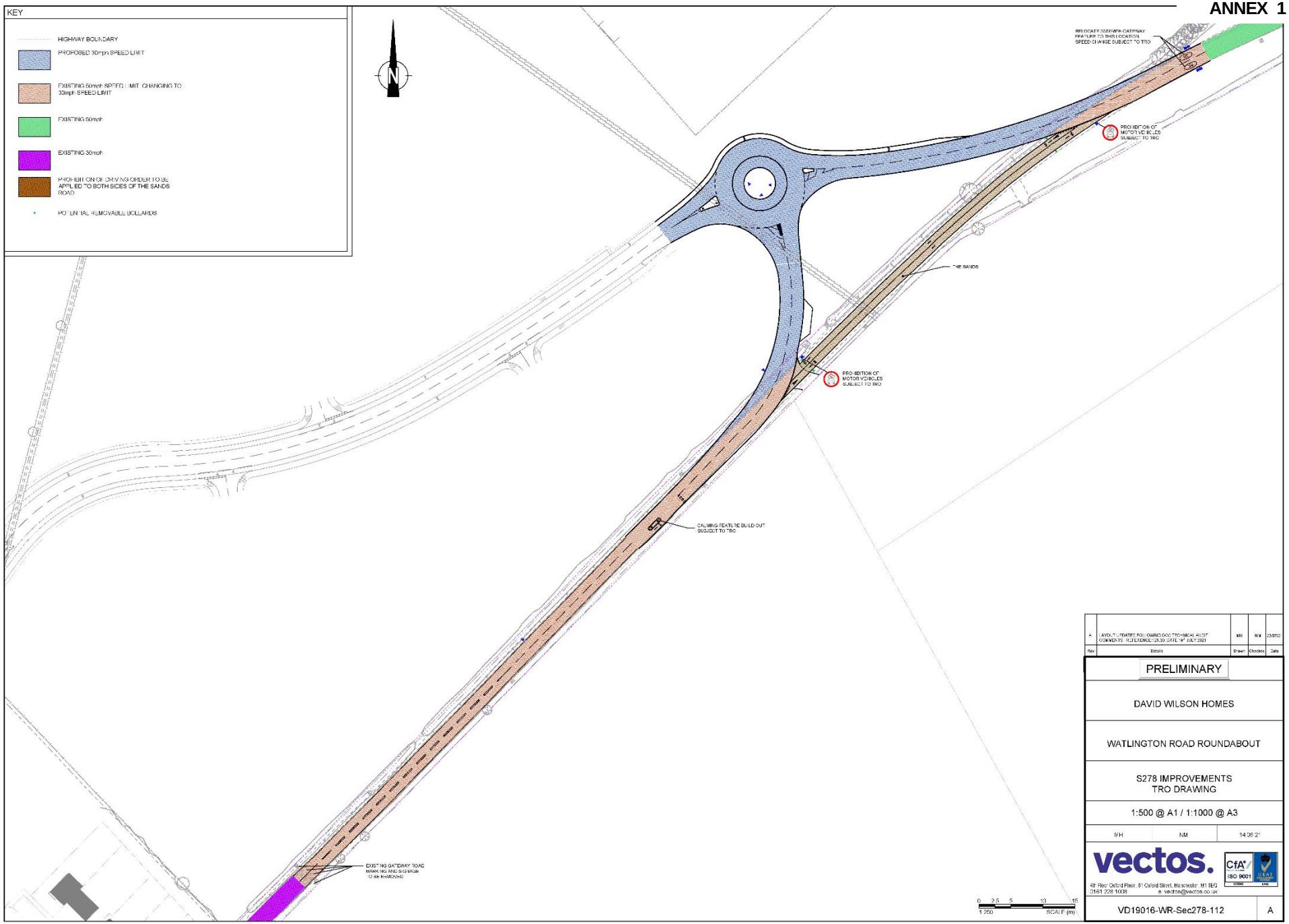
14. Expressions of support were received in respect of the speed limit (15), prohibition of motor vehicles (9) and traffic calming build out (12).

BILL COTTON
Corporate Director, Environment and Place

Annexes — Annexe 1: Consultation Plan
Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
Jet Dehal

December 2021


KEY
HIGHWAY BOUNDARY
PROPOSED 30mph SPEED LIMIT
EXISTING 60mph SPEED LIMIT CHANGING TO 30mph SPEED LIMIT
EXISTING 60mph
EXISTING 30mph
PROHIBITION OF DRIVING ORDER TO BE APPLIED TO BOTH SIDES OF THE SANDS ROAD
POTENTIAL REMOVABLE BOLLARDS
N
RELOCATE 30MPH GATEWAY FEATURE TO THIS LOCATION SPEED CHANGE SUBJECT TO TRO
PROHIBITION OF MOTOR VEHICLES SUBJECT TO TRO
THE SANDS
PROHIBITION OF MOTOR VEHICLES SUBJECT TO TRO
CALMING FEATURE BUILD OUT SUBJECT TO TRO
EXISTING GATEWAY ROAD MARKING AND SIGNAGE TO BE REMOVED
0 2.5 5 10 15
1:250 SCALE (m)
A LAYOUT UPDATED FOLLOWING DCC TECHNICAL AUDIT COMMENTS REFERENCE 28.30 DATE 9TH JULY 2021 MH NM 23/07/21
Rev Details Drawn Checked Date
PRELIMINARY
DAVID WILSON HOMES
WATLINGTON ROAD ROUNDABOUT
S278 IMPROVEMENTS
TRO DRAWING
1:500 @ A1 / 1:1000 @ A3
MH NM 14.06.21
vectos.
4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: vectos@vectos.co.uk
VD19016-WR-Sec278-112 A

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection** - In principle the police have no objection. However, I would stress the need that the Prohibition of Motor Vehicle restriction does need to be self-enforcing with the introduction of physical measures to prevent general use. A single bollard as mentioned in the notice may not be sufficient to deter two wheeled motor vehicles. Enforcement of this restriction must not fall upon the Police and a signed only restriction deemed unacceptable.
(2) Local County Cllr, (Chalgrove & Watlington Division)	30mph speed limit - **Concerns** To ensure safety at the Braze Lane junction with the B4009, the proposed 30mph limit should be extended to include the junction, rather than stopping short. Further to ensure consistency the short stretch of national speed limit between the B4009 and Rokemarsh should be reduced to 30mph. Given planned developments in the area and increases expected increase in vulnerable road users, this should be included in the changes proposed.
(3) Local Landowner	Prohibition of Motor Vehicles - **Concerns** Having reviewed the documentation, I understand the proposals consist of: - An extension of the existing 30mph speed limit - A prohibition of motor vehicles on part of the B4009 that will be bypassed by the new road layout - A traffic calming features on the southern side of The Sands The consultation plan (reference VD19016-WR-Sec278-112) illustrates these proposals with the context of the new roundabout associated with residential development. Our client's interest relates to land to the south of the existing alignment of The Sands, specifically the field adjacent to the area that will be subject to the prohibition of motor vehicles, which is denoted on the plan by the brown dotted area. As a result of this order the existing carriageway will become a footway/cycleway with no access for vehicular traffic, although it is noted that removeable bollards are provided, presumably to facilitate emergency access if required.

	The drawing appears to make allowance for the existing agricultural access to the field to which our client's interest relates. The apparent agricultural access is between the proposed removeable bollards and the re-aligned route of The Sands. However, the brown dotted area covers the area between the re-aligned route of The Sands and the field in question. It is therefore suggested that the drawing is revised such that the proposed prohibition of motor vehicles extends from the removable bollards north-eastwards. This will ensure that a) agricultural access to the field is maintained and b) that any future development potential on the site is not compromised. Whilst our client does not object to the principle of the proposals, they are keen to ensure that existing rights of access are preserved and that development potential is not compromised, should this come forward. I would, therefore, respectfully request that the proposed plan and associated TRO are amended to ensure that access to the field in question is maintained.
(4) Local Resident, (Benson)	30mph speed limit - **Support** Prohibition of Motor Vehicles - **Support** Traffic calming - **Support** People do not adhere to the current speed limit, the traffic through the village should be discouraged as it is already overwhelmed. Zebra crossing is regularly ignored by traffic.
(5) Local Resident, (Oxford)	30mph speed limit - **Concerns** Prohibition of Motor Vehicles - **Object** Traffic calming - **Object** The provided documents do not give any indication of where the development is relative to the stretch of road. Without understanding this it is not possible to say whether a 30mph speed limit is appropriate. If houses do not back onto this stretch of road I would doubt it is.
(6) Local Resident, (Chalgrove)	30mph speed limit - **Concerns** Prohibition of Motor Vehicles - **Concerns**

	Traffic calming - **No opinion** Why are developments allowed to go ahead if they are going to affect current speed limits and vehicle access? Surely developments should be planned to take into account the current situation and not be allowed to affect them.
(7) Local Resident, (Wallingford)	30mph speed limit - **Support** Prohibition of Motor Vehicles - **Object** Traffic calming - **Object** Roundabout is unnecessary and such a short cycle lane onto a main road is completely pointless. Just extend the 30mph limit and put a T-junction in so the developer can use the money saved to fund something genuinely useful for the community like a park, school or community centre.
(8) Local Resident, (Chalgrove)	30mph speed limit - **Support** Prohibition of Motor Vehicles - **Support** Traffic calming - **Support** Appears a reasonable solution for a new development. Through traffic should be able to move freely.
(9) Local Resident, (Benson)	30mph speed limit - **Support** Prohibition of Motor Vehicles - **Object** Traffic calming - **Support** Traffic coming from Watlington into Benson along The Sands always comes into the village at a terrible speed, so residents on Blacklands Rd, Sands Way and Westfield Road have trouble turning out onto the road safely. I think it's a good idea to use measures to slow this traffic. But I would be very concerned about any stretch of that road being turned into cyclists only. Many Benson residents take children to school in Watlington or go to work via the M40, and this would be a massive inconvenience with no real benefit? As a resident on Sands Way my opinion is that slowing the traffic coming into Benson is the main concern. There is also a large amount of heavy vehicle that come through benson this way. If you close any part of the road to vehicles, they would get directed through other villages which is not good. I'm glad to see that traffic calming measures are being considered here though, it's very much needed.

(10) Local Resident, (Benson)	30mph speed limit - **Support** Prohibition of Motor Vehicles - **Support** Traffic calming - **Support** The village is growing and there needs to be something in place to alleviate the amount of traffic coming through the village. Having said this I am concerned about the re-routed traffic going adjacent to Sands Way and Sunnyside. Hale road is used by a lot of walkers. The by-road is needed I agree, but the villagers need safe access to the beautiful country walls we have.
(11) Local Resident, (Benson)	30mph speed limit - **Object** Prohibition of Motor Vehicles - **Object** Traffic calming - **Object** Proposals are not necessary & will cause congestion.
(12) Local Resident, (Benson)	30mph speed limit - **Support** Prohibition of Motor Vehicles - **Support** Traffic calming - **Support** Something needs to be done here to make it safer and more friendly towards pedestrians who to live in Benson. There is a school bus stop here. And also a community hall and children's park. Sadly cars and motorbikes do not respect this, making a quite a few points along this part of the village very difficult to cross safely.
(13) Local Resident, (Benson)	30mph speed limit - **Support** Prohibition of Motor Vehicles - **Object** Traffic calming - **Support** Closing B4009 to motor vehicles will re-route them through the high street. The high street is already congested and is where all major shops are located. By re-routing the through traffic, a bottleneck will be created in central Benson, which will be both unpleasant for residents and unsafe for pedestrians in the centre. Traffic calming measures and a speed limit will certainly be enough to slow and deter traffic.

(14) Local Resident, (Roke)	30mph speed limit - **Object** Prohibition of Motor Vehicles - **Concerns** Traffic calming - **Concerns** The plan submitted by David Wilson Homes totally ignores the existing B4009/Rokemarsh junction and sets up a very dangerous junction for people turning left at this rural junction. It sems to imply that at the point where residents of Roke/Rokemarsh/Berrick Saolme slow down to turn left here when exiting Benson, the B4009 will move from 30mph to 50mph - just when vehicles are slowing down to turn left. The location of the Ben 3/4 estate roundabout is already a worry for those of us who live in the Roke/Rokemarsh/Berrick Saolme hamlets as it is too close to our rural lane turning. The addition of a complex vehicle/bikes/pedestrian interchange will exacerbate the danger of this B4009/Rokemarsh turning, and will be very confusing during hours of darkness.
(15) Local Resident, (Benson)	30mph speed limit - **Support** Prohibition of Motor Vehicles - **Support** Traffic calming - **Support** Traffic needs to be encouraged to route down new road. Doing nothing to the old road will mean that the majority of traffic will just continue on and plough through the village and past the school at high speed.
(16) Local Resident, (Benson)	30mph speed limit - **Support** Prohibition of Motor Vehicles - **Support** Traffic calming - **Support** The roads in Benson need to be made safer and obstructive parking needs to be dealt with. The Highway Code needs to be enforced so that all road users are kept safe - not so people can use public Highway as their personal car park.

(17) Local Resident, (Benson)	30mph speed limit - **Support** Prohibition of Motor Vehicles - **Support** Traffic calming - **Support** We need to slow the traffic going through Benson. So any measures to do this I am in supportive of. Better still would be to divert passing traffic away from the village.
(18) Local Resident, (Benson)	30mph speed limit - **Support** Prohibition of Motor Vehicles - **Support** Traffic calming - **Support** Changing the speed limit to 30 m.p.h. makes sense, particularly once the proposed housing is built and the effective edge of the residential part of the village moves further north-east along the B4009 to encompass it. The prohibition of motor vehicles along what what will become a redundant part of the current B4009 Watlington Road will have no impact on the traffic flow along the new road as it has no vehicular access / egress requirements. As this part of the B4009 is quite a straight stretch of road, traffic calming measures will be needed to curb drivers to 30 m.p.h. particularly for traffic arriving from the direction of Watlington and its current speed limit of 50 m.p.h. It is also assumed that the existing traffic calming 'build-out' close to The Meer will also remain in place.
(19) Local Resident, (Benson)	30mph speed limit - **Support** Prohibition of Motor Vehicles - **Support** Traffic calming - **Support** The road is very busy and needs to be kept at a safe speed
(20) Local Resident, (Benson)	30mph speed limit - **Support** Prohibition of Motor Vehicles - **Object** Traffic calming - **Support** I think the prohibition of motor vehicles will make all the traffic come down the new road. I think it would be better for the traffic to be split between through traffic and that going into the village. Otherwise roads like Hale Farm road will be

	too busy going by the playing field. In Port Hill Road we will feel cut off from the rest of the village and it will be such a busy road with everything having to come that way. Also I think that new part going behind Sands Way should be a 20 there as there is lots of pedestrian activity going across it for walks and children and old people walking to the village.
(21) Local Resident, (Oxford)	30mph speed limit - **Support** Prohibition of Motor Vehicles - **Object** Traffic calming - **Object** I regularly visit close family in Benson. I need to get to my elderly parents by car. I am also concerned that this will push too much traffic to the new road that will make it very dangerous for my niece and nephew who will need to regularly cross the new road to get in to the village from their home in Port Hill Rd. It will also add to the noise pollution for the whole of my sister's family.
(22) Local Resident, (Dorchester on Thames)	30mph speed limit - **Support** Prohibition of Motor Vehicles - **Object** Traffic calming - **Object** Closing the road will put too much pressure on other roads through the village

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Divisions affected: *Hendreds and Harwell*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 DECEMBER 2021

HARWELL – GROVE ROAD: PROPOSED TRAFFIC CALMING BUILD OUTS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the flat top road humps at Grove Road Harwell at the following locations:

   a) approximately 27 metres north west of its junction with Manor Green, to include an uncontrolled Pedestrian crossing point;

   b) approximately 60 metres south east of its junction with The Croft.

Executive summary

2. This report presents responses received to a statutory consultation on the proposed provision of flat top road humps at Grove Road Harwell as shown at Annexes 1 and 2 to help achieve better compliance with the 20mph speed limit already in place.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land, who will also fund construction if approved.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling within the village and safe movement of traffic.

Consultation

6. Formal consultation was carried out between 26 August and 17 September 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, the Vale of the White Horse District Council. Harwell Parish Council, and local County Councillor. Letters were also sent directly to approximately 30 properties within the immediate vicinity and street notices placed on site.

7. Twenty-nine responses were received during the formal consultation. Four objections, seven expressions of concern, sixteen in support and two non-objections. The responses are shown at Annex 3 with copies of the original responses available for inspection by County Councillors.

8. Thames Valley Police and the Vale of White Horse District Council did not object.

9. Harwell Parish Council welcomed the proposed Grove Road improvements and asked that speed is monitored after installation and further work done if necessary.

10. Four objections were received from members of the public - two of them residents of Harwell. The grounds for objection included the lack of need for the proposed measures, concerns over the road surface and the narrow width of the road and that alternative measures – such as a vehicle activated sign - would be more appropriate on environmental grounds. Also noting concerns over noise and emissions as vehicles slow to pass over the proposed calming and then accelerate.

11. Noting the above, the concerns over the condition and width of the road are outside the scope of the scheme that has planning permission. Furthermore it is not possible to widen the road due to the available highway land without removing the footway all together. The speed humps will further reduce the speed of vehicles and thus make this road safer for pedestrians and control the speed of traffic throughout the entire day. A vehicle active sign would not provide the same level of speed reduction as physical traffic calming and this is the reason humps have been proposed. A noise survey on the proposals has taken place with no significant increase in noise anticipated.

12. A further six responses from members of the public cited concerns. These were, however, primarily focussed on the need for additional measures to reduce risks to road users including pedestrians and cyclists rather than objections to the proposals themselves. The focus of these concerns was the part of Grove road west of the current proposals.

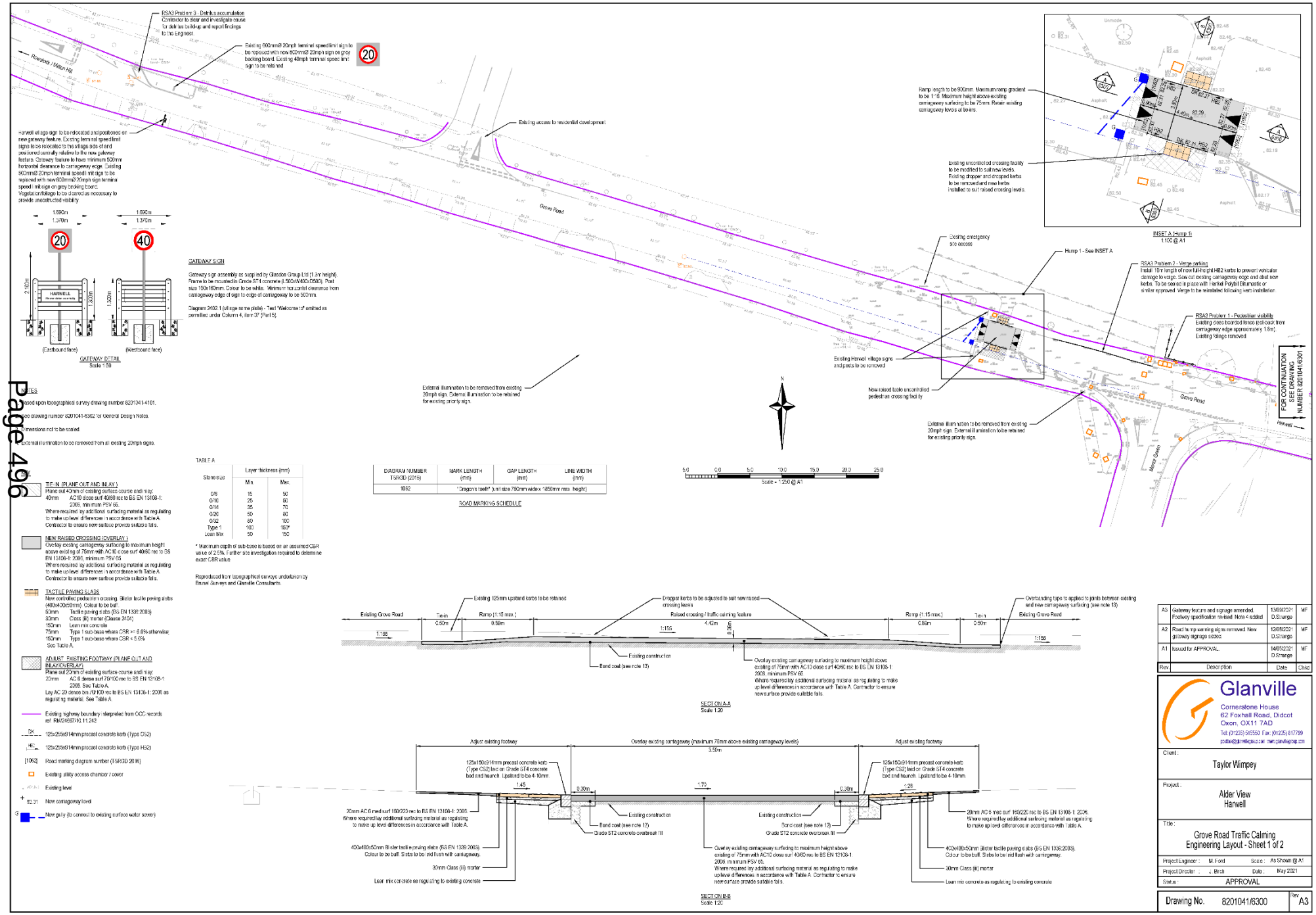
13. Expressions of support were received from sixteen members of the public with the great majority of those confirmed as local residents.

BILL COTTON

Corporate Director, Environment and Place

Annexes	Annex 1-2: Consultation Plans Annex 3: Consultation responses
Contact Officers:	Tim Shickle 07920 591545 Ryan Moore 07557 082568

December 2021



Rev.	Description	Date	Chkd
A3	Gateway feature and signage amended. Footway specification revised. Note 4 added	13/09/2021 D.Strange	MF
A2	Road hump warning signs removed. New gateway signage added.	12/05/2021 D.Strange	MF
A1	Issued for APPROVAL.	14/05/2021 D.Strange	MF

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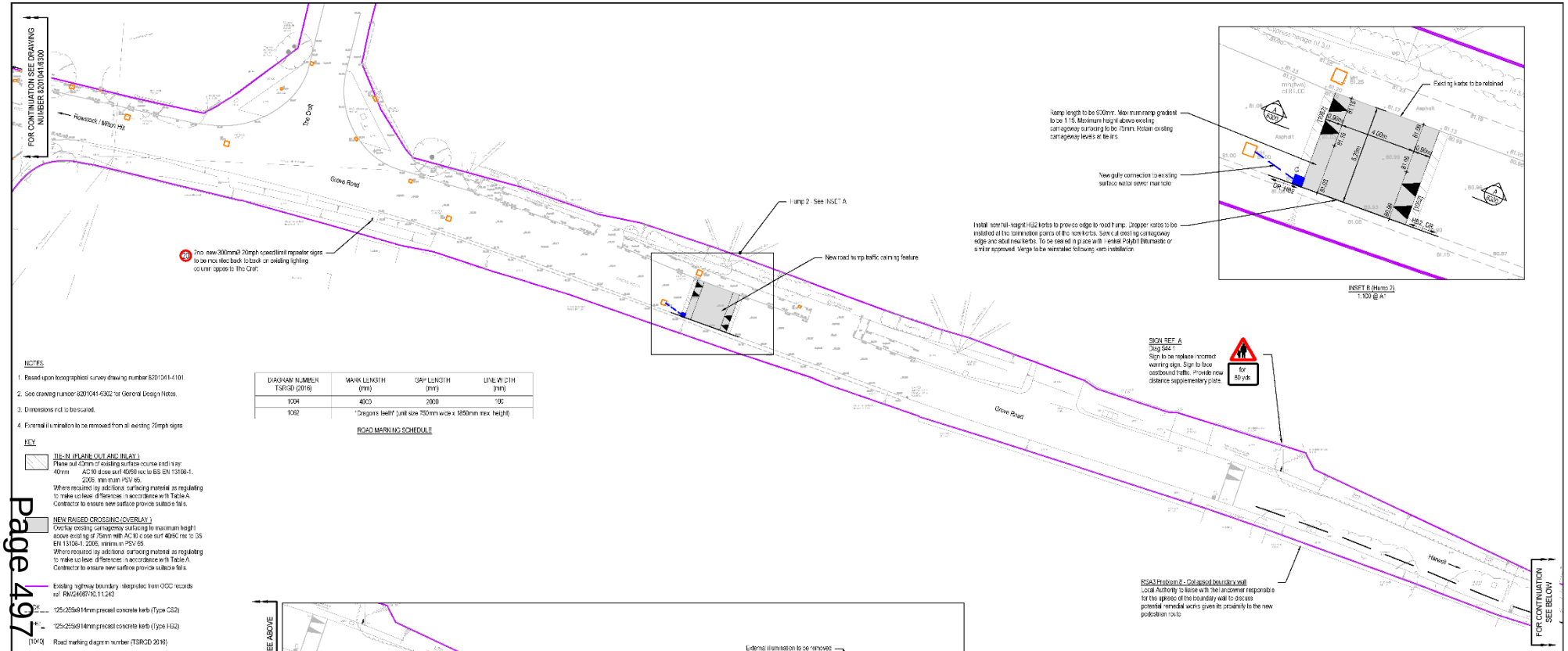
Client: Taylor Wimpey

Project: Alder View Harwell

Title: Grove Road Traffic Calming Engineering Layout - Sheet 1 of 2

Project Engineer: M. Ford | Scale: As Shown @ A1
Project Director: J. Birch | Date: May 2021
Status: APPROVAL

Drawing No. 8201041/6300 | Rev. A3



NOTES:

1. Based upon topographical survey drawing number 8201041-4101.
2. See drawing number 8201041-6302 for General Design Notes.
3. Dimensions not to be scaled.
4. External illumination to be removed from all existing 20mph signs.

KEY

- TIE-IN (PLANE OUT AND INLAY)
  Plane out 40mm of existing surface course and lay:
  40mm AC10 close surf 40/60 rec to BS EN 13108-1, 2006, minimum PSV 65.
  Where required lay additional surfacing material as regulating to make up level differences in accordance with Table A. Contractor to ensure new surface provide suitable falls.
- NEW RAISED CROSSING (OVERLAY)
  Overlay existing carriageway surfacing to maximum height above existing of 75mm with AC10 close surf 40/60 rec to BS EN 13108-1, 2006, minimum PSV 65.
  Where required lay additional surfacing material as regulating to make up level differences in accordance with Table A. Contractor to ensure new surface provide suitable falls.
- Existing highway boundary interpolated from OCC records ref. RM/24687/10.11.243
- 125x255x914mm precast concrete kerb (Type CS2)
- 125x255x914mm precast concrete kerb (Type HB2)
- [1004] Road marking diagram number (TSRGD 2016)
- Existing utility access chamber / cover
- Traffic sign (non-illuminated)
- 82.52 Existing level
- + 82.31 New carriageway level
- G New gully (to connect to existing surface water sewer)

DIAGRAM NUMBER TSRGD (2016)	MARK LENGTH (mm)	GAP LENGTH (mm)	LINE WIDTH (mm)
1004	4000	2000	100
1062	'Dragons teeth' (unit size 750mm wide x 1850mm max. height)		

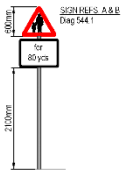
ROAD MARKING SCHEDULE

TABLE A

Stone size	Layer thickness (mm) Min	Max
0/6	15	50
0/10	25	50
0/14	35	70
0/20	50	80
0/32	80	100
Type 1	100	150*
Lean Mix	50	150

* Maximum depth of sub base is based on an assumed CBR value of 2.5%. Further site investigation required to determine exact CBR value.

Reproduced from topographical surveys undertaken by Brunel Surveys and Glanville Consultants



Rev.	Description	Date	Chkd
A4	20mph speed limit repeater signage added opposite The Croft	05/10/2021 D.Strange	MF
A3	Supplementary plates amended in the key. Terminal speed limit signage amended. Note 4 added.	13/09/2021 D.Strange	MF
A2	Road hump warning signs removed. New pedestrian warning sign and supplementary plates added.	12/08/2021 D.Strange	MF
A1	Issued for APPROVAL.	14/05/2021 D.Strange	MF

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Client: Taylor Wimpey

Project: Alder View, Harwell

Title: Grove Road Traffic Calming Engineering Layout - Sheet 2 of 2

Project Engineer:	M. Ford	Scale:	As Shown @ A1
Project Director:	J. Birch	Date:	May 2021
Status:	APPROVAL		

Drawing No. 8201041/6301 Rev A4

ANNEX 3

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(2) Harwell Parish Council	**Support** – The council welcomes the proposed Grove Road improvements and would ask that speed is monitored after installation and further work done if necessary.
(3) Vale of White Horse District Council (Planning)	**No objection**
(4) Local Resident, (Harwell, Grove Road)	**Object** - The road needs to be made more suitable for all users. It needs to be widened for cars and resurfaced. Then it can be considered for pedestrians, a walk or cycle lane should be created. Adding two speed bumps is a waste of funds. It will just add to the existing poor road surface.
(5) Local Resident, (Harwell, White Hart Way)	**Object** - There are already 2 traffic calming structures in place
(6) Resident, (Didcot, Maple Road)	**Object** - There are enough obstacles already on this road to require further traffic calming measures
(7) Resident, (Oxford, Rymers Lane)	**Object** - A raised 'traffic calming' measure is not necessary here - instead a speed activated warning sign should be deployed. This is greener, more environmentally sound (due to the increased pollution from a car braking and accelerating unnecessarily) and less obstructive to the flow of traffic.

(8) Local Resident, (Harwell, Hill Mead)	**Concerns** - Traffic doesn't seem to adjust speed before reaching existing traffic calming measures on Grove Rd heading towards village. Would it not be sensible to place speed hump at the 40-20 transition point? Too many cars approach the narrow at 40 and can't see oncoming vehicles due to brow.
(9) Local Resident, (Harwell, White Hart Way)	**Concerns** - I support traffic calming measures on all sections of grove road including this section. I however have concerns that traffic speeds from hump 1 Westbound to RSA Problem 3 (the island heading towards Rowstock/Milton Hill) will continue to far exceed 20mph. Although only a 100m distance past the Fidlers Orchard junction, I would encourage the reviewer to consider a further speed deterrent, such as another speed hump, closer towards the Fidlers Orchard Junction. Furthermore, when travelling eastbound from Milton Hill towards Harwell, on Grove road, the current 'island' located near the Fidlers orchard junction has no priority for cyclists. Meaning a cyclist has to give way/interrupt their journey to oncoming road traffic, then recommence uphill, around the island. With no education in road traffic, I ask why does this island/lump of tarmac need to protrude continually from the left hand embankment to the centre of the road, could it not leave a say 1m gap for cyclists to squeeze through - filtered permeability? I suspect this may be the incorrect forum to raise more pressing concerns about the other 1,200m of uncontrolled road from the Fidlers orchard junction to the A4130 (Abingdon Road).. unsuitable road surface, no pedestrian access, dangerous, dark, horses travelling, buses crashing. Where do I begin?
(10) Local Resident, (Harwell, Fidler's Orchard)	**Concerns** - Concerns that there is no traffic calming beyond Alder View (heading towards Rowstock) where the traffic is very fast and the road narrow
(11) Local Resident, (Harwell, Crown fields)	**Concerns** - Too many cars speeding - rat run
(12) Local Resident, (Harwell, Ham Corner)	**Concerns** - I think it's definitely a good idea to put traffic calming measures in place as cars do drive too fast down Grove Road. I also think it's really important that there's more signage/road paint on the shared section of road near the High Street - it feels dangerous walking on the footpath part at the moment because it's not clear to drivers. I also think there needs to be a footpath built all the way along the Grove Road from Alder View to the Old Farm Shop

	as the road is very narrow/windy and people walk along it all the time which is really dangerous without a path.
(13) Online response, (unknown)	**Concerns** – How is this going to protect people turning out of Alder View? They come from the 40mph zone and barely slow down. We pull out to enter the 40 zone and they are already on the wrong side of the road speeding. It needs a speed bump as you enter the 20 zone.
(14) Online response, (unknown)	**Concerns** – Is it proposed that works to alleviate frequent flooding on Grove Road will also be dealt with at the same time as these works?
(15) Local Resident, (Harwell, Reading Road)	**Support** - Am in favour of measures to reduce traffic speeds in and around the village
(16) Local Resident, (Harwell, Hill Mead)	**Support** - More signs and markings, measures to slow traffic.
(17) Local Resident, (Harwell, Hill Mead)	**Support** - Very pleased with the proposals to make Grove road safer, slow down the cars and update the signage. Clearer delineation of the shared surfaces nearer the village end of the road will definitely make it feel safer to walk along the road on that section
(18) Local Resident, (Harwell, Boot Lane)	**Support** - I support the proposals as long as the speed humps are not nasty speed bumps that wrecks people's cars. The signpost coming into Harwell needs to be clear like proposed but not obstructing the view for drivers to see if incoming traffic is coming.
(19) Local Resident, (Harwell, Hoopswell)	**Support** - Grove Road can be quite dangerous anyway but speeding drivers add to the problem so traffic calming measures makes sense

(20) Local Resident, (Harwell, Queen Gardens)	**Support** - Supporting due to the dangerous speeds people ate travelling down Grove Road into harwell. Accident waiting to happen!
(21) Local Resident, (Harwell, Hill Mead)	**Support** - Cars drive much too fast down Grove Rd. we need to slow the traffic down
(22) Local Resident, (Harwell, White Hart Way)	**Support** - Cars generally travel along this stretch of road too quickly, making it unsafe to walk or cycle along it. I support traffic calming to reduce traffic speeds.
(23) Local Resident, (Harwell, White Hart Way)	**Support** - I live in Alder View and see that traffic FAR exceeds the 20mph speed limit! If anything, I'd be happy with taller and more frequent speed bumps as some of the other villages around Oxfordshire (e.g. Steventon)
(24) Local Resident, (Harwell, Manor Green)	**Support** - I frequently run, walk or cycle, and occasionally drive, along the proposed stretch of Grove Road. Motorists often ignore the existing 20 mph speed limit. Adding the humps and other improvements should reduce vehicle speeds and improve safety, particularly on the riskiest easternmost section where there is no pavement.
(25) Local Resident, (Harwell, Reading Road)	**Support** - A very high proportion of vehicles using the roads around the village is travelling at excessive speed - well beyond the speed limits. This is particularly so through the village's 20 (Grove Road) and 30 limits (most of village centre and, in particular, the 30mph section of the Reading Road). This small attempt to control speed is most welcome - if only it were extended to all 20 and 30 areas, including, please, the Reading Road, where it is dangerous to exit and enter our driveways or cross the road in view of sustained and habitual speeding.
(26) Local Resident, (Harwell, Manor Green)	**Support** - It's meant to be 20 and very few drive at 20 down there, in fact often more like 40. I think it's used as a short-cut and some even do laps on motorbikes or in cars around the new "by-pass" and back round Grove Road, you can hear their engines doing the route. Many children cross here for school and visiting friends; there are a lot of houses in this part of the village now, it would be so much safer if it was more geared towards pedestrians and cyclists. It would discourage the use of it as a "nip-through". The fumes from the volume of traffic coming down it are also becoming significant too.

(27) Local Resident, (Harwell, Grove Road)	**Support** - Being a resident in Grove Road, I can confirm that most drivers speed in excess of 20 mph. Indeed a number of motorcyclists exceed the speed limit to a vast extent e.g. over 50 mph. I would support having the speed humps across the whole of the carriageway. If that is not possible that I would support offsetting the humps. Ideally a speed camera is required.
(28) Local Resident, (Harwell, Manor Green)	**Support** - Traffic generally do not respect 20 mph requirements of this section. Please be careful where you place new 20mph signs so not to further obstruct the view to the right when leaving Manor Green/Alder View as there is blind spot here where it is possible to not see a car approaching until it is almost at the junction
(29) Local Resident, (Harwell, Fidlers Orchard)	**Support** - Far too many people speed along Grove Road and drive carelessly. We need these measures to slow traffic and make it safer for the community.

Divisions affected: *Kingston and Cumnor*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 DECEMBER 2021

FRILFORD AND KINGSTON BAGPUIZE: A415 ABINGDON & KINGSTON ROAD - PROPOSED 40MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 40mph speed limits on the A415 as advertised:

   a) Frilford: An extension of the existing 40mph speed limit in the vicinity of the Millets Farm Centre south-westwards by an additional 300 metres, to cover the proposed improvement works at the Farm Centre access junction;

   b) Kingston Bagpuize: A new 40mph speed limit extending south-eastwards for 365 metres from the existing Kingston Bagpuize 30mph speed limit.

Executive summary

2. This report presents responses received to a statutory consultation on the proposed introduction of 40mph speed limits on the A415 at Frilford and at Kingston Bagpuize. The proposal for Frilford comprises an extension of an existing 40mph speed limit by an additional 300 metres to cover the proposed improvement works at the Farm Centre access junction and at Kingston Bagpuize, the introduction of a new 40mph 'buffer' speed limit 365 metres long to meet the existing Kingston Bagpuize 30mph speed limit to reduce speeds on the entry to the village, particularly the village nursery. The proposals are shown at Annexes 1 & 2**.**

Financial Implications

3. Funding for consultation on the proposals has been provided by Millets Farm Centre which will also fund implementation of the proposal for Frilford should that be approved. Implementation of the proposal for Kingston Bagpuize will be funded from the County Council's revenue budget if that is similarly approved.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate safe movement of traffic.

Consultation

6. Formal consultation was carried out between 21 October and 19 November 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Vale of the White Horse District Council, Frilford Parish Council, Kingston Bagpuize Parish Council and local County Councillor.

7. Eleven responses were received during the formal consultation. These are summarised in the table below:

Proposal	Object	Support	No opinion / objection	Total
at Kingston Bagpuize	3	6	2	11
at Frilford (Millets Farm Centre)	2	4	5	11

8. The responses are shown at Annex 3 with copies of the original responses available for inspection by County Councillors.

9. Thames Valley Police and the Vale of the White Horse District Council did not object.

10. The local member supported the proposal at Kingston Bagpuize with no opinion on the proposal for Frilford.

11. The remaining responses were received from members of the public

A415 at Kingston Bagpuize

12. Three members of the public objected to the introduction of the 40mph 'buffer' speed limit at the Kingston Bagpuize end of the A415 on the grounds that the open and flowing nature of the road with no footways or significant features does not warrant a reduction of the existing 60mph limit and that a lower speed limit would impede traffic flow at busy times of the day while not mitigating any obvious danger.

13. Four members of the public supported the proposals.

14. In response, the 40mph 'buffer' speed limit is proposed in order to improve road safety in the vicinity of Sunrise Day Nursery entrance, where there was a

personal injury road traffic collision last year and to reduce the speed of vehicles entering and exiting Kingston Bagpuize village at the existing 30mph 'gateway'. A speed survey carried out in June 2021 showed mean speeds to be 44.3mph westbound and 45.9mph eastbound which, in accordance with the County Council's Speed Limit Policy (46mph or below), is acceptable for lowering the existing national speed limit to 40mph by changing the signs.

A415 at Frilford

15. Two members of the public objected. One expressing the view that the turning for Millets farm was not hidden and had good visibility for approaching motorists from all aspects. The other response expressed the view that the change was not needed.

16. Four members of the public supported these proposals.

BILL COTTON
Corporate Director, Environment and Place

Annexes — Annex 1 & 2: Consultation Plans
Annex 3: Consultation responses

Contact Officers: Tim Shickle 07920 591545
Anthony Kirkwood 07392 318871
Lee Turner 07917 072678

December 2021

OXFORDSHIRE COUNTY COUNCIL

ArcGIS Web Map



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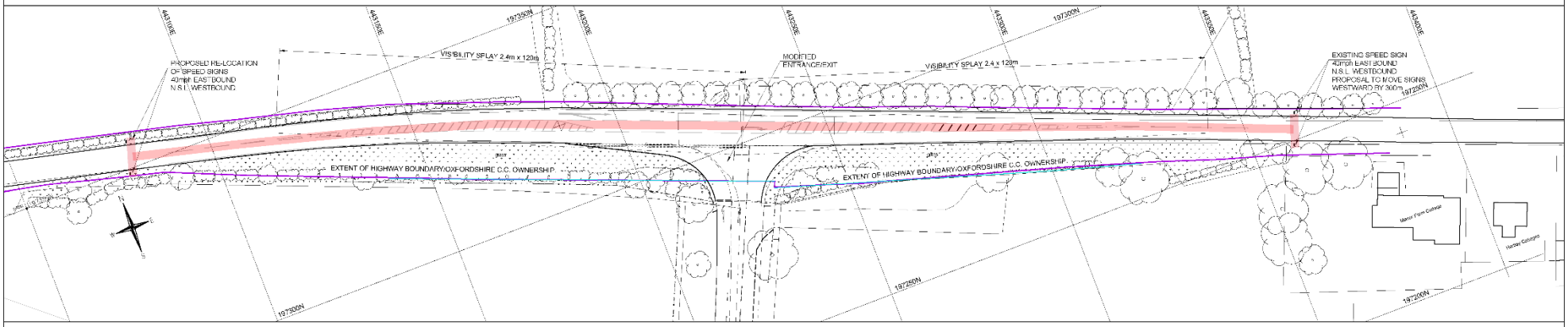
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1:3,488
441,163.5553 197,952.9275
Plot Date: 27/09/2021
Oxfordshire County Council
Author: ArcGIS Web AppBuilder

ANNEX 1

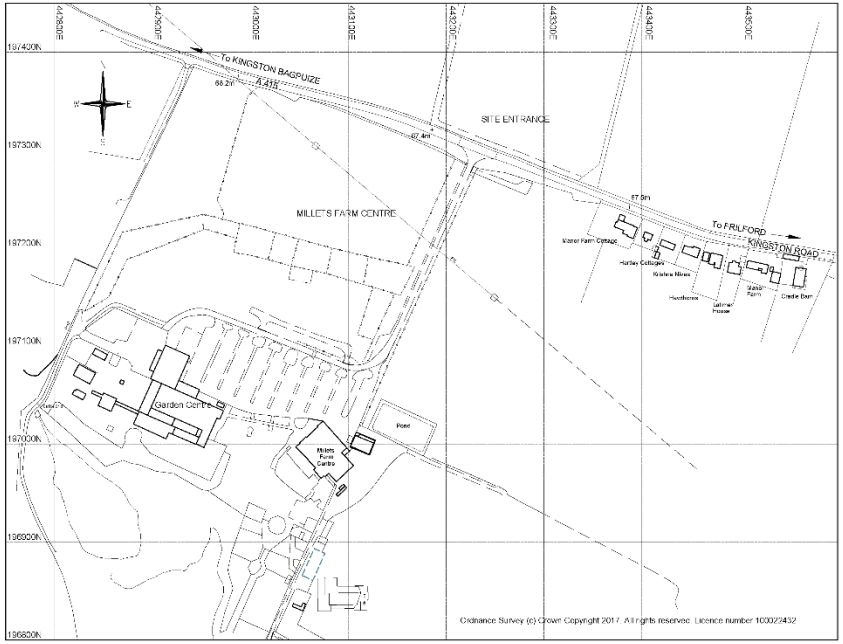
Notes:

1. All dimensions are shown in millimetres unless noted otherwise.
2. This drawing is to be read in conjunction with all architectural drawings and any other design information.
3. All setting out is to be based on the Architects drawings. If there is any discrepancy between this drawing and the architects drawings, it is to be reported to Architects/Wellan Ltd



PROPOSED LAYOUT

Scale 1:500



LOCATION PLAN

Scale 1:2500

0 10 20 30 40 50

This drawing may have been reduced
Original Scale 50mm

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS: PLANNING

WELLAN Ltd
Wellan House,
Aylesmore, Shipston-on-Stour,
Warwickshire.
CV36 5EJ
Tel: 01608 685753
Email: mail@wellan.co.uk
Website: www.wellan.co.uk

CLIENT: MILLETS FARM CENTRE LTD

PROJECT: PROPOSED WIDENING OF ENTRANCE ROADWAY

TITLE: T.R.O. (TRAFFIC REGULATION ORDER) PLAN

SCALE	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHT
SEE DRG.	16.03.20	MKW/SM	MW	HW	A1

JOB No. 18-173

DRAWING No. 03 REV. P1

ANNEX 3

RESPONDENT	COMMENTS
(1) Thames Valley Police, (Traffic Management Officer)	**No objection** – Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e. collision history ,speed of existing traffic, road environment, enforcement, road character and driver perception etc. The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognised way of ascertaining this level of self-compliance is the mean speed. If the mean speed is 7 mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement. There is a proven link between road environment/character and driver speed. Drivers must respect the need for a speed limit .If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action. The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) 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 Speed Limit should not be used to attempt to solve the problem of isolated hazards, for example, a single junction or reduced forward visibility. TVP have no policy to enforce based on arbitrary speed limits alone but we will enforce based on harm, risk and resourcing. 40mph limits are not excluded from this and would be enforced where appropriate. However, there are no additional resources available to support extra enforcement. I am aware that speed data has been obtained covering only part of these proposals. No data for the section adjacent to Millett's Farm entrance. The data obtained for the Nursery School is worryingly near the top end at 44 mph and there are considerable numbers of vehicles way above the speed limit enforcement threshold of 46.

	In principle I am not objecting but other engineering may have to be considered in the future if this limit is to work.
(2) Vale of White Horse District Council, (Planning)	**No objection**
(3) Kingston Bagpuize with Southmoor Parish Council	A415 at Kingston Bagpuize – **Support** A415 at Frilford (Millets Farm Centre) – **No opinion** Supports the proposal to lower the speed on the A415 into Kingston Bagpuize principally to help prevent accidents in the area of the Sunrise Nursery but also as a buffer zone leading to the 30mph further into the village. This stretch of road is heavily used but is relatively narrow and the aspect is closed by trees and hedgerows. The parish council has received many concerns expressed by local residents on the speed which many vehicles approach the village. By lowering the limit to 40mph near the business park this is in line with the limit at the Frilford end of the A415.
(11) Local County Cllr, (Kingston & Cumnor Division)	A415 at Kingston Bagpuize – **Support** A415 at Frilford (Millets Farm Centre) – **No opinion** Supportive of measures to limit speeds to 40 miles per hour for a short section on the A415 South of Kingston Bagpuize and by the childrens' nursery in order to reduce the risk of catastrophic accidents in the vicinity.
(4) Resident, (Oxford)	A415 at Kingston Bagpuize - **Object** A415 at Frilford (Millets Farm Centre) - **Object** The A415 south of Kingston Bagpuize is open and flowing allowing for 60mph while still being safe. During evening rush hour, this can be very busy so any measures to keep the traffic flowing is needed. A lower speed limit would only bunch up traffic and hamper progress while not mitigating any obvious dangerous. This presumes the conditions allow, in which case drivers would travel at a lower speed anyway, showing the speed limit is not a 'drive to' anyway. The turning for Millets farm is not hidden and has good visibility for approaching motorists from all aspects. This is the biggest factor to junction safety, as well as being aware and taking caution approaching it; drivers are taught to spot (potential) hazards they approach. IF a mitigating factor is to be taken, then a 50mph limit would be a slightly more sensible compromise. However, the

	current national speed limit section is adequate and safe.
(5) Resident, (Oxford)	A415 at Kingston Bagpuize - **Object** A415 at Frilford (Millets Farm Centre) - **No opinion** This is a road with no pavements or significant features which warrant a reduced speed limit to 40mph. The statement of reasons does not provide sufficient reason for making this change. If it is solely for the nursery (which it seems unlikely people are walking too given the lack of a pavement) the 40mph limit should only apply during drop off/collection time here.
(6) Local Resident, (Southmoor)	A415 at Kingston Bagpuize - **Object** A415 at Frilford (Millets Farm Centre) - **Object** This ridiculous proposal is just to placate a few vocal mummies who have so called problems exiting the pre-school drive who then think it is acceptable to drive in excess of the 30mph through the village. They should leave the house 5 minutes earlier and either cycle or walk their children via the rear entrance which is well away from vehicles. Leave the road with the 50mph
(7) Local Resident, (Kingston Bagpuize with Southmoor)	A415 at Kingston Bagpuize - **Support** A415 at Frilford (Millets Farm Centre) - **Support** Traffic speed and vehicle types using the A415 in the designated areas are too fast and large given the narrow highway near the nursery and Kingston Bagpuize 30mph limit and the busy junction at Millets Farm Centre. There is great merit in better protecting all road users by making the Order cover the whole distance of the A415 from the junction at Frilford to the 30mph limit at Kingston Bagpuize. There are too many RTCs around the bends in the section of the A415 not currently covered by this proposal.
(8) Resident, (Appleton)	A415 at Kingston Bagpuize - **Support** A415 at Frilford (Millets Farm Centre) - **Support**

	The amazingly increased amount of housing in Kingston area with increased traffic has generated the need for slower speeds on these roads to help drivers take greater care at junctions.
(9) Resident, (Witney)	A415 at Kingston Bagpuize: **Support** A415 at Frilford (Millets Farm Centre): **Support** There are already reduced speed limits (e.g. 30 or 40 mph) in Kingston Bagpuize itself and at the Frilford traffic lights, and the current 60mph section between them is too fast. These proposed speed limits would make the limits of the overall section of road more consistent, would not reduce journey times much, and would improve safety
(10) Resident, (Appleton)	A415 at Kingston Bagpuize - **Support** A415 at Frilford (Millets Farm Centre) - **Support** As a regular cyclist on the A415 I would appreciate traffic being calmed a little on this busy stretch where cars regularly join and leave the road.

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Divisions affected: *Kirtlington & Kidlington North/Woodstock*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 DECEMBER 2021

WOODSTOCK: SHIPTON ROAD - PROPOSED 30MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed 30mph speed limit at Shipton Road Woodstock.

Executive summary

2. This report presents responses received to a statutory consultation to introduce a 30mph speed limit in place of the existing national speed limit on Shipton Road in Woodstock, for a distance of approximately 190 metres, south and eastwards of the existing 20mph speed limit in the vicinity of the new junction at Cowells Road.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developer of land off Shipton Road who will also fund the implementation of the proposals should they be approved.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling and safe movement of traffic.

Consultation

6. Formal consultation was carried out between 21 October and 19 November 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, West Oxfordshire District Council, Woodstock Town Council and local County Councillors.

7. Four responses were received during the formal consultation. One objection, one expression of support and two non-objections. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

8. Thames Valley Police and local members did not object to the proposal.

9. The Cabinet Member for Climate Change Delivery & Environment expressed strong support for the proposal.

10. One objection was received from a member of the public, not a resident of the area, on the grounds that they could not see any reason why the residential development warranted a change from the national speed limit or any logical reason to suggest elevated risk here (noting also that none of the new houses were directly adjacent to the road) and considered the Statement of Reasons provided as part of the consultation documents to be deficient in providing arguments to support the proposal.

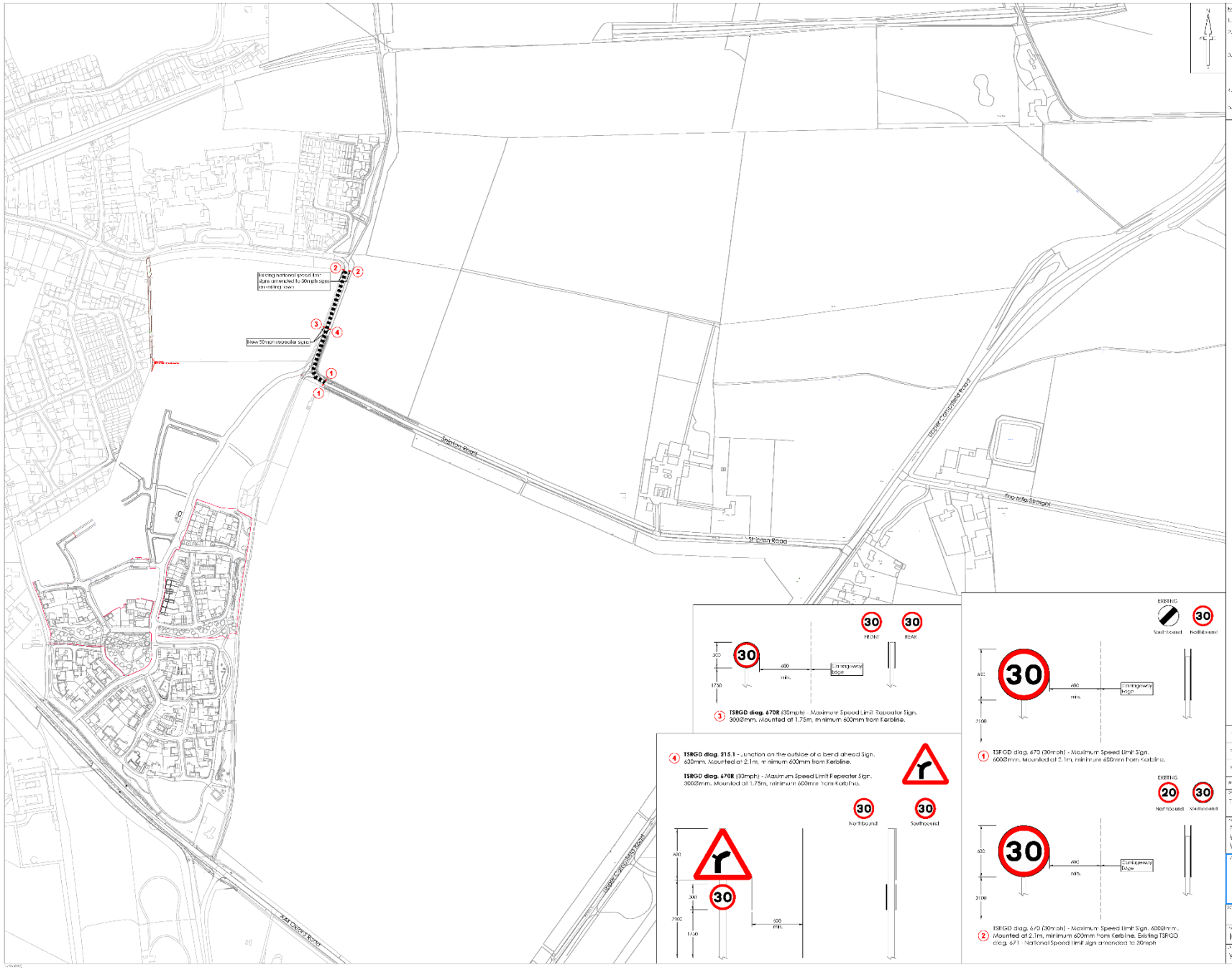
11. Noting the above, it is accepted that the Statement of Reasons is brief, stating that “as a result of the development of land for residential purposes, the County Council is proposing for road safety reasons to introduce a 30mph speed limit in place of the existing national speed limit on Shipton Road, Woodstock”. However, this is considered to accurately reflect the aim of the proposal as it will help ensure safety for all users travelling between the built-up area of Woodstock and the new access.

BILL COTTON
Corporate Director, Environment and Place

Annexes — Annex 1: Consultation Plan
Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
Anthony Kirkwood 07392 318871

December 2021



NOTES

1. All dimensions and levels are in metres unless otherwise noted.
2. This drawing is to be read in conjunction with the relevant Architect's/Engineer's drawings, specifications and CDM documentation.
3. This drawing has been produced for plotting only and may have been photo reduced or enlarged when copied. Work to figured dimensions only (DO NOT SCALE). All dimensions to be checked on site. Any omissions or discrepancies to be reported to the engineer immediately.
4. This drawing contains coloured lines / information that may not be clear if reproduced in black and white.
5. Digitised copies of this plan can only be considered accurate if supplied directly by Infrastruct CS Ltd.

No.	Date	By	Amendments	Approved
P3	04.21	TSE	Amended to refill Axis Comments	21.05.21
P2	04.21	TSE	Added repeater signs and removed Axis	10.05.21
P1	04.21	TSE	First Issue	30.04.21

DRAWING TITLE: TRO Plan
SHEET NO: 1

PROJECT: Proposed Shipton Road Junction Works, Woodstock East, Woodstock, Oxon.

CLIENT: PYE

Infrastruct CS Ltd

SCALE @ A1: 1:200
DESIGN: TSE
DRAWN: TSE
PROJECT NUMBER: ICS-2716
DATE: January 21
APPROVED: DJ
DRAWING NUMBER: WSE-ICS-SRJ-00-DR-C-065.1
STATUS: S4
REVISION: P3

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(2) Local County Cllr, (Woodstock Division)	**No objection**
(3) Local County Cllr, (Cabinet Member for Climate Change Delivery & Environment)	**Support** - I think this is excellent.
(4) Resident, (Oxford)	**Object** - I cannot see any reason why the residential development (which doesn't even see houses back onto this road) warrants a change from the national speed limit. There is no logical reason to suggest elevated risk here and the Statement of Reasons is deficient in providing arguments to support this.