



Delegated Decisions by Cabinet Member for Transport Management

Thursday, 27 February 2025 at 10.00 am

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

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf and the related reports are attached. Decisions taken will become effective at the end of the working day on Thursday 6 March unless called in by that date for review by the appropriate Scrutiny Committee.

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

These proceedings are open to the public

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

Martin Reeves
Chief Executive

February 2025

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

Note: Date of next meeting: 27 March 2025

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

Items for Decision

1. Declarations of Interest

See guidance below.

2. Questions from County Councillors (Pages 1 - 2)

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

Members of the public who wish to speak at this meeting can attend the meeting in person or 'virtually' through an online connection.

Requests to speak must be submitted by no later than 9am four working days before the meeting. Requests to speak should be sent to:
committeesdemocraticservices@oxfordshire.gov.uk

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting. Written submissions should be no longer than 1 A4 sheet.

4. Minutes of the Previous Meeting (Pages 3 - 14)

To confirm the minutes of the meeting held on 23 January 2025 to be signed by the Chair as a correct record.

5. Proposed ANPR Enforcement of Moving Traffic Sites (Pages 15 - 372)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/362

Contact: Lauren Jones, Team Leader – ANPR Enforcement
(Lauren.Jones@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTMT).

The Cabinet Member is **RECOMMENDED** to:

Approve the following sites for ANPR camera enforcement, as advertised:

- Abingdon: Bath Street – Right Turn,
- Abingdon: Stratton Way – Right Turn,
- Banbury: Rother Road – No Entry,
- Bicester: Sheep Street – No Entry,
- Bicester: Sheep Street – Pedestrian Zone,
- Didcot: Lydalls Road – No Entry,
- Didcot: Lydalls Road – One Way,
- Didcot: Station Road – Bus Gate,
- Faringdon: Market Place – No Motor Vehicles,
- Kidlington: A44 – U-Turn,
- Kidlington: High Street – Pedestrian Zone,
- Marsh Baldon: Baldon Lane – No Motor Vehicles,
- Oxford: A420 (into St Clements) – Bus Lane,
- Oxford: Barracks Lane – No Motor Vehicles,
- Oxford: North Way – U-Turn,
- Oxford: North Way – Left Turn,
- Oxford: Rectory Road – No Entry,
- Oxford: St Clements – Bus Lane,
- Oxford: West Way/Botley Road – Bus Lane,
- Witney: Market Square/High Street – No Motor Vehicles.

6. Standing Advice - Transport Development Minor Planning Applications (Pages 373 - 378)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/373

Contact: Jason Sherwood, Transport Development Manager
(Jason.Sherwood@oxfordshire.gov.uk)

Report by Director of Economy and Place (CMDTMT)

The Cabinet Member is recommended to:

- a) Approve the decision for the Highway Authority to provide Standing Advice for use by Oxfordshire's local planning authorities when determining Minor Planning Applications with five or fewer residential dwellings / units.
- b) Delegate the approval of the Standing Advice document to the Director of Economy and Place in consultation with the Cabinet Member.

7. Burford - Proposed Coach Access Restrictions, Waiting Restrictions and New Pedestrian Crossings (Pages 379 - 458)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/339

Contact: James Wright, Senior Officer – Traffic and Road Safety
(James.Wright@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTMT).

The Cabinet Member is RECOMMENDED to:

Approve the following proposals within Burford, as advertised:

- a) **Bus & Coach restriction along the entire length of Priory Lane, (with an exemption for ‘Permit Holders’),**
- b) **‘No Waiting at Any Time’ (Double Yellow Lines) extended on the northern side adjacent to ‘The Rectory’,**
- c) **‘No Loading at Any Time’ – will be introduced alongside the extended DYLS for 22 metres adjacent to the gated access to the ‘Burford Priory’,**
- d) **Formalisation of existing ‘School Keep Clear’ markings on the northern side adjacent to the Burford Primary School, with ‘No Stopping 8am to 5.00pm Monday to Friday’ restriction,**
- e) **Extend the existing ‘No Waiting at Any Time’ (Double Yellow Lines) restrictions on the eastern side of Barns Lane, northwards to the southern property boundary of No.12 Barns Lane,**
- f) **Introduce new ‘No Waiting at Any Time’ (Double Yellow Lines) restrictions on the eastern side of High Street, leading northwards from the northern end of the bridge over the River Windrush,**
- g) **‘Humped’ Zebra crossing on the A361 The Hill, approximately 75 metres north of the junction with Windrush Court.**

8. Great Clarendon Street, Oxford - Proposed Parking Restriction Amendments (Pages 459 - 464)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/361

Contact: Vicki Neville, Senior Officer – TRO and Schemes
(Vicki.Neville@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTMT).

The Cabinet Member is RECOMMENDED to:

- a) Approve the extension of the existing 'Pay & Display' parking bay (8.00am - 10.00pm Monday to Saturday all day Sunday) on Great Clarendon Street in Oxford, as advertised.

9. Oxford City, Various Locations - Proposed New and Deleted Disabled Persons Parking Places (February 2025) (Pages 465 - 484)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/351

Contact: James Whiting, Team Leader – TRO's and Parking Schemes

(James.Whiting@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTMT).

The Cabinet Member is RECOMMENDED to

Approve the following:

- a) The proposed provision of Disabled Persons Parking Places (DPPP) at: Oxford – Allin Close, Danvers Road, Glebelands, Goslyn Close, First Turn, Lake Street,
- b) The proposed removal of Disabled Persons Parking Places (DPPP) at: Fane Road, Park Town.
- c) To not approve the removal of DPPP's at the following location: Leckford Road (2 x bays).

10. Proposed 20mph Speed Limit - Land East of Radley Rd, Kennington (Pages 485 - 494)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/338

Contact: Julian Richardson, Highway Agreements Officer

(Julian.Richardson@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTMT).

The Cabinet Member is RECOMMENDED to:

- a) Approve the introduction of a new 20mph speed limit on all roads within 'The Lawns' residential development in Radely, as advertised.

Councillors declaring interests

General duty

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

What is a disclosable pecuniary interest?

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

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

Declaring an interest

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

Members' Code of Conduct and public perception

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

Members Code – Other registrable interests

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

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

Other registrable interests include:

- a) Any unpaid directorships

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

Members Code – Non-registrable interests

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

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

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

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

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

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

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**DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT – 27 FEBRUARY
2025**

ITEM 2 – QUESTIONS FROM COUNTY COUNCILLORS

1. COUNCILLOR MARK CHERRY Would the Cabinet Member for Transport Management, Cllr Gant, note that after numerous conversations with residents in Wimborne Avenue, Hilton Road, Cromwell Road and Fairway Road, concerns were raised over cars parking on grass verges, leaving a mess in Autumn and Winter. What is Oxfordshire County Council's strategy on this issue, as it will need funding to resolve?	COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT The issue of parking on the grass verges is not an easy one to resolve – the majority of residents do not have driveways or anywhere else to park and the roads are narrow which leads to people parking on the verges to avoid blocking the highway. There is a need for a parking review across Banbury, but this requires resources including funding - this area could be a first phase to understand the local needs for parking. Yellow lines could be considered as that would enable enforcement, but that wouldn't help local residents without any alternative place to park. The alternative would be to consider replacing some of the verge with parking bays, similar to the ones on Cromwell Road but that would require funding and prioritising against other projects. As a first step, I will ask officers to advise when a phased parking survey could be undertaken and the likely cost of options for resolving the issue.
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Questions are listed in the order in which they were received. Should any questioner not have received an answer in that time, a written answer will be provided.

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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 23 January 2025 commencing at 10.00 am and finishing at 2.05 pm

Present:

Voting Members: Councillor Andrew Gant – in the Chair

Other Members in Attendance: Councillor Ian Snowdon (6 & 11)
Councillor Andrew Coles (7)

Officers: Jack Ahier (Democratic Services Officer), Paul Fermer (Director of Environment and Highways), Ralph Green (Officer – Traffic and Road Safety), Mike Horton (Senior Officer – Civil Enforcement), Anthony Kirkwood (Vision Zero Team Leader), Vicki Neville (Senior Officer – Civil Enforcement), Emma Palmer (Senior Officer – Civil Enforcement), James Whiting (Team Leader – TRO's and Traffic Schemes)

The Cabinet Member considered the matters, reports and recommendations contained or referred to in the agenda for the meeting [, together with a schedule of addenda tabled at the meeting/the following additional documents:] and agreed as set out below. Copies of the agenda and reports [agenda, reports and schedule/additional documents] are attached to the signed Minutes.

214/25 DECLARATIONS OF INTEREST

(Agenda No. 1)

There were none.

215/25 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

There was 1 registered from Cllr Mark Cherry, which can be seen in an Addendum on the meeting page on the website.

216/25 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

There was one petition presented to the meeting by Dr Francis Campbell about parking schemes in Shrivenham. Having seen the petition and listened to the remarks, the Chair promised that a response would be provided in 10 working days by the relevant Chief Officer, the Director of Environment and Highways.

There were several addresses to the meeting, a list of which can be seen below:

5. Lower Wolvercote, Oxford – Proposed Controlled Parking Zone (CPZ) 2024/25

Rosalind Chaston
Jonathan Patterson
Graham Jones
Kevin Clarke
Mike Benson
Nick Carpenter
Tom Carey
Louise Kirkpatrick
Nicholas Vincent
Christopher Gowers
John Powers
Yvonne Oppon

6. Didcot Central – Proposed Permit Parking Area

Cllr Ian Snowdon
Dr Nick Hards
Andrew Jones

7. Proposed Introduction of Permit Parking Bays – Corn Street/Church Green, Witney

Cllr Andrew Coles
Christine Watson
John Garside

8. Thame Centre – Parking Review 2024

David Treanor
Angela Wilson
Bridget Trueman

10. Howard Street and Flower Lane, Oxford – Cycling Improvements

Danny Yee
Penny Dwyer

11. Didcot: Proposed 20mph Speed Limits

Cllr Ian Snowdon
Robin Tucker

217/25 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

The minutes of the meeting held on 12 December 2024 were approved and signed by the Chair as a correct record.

218/25 LOWER WOLVERCOTE, OXFORD - PROPOSED CONTROLLED PARKING ZONE (CPZ) 2024/25

(Agenda No. 5)

The Chair stated that he was the local County Councillor for Wolvercote & Summertown, and that he had taken advice from the Monitoring Officer considering the item affected his own division. Given that the Chair had no prior involvement in the scheme, except receiving a letter informing him of the consultation as the local County Councillor, he was advised by the Monitoring Officer that there is no conflict of interest nor any specific interest to declare in respect of this item.

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

Officers confirmed that a consultation on this scheme in 2022 was for operating hours of Monday-Friday, 9am-5pm, which was deferred. Similar schemes in Oxford were designed on a case-by-case basis.

The Oxford North development was referenced in terms of how it would impact parking and network management.

In terms of loading and unloading vehicles, officers confirmed that this could be undertaken on double yellow lines, but that the vehicle would have to move after the loading or unloading had taken place.

Noting questions regarding signage, officers stated that this was a case of balancing legal requirements against local need.

Officers discussed concerns around Elmthorpe Road, and the need of balancing visitor parking and space for vehicles to pass through the road.

Following a question from the Chair, officers reflected that the parking beat survey was not about 'who' was parking, but about parking stress surveys to test how many cars were parking at the weekends, on weekdays and in the summer months.

The Chair and officers noted the engagement with the canal boat community during the implementation of the Upper Wolvercote CPZ.

The Chair raised the question of businesses that are run from home and the parking implications arising from that. Officers confirmed that users of the business would have to make use of time-limited spaces within the zone, or visitor permits, but noted that these were limited in numbers.

Officers noted that residents who need regular care from health professionals and/or family, were eligible for a Carers Permit.

Officers and the Chair engaged in discussions about the consultation process.

The Chair referred to some of the written statements submitted.

Following discussion around pavement parking, officers stated that the government was currently consulting on this and that the Council was monitoring this issue.

The Chair confirmed that CPZ's do not raise revenue for the County Council and that there was case law to show this. Officers noted that fees and charges were set annually each year and that the proposals in the proposed budget going to Council was for no increase to occur.

The Chair pointed out that roads are public highway, owned by the highways authority (the County Council) and that there wasn't an immediate right to be able to park outside a specific property.

Officers confirmed they wanted to undertake parking surveys after the recent introduction of charges in Godstow Road Car Park by Oxford City Council, but that it had not been possible due to delays in the introduction of charges.

The Chair referenced several of the consultation responses, relating to speeding, car clubs, specific parking issues amongst others.

The Chair re-iterated that CPZ's were the adopted policy of the County Council across Oxfordshire and noted the synergies of policies.

The Chair noted the impact of the introduction of parking charges at Godstow Road Car Park and the development at Oxford North. The Chair noted the leisure use being different at Port Meadow in winter compared to summer.

The Chair deferred the item and asked officers to undertake further beat surveys to evaluate the aforementioned schemes of the Oxford North development and charges at Godstow Road Car Park.

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

RESOLVED to:

Defer the following measures:

- a) The Controlled Parking Zone (CPZ) Monday to Sunday 8am – 8pm permit holders only and the 3 hour shared use (permit holders or non-permit holders) parking bays in Lower Wolvercote as advertised.**
- b) The 'No Waiting at Any Time' restrictions (double yellow lines) as advertised.**
- c) The time limited 3 hour parking bay (for non-permit holders only) on Godstow Road as advertised.**

219/25 DIDCOT CENTRAL - PROPOSED PERMIT PARKING AREA

(Agenda No. 6)

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

The Chair noted that enforcement needed to improve, both as a sanction and a deterrent and stated that the civil enforcement procurement process was underway for local Councillors to feed into.

Officers referred to the issue of Sundays being included and along with the Chair, confirmed it would remain under review.

The Chair and officers engaged in discussion regarding the particular issues as raised by the local Church, with relation to a Monday-Saturday scheme.

The Chair referred to petition previously presented at a meeting last year regarding Lydalls Road parking issues.

Officers noted that the amount of visitor permits was consistent in zones across the County.

Following a question from the Chair, officers confirmed their engagement with the School Streets programme team to mitigate any potential impacts and that a permit parking area could help in tackling parking during the hours of operation for these schemes.

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

RESOLVED to:

Approve the introduction of parking controls in Didcot as follows:

- a) The introduction of no waiting at any time restrictions on sections of Bosleys Orchard, Edinburgh Drive, Garth Road, Haydon Road, King Alfred Drive, Lydalls Close, Lydalls Road, Manor Road, Melton Drive, Orchard Close, and Stonor Close.**
- b) The introduction of permit holders only past this point restrictions, during the hours of 8am to 8pm, every day, on sections of Blagrave Close, Blenheim Close, Bosleys Orchard, Britwell Road, Edinburgh Drive (excluding that section adjacent to Broadway), Garth Road, Haydon Road, King Alfred Drive, Lydalls Close, Lydalls Road, Manor Road, Melton Drive, Orchard Close, Roman Place, and Stonor Close.**

- c) To remove All Saints Court and Great Western Drive from the proposals, but to include them in monitoring the impact of the scheme.
- d) To proceed with the proposals in Lydalls Road (West), but to instruct officers to review the parking restrictions in the vicinity of All Saints Church, after a period of three months, in discussion directly with the local Reverend and Church representatives and, if necessary, introduce a minor amendment order to further assist with visitors to the church for events.

220/25 PROPOSED INTRODUCTION OF PERMIT PARKING BAYS - CORN STREET/CHURCH GREEN, WITNEY

(Agenda No. 7)

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

Officers confirmed there is an annual charge for residents parking permits, and also noted there was no formal response from St Mary's Church.

The Chair referred to several consultation responses, and several elements of the report relating to hours of use and the impact on businesses.

The Chair made one small amendment to recommendation e), changing the wording to 'WY', relating to Witney, rather than 'CH' – shown in bold italics below.

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

RESOLVED to:

Approve the introduction of parking controls Witney as follows:

- a) The introduction of parking places on Church Green (eastern arm and southern arm) for permit holders (WY) or 2-hour maximum stay for non-permit holders during the hours of 8am to 6pm, Monday to Saturday.
- b) The introduction of parking places on Corn Street (both sides) for permit holders (WY) or 2-hour maximum stay for non-permit holders during the hours of 8am to 6pm, Monday to Saturday.
- c) The introduction of parking places on Market Street (both sides) for permit holders (WY) or 2-hour maximum stay for non-permit holders during the hours of 8am to 6pm, Monday to Saturday.
- d) The introduction of parking places on Church Green (central arm) for permit holders (WY) or 4-hour maximum stay for non-permit holders during the hours of 6am to 10pm, daily.

e) To include property Nos.2–20 (even numbers) Station Lane in the schedule of eligible properties for the issue of a CH WY permit.

f) To include property Nos.1–24 Charter Place in the schedule of eligible properties.

g) To include all properties in Marlborough Lane in the schedule of eligible properties.

221/25 THAME CENTRE - PARKING REVIEW 2024

(Agenda No. 8)

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

Officers confirmed that the restrictions proposed do not stop picking up or dropping off.

The Chair agreed that the issue of enforcement, raised by public speakers, was an extremely important one.

The Chair noted that the intention of controlled parking zones was to safeguard the amenity of residents.

The Chair noted a slight error in recommendation e), which should have read 'on the east side of North Street only', rather than 'on the east side only North Street only' – as shown in bold italics below.

Officers and the Chair discussed the exemptions that were rightly applied for funerals and weddings.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations as amended

RESOLVED to:

Approve the introduction of parking controls in Thame as follows:

a) The introduction of no waiting at any time restrictions on sections of Church Road, Ludsden Grove and Lupton Road.

b) The removal of no waiting at any time restrictions to be replaced by an access protection marking between N.101 & 103 Chinnor Road.

c) The introduction of permit holder only bays (TH prefix), 8am – 6pm, Monday to Saturday on parts of Church Road.

d) The formalisation of an existing disabled bay on Church Road, in front of the access to St. Mary's Church.

e) The introduction of Shared-use permit holders or 2 hour max stay parking bays (8am to 6pm, Monday to Saturday) on the east side ~~only~~ of North Street only, to replace no waiting restrictions.

f) The extension of properties currently eligible to apply for residents permits to also be eligible for visitor permits in High Street, Cornmarket and Upper High Street.

222/25 SOUTH & VALE DISTRICTS, VARIOUS LOCATIONS - PROPOSED NEW AND DELETED DISABLED PERSONS PARKING PLACES (NOVEMBER 2024)

(Agenda No. 9)

The Chair introduced the item to the meeting and reflected that these items were ongoing processes that were designed to reflect demand and necessity.

The Chair referenced some of the specific roads referenced in the report.

Officers noted that the recommendation would provide flexibility to determine the marking based upon the judgment of officers.

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

RESOLVED to:

Approve the following:

a) The proposed provision of Disabled Persons Parking Places (DPPP) at: Caldecott Close, Abingdon; Maberley Close, Abingdon; Swinburne Road, Abingdon; Fane Drive, Berinsfield; Station Road, Chinnor; Hagbourne Road, Didcot; Childery Way, East Challow; Boucher Close, Grove; Poplar Grove, Kennington; Lea Road, Sonning Common; Ireton Court, Thame; Naldertown, Wantage.

b) The proposed removal of a DPPP at: No. 12 Orchard Way, Wantage.

c) Defer approval of the DPPP at the following location pending further investigations: No. 13 Orchard Way, Wantage.

d) Defer approval of the removal of a DPPP at the following location: Gainsborough Crescent, Henley-on-Thames.

223/25 HOWARD STREET AND FLOWER LANE, OXFORD - CYCLING IMPROVEMENTS

(Agenda No. 10)

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

Officers referred to specific details of the proposed scheme, with the intention of segregating pedestrians and cyclists with bollards.

The Chair noted that officers have addressed concerns to mitigate risks associated with the scheme.

The Chair referred to specific elements of the scheme outlined in the report and welcomed the good level of consultation response.

Officers confirmed that the hump would be level with the pavement to ensure there was no level difference and allow a smooth transition across the road.

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

RESOLVED to:

- a) Approve the introduction of new 'No Waiting at Any Time' parking restrictions (double yellow lines) on Howard Street in place of approximately 5 metres of 'Permit Holders only' parking, as advertised.**

224/25 DIDCOT: PROPOSED 20MPH SPEED LIMITS

(Agenda No. 11)

The Chair introduced the item to the meeting, invited speakers to make their addresses and agreed to the recommendations in the report.

Officers confirmed that the framework for the initial phase of the 20mph Speed Limit programme required the agreement of the Town Council and local County Councillor.

Officers confirmed that a Vision Zero Review would be undertaken with feedback from local County Councillors and residents.

The Chair referred to evidence which he felt suggested positive impacts of the 20mph speed limit scheme.

The Chair referred to several consultation responses outlined in the report.

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

RESOLVED to:

- a) Approve the introduction of the additional 20mph speed limits in southern Didcot as advertised.**

225/25 BECKLEY: PROPOSED 20MPH SPEED LIMITS

(Agenda No. 12)

The Chair introduced the item to the meeting.

Officers noted that an extension to the scheme was not possible without further consultation; and that an extension could be looked at as part of the monitoring of the scheme.

The Chair referred to several of the consultation responses.

The Chair agreed to the recommendations in the report.

RESOLVED to:

- a) Approve the proposed introduction of 20mph speed limits in Beckley and Stowood, as advertised.**

226/25 EAST CHALLOW: PROPOSED 20MPH SPEED LIMITS

(Agenda No. 13)

The Chair introduced the item to the meeting.

The Chair and officers confirmed that the scheme could not be extended to roads as part of new developments because the roads were not adopted.

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

RESOLVED to:

- a) Approve the proposed introduction of 20mph speed limits in East Challow, as advertised.**

227/25 EYE & DUNSDEN: PROPOSED 20MPH SPEED LIMITS

(Agenda No. 14)

The Chair introduced the item to the meeting and raised the topic of giving the consultation to Wokingham Unitary Authority. Officers confirmed this point and noted that it was because part of the Thames river bridge sits within their jurisdiction.

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

RESOLVED to:

- a) Approve the proposed introduction of 20mph speed limits in Eye & Dunsden, as advertised.**

228/25 SHENINGTON WITH ALKERTON: PROPOSED 20MPH SPEED LIMITS

(Agenda No. 15)

The Chair introduced the item to the meeting.

The Chair referenced several of the consultation responses.

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

RESOLVED to:

- a) Approve the proposed introduction of 20mph speed limits in Shenington with Alkerton, as advertised.**

..... in the Chair

Date of signing

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Divisions affected: *Various*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

27 FEBRUARY 2025

COUNTYWIDE – PROPOSED ‘ANPR’ ENFORCEMENT OF MOVING TRAFFIC SITES

Report by Director of Environment & Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following sites for ANPR camera enforcement, as advertised:

- Abingdon: Bath Street – Right Turn,
- Abingdon: Stratton Way – Right Turn,
- Banbury: Rother Road – No Entry,
- Bicester: Sheep Street – No Entry,
- Bicester: Sheep Street – Pedestrian Zone,
- Didcot: Lydalls Road – No Entry,
- Didcot: Lydalls Road – One Way,
- Didcot: Station Road – Bus Gate,
- Faringdon: Market Place – No Motor Vehicles,
- Kidlington: A44 – U-Turn,
- Kidlington: High Street – Pedestrian Zone,
- Marsh Baldon: Baldon Lane – No Motor Vehicles,
- Oxford: A420 (into St Clements) – Bus Lane,
- Oxford: Barracks Lane – No Motor Vehicles,
- Oxford: North Way – U-Turn,
- Oxford: North Way – Left Turn,
- Oxford: Rectory Road – No Entry,
- Oxford: St Clements – Bus Lane,
- Oxford: West Way/Botley Road – Bus Lane,
- Witney: Market Square/High Street – No Motor Vehicles.

Executive Summary

2. This report presents responses to the statutory consultation on the proposed introduction of ANPR camera enforcement at numerous potential sites around the county, as shown in **Annexes 1a to 1t**.

3. The County council wants to ensure that Oxfordshire's roads remain as safe and accessible for designated users as possible. Using intelligence provided by Thames Valley Police, traffic & congestion monitoring, members and members of the public - the council has identified several sites they consider appropriate for enforcement on the basis of ensuring the safety of the transport network, and to minimise congestion on the road network.
4. In 2022, Oxfordshire County Council applied for and obtained powers to enforcement Moving Traffic Offences, using Part 6 of the Traffic Management Act 2004. This was granted and the Statutory Instrument enabling the Council to use these powers was made in June 2022.
5. All proposed sites have existing restrictions in place, with associated Traffic Regulation Orders (TROs). ANPR enforcement will allow the Council to enforce these. The locations chosen for proposed ANPR enforcement have been selected based on several criteria, including:
 - Identified as being subject of regular contravention of the TRO as determined by advice from Thames Valley Police or on-site observations; and/or
 - Unable to practically, and at reasonable cost, make physical changes to make the order self-enforcing (avoiding the need for part 6 camera enforcement); and/or
 - Support the overall ambitions within the Local Transport & Connectivity Plan, Network Management Plan and developing Area Strategies; and/or
 - Be adjacent or close to a bus route; and/or
 - Have recorded evidence of accidents, or ancillary information relating to accidents or near misses; and/or
 - Support the success of wider initiatives being implemented such as, but not limited to, Schools Streets, active travel initiatives, Low Traffic Neighbourhoods and Bus Journey Time Improvement.

Corporate Policies and Priorities

6. Introduction of Part 6 supports the following Fair Deal Alliance priorities:
 - Put action to address the climate emergency at the heart of our work.
 - Prioritise the health and wellbeing of residents.
 - Invest in an inclusive, integrated, and sustainable transport network.
 - Work with local businesses and partners for environmental, economic, and social benefit.
7. In addition, the proposal supports the deliver the ambition within the Local Transport and Connectivity Plan (LTCP), Network Management Plan and Local Transport Policies. The specific LTCP police is supports include:
 - *Policy 1 – Transport User Hierarchy*
 - *Policy 2 – Cycling and Walking Networks*
 - *Policy 15 – Vision Zero*
 - *Policy 18 – Bus Strategy*

- *Policy 28 - Clean Air and Zero Emissions Zones*
- *Policy 33 – Parking Management*
- *Policy 34 – Parking Enforcement*

Financial Implications

8. Funding for new ANPR sites is included within the Highways Network Programmes that form part of the capital programme agreed by Council in February 2025.

Narrative	2024/25	2025/26	2026/27	Total
Part 6 Moving Vehicles Violations Cameras	£300,000	£900,000	£1,147,000	£2,347,000

9. Under the proposed enforcement, motorists who contravene the restriction may be subject to a Penalty Charge Notice (PCN) payable at a rate of £70, discounted to £35 if paid within 21 days. An appeals process is in place for motorists who believe a PCN has been issued unfairly.

Comments checked by:

Kathy Wilcox (Head of Corporate Finance)

Kathy.Wilcox@oxfordshire.gov.uk

Legal Implications

10. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant regulations.
11. If approved, the enforcement regime would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.
12. The County Council is required to adhere to requirements set out by the Department for Transport and ensure that the site-specific Traffic Regulation Orders comply with legal requirements and the site-specific consultations are carried out correctly.
13. The County Council can enforce Moving Traffic Offences under Part 6 of the Traffic Management Act 2004.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

14. An Equalities Impact Assessment (EIA) has been undertaken for the proposal, with one negative impact being identified. This was under the Disability protected characteristic and relates to blue badge holders. Currently blue badge holders are exempt from some of the proposed restrictions. ANPR enforcement will not be able to determine which vehicles belong to blue badge holders, and therefore some form of application/exemption system will need to be implemented to enable blue badge holders to continue to be exempt.
15. It is important to note that the proposed sites will be enforced in accordance with the existing Traffic Regulation Orders, and the Council will maintain the existing exemptions (where they apply) for those with a right of access/exemption. It is only the manner of enforcement that is changing.

Sustainability Implications

16. The proposals would help to reduce contraventions by motorists, improve safety for pedestrians and cyclists, improve motorist safety, save time for emergency vehicles on response, and improve traffic flow at peak periods.

Formal Consultation

17. Formal consultation was carried out between 17 December 2024 and 31 January 2025. An online consultation page (including survey) was published on the County Councils 'Let's Talk Oxfordshire' engagement portal, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, all District Councils, and the local District Cllrs, Parish/Town Councils, and the local County Councillors representing the various divisions/wards/parishes within which the proposed ANPR camera would be sited.
18. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals locally amongst residents as necessary.
19. 524 responses were received via the online survey during the course of the formal consultation, and these are summarised in the tables below:

Table 1: Number of responses by respondent capacity.

Proposal	Number	Percentage
Local resident	458	85%
Member of public	47	9%
County Cllr	2	0.5%
Local Cllr (i.e. Town/Parish/District)	10	2%
As a business	11	2%
As part of a group/organisation	5	1%

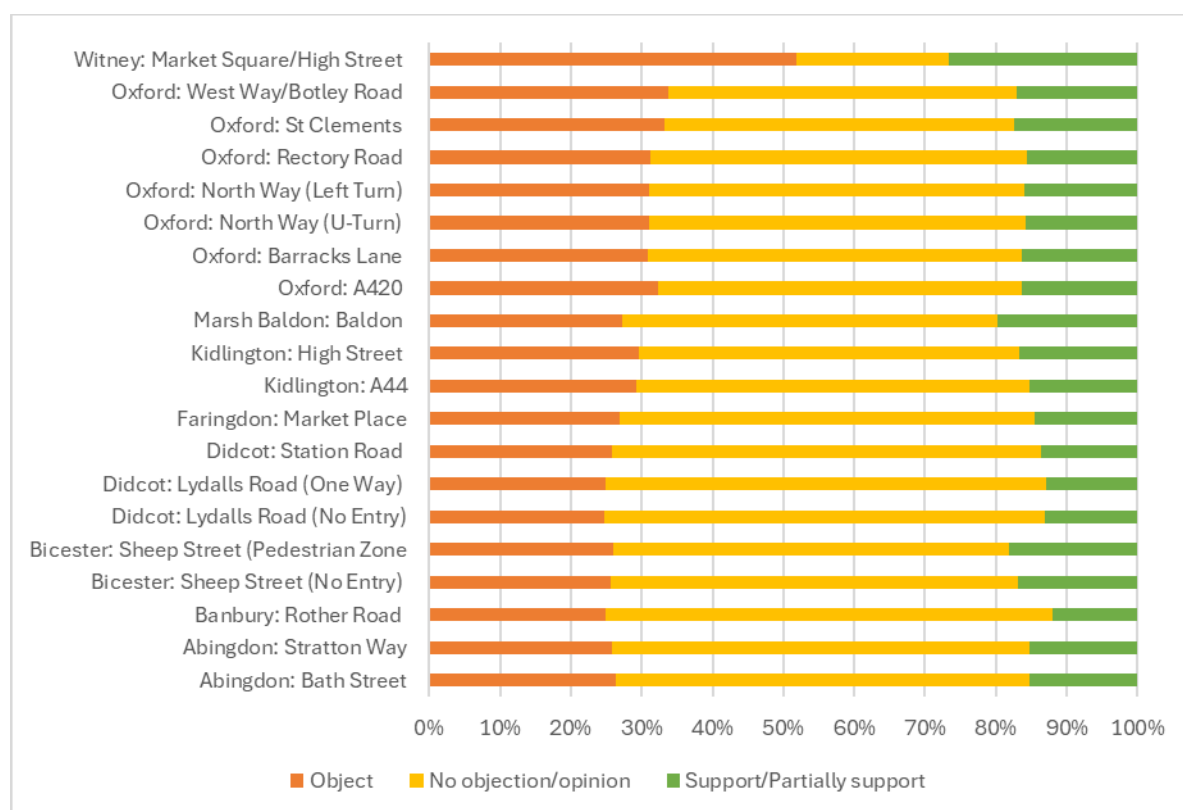
Rather not say	7	1%
Other	2	0.5%
Total	542	100

Table 2: number of responses by proposal & view.

Proposal	Support	Partially support	Object	No objection	No opinion
Abingdon: Bath Street	79	4	143	24	292
Abingdon: Stratton Way	78	5	140	25	294
Banbury: Rother Road	64	1	135	23	319
Bicester: Sheep Street (No Entry)	89	3	139	24	287
Bicester: Sheep Street (Pedestrian Zone)	93	5	141	22	281
Didcot: Lydalls Road (No Entry)	69	2	134	23	314
Didcot: Lydalls Road (One Way)	67	3	135	24	313
Didcot: Station Road	70	4	140	23	305
Faringdon: Market Place	74	5	146	23	294
Kidlington: A44	74	9	158	19	282
Kidlington: High Street	84	7	160	22	269
Marsh Baldon: Baldon	102	5	148	22	265
Oxford: A420	79	7	170	18	251
Oxford: Barracks Lane	80	6	162	17	260
Oxford: North Way (U-Turn)	76	7	163	21	258
Oxford: North Way (Left Turn)	78	6	163	22	256
Oxford: Rectory Road	78	4	164	23	256
Oxford: St Clements	85	7	174	19	240
Oxford: West Way/Botley Road	83	7	177	22	236

Witney: Market Square/High Street	131	9	272	11	102
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Chart 1: Percentage of responses by proposal.



20. Additionally, a further 15 emails were received directly – with Thames Valley Police offering no objection, confirming that many of the proposed sites had a long-standing history of contravention & complaint. Both Oxford Bus Company, and its parent company (Go Ahead group) were supportive, citing that enforcement of existing traffic regulations is considered a key area that the County should be focusing on to help reduce unnecessary congestion and improve bus journey speeds.

21. Cherwell District Councils 'Development Management' team had no specific observations to make, whilst the 'Parking Services' team (who manage the distribution of 'Exemption Certificates') were supportive – particularly of the Bicester & Kidlington restrictions. Faringdon, and Witney Town Councils were both supportive of the proposals within their boundary, with Deddington Parish Council supportive of the proposals, however they were keen to have the traffic lights at the A4260 High Street & B4031 Hempton Road crossroad junction included for consideration for ANPR enforcement.

22. Three of the emails received were from residents of Deddington, specifically concerned about the wishes of the Parish Council to have the traffic lights at the A4260 High Street & B4031 Hempton Road crossroad junction included for consideration.
23. A joint response from 'Oxfordshire Liveable Streets' & 'Cyclox' was supportive of all proposed locations, and suggested further locations to be considered in the future. Two members of the public also offered their support, suggesting that the proposals would help make the spaces safer and quicker for active travellers, and help enforce bus priority.
24. Finally, a local District Cllr from Bicester raised concerns regarding the fact that 'powered two wheeled motor vehicles' had been singled out in terms of breaching enforcement at current restrictions.
25. The responses are shown in **Annex 2** (separate document), and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

26. Having appraised and considered the responses received, Officers have identified several objections & concerns raised during the consultation process, and responses to these are provided below.

Insufficient signage in place to enforce the restrictions

27. Reviews of the proposed sites have been undertaken and new traffic signage infrastructure will be installed at all proposed sites, in line with The Traffic Signs Regulations and General Directions and the Traffic Signs Manual. This will comprise of both enforcement signage and advanced warning signage and will be positioned in such a way to provide drivers with enough advance warning.

Privacy concerns

28. There were several comments over concerns that the cameras are observing people, cyclists or private areas such as gardens. The ANPR camera enforcement equipment is designed to detect vehicles and registration numbers. Other vehicles, pedestrians and cyclists will be blurred from the video footage and still images. Any private areas such as gardens are blacked out so that no video footage or still images show these areas.

Surveillance

29. Many expressed concerns that ANPR is a form of surveillance. ANPR is designed to enforce traffic regulations and not to monitor individuals. The data collected is used solely for traffic enforcement purposes.

Exemptions for vehicles requiring access as per the current exemptions

30. It was clear in the responses that there is concern for those that currently have a requirement for access, and how this will be managed. Officers are aware that some locations allow access for certain activities, such as loading, access to disabled parking or for access only. The Council will use journey management times to limit the contraventions picked up by the cameras and will provide an application system to enable exemptions to be obtained. Officers will work with the Council's Comms team to communicate the details effectively.

E-bikes

31. The Council is unable to enforce e-bikes contravening the restrictions as they do not have a vehicle number plate. Problems with e-bikes speeding should be addressed with Thames Valley Police.

Motorcycles driving on pavements to avoid the ANPR camera

32. Officers are aware of the problem with motorcycles driving on the pavement and are exploring different options to prevent this from happening at existing and proposed sites.

The money should be spent on other services e.g. potholes

33. The Council has an approved budget specifically for the implementation of the ANPR scheme. Other services have their own budgets as agreed at Cabinet.

A revenue raising exercise

34. Several comments suggested that this is merely a revenue-generating scheme for the council. However, this is not the case. The restrictions are already in place, and this is the Council's legal method of enforcing them. Many comments supported the use of cameras, noting that numerous restrictions are being ignored and that the police lack the time and capacity to enforce them. Highway authorities can only enforce moving traffic restrictions using ANPR cameras.

No contraventions seen

35. Monitoring surveys have been undertaken at each site and the data suggests that there is a level of non-compliance. For locations that had a high level of compliance, this still causes concerns around safety.

Change the times

36. There were suggestions to change the hours that the restrictions are in force. The restrictions are not new, and the Council is only changing the method of enforcement. No changes are proposed to the restricted hours.

Will cause more congestion

37. Several responses included comments about ANPR enforcement causing additional congestion on the road network. By enforcing restrictions effectively, this discourages drivers from using incorrect routes and therefore helps keep traffic moving smoothly. It enhances road safety which can indirectly reduce congestion that could be caused by accidents. Additionally, it helps keep routes clear for public transport, cyclists and emergency vehicles.

Fly tipping

38. Some residents in Marsh Baldon mentioned problems with fly tipping in the village. Enforcing by ANPR will not enable the Council to tackle this problem. Any reports should be made directly to the local district council.

Waste of money

39. Many responses stated that the scheme is a waste of money. The benefits of ANPR enforcement include improved traffic flow, enhanced safety and improved air quality.

Unfair fines

40. Some responses showed concern for the fact that the fines will only dissuade the poor, and people with money can afford to pay and won't be dissuaded not to contravene again. It is important to consider that the primary goal of fines is to deter motorists from contravening and promote compliance with regulations. The amount that can be charged for fines is set nationally; this is not something the council is able to change locally.

Harm to economy and local businesses

41. Several comments expressed concerns that additional restrictions could negatively impact local businesses and jobs. However, the locations targeted for ANPR enforcement are not new restrictions. These restrictions are already in place, and the ANPR cameras will enable the Council to enforce them effectively.

Misuse of data

42. Some comments were received regarding the secure storage of data and the potential misuse or breaches. The ANPR reviewers work in secure locations, use a Virtual Private Network when processing sensitive data, and are trained and comply with the Council's and contractors GDPR and security policies.

Motorist consent

43. 1 response asked when motorists giving consent. The Council has the authority to install structures and equipment on or near a highway for the detection of contraventions of Traffic Regulation Orders and to use the information provided by them, to serve a PCN on the registered owner/keeper/hirer of a vehicle which contravenes the traffic regulations. Under the provisions of the legislation, a

driver's consent is not required where authorities use approved devices in the collection of evidence of PCN contraventions.

Exemption request

- 44.1 response asked for taxis to be allowed access through the no entry on Rectory Road. Only emergency service vehicles are allowed exemption through no entries, and there is no plan to review this.

Cyclists

45. It was asked if the cameras will pick up cyclists that have no lights. This is a matter for Thames Valley Police and the ANPR cameras will not pick this up nor enforce this.

Reasons for entering

46. A few responses highlighted that ANPR cameras cannot pick up the road condition, weather and reason behind the person contravening, such as being blocked by another vehicle. Any motorist who receives a PCN will have the opportunity to submit a representation, and the Council is obliged to consider their points. Should the Council enforce the PCN, and the motorist still want to pursue it, they have a right of appeal to the Traffic Penalty Tribunal which is an Independent Adjudication Service.

Suggestions of other sites for enforcement

47. Other locations were suggested for enforcement in the responses. Officers will keep a record of these and will assess them for suitability in the next financial year. If members or members of the public wish to alert the Council to additional potential sites this can be done using the following link:

www.oxfordshire.gov.uk/movingtraffic

48. Deddington Parish Council requested that ANPR camera be installed at the traffic lights in the village, as the camera on the lights was removed a number of years ago. It is important to note that whilst Oxfordshire County Council are responsible for the maintenance of about 70 fixed speed camera sites & 5 red-light cameras at junctions, the management & operation of these sites (including existing & new) rests with Thames Valley Police, so this is not a site that can be added to the Council's list of potential enforcement sites.

Witney High Street reopening

49. A high number of responses asked for Witney High Street to be reopened, following its partial closure during Covid-19. Officers within ANPR Enforcement are proposing to enforce the current restriction in place and there is no proposal to reverse previous decisions in relation to the closure.

Paul Fermer
Director of Environment and Highways

February 2025

Annexes

Annex 1a-1t: Consultation plans

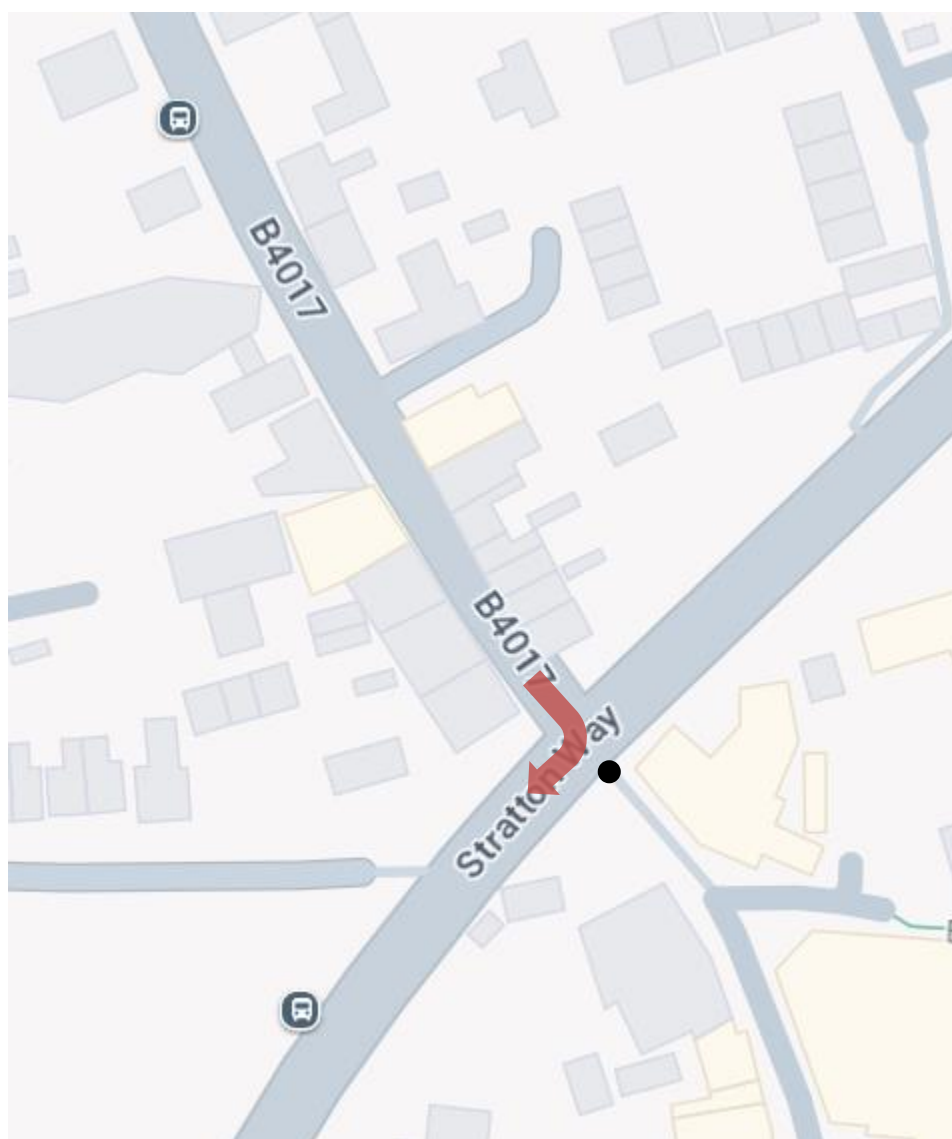
Annex 2 (*separate document*): Consultation responses

Contact Officers: Cathy Champion (Operations Manager – Civil Enforcement),
Lauren Jones (Team Leader – ANPR Enforcement)

Location: Abingdon - Bath Street into Stratton Way

Contravention: Banned right turn

Signage:

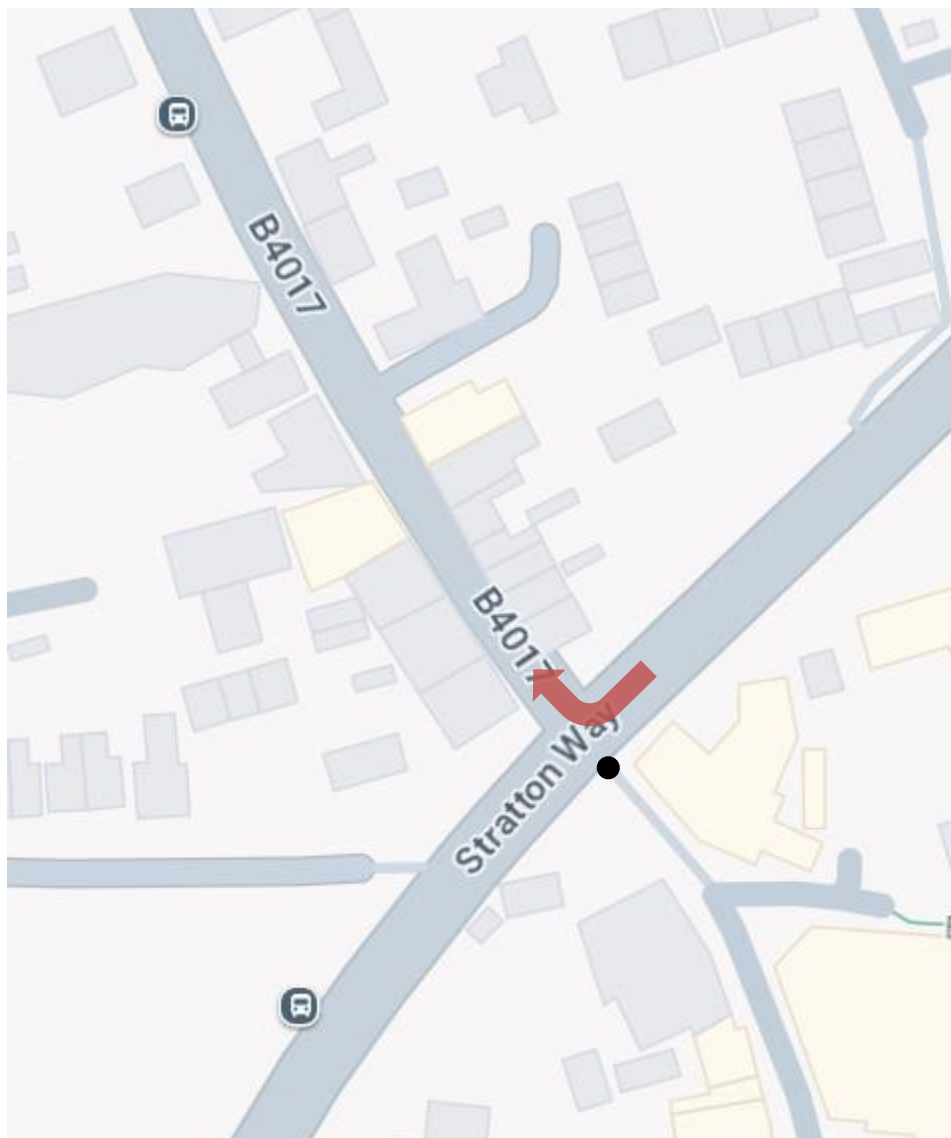


● Proposed ANPR camera location

Location: Abingdon Stratton Way into Bath Street

Contravention: Banned right turn

Signage:

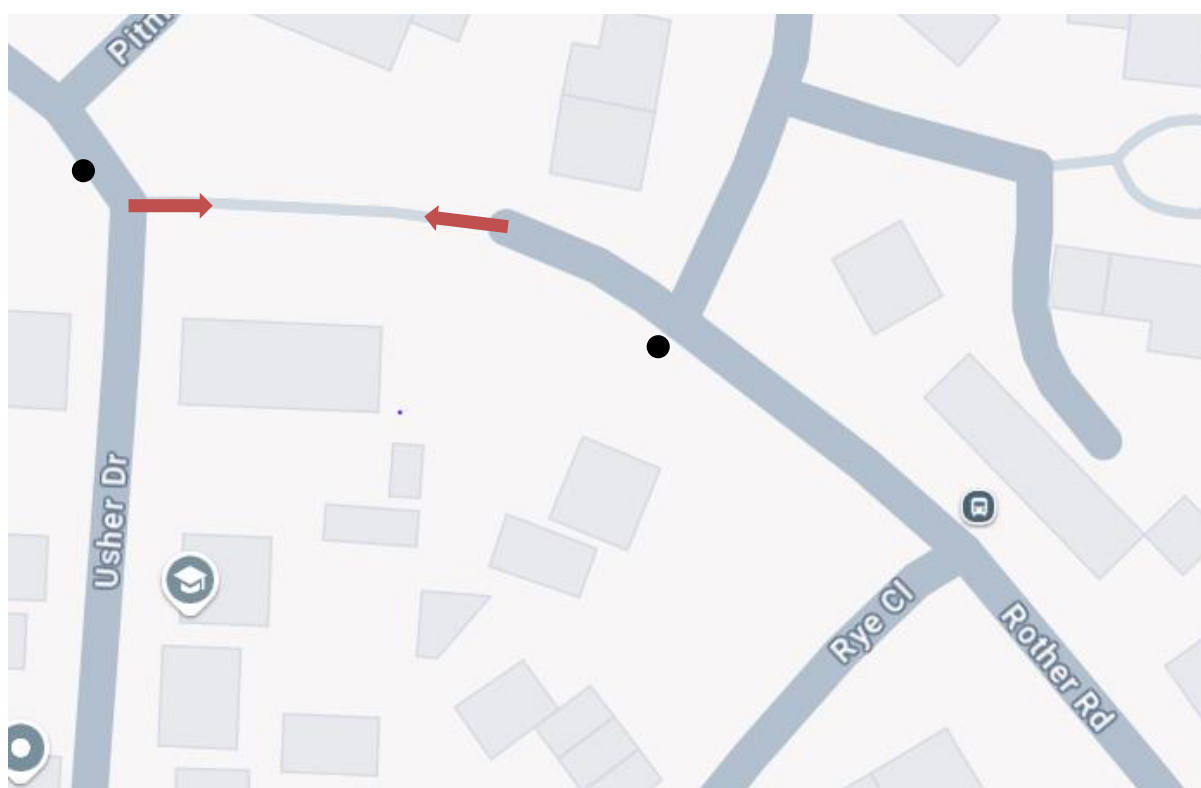


● Proposed ANPR camera location

Location: Banbury - Rother Road

Contravention: Bus lane

Signage:

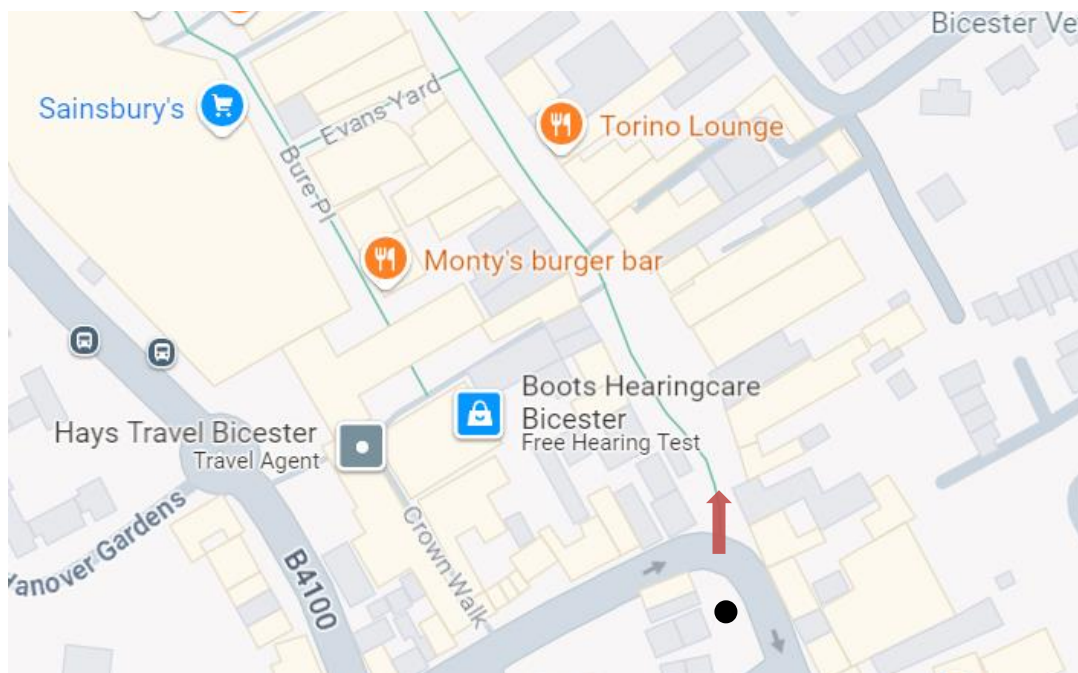


● Proposed ANPR camera location

Location: Bicester - Sheep Street

Contravention: No entry

Signage:

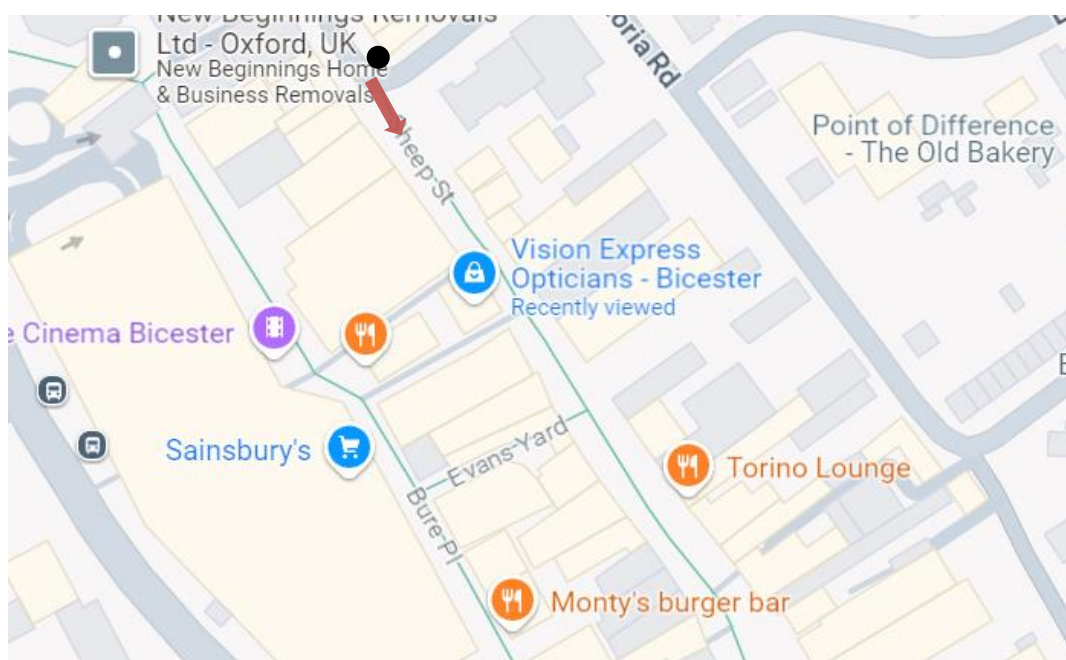


● Proposed ANPR camera location

Location: Bicester - Sheep Street

Contravention: Pedestrian zone

Signage:

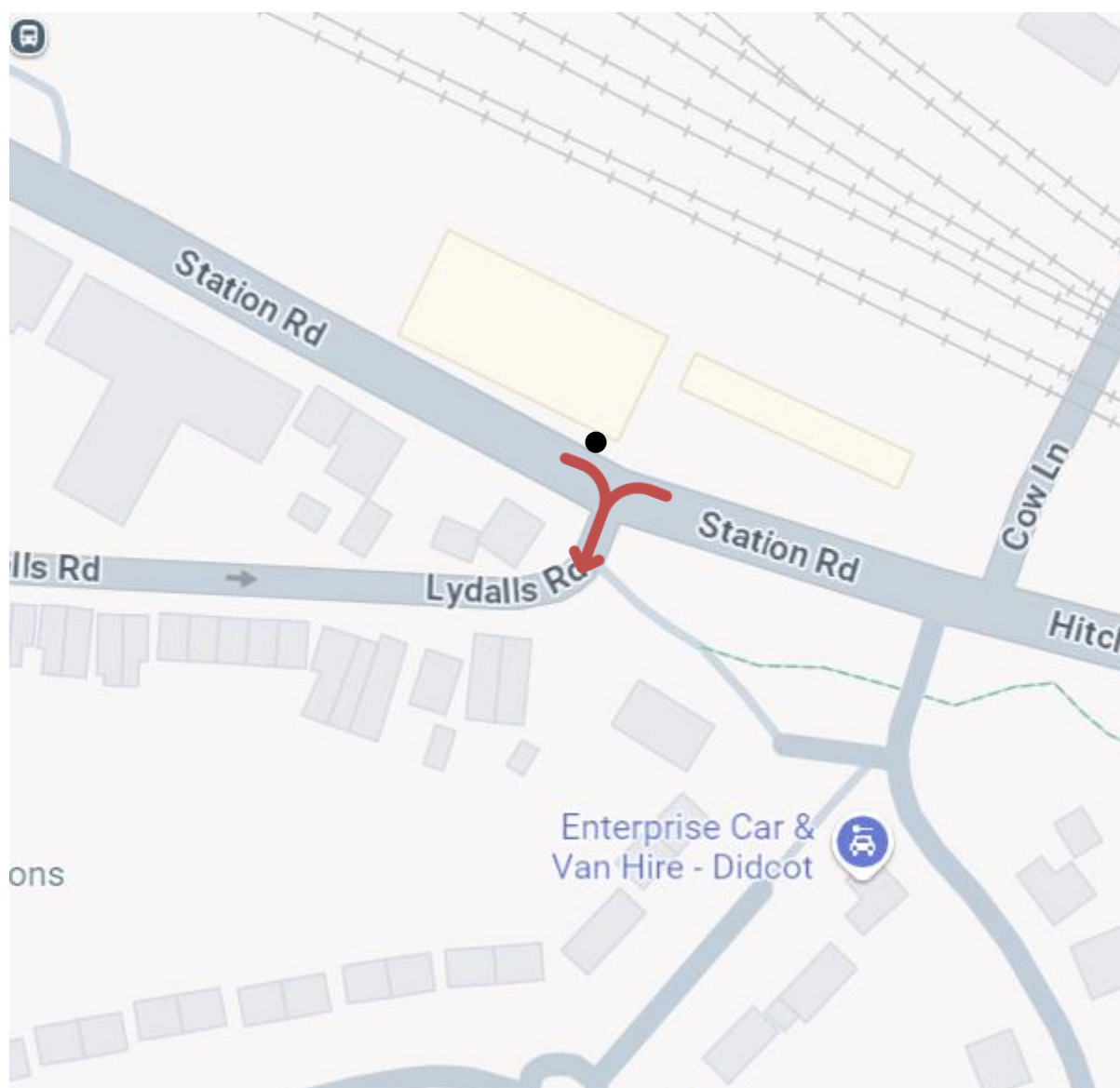


● Proposed ANPR camera location

Location: Station Road into Lydalls Road

Contravention: No entry

Signage:

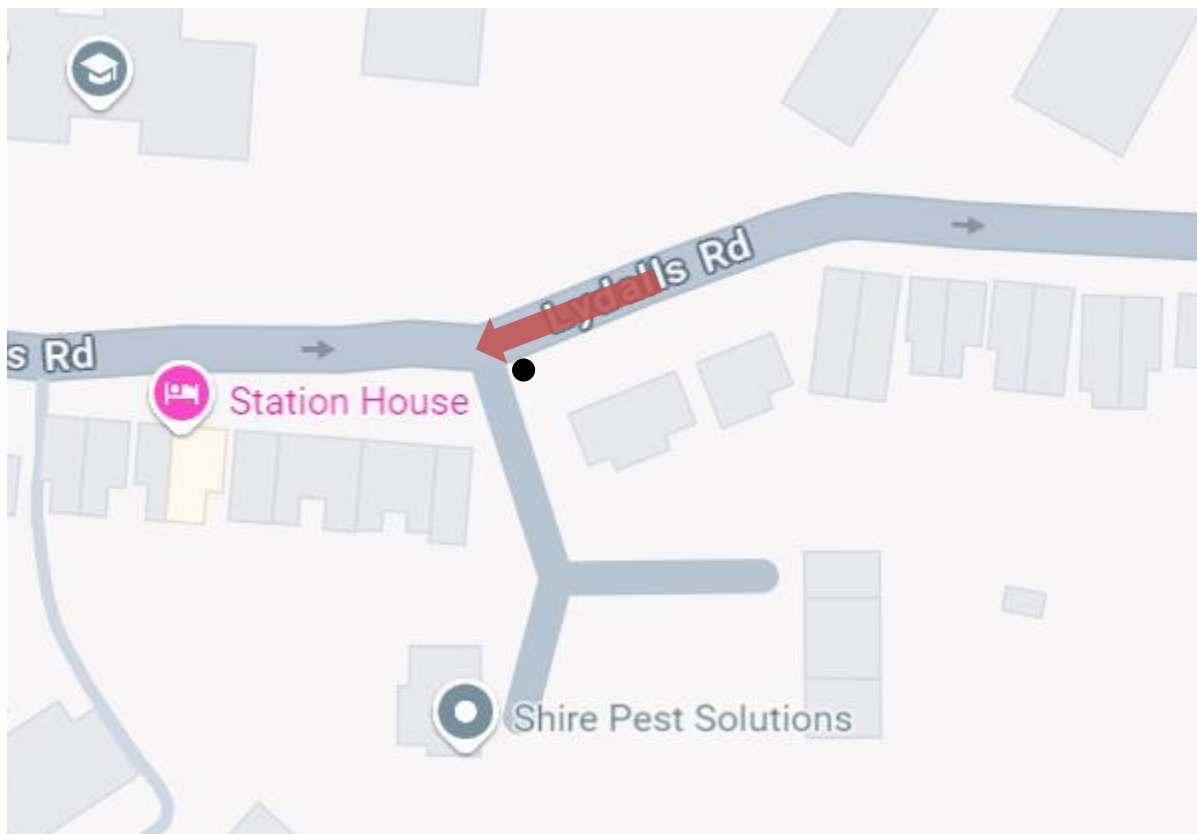


● Proposed ANPR camera location

Location: Didcot - Lydalls Road

Contravention: One Way

Signage:

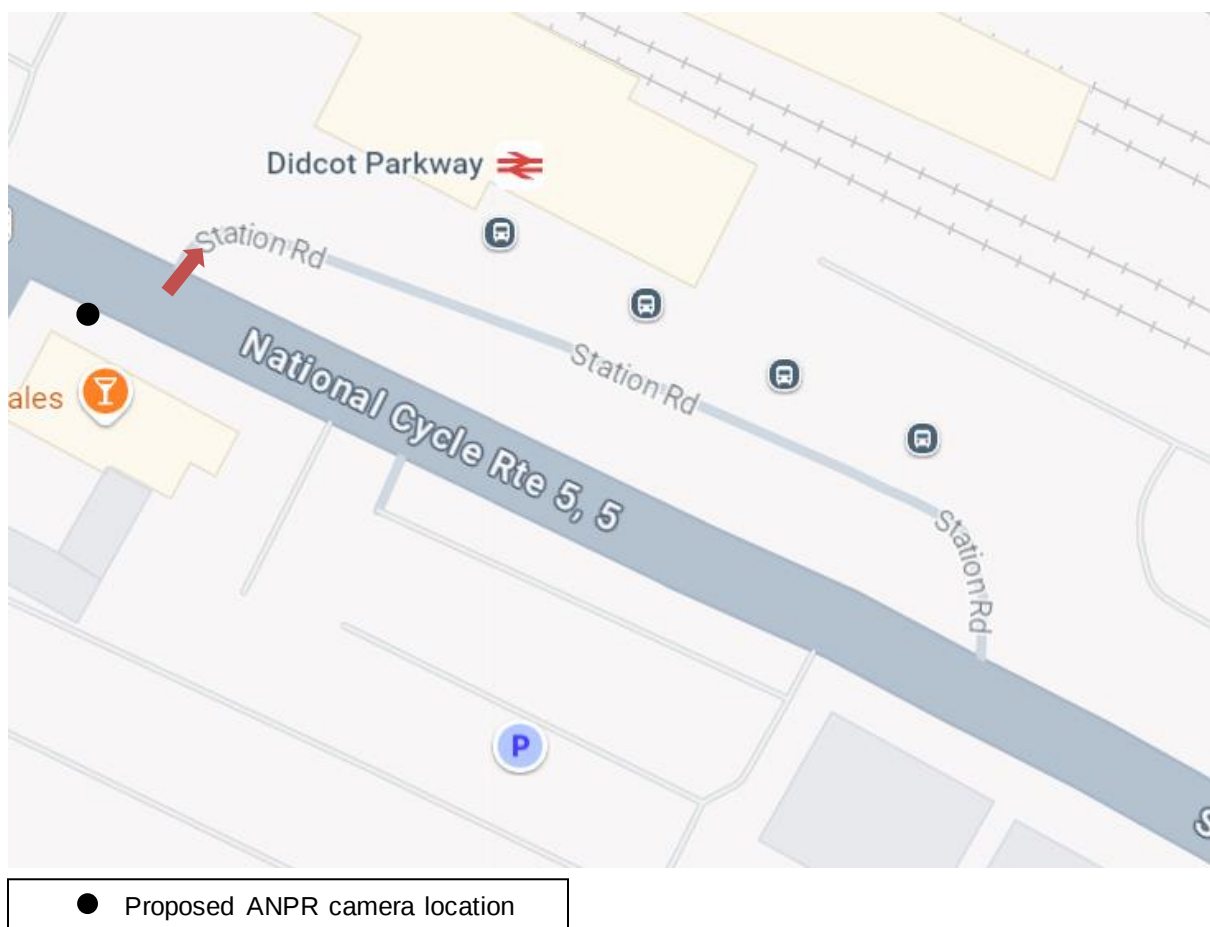


● Proposed ANPR camera location

Location: Didcot - Station Road

Contravention: Motor vehicles prohibited

Signage:



Location: Faringdon - Market Place

Contravention: Motor vehicles prohibited

Signage:

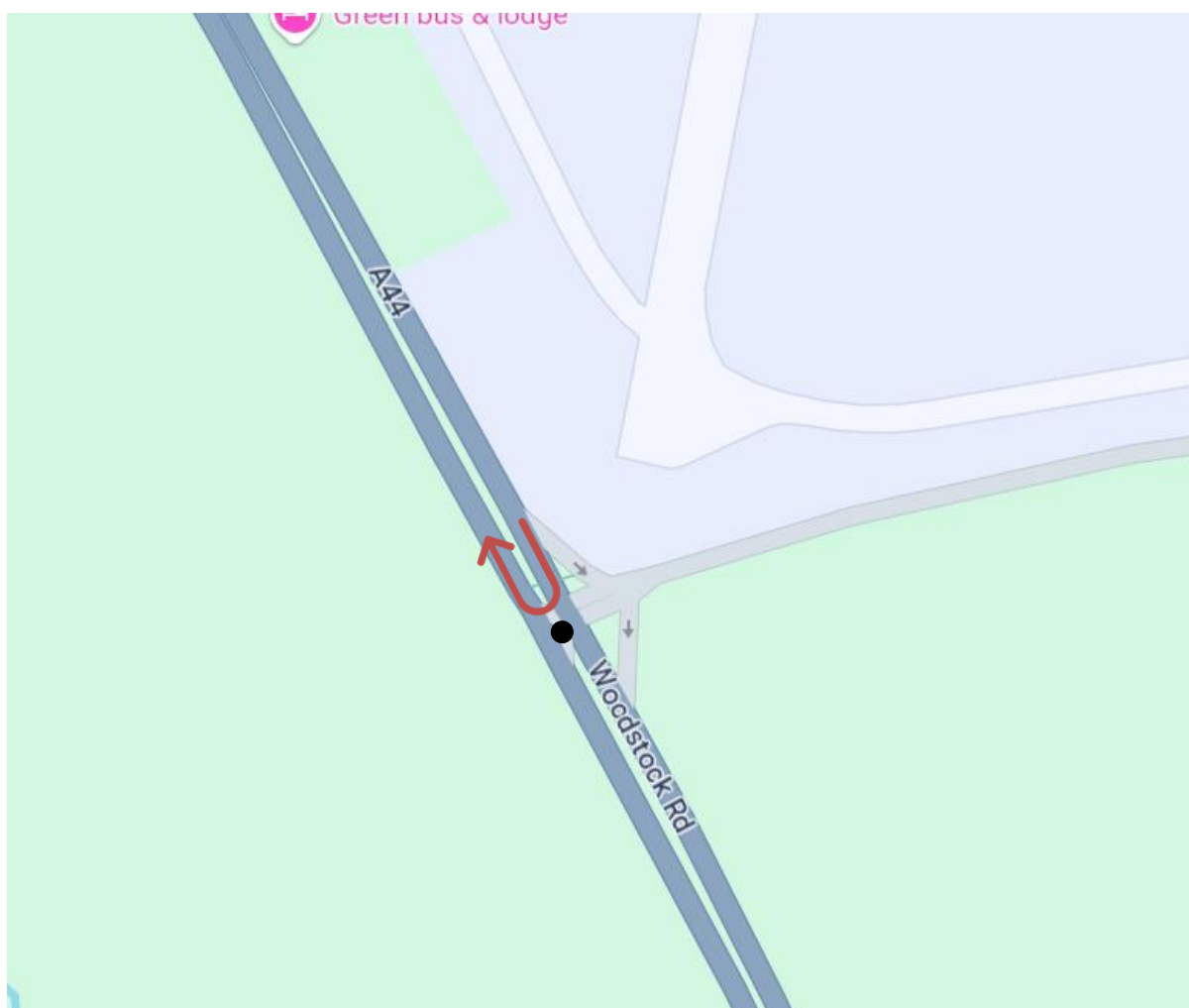


● Proposed ANPR camera location

Location: Kidlington - A44 / Woodstock Road

Contravention: Banned U-turn

Signage:

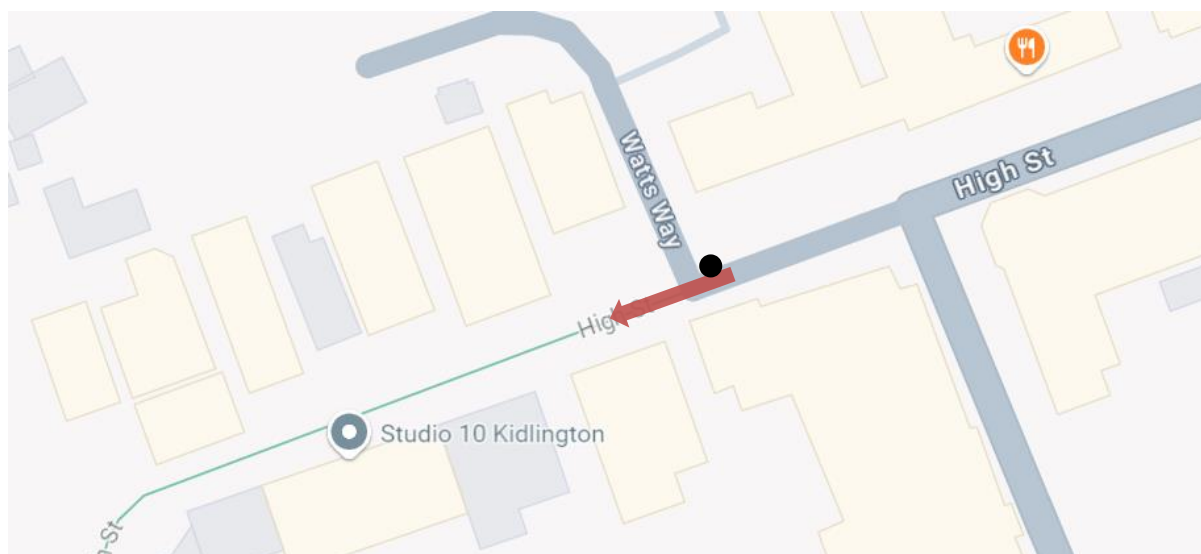


● Proposed ANPR camera location

Location: Kidlington - High Street

Contravention: Pedestrian zone

Signage:

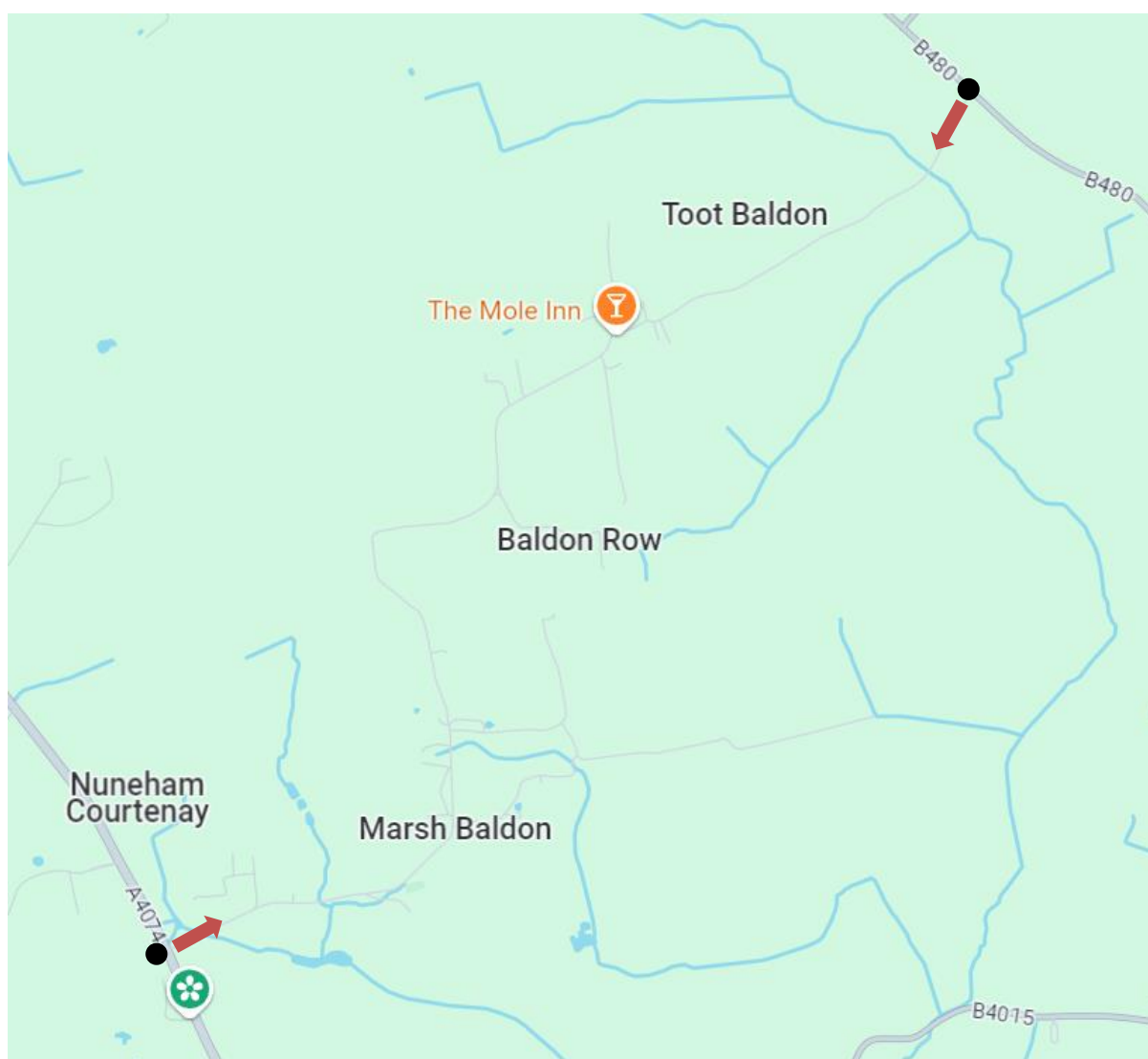


● Proposed ANPR camera location

Location: The Baldons - Baldon Lane/ Un-named Rd

Contravention: Motor vehicles prohibited (except for access)

Signage:

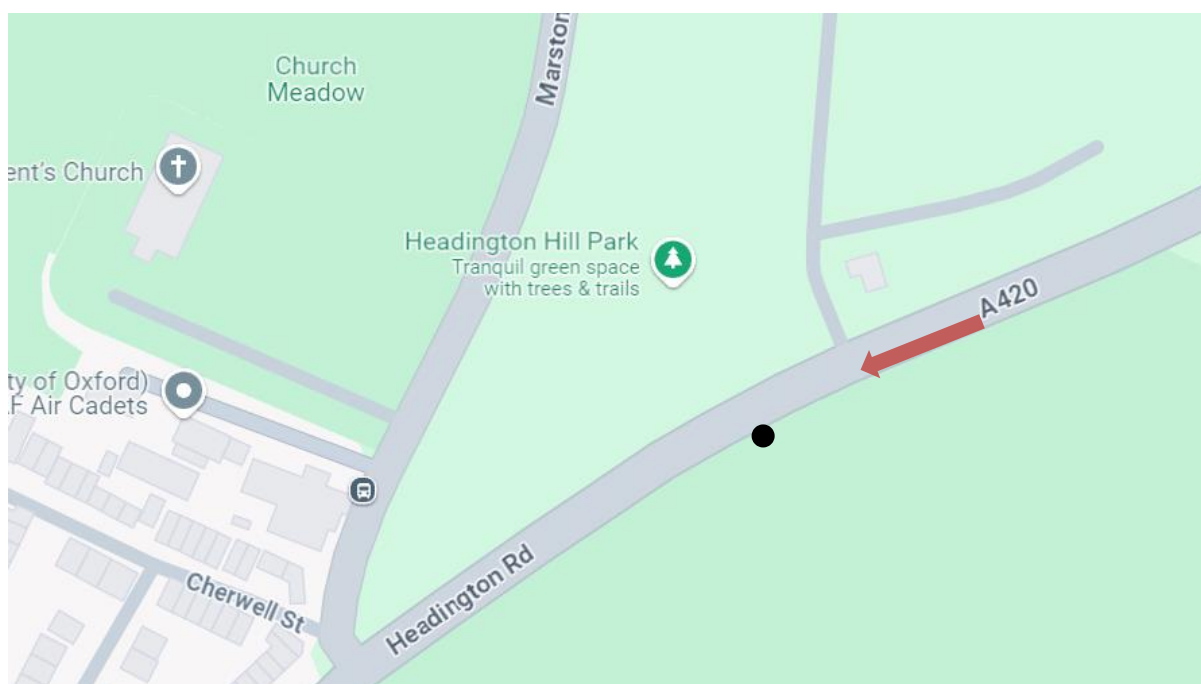


● Proposed ANPR camera location

Location: Oxford - A420 (St Clement's)

Contravention: Bus lane

Signage:



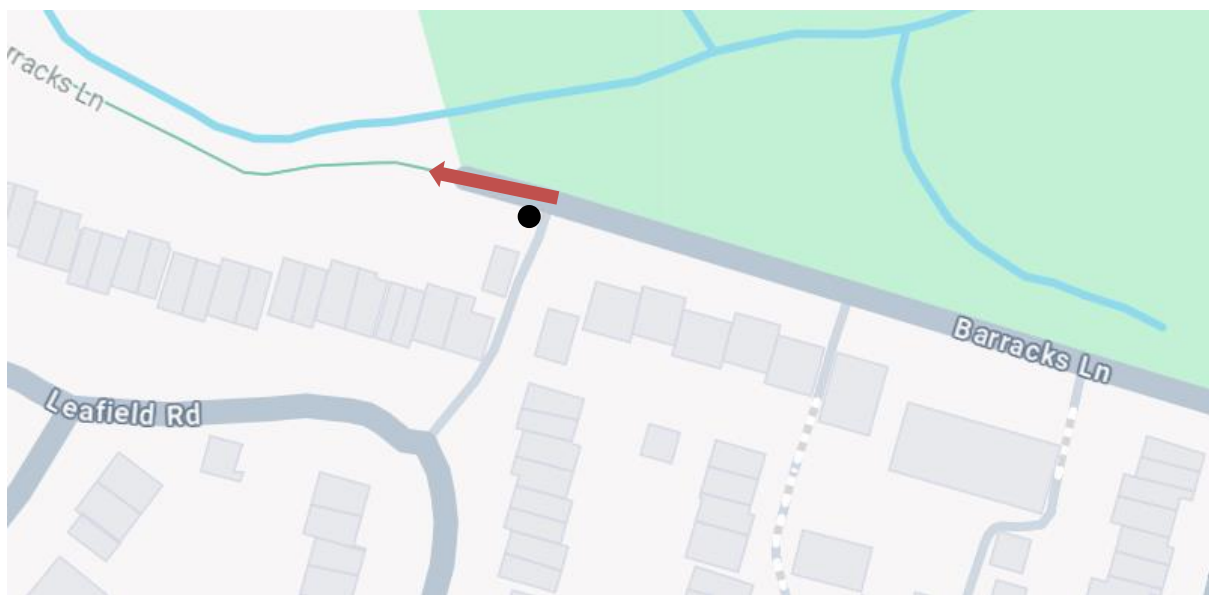
● Proposed ANPR camera location

ANNEX 1n

Location: Oxford - Barracks Lane (Cowley)

Contravention: Motor vehicles prohibited

Signage:

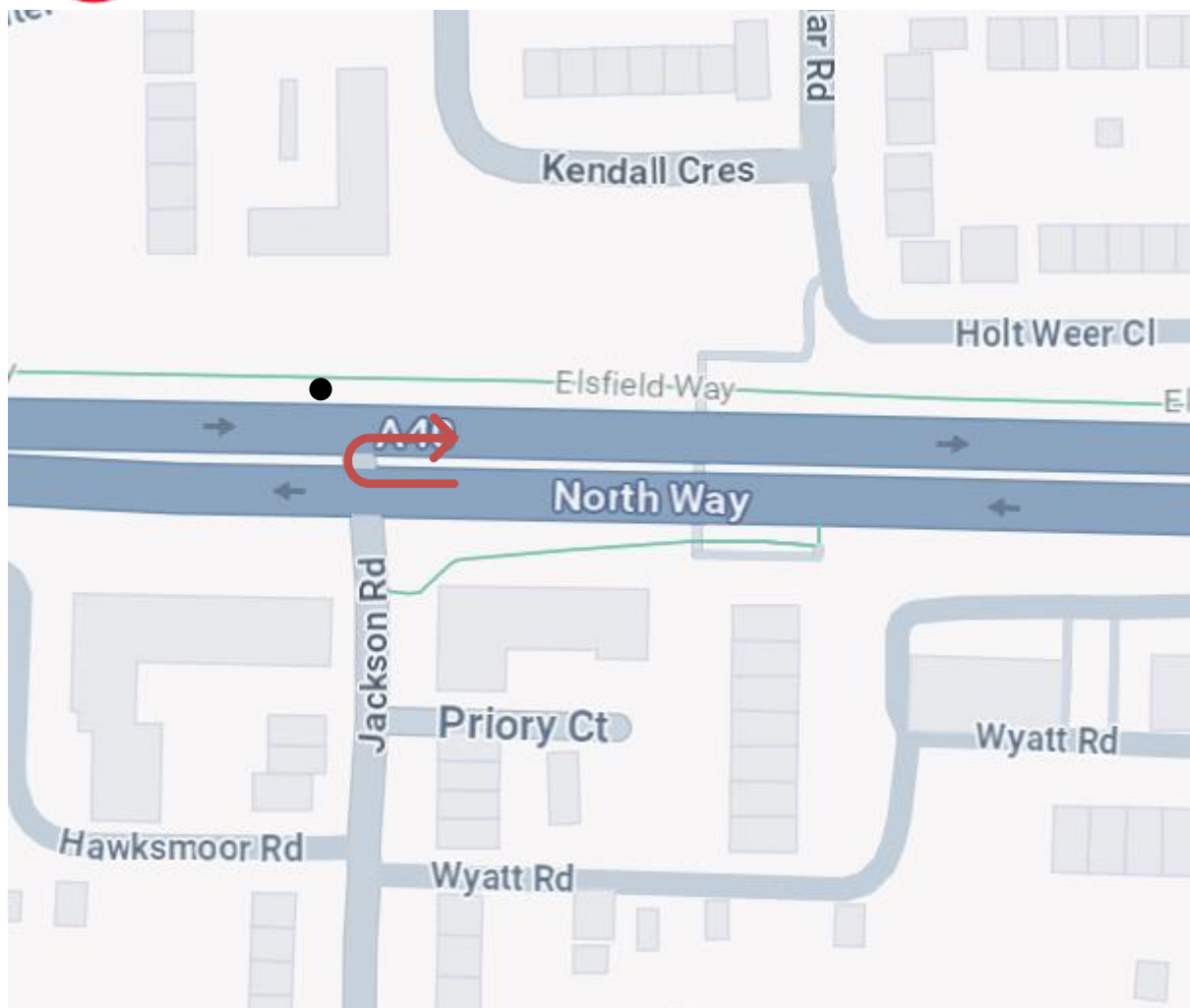


● Proposed ANPR camera location

Location: Oxford – A40 North Way (Cutteslowe)

Contravention: Banned U-turn

Signage:



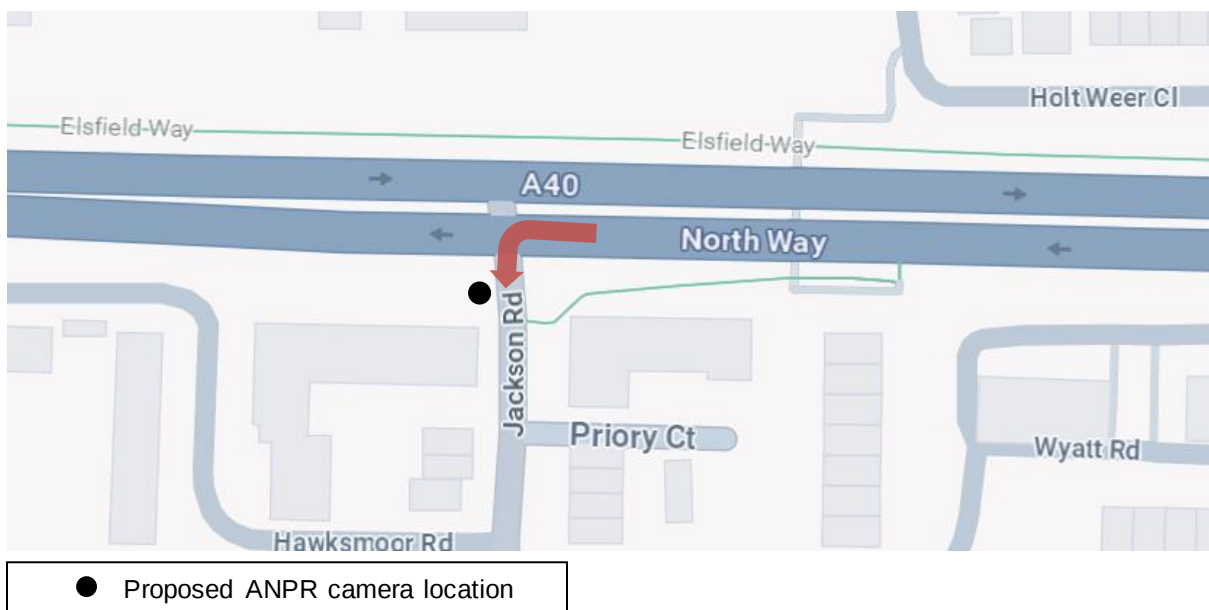
● Proposed ANPR camera location

ANNEX 1p

Location: Oxford – A40 North Way into Jackson Road (Cutteslowe)

Contravention: Banned left turn

Signage:

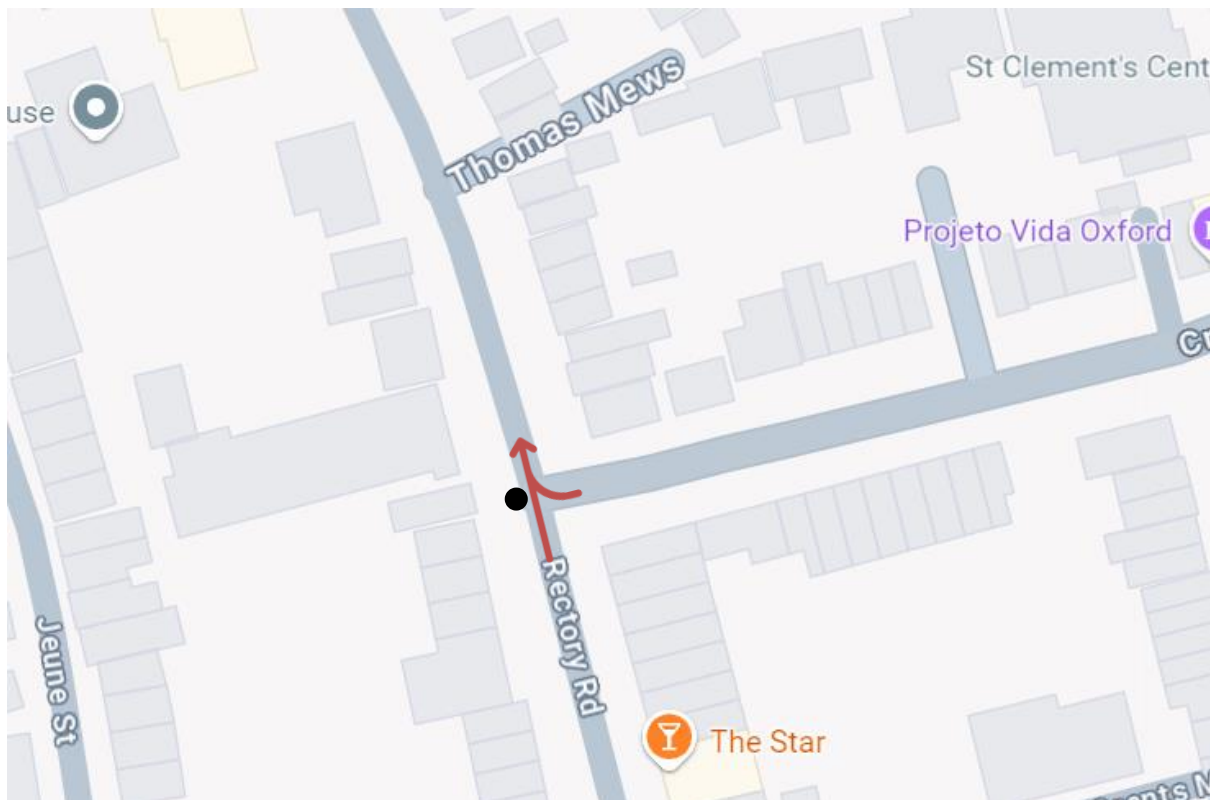


ANNEX 1q

Location: Oxford - Rectory Road (St Clement's)

Contravention: No entry

Signage:

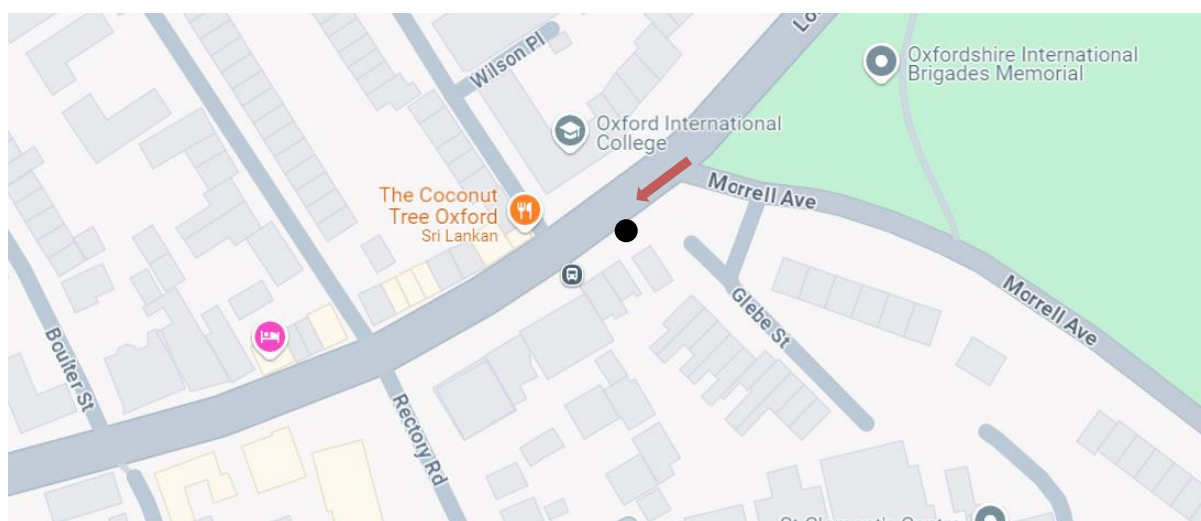


● Proposed ANPR camera location

Location: Oxford – A420 St Clement's

Contravention: Bus lane

Signage:



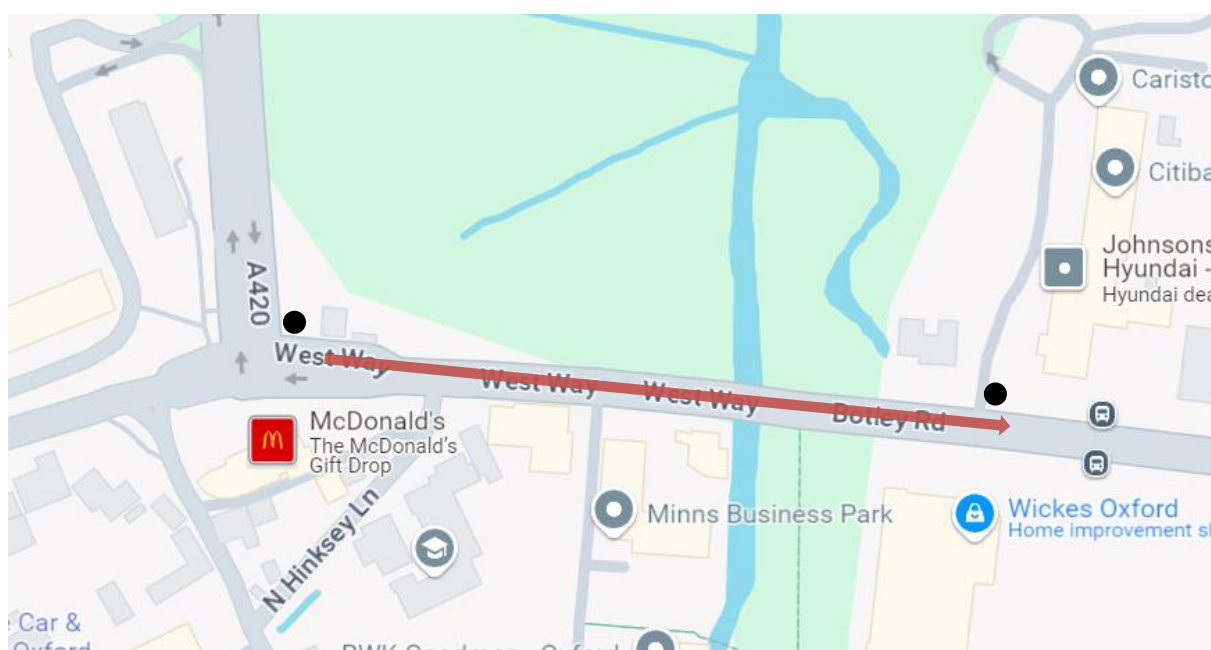
● Proposed ANPR camera location

ANNEX 1s

Location: Oxford - West Way into A420 Botley Road

Contravention: Bus lane

Signage:

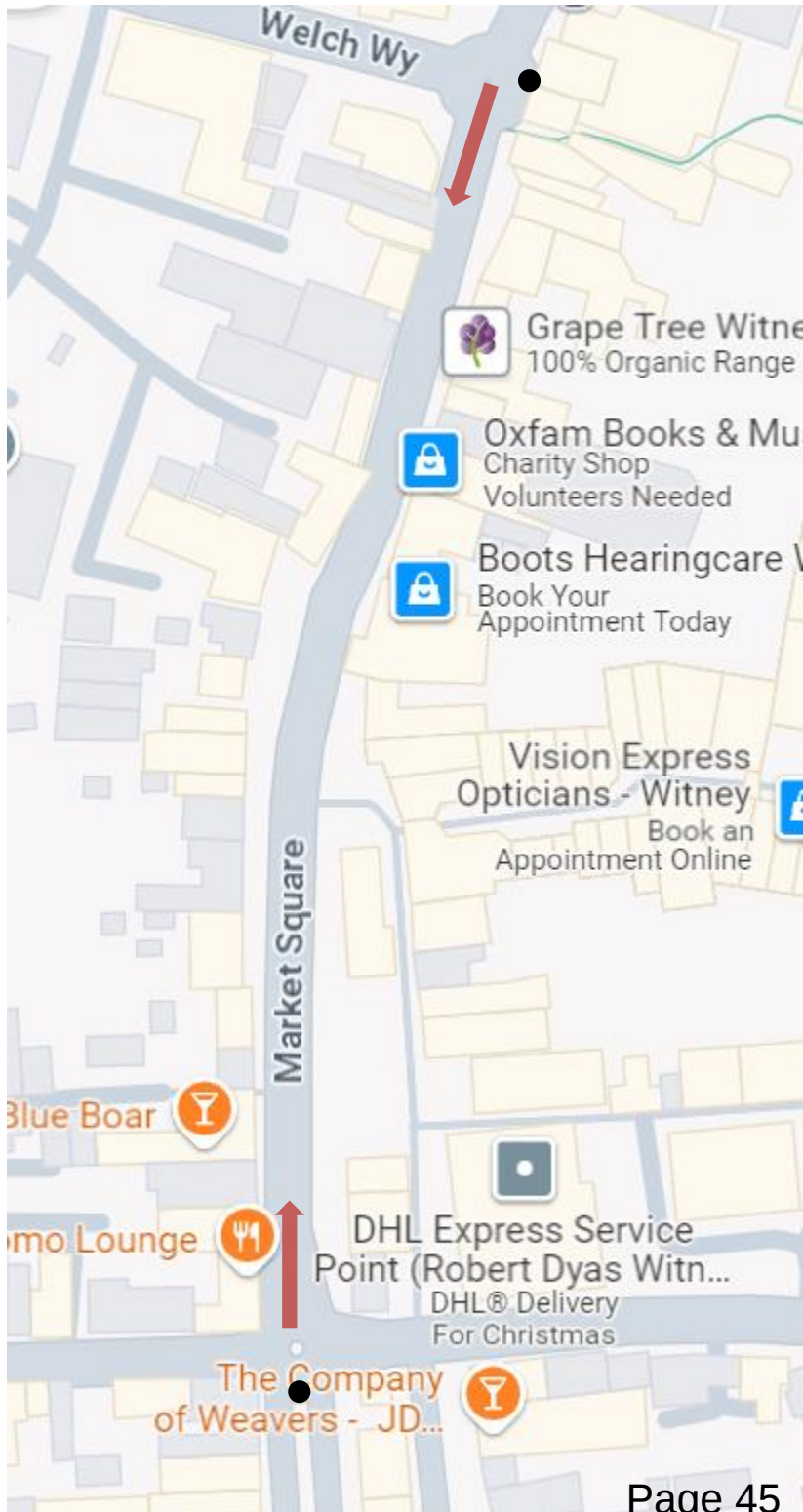


● Proposed ANPR camera location

Location: Witney - Market Square

Contravention: No motor vehicles

Signage:



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A. Email responses:

Respondent	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – In principle the Police have no objection to these restrictions being enforced using ANPR using your own powers under Part 6 of the TMA . Many of these restrictions have a long-standing history of both Contravention and complaint. Should these proposals be approved are you able to confirm the following: There are currently 20 locations listed. Will they all be treated or is there going to be an order of priority. It would be helpful to be kept informed of progress. Clearly these locations have exemptions for Police and other Emergency service users . In terms of the unmarked Emergency Vehicle will you be referring to the ‘whitelist’ similar to Oxford City.
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	Support – I would like to respond immediately to offer our fullest and most unequivocal support for these proposals. I note that the Managing Director of Go Ahead Group has also made an immediate response as I have been composing this e-mail. Among many other things, set out in the consultation material, they would serve to make existing bus gates much more effective, and offer a consistent approach to enforcement, thus making their deterrence effects for infringement that much greater. As LTN 01/24 “Bus User Priority” makes clear, bus gates, privileged turning movements and similar localised restriction can serve to have a very high positive impact on bus journey times and reliability where they are both intelligently conceived and properly enforceable. They are also usually much less costly and politically risky to deliver than measures that involve either wider road space reallocation, or construction of dedicated additional lanes for buses. It bears highlighting that such measures typically also offer direct benefits to cyclists. This also sets up a situation where additional measures to use bus gates to deliver effective bus advantage can be implemented in future, with all stakeholders very clear how these measures should be specified and enforced. This is

of particular relevance to larger-scale new developments, and could, possibly, be applicable by retrofit in a limited number of cases on existing ones. The development community remains broadly reluctant to propose such measures, not because of any “in-principle” objection, but because to date effectiveness and enforceability have been a matter of concern and some contention. However, recently consented proposals, such as at Land North of Bayswater Brook north of Oxford City within South Oxfordshire, rely heavily on traffic restrictions in favour of buses to support their access and movement strategies. Pre-application discussions with promoters of committed strategic developments elsewhere in the County also have raised a need for such measures – for example at Dalton Barracks within Vale of White Horse.

We equally see a likely clear need to target key sections of the existing network for bus gate measures – for example in Witney town centre, to deal with local issues. However we have urged the Council, and Local Planning Authorities, to look beyond to more strategic measures at Cumnor Hill, and at Bagley Wood north of Lodge Hill, to create effective longer-distance “virtual” bus priority that would benefit extensive lengths of bus operation on longer-distance inter-urban links. Transport and movement strategies pursuant to LTCP5 and its mode shift targets will demand a full range of enforceable measures to rebalance highway network operation to favour sustainable modes over private car journeys, especially since development quanta in the next round of local plans will involve maintaining or even increasing extremely high levels and rates of new development, that will generate demands for movement that simply cannot be accommodated in the existing of credibly deliverable future highway network at the current mode mix.

We should also emphasise that the County Council is progressing larger-scale schemes involving bus lanes, as well. Of these, the first corridor has been delivered on the A44 between Yarnton and Wolvercote on most of which we do not operate. The A40 scheme under consultation is another extremely notable future one, on which we will be providing services. Bus lane infringement is a real problem, especially towards their terminations, which can greatly reduce their effectiveness. Even relatively short bus lanes can be rendered almost useless by infringement. Notwithstanding that we are not the operator in the town I would point as a good example, to the current Cherwell Street scheme in Banbury as one such future proposal that would be very vulnerable to this – and I am sure we and Stagecoach can point to other examples. The proposals would serve directly to maintain the overall effectiveness of existing and future bus lanes, by allowing cost-effective CCTV enforcement to be implemented.

I trust the foregoing and Luke’s response puts an adequate marker down. The current holiday season and multiple parallel major consultations elsewhere may make it impossible for me to compose a more formal letter in this instance, by the consultation deadline. Ideally, I would do so as the importance of this matter warrants it. It is possible that our managing director will wish to ensure that such a formal record is available to the Council and that we will manage to produce one by a wider team effort.

(e3) Managing Director, (‘Go Ahead’ Group)	Support – Oxford Bus Company, Thames Travel and Pulhams Coaches are very supportive of these proposals. We feel enforcement of existing traffic regulations is a key area the county can be focusing on to reduce unnecessary congestion and improve bus journey speeds, during the current challenging period for the county caused by the Botley Road closure. We therefore welcome proposals such as this where the county is seeking to make use of the powers it now has to pursue enforcement utilising ANPR cameras, to ensure a greater consistency and coverage of enforcement activity, and believe this will have a positive impact on bus passengers' journeys within Oxfordshire.
(e4) Cherwell District Council, (Development Management)	No observations
(e5) Cherwell District Council, (Parking Services)	Support – I am pleased to hear that ANPR has been considered for several areas in the Cherwell district, namely Bicester and Kidlington. I manage the distribution of Exemption Certificates in both of these areas and fully support this initiative. I note that blue badge holders are to be permitted access in Bicester and Kidlington, currently they are excluded for entering during the core period as noted on the attached sign. Is this restriction going to be revoked? I also manage the Banbury pedestrianised area which in my experience I find to be abused more due to the layout of the pedestrianised area (See attached map confirming off street parking in this zone). The pedestrian area covers Banbury High Street, Butchers Row, Broad Street and Parsons Street. There are two entrances to the pedestrian areas of Banbury via Bridge Street, and the High Street. It is the High Street entrance which causes the most concern for public safety, especially as vehicles filter through the narrow road in Butchers Row using it as a rat run to Market Place. Can the entrance to the High Street area also be considered in any future expansion of ANPR?
(e6) Faringdon Town Council	Support – the installation of ANPR cameras at the Market Place, Faringdon. Additionally, the Council propose that Radcot Bridge over the River Thames is included under the description of ‘Goods vehicles exceeding the maximum gross weight indicated on the goods vehicle symbol prohibited’ due to the deteriorating condition of the bridge which has been damaged by such vehicles. Please see photos attached (taken 25

	January 2025) that demonstrate its' poor condition and justification for this proposal. Radcot Bridge is Grade II Listed and it should therefore be preserved and protected accordingly.
(e7) Deddington Parish Council	Support – We discussed the proposed ANPR cameras at our recent parish council meeting. It was resolved that I should inform you that we support the cameras at the various location listed in principle, however we are not able to add comments because we are not familiar with the locations. However, we would request that an APNR camera at the traffic lights in Deddington be added to the list for the following reasons: 1) There was a camera there previously and we have repeatedly asked over the years that it be brought back into operation. 2) The is the main accident-injury site in the parish (aside from the lay-by on the A4260 north of Deddington village) 3) The parish council receives frequent reports of reckless drivers racing to catch the lights and jumping red lights 4) The junction is tricky. When cars travelling southwards on the A4260 from Banbury line up to turn right into Hempton Road, other cars travelling south squeeze by on the near side of the road and have their view obscured of cars travelling northwards wishing to turn right into Horsehair. Careless driving leads to collisions and near misses. Parishioners have suggested that a filter light for cars turning right into Hempton Road would be desirable. Is this feasible, or is it impossible because there is not room for two lanes travelling south at the junction? 5) Problems exacerbated at peak commuter times when there are queues north and south.
(e8) Witney Town Council	Support – the introduction of ANPR cameras in Market Square and the High Street to enforce prohibited use. The Council believe that the implementation of ANPR cameras is most critical to significantly enhance the safety and security of pedestrians, cyclist and road users when accessing the High Street. Councillors found that through their interactions with residents since the introduction of the Traffic Regulation Order (TRO) for the High Street that most road users are adhering to the TRO and are frustrated at those that are not. This was also backed up by a number of the responses received to the OCC consultation events held in Autumn 2024 to consult on the changes to the High Street and Market Square.

	The Council trust in OCC's ability to address and alleviate concerns regarding Blue Badge holders and for the allowance of deliveries & collections to and from local business' located in the High Street and are confident that appropriate measures will be taken to ensure that these groups are not adversely affected by the new system. Members are looking forward to the planned enhancements to the High Street, they hope with the reduction in traffic, changes in carriageway design and the introduction of new planting and benches that the High Street will become a pleasant and enhanced environment for all residents and visitors to the town.
(e9) Local group/organisation, (Oxfordshire Liveable Streets & CycloX)	Support – This is a joint response. We support all the proposed ANPR cameras. We request that the following be considered for the next round of ANPR cameras. * A pair of cameras at the modal filter on Southfield Rd to stop mopeds. These cameras need to be sited so as to catch mopeds being pushed or driven on the footways. * A camera at the modal filter on Howard St, to stop mopeds heading eastwards - this would stop mopeds being ridden the wrong way along Howard St, which is a significant hazard. * Cameras on Longwall St and Parks Rd to enforce the 7.5 tonne "except for access" restriction. (Note that the sign for this restriction is present on Longwall St but has gone missing from Parks Rd.) The precedent of the Marsh Baldon scheme suggests transit timing between two cameras can be used to enforce this.
(e10) Local District Cllr, (Bicester, Mallards Way)	Concerns – Regarding the consultation information I noted that you provide an apparent reason for the installation of ANPR cameras at various locations as "Particularly powered two wheeled motor vehicles"? This raises a number of questions? What types of "powered two wheeled motor vehicles" have already been identified as causing trouble more than any other vehicles? As there are now "E-Bicycles" that are powered two wheeled motor vehicles, are these included in the problems? Of course they can't be "caught" using ANPR as they don't have number plates!

	Are the problem “powered two wheel motor vehicles” of any particular size or type? E.g. lightweight off road or large touring machines? Are the “powered two wheel vehicles” E-Scooters as opposed to real scooters such as the historic Vespa or Lambretta or the modern versions of the same? Of course these too can’t be “caught” by the ANPR cameras as they too don’t have registration plates! The statement that it is “Powered two wheel motor vehicles is a huge catch all definition that isn’t a definition! It also suggests that the ONLY reason for installing ANPR cameras is to “catch” motorcyclists and no other road users who may be driving in a manner unsuitable for the conditions or local regulations? If this is the case then I seriously object to the statement as being both discriminatory and if so, apparently spending council taxpayers money to “catch” only one form of transport?! I would like to see the evidence you might have that shows “powered two wheel motor vehicles” to have contravened the road traffic regulations please? I am also concerned that some of these might be the use of bus lanes by “powered two wheel motor vehicles” and if so I would like to have further discussions with you and other Councillors and Officers on resolving this issue rather than using the ANPR or prosecution methods?
(e11) Member of public, (unknown)	Support – I fully support these improvements to the network - they should make the spaces safer and quicker for active travellers. But, if I may, allow me a comment specifically about two of the proposed cameras. With reference to the Rectory Road camera; I wonder if the camera is allowed to monitor vehicles that try to bypass the anpr zone by mounting the footway. This type of activity can be frequently observed throughout the city where similar schemes exist as I'm sure you are aware. If the law prohibits such use, is there any other designed way to protect pedestrians and wheelers using the footway? The Barracks lane camera seems to be in the perfect spot. However, if I assume correctly that the anpr there is to combat motorcyclists using the Marsh park as a cut-through, the camera will only detect riders entering the park. Is there a way to detect riders who are cutting through to Barracks Lane through the park?
(e12) Member of public, (unknown)	Support – I fully support the use of ANPR at all these locations, especially those that enforce bus priority.

(e13) Member of public, (Deddington)	May I please add my support to the request for ANPR cameras to be installed at the crossroads in Deddington. The road routes here are used to cross this part of the county, especially from Oxford to Banbury plus access to junction 10 of the M40. Their placement here is likely to capture those involved in county lines crimes. As ANPR only captures vehicles with associated reports and intelligence they are not an unreasonable intrusion into ordinary people's lives.
(e14) Member of public, (Deddington)	Following a post by Deddington parish Council giving a week to put our thoughts forward (once again inadequate notice by this parish council) for anpr (attached poster) I see no benefit to Deddington being on this. There's no bus lane, cycle lane and no right or left turns that need monitoring and would be a total waste of resource here. When clearly what is needed is a traffic light sequence to allow the right and left turning at the crossroad traffic lights. Or a speed camera to ensure people do the speed limits to allow people to filter at the lights. More stupid reductions on speed limits are ridiculous. It just needs enforcement on the actual speed. I note that Deddington isn't on your anpr list but wonder why we are being advised to put our thoughts forward or is this just another poor managed Deddington PC issue?! Either way I object to Deddington having an anpr system at the lights. And money would be better spend where there are bus and cycle lanes etc etc to monitor
(e15) Member of public, (Deddington)	I should like register my full support for ANPR at the Deddington lights. Living in Clifton, our community Speedwatch sessions have opened our eyes as to just how many 'dodgy' drivers are passing through our village. During 13.5 hours of community speed watching Thames Valley Police identified: - 6 vehicles without road tax - 6 vehicles without insurance - 3 vehicles on SORN

	Last years motorcycle crash in the centre of Clifton involved an uninsured driver. Most of these vehicles were heading towards Deddington. We also experience between 40 and 50 overweight HGVs through Clifton each week who would hopefully be picked up by ANPR. Finally on a cautionary note, it is worth considering that many 'illegal' drivers travelling from the east from the M40 via Aynho and Clifton are sufficiently savvy as to circumvent the Deddington lights via Earls Lane and Hopcroft Lane. Good luck with this initiative.
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B. Online responses:

Respondent	COMMENTS
(o1) Local resident, (Abingdon, Alexander Close)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object We do not need these levels on control and enforcement. I believe these measures are a means of raising revenue from motorists.
(o2) As part of a group/organisation, (Coalition for Healthy Streets and Active Travel)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Oxford: Barracks Lane – Oxford: North Way (U-Turn) – Oxford: North Way (Left Turn) – Oxford: Rectory Road – Oxford: St Clements –

	Faringdon: Market Place – Support Kidlington: A44 – Support Oxford: West Way/Botley Road – Witney: Market Square/High Street – Each of these proposals is addressing a problem where drivers breaking the law are causing danger and ANPR provides an efficient way to address the problem. We note that no changes to previously made traffic regulations are proposed. But we have personal experience of seeing contraventions in about half of these locations, causing danger for other road users, particularly people when they are walking, wheeling or cycling.
(o3) Local resident, (Abingdon, Darrell Way)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – No opinion I have seen too many near-misses at these locations. Hopefully ANPR will reduce the chances of an accident.
(o4) County Cllr, (Abingdon, Hanson Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support

	Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support	Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o5) Member of public, (Abingdon, high street)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Partially support Faringdon: Market Place – Object Kidlington: A44 – Object will increase congestion, waste of time and money	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Partially support Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Partially support Witney: Market Square/High Street – Object
(o6) Member of public, (Abingdon, Orpwood Way)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion

	Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Having lived in Abingdon for some 7 years I have no knowledge of any accident at the junction of Stratton Way and Bath Street. So why waste money on cameras? It would be more important, in my view, to enforce the yellow box junction at Stratton Way / Ock Street. Also the traffic lights from Ock Street (travelling west) into Stratton Way, traffic regularly continues from Ock Street after the lights have turned green to leave Stratton Way. It's all about priorities. The 2 proposals for Bath Street are pointless.	Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o7) Local resident, (Abingdon, Oxford Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – No opinion

	St Clements is poorly signed, poorly maintained and difficult to see in dark and poor weather. The traffic chaos also makes it hard to predict the flow of traffic and means the bus lanes are difficult to avoid and can be entered accidentally. It would be preferable to sort out the poor street layout and abysmal traffic situation before penalising drivers in this way.	
(o8) Local resident, (Abingdon, Park Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: A44 – No objection Too many drivers fail to observe the signs and rules which have consequences. Traffic in Abingdon (where I live) and Oxford (where I work) are just awful (even on a good day). There is no record and no penalty. It sadly requires heavier action so I fully support these proposals.	Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – No objection Oxford: A420 – No objection Oxford: Barracks Lane – No objection Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – No objection Oxford: St Clements – No objection Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – No objection
(o9) Local resident, (Abingdon, Park Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support

	Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support The current traffic regulations are constantly ignored and since the Police don't enforce traffic laws the current arrangement is effectively useless. This survey is crazy since I cannot go to the next stage without putting something in them all. I am only qualified as a local resident to comment on the Abingdon ones.	Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o10) Member of public, (abingdon, saxton road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Clear signage will be sufficient to notify a vast majority of law abiding motorists. This as always is a money making exercise and will not improve pedestrian cyclist motorist safety at all. We have been sold this bullshit before "its for your safety" is old hat just admit its to make money and give some consultant a job complete waste of taxpayers money	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o11) Member of public, (Abingdon, Stert street)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object

	Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Just makes people's lives more difficult. Will harm businesses and jobs. Don't see what benefits it will achieve.	Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o12) Local resident, (Abingdon, West Saint Helen Street)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – Support Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Regarding Abingdon Bath Street/Stratton Way: I am surprised it's taken the council this long to come up with a solution to this problem, although there may be exigent circumstances (such as emergency vehicles that should be allowed to do this). I fully support fining drivers contravening the banned right turns here.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – Partially support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – No opinion

	Regarding Didcot Station Road: I fully support fining drivers here. It's been several years that the new road layout has been in place, and yet still you have Didcot drivers thinking that the 'buses only' designation doesn't apply to them. Absolutely fine them until the pips squeak. Regarding Oxford A420: I object to the location of the camera, not the camera being installed per se. The location of the camera would still capture people turning right into Marston Road, which is legal, or those turning left into Morrell Ave, which is also still legal. By all means, place the camera on St Clements *after* Morrell Ave to stop people driving into town from there, but when turning right into Marston or left into Morrell, that should still be allowed. This is why I also partially support 'Oxford - St Clements'. Bus lanes must be protected, so yes, Oxford West Way/Botley Road should indeed be ANPRed, so fine those who believe the bus lane restriction does not apply to them.	
(o13) As part of a group/organisation, (Abingdon, Ypres way)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Safety	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o14) Local resident, (Abingdon, Aston Close)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion

	Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I have seen many dangerous incidents in Bath Street	Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o15) Local Cllr (i.e. Town/Parish/District), (Abingdon, Ock Mill Close)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Where existing restrictions are in place they should be enforced. I am supportive of further measures to improve road safety but we must make sure we are fully embedding existing policies/decisions while also looking to add new ones.	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support

(o16) Local resident, (Abingdon, Pudsey Close)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support About time we get some proper enforcement on traffic crime since TVP can't be bothered! Please look into expanding to further locations.
(o17) Local resident, (Abingdon, St John road)	Abingdon: Bath Street – Partially support Abingdon: Stratton Way – Partially support Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – No opinion

	Too many cameras being used in central ixford. Faringdon market place is a route out to the villages towards Brize	
(o18) As a business, (Abingdon, Station Road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Your proposals are not necessary nor part of any people led wish. This is Brave New World mixed up with 1984 driven by the pigs in Animal Farm. A load of humbug driven by nothing more than unsubstantiated propaganda underwritten with no scientific evidence as to any benefit.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o19) Local resident, (Abingdon,)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object

	Faringdon: Market Place – Object Kidlington: A44 – Object Another form of tax to fill the empty coffers of the council. We all know due to poor management and money spent on wars you are looking for other avenues to generate income. What about consent. When do motorists have then option to consent and how is our data being processed? What about human rights and the right to privacy. All valid points that are being ignored. We all know the constitution is a farce and you will implement regardless.	Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o20) As part of a group/organisation, (Abingdon Liveable Streets,)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Safety	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o21) Local resident, (Adderbury, Round Close Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Oxford: Barracks Lane – Oxford: North Way (U-Turn) –

	Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Dangerous, selfish and aggressive driving is unfortunately very common. Much more and better enforcement is required for everyone's safety.	Oxford: North Way (Left Turn) – Oxford: Rectory Road – Oxford: St Clements – Oxford: West Way/Botley Road – Witney: Market Square/High Street –
(o22) Local resident, (Aston, Saxe Close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Seems as though it is the only way to enforce the restrictions	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o23) Local resident, (Aston, Witney)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion

	Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion This would kill Witney high street further than you already have. The atmosphere of Witney high street is unique. Motor vehicles and pedestrians have lived in harmony together for decades. There is no need to change just for change sake.	Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o24) Local resident, (Bampton, Chetwynd Mead)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object I'd like to know the reason why the council want to stop traffic using the Hig street. There is no reason for it.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o25) Local resident, (Bampton, Glebelands)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object

	Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Why on earth would you want to add more restrictions to town and cities you have already throttled for trade, most are now full of barbers and coffee shops and this would be the final nail in the coffin.	Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o26) Local resident, (Bampton, Pococks Close)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Objecting due to it being just a money grab	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

(o27) Local resident, (Bampton, Church view)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object Please spend the money on fixing the roads instead of this - a waste
(o28) Local resident, (Banbury, farmfield road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support

(o29) Local resident, (Banbury,)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object Yet another waste of money. Mend the potholes to make the roads safer
(o30) Local resident, (Barford St Michael, Broad close)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object

	Kidlington: A44 – Object Witney: Market Square/High Street – Object The use of Automated Number Plate Recognition (ANPR) cameras by councils can be seen as a waste of public funds, primarily because they fail to account for human errors and the inherent fallibility of drivers. People make mistakes, such as accidentally entering restricted areas or making wrong turns, and harshly penalising these minor infractions through rigid fine systems does not consider the context of each situation. Additionally, while councils may argue that ANPR cameras enhance safety, they often serve more as revenue-generating tools, imposing financial burdens on residents, particularly those from low-income backgrounds who struggle to pay unexpected fines. Furthermore, studies indicate that while ANPR cameras may temporarily reduce violations, they do not lead to long-lasting changes in driver behavior, making the initial investment questionable. The reliance on technology for enforcement raises significant privacy concerns, as residents may feel they are under constant surveillance, leading to mistrust towards local authorities. Instead of investing in ANPR systems, councils could redirect funds towards community engagement programs that educate drivers about traffic regulations and safety, as well as improving road infrastructure to promote safer driving without the need for punitive measures. Overall, these alternatives can foster a more cooperative relationship between the community and the council, prioritising public welfare over profit.
(o31) Local resident, (Beckley, New inn road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – Partially support In appropriate response Kidlington: High Street – Partially support Marsh Baldon: Baldon Lane – Object Oxford: A420 – Partially support Oxford: Barracks Lane – Partially support Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion

(o32) Local resident, (Begbroke, Begbroke Lane)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – Object not cost-effective.
(o33) Local resident, (Bicester, Beverley gardens)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support To reduce traffic burden

Kidlington: High Street – **Object**
Marsh Baldon: Baldon Lane – **Object**
Oxford: A420 – **Object**
Oxford: Barracks Lane – **Object**
Oxford: North Way (U-Turn) – **Object**
Oxford: North Way (Left Turn) – **Object**
Oxford: Rectory Road – **Object**
Oxford: St Clements – **Object**
Oxford: West Way/Botley Road – **Object**
Witney: Market Square/High Street – **Object**

Kidlington: High Street – **Support**
Marsh Baldon: Baldon Lane – **Support**
Oxford: A420 – **Support**
Oxford: Barracks Lane – **Support**
Oxford: North Way (U-Turn) – **Support**
Oxford: North Way (Left Turn) – **Support**
Oxford: Rectory Road – **Support**
Oxford: St Clements – **Support**
Oxford: West Way/Botley Road – **Support**
Witney: Market Square/High Street – **Support**

(o34) Local resident, (Bicester, Bucknell Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – Support Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion Sheep Street continually has cars going through it when it should be pedestrian only.
(o35) Local resident, (Bicester, Foundation Square)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support

	Kidlington: A44 – Support Effective way of enforcing illegal behaviour.	Witney: Market Square/High Street – Support
(o36) Local resident, (Bicester, Graven hill road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Sheep street has been pedestrianised for a number of years. Should have been enforced from day 1. There is a rising bollard outside the lamb Inn however it's never operational! Given there are a number of establishments shopping sheep street that offer outdoor seating, it would seem ludicrous not to enforce this more.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o37) Local resident, (Bicester, Hawthorn walk)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – No objection Oxford: A420 – No objection Oxford: Barracks Lane – No objection Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – No objection

	Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: A44 – No objection To make the streets safer.	Oxford: St Clements – No objection Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – No objection
(o38) Local resident, (Bicester, Heather Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Sheep Street should be pedestrianised properly. Currently all manner of vehicles use it, especially bicycles/ scooters. The latter group are especially dangerous as they hurtle through with scant regard for pedestrians be it old or young. Heaven forbid what will happen if cycles are allowed to legally use it as a thoroughfare. Completely unacceptable.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o39) Local resident, (BICESTER, LINDEN ROAD)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion

	Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion The fact that the rising bollard at the end of Sheep Street Bicester has not been in operation for many years has led to increased unlawful traffic movements through Sheep Street and unlawful parking. Vehicles that are unlawfully parked are regularly reported to OCC for enforcement action by the civilian enforcement officers, but the same vehicles are parked in Sheep Street most days without any sanctions being applied. Many motorists completely ignore the no entry signs at the Market Square end of Sheet Street. I completely support the introduction of ANPR Cameras at either end of Sheep Street to protect pedestrians from unnecessary vehicle movements.	Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o40) Local Cllr (i.e. Town/Parish/District), (Bicester, Mallards Way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Bicester Sheep Street is a pedestrian only area in spite of the fact that pedal cyclists ride along it. Oddly, a consultation on whether to allow pedal cycling along Sheep Street was made by Cllr Gant with the result that around 80% of responses said it should remain pedestrian only, he has taken the decision to allow a trial period?! However,	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion

	as you included "Motorcyclists" in your list of why the campaign, I would like to know why Bicycles with an engine are included but not human powered bicycles? Oh, of course they don't have number plates to "catch the riders / owners!!!	
(o41) Local resident, (Bicester, Maple Rd)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I'm tired of people driving up the wrong way. They may have a permit to drive there but NOT THE WRONG WAY.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o42) Local resident, (Bicester, Mullein Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Noticed an increase of traffic in Sheep Street.	Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o43) Local resident, (Bicester, Oxlip Leyes)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion No need for this, there is rarely anyone contravening this restriction. Most people going through are delivery drivers, market traders etc and you are just going to make their lives harder	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o44) Local resident, (Bicester, Ruskin Walk)	Abingdon: Bath Street – Partially support Abingdon: Stratton Way – Partially support Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion

	Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Unnecessary waste of money. Bicester, intersection Bucknel Rd and B4100 needs a camera for both traffic congestion and illegal turning.	Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o45) Local resident, (Bicester, Severn Close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion This will push even more traffic onto roads around Bicester which will just gridlock the whole of Bicester even more.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o46) As part of a group/organisation, (Bicester, Sheep Street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Partially support Bicester: Sheep Street (Ped Zone) – Partially support	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion

	Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I manage Bicester Friday on Sheep Street. We do support ANPR, we've had to put a road closure in place because nobody operates the barrier. However, careful consideration will have to be made regarding market day. We have numerous traders, some regular, some casual. Some every week, some once/ twice a year. Different vehicles can be used. Some traders enter from the other end of the street due to driving lorries. It was also agreed when the market moved to sheep street 20 years ago, that residents and bank workers with permits also enter from the other end on a Friday. I guess the easiest thing would be to suspend the cameras on a Friday 6:00am-6:00pm	Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o47) Local resident, (Bicester, Southwold)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Partially support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion

	I only partially support this as it does seem to be a hammer to crack a nut. When it was pedestrian only, no attempts were/have been made to curtail cycling as it was deemed a waste of time. Now cycling is being trialed, expensive ANPR cameras are too be fitted . In my opinion it is more prudent and cost effective to FIX the auto barriers into and out of sheep street and have regular parking wardens patrolling than an electronic system more prone to failure	
(o48) Local resident, (Bicester, Vulcan View)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – Support Why bother having any restrictions in place if they are not enforced? They were clearly brought in for a reason.	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – No opinion
(o49) Local resident, (Bicester, Whitelands Way)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object

	Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object Reasons for objection: 1. Privacy Concerns • ANPR involves mass surveillance, collecting data on all vehicles, not just those involved in wrongdoing. • Critics argue it infringes on citizens’ rights to privacy. 2. Potential for Misuse • Data collected by ANPR could be accessed or used improperly by authorities or hackers. • There are risks of surveillance overreach and tracking individuals without sufficient cause. 3. High Costs • Installing and maintaining ANPR systems is expensive, including the costs for cameras, software, and infrastructure. • Smaller towns and communities may struggle to justify the investment. 4. Data Storage and Security Risks • ANPR generates large amounts of data that must be securely stored and managed. • Breaches in data security can lead to sensitive information falling into the wrong hands. 5. Risk of Misidentification • ANPR systems may misread plates due to poor camera quality, weather conditions, or damaged license plates. • This can lead to false accusations or penalties for innocent drivers. 6. Discrimination Concerns • Critics argue ANPR could disproportionately target specific communities, raising concerns of bias in its use. • Surveillance may be focused on certain areas or groups, leading to inequality.
(o50) Local resident, (Bicester, Winterbourne Close)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support

	Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support There are far too many drivers contravening restrictions and endangering pedestrians. And the issue seems to be escalating. Drivers have seen others do it and get away with it and now think they can aswell. It's getting ridiculous. Another area you should consider is the pedestrian area in Banbury
(o51) Member of public, (BICESTER, York Close)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support Safety of all.

(o52) Local resident, (Bicester,)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion Too many motorists ignore the pedestrian only zones. This should be extended to the pedestrian area between Sainsburys and Vue cinema.
(o53) Local resident, (Bicester,)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – No opinion

	Whilst some may not like the rules, they are required to be followed. There are established processes to follow to change the rules rather than just ignore those that one does not like	
(o54) Local resident, (Bicester,)	Abingdon: Bath Street – Object Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – No opinion This is in no way a "Safety", or for the well being of the community. This is a very clear push for the council to get more money from their already ridiculous spending, which is why they "need" to install a a dozen of cameras.
(o55) Local resident, (Bicester, Banbury)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – No opinion Kidlington: A44 – Support As bicester in pedestrians it's really confusing when a car goes down here. Making it unsafe for the pedestrians. But we also have a trial of cyclists being allowed which is also dangerous for children and the elderly.	Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o56) Local resident, (Bicester, Mallards way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Because currently sheep street is not policed according to restrictions and this is an issue, especially with electric mobility scooters and cars/ vans. Dangerous for pedestrians.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o57) Local resident, (Bicester, Merganser Drive)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support

	Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Every day I see cars entering sheep street ignoring the no entry signs from the market square to go to the bank. Surely the cars should enter from the other end of sheep streets to deliver or go to work.	Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o58) Local resident, (Bicester, Merlin way)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Na	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o59) Member of public, (Bicester,)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object

	Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Because you are nasty evil communists that are destroying a once wonderful county.	Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o60) Local resident, (Bicester and witney,)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Bicester sheep street - no objection - Not entry - unauthorised vehicles should not enter, this should be enforced Bicester sheep street - support - unauthorised vehicles should not be using the pedestrian area as this is a hazard to people walking in the area, especially elderly and children. Witney - object - the high street should not be a non vehicles route, it needs reopening to enable locals to use the town properly, sensible parking provision needs to be made, such as limiting permitted parking time, enabling swift visits to shops to be made etc supporting local businesses	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

(o61) Local resident, (Bicester/ resident, Elderfield road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support When using “pedestrian “ Sheep street there are cars, scooters and bicycles using it who are not pedestrians and it is quite dangerous. We have seen quite a few near misses. An accident waiting to happen. Bring on the cameras please please!
(o62) Member of public, (Biscester, Pringle drive)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

	I don't want to live in a police state	
(o63) Member of public, (Bosham, Bosham Lane)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object I object to this method of raising revenue	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o64) Local resident, (Botley, Hurst rise road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object

	Kidlington: A44 – Object Object due to an Invasion of privacy	Witney: Market Square/High Street – Object
(o65) Local resident, (Botley, Springfield road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion As a resident of Botley and daily commuter to Thame, I rarely witness users committing any of these contraventions, except north way left turn which I have seen. Separately, why not permit motorcycles to use the bus lanes? This will only help with the appalling Oxford traffic, and keep motorcyclists safe	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Partially support Oxford: Barracks Lane – Partially support Oxford: North Way (U-Turn) – Partially support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Partially support Oxford: St Clements – Partially support Oxford: West Way/Botley Road – Partially support Witney: Market Square/High Street – No opinion
(o66) Local resident, (Botley,)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object

	Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Because it's not about enforcement. Its to squeeze money out of the motorist.	Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o67) Local resident, (Burford, Frethern close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney high street should be opened. The town is dying due to your ridiculous ideas. Fix potholes before you waste money on other pointless projects!	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o68) Local resident, (Burford, Priory Lane)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object

	Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object This allows OCC to use ANPR to generate money from mostly ideologically-created schemes which make it harder for the county's residents to travel freely. Witney's High Street closure to private cars, for example, is purely ideological. This is unreasonable use of council power.	Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o69) Local resident, (Carterton, Dovetrees)	Abingdon: Bath Street – Object Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion The temporary closure of the high street for covid is now becoming more permanent and having a negative affect on traders within the town. Foot fall in the town has never recovered since and I believe the closure plays part in this. Whilst cameras are not currently in place, from what i have witnessed the closure is relatively well adhered to by most. The erection of a camera I feel would be even further wasted funds by the council. Much like the the cost, planning (lack of) and execution of the new speed limit signs around the town. I am strongly for the reopening of the high street along with a strong percentage of the community which is why I am opposing.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

(o70) Local resident, (Carterton, Hill View)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – Support Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Support Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support I think these restrictions are currently unenforceable in their current state. Either use ANPR to enforce them, or remove them altogether.
(o71) Local resident, (Carterton, Lawton avenue)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney high street should be open to traffic as before . There is no benefit to closing the high street as there are traffic calming measures in place and pedestrian crossings	Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o72) Local resident, (Carterton, Lilac Way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Not clear how enforcement will exclude those with blue badges that can be used in any car.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o73) Member of public, (Carterton, Sedge Way)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object

	Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object There are far too many roads closing or suddenly having restrictions for driving on them. We do not all walk or ride push bikes, and neither should we be forced to.	Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o74) Member of public, (Carterton, Shillbrook avenue)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Personal opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o75) Local resident, (Carterton, Shilton)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object

	Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Focus on supporting other areas of the community like fixing potholes with the money set to be used making this than trying to find more ways to take more money when cost of living already unaffordable	Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o76) Local resident, (Carterton, Elmhurst way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney high street should be reopened there is no need for the restrictions to be there. The original road closure was because of COVID and it's been a hindrance to shop owners, delivery companies, couriers and the public the proposed measures will make it even worse.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o77) Local resident, (Carterton, Queens Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion

	Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney high st should be reopened as most shop owners want	Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o78) Local resident, (Cassington, Bell Lane)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – Object Kidlington: A44 – Object I think these barriers to movement will cause further gridlock around Oxford and would cripple the businesses in Witney High Street. The restrictions in place have already had an impact and this will be a step too far.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – No objection Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o79) As a business, (Chadlington, Ashcroft Close)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object

	Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object Wasting money on these projects while the roads are falling apart.
(o80) Local resident, (Charlbury, Woodstock Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object We live in Charlbury and use Witney for our shopping and other services. My wife has just had a foot operation and will be very unsteady on her feet for a year or so. I had hoped to take her to Boots Opticians in Witney High Street shortly, to drop her off, park in Woolgate, then collect her after the appointment. The ban on vehicles will make this impossible. The condition will not last for three years so she cannot obtain a blue badge.

(o81) Local resident, (Charlbury, Ditchley Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support The restrictions need enforcement to keep others safe.
(o82) Member of public, (Chipping Norton, Walterbush Road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

	All of these restrictions have an adverse effect on businesses & only serves to increase traffic congestion & emissions everywhere else , I will never support Orwellian surveillance	
(o83) Local resident, (Chipping Norton, Bliss Mill)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Before wasting more money on cameras please fix the pot holes, damaged kerbs, broken road signs, blocked drains etc that get ignored for years.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o84) Local resident, (Clanfield, Manor Lane)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – Object Kidlington: A44 – No opinion The acces from West to East is already restricted. When a double decker bus is trying to go from Church Street into Marlborough St and there are HGV's travelling eastwards along Marlborough St then there is no other alternative than to us the existing bus lane. If an APNR camera is placed on this short run then there will be a gris lock situation on a regular basis	Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o85) Local resident, (Clanfield Bampton, Bampton)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object This is absolutely nothing to do with road safety and everything to do with raising money for the Council.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o86) Member of public, (culham, High Street)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object

	Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object They are in effect spying cameras. Far too much overreach. They will be able to do far more than their intended purpose and I am not convinced that they are actually needed for their intended purpose. Do you have data indicating the frequency of transgressions at these locations?	Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o87) Member of public, (Cumnor, Abingdon Road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object None of these proposals are necessary	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o88) Local resident, (Curbridge, Witney, Wheatfield Drive)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion

	Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion This would affect my mother who is a blue badge holder. She needs access to several businesses in the High Street, Witney which she would not be able to do including the local market. Closing the High Street has also pushed more traffic into Corn Street and around the back of Waitrose which at times is grid locked. Corn Street at rush hour is a particular concern with cars parked for fast food takeaways from 5.00 pm causing significant traffic problems for traffic trying to get through the two narrowed humped areas. Traffic flowed much better before the High Street was closed to traffic. The closing has also changed the whole feel of Witney as a Market town.	Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o89) Local resident, (Deddington, High Street)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

	Many of the road features being controlled in this project are only required during peak times and are often in place just to prevent congestion. In most cases the manoeuvre is safe / acceptable to be carried out during off peak times or in special circumstances when it will not impact other road users. The use of ANPR does not distinguish between when these manoeuvres are safe to carry out or not, and does not allow law enforcement people to make a judgement on whether any punishment is proportionate. In particular, 2 wheeled vehicles can often carry out these manoeuvres without a safety risk or inconveniencing other road users.	
(o90) Local Cllr (i.e. Town/Parish/District), (Deddington, Mill Close)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Partially support	Kidlington: High Street – Partially support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support No comment other than to observe that not one rural village has been included which is unacceptable . Deddington Traffic lights are an accident injury site - deaths have occurred on 3 of the entrances to Deddington and DPC have urgently requested to reinstate the cameras' at the traffic lights . Why are the villages being ignored>
(o91) Member of public, (Didcot, Blackthorn Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support

	Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support I make almost all of my journeys by car, as I carry medical equipment with me at all times. I only live near two of these proposed sites, but I routinely see cars and other motor vehicles contravening the no entry/one way signs causing danger to cyclists, and to the children at the nursery school on that road. I assume based on this that standards of driving are equally poor elsewhere in Oxfordshire. ANPR cameras at the proposed sites would only affect people that are breaking the law, so I fully support their use. If drivers feel they may accidentally end up driving the wrong way down a one way street, through no entry signs, or into pedestrians, perhaps they should consider taking a course of refresher driving lessons or handing in their license to the DVSA. Please ensure emergency services are engaged in these proposals. Not all of the resources used for emergency response are liveried or using blue lights, so make sure where appropriate (i.e. bus gates and no motor vehicles with exemptions) a way for such resources to be permitted through is implemented.	Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o92) Local resident, (Didcot, Brasenose)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object

	Kidlington: A44 – Object Witney: Market Square/High Street – Object Redesign to remove the hazard rather than use the hazard to raise money. Fiens cause stress and alienate government from the people
(o93) Local resident, (Didcot, Ly)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object I find it egregious that the council is even thinking of punching drivers and local residence in the area.. This is an absolute waste of public funds and I'm surprised that the new government is allowing a council to be so reckless with taxpayers money. I should think that local council have better things to do that to make life difficult for residence Motorist and the public. I respect the decisions made but this is absolutely shocking and you will be losing my vote. Please apply some common sense and say no ! object.
(o94) Local resident, (Ducklington, Tristram Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion

	Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney market square is much improved by the traffic restrictions however there are a number of vehicles that are increasingly using the route and making this public knowledge on Facebook. Hopefully it will also encourage more walking/cycling to and around the town.	Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o95) Local resident, (Ducklington, Park Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Too many motorbikes and cars completely ignore the current signage. However, I actually think the High St and Market Square should be opened up again properly now.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o96) Local resident, (East Oxford., Hurst Street)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support

	Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – No opinion Kidlington: A44 – Support I support the ANPR restrictions (in the locations I'm familiar with or live near to) as a way of reducing traffic & promoting alternative forms of transport.	Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o97) Local resident, (eynsham, acre end close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion My unease about ANPR generally is its indiscriminate nature: these cameras, linked to the computerized issue of penalty notices, cannot exercise good judgement; the briefest of infractions in the 'wrong' place can lead to a heavy penalty. This fuels not support for a declared purpose but resentment of punitive pettiness. 'Enforcement' measures	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – Partially support Witney: Market Square/High Street – Object

	like this one risk undermining their own official rationale: instead of increasing regard for real road safety they come across as disproportionate and a form of robotic revenue raising.	
(o98) Local resident, (eynsham, acre end close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – Partially support Witney: Market Square/High Street – Object Here's a point I want to add to my previous response: trying to avoid an automatized penalty --it's dark, it's wet, a bus lane's painted boundaries may have worn thin-- may well unduly limit or distract a motorist's attention from far more important safety factors -- an unlit cyclist in dark clothes, appearing as it were from nowhere. Cameras cannot read the sum of road conditions: they are interested in one thing only...
(o99) Local resident, (Eynsham, Hanborough Close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion

	Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Only one I have an opinion on is Witney high street. My partner is a blue badge holder and has access to three vehicles (mine and their parents) and any enforcement mechanism has to allow for multiple cars using the same blue badge.	Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o100) Local resident, (Eynsham, Hazeldene Close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Personally I prefer this street being closed to traffic. It makes it far easier to cross and creates a more peaceful street. So long as buses, delivery drivers and blue badge holders can have access I have no problem with ANPR being installed there. Hopefully it will stop those cars that drive like idiots going through there. With all the free parking in Witney a short walk away, there is no need for people to park on this stretch of road. I don't think that opening this road to traffic would make much difference to traffic on other routes at peak times. Please keep this stretch closed to traffic!	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o101) Local resident, (Eynsham, Merton Close)	Abingdon: Bath Street – No objection	Kidlington: High Street – No objection

	Abingdon: Stratton Way – No objection Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: A44 – No objection Not familiar with most of these places but I think traffic enforcement is a good thing so I have no objection. I am familiar with West Way/Botley Road and Witney and would really support enforcement here, especially in Witney where loads of ordinary cars seem to pass through the restricted area.	Marsh Baldon: Baldon Lane – No objection Oxford: A420 – No objection Oxford: Barracks Lane – No objection Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – No objection Oxford: St Clements – No objection Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o102) Local resident, (Eynsham, Thornbury road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support

	There are too many selfish people that believe that the rules don't apply to them and are emboldened by lack of enforcement of such traffic rules. These traffic rules are about making our urban areas more accessible and safe for people. I'm all for. My only comment is that several of these locations have poor signage that could be improved for greater clarity of where cars cannot go.	
(o103) Local resident, (Faringdon, Coxwell Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – Partially support Kidlington: A44 – No opinion Please could we have an ANPR camera on Coxwell Road, Faringdon, as far too many vehicles are exceeding the 20mph speed limit.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Oxford: Barracks Lane – Oxford: North Way (U-Turn) – Oxford: North Way (Left Turn) – Oxford: Rectory Road – Oxford: St Clements – Oxford: West Way/Botley Road – Witney: Market Square/High Street –
(o104) Local resident, (Faringdon, Gravel Walk)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – Partially support Kidlington: A44 – No opinion Faringdon - supportive of scheme, however would be keen to understand where the anpr camera works trigger, have seen multiple cars forced to used the bus lane to pull into due to buses or lorries turning right out of the market place without giving way to cars already travelling through the width restricted road. In these cases the start of the bus lane is the only place to pull into, ideally the anpr camera would be sighted further up the bus lane to avoid penalising these drivers	Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o105) Local resident, (Finstock, School road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney should be open to traffic, the closure is unnecessary. Oxford should allow motorcycles in bus lanes.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o106) Member of public, (Freeland, Walkers Close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – No opinion

	Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – Partially support Witney High Street. Drivers are regularly and routinely ignoring the regulations. This is happening more and more as there is no enforcement. Either the ANPR cameras should be installed and fines issued or the entire plan should be scrapped. It is annoying to see the regulations routinely and blatantly ignored	Oxford: A420 – Oxford: Barracks Lane – Oxford: North Way (U-Turn) – Oxford: North Way (Left Turn) – Oxford: Rectory Road – Oxford: St Clements – Oxford: West Way/Botley Road – Witney: Market Square/High Street –
(o107) Local resident, (Goring on Thames, Limetree Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support We need to encourage better behaviour by vehicle drivers everywhere in the county	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Oxford: Barracks Lane – Oxford: North Way (U-Turn) – Oxford: North Way (Left Turn) – Oxford: Rectory Road – Oxford: St Clements – Oxford: West Way/Botley Road – Witney: Market Square/High Street –

(o108) Member of public, (Guilford, Highclere)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object We need to stop persecuting motorists, and have a big boy debate about traffic and speed
(o109) Local resident, (Hailey, Hemplands)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

	It is a very short step from APNR data collection, to ANPR parking enforcement, thus at a whim of some future council, the free car parks that are a feature of Witney can be easily privatised/monetised.	
(o110) Local resident, (Hailey, Poffley End)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – Object The partial closure of Witney high street is not supported or welcomed by local residents or business owners. The alternative roads are clogged with traffic and this closure only makes pollution worse. It also negatively impacts the weekly market and farmers market.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – Support Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o111) Rather not say, (Halstead, Cherry Tree Close)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object

	Faringdon: Market Place – Object Kidlington: A44 – Object I'm totally fed up with authorities putting every motoring issue down to speed, as we are aware these are firstly cash machines and secondly free to purchase and install as the fine will pay the cost. When it comes to looking at the correct solutions in many cases this costs money and as soon as this is mentioned panic prevails. Example - where I live we have a long High Street which is a bury cut through to access Bury St. Edmond's and alike. There are times during the day when traffic crawls along the High Street at 5mph (if you are lucky). The building and development of our area has moved into ridiculous figures and for many years residents have pushed for a by-pass suggesting developers and businesses i.e. new shops contribute to the cost of a by-pass after all they are part cause of increased congestion within our area. But no this is still merely a talking point. The High Street has two Zebra crossings and a Pelican crossing, they all run out of sink and create massive tailbacks. It has been suggested that the Zebra crossings be removed and replaced with Pelican crossings which could all be timed to change at the same time stopping and starting things at the same time, getting more vehicles through, but again this is never heard of as we are talking money and not paid for like ANPR cash machines. Numerous ideas have been suggested and ignored as it would mean spending money and not generating income for free. Yet someone steps out from behind a bus into the path of a car and all of a sudden motorists are at fault and cars race up and down the High Street, this is rarely the case and if so probably caused by frustration waiting in long queues of traffic. I agree there are motorists out there who abuse the rules but this does not mean we need a camera every time someone throws a fag packet out of the window, just some to enforce the issue when it occurs. My take is cameras are not the option in all cases and if a spend is required to keep things moving the spend should be made and paid for by those building and increasing the traffic in our areas.	Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o112) Local resident, (Headington, Mark Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support

	Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support I have seen so many close crashes due to drivers dangerously ignoring the signs. They usually go much faster too as they know they shouldn't be doing it. ANPR and speed cameras should be in many more places in my view. There should also be cameras on traffic lights as so many people run the lights now, especially at roundabouts.	Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o113) Member of public, (Headington, Prefer not to say)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object These initiatives are not welcomed, as they deemed to be unnecessary, and an extreme overreach.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o114) Local resident, (Headington, Burrows close)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object

	Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Money making scheme Sort out the real problem the county has	Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o115) Local resident, (Headington, Skene Close)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Stop spending money on this when there are more pressing matter for money to be spent on	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o116) Local resident, (Headington Oxford, Bateman Street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Oxford: Barracks Lane –

	Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion As a regular bus user and pedestrian in Oxford, St Clements is always a nightmare, especially with reckless driving, either preventing the bus from moving forward, or me from moving forward. The general fallout of honking cars and frustrated individuals is also unpleasant. I fully support better enforcement of traffic regulations around St Clements.	Oxford: North Way (U-Turn) – Oxford: North Way (Left Turn) – Oxford: Rectory Road – Oxford: St Clements – Oxford: West Way/Botley Road – Witney: Market Square/High Street –
(o117) Local resident, (Henley-on-Thames, Peppard Lane)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Increased road safety	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support

(o118) Local resident, (High Cogges nr Witney, High Cogges)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object Witney, my home town, you have killed the community, I now drive yo carterton to shop or visit Lidl kn the Ducklington roundabout. Who has time to walk 10 mins to the market bigger shops, make the high street 30 minute Parking, bmyoull bring back ships and footfall trade! It's such a shame having lost my home town as it is now, a ghost town without parking or business.appears to me and everyone I know who lives there! 30 minute parking in high street and 1 hr pay and display on Church green..
(o119) Member of public, (hungerford, high street)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object

	Kidlington: A44 – Object Motorists pay too much tax already This is not about 'carbon' - otherwise producing the cameras and shipping them from China would be an issue wouldn't it? And it's not about safety - people aren't your concern - it's all about the money It's always about the money.	Witney: Market Square/High Street – Object
(o120) Local resident, (jericho, kingston road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – Partially support Didcot: Lydalls Road (One Way) – Partially support Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion will these expensive and intrusive cameras enable proper enforcement action against e-bikes, scooters and cyclists who infringe the law.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – No opinion
(o121) Local resident, (Kennington, Kennington Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support

	Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support the rules of the road are regularly ignored as people believe they are above the highway code. such measures are in place to the benefit of other groups than drivers and so anything to enforce the measures would be a benefit to the area.	Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o122) Local resident, (Kennington, River View)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support A minority of bad drivers endanger other road users by ignoring basic requirements. A lack of enforcement of basic norms such as speeding, pavement parking also encourage others to become rule breakers. The more enforcement of rules the better general behaviors will become.	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o123) Local Cllr (i.e. Town/Parish/District), (Kennington, River View)	Abingdon: Bath Street – Support	Kidlington: High Street – Support

	Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support I support the use of technology to enforce issues of road safety. I believe there is widespread support for removing bad drivers from our roads. There is often frustration from the public that there are ever more restrictions but no enforcement to go with it. Therefore the good/average driver is penalised for the impact of the bad minority (who likely ignore any restrictions). Enforcement will bring the public along with improvements in road safety by demonstrating that bad drivers are being caught.	Marsh Baldon: Baldon Lane – Support Oxford: A420 – Oxford: Barracks Lane – Oxford: North Way (U-Turn) – Oxford: North Way (Left Turn) – Oxford: Rectory Road – Oxford: St Clements – Oxford: West Way/Botley Road – Witney: Market Square/High Street –
(o124) Local resident, (kidlington, garsington road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

	A council is there to provide services, not put in place idealistic controls. Oxford city centre is dying. Businesses closing down. All because you want to control people. That is not your job. You are there to also help support businesses, therefore income, wages, business rates and taxes. Stopping everyone travelling in and around the city is/will kill it. It's already evident that your traffic controls are harming the town. Just stop.
(o125) Local resident, (Kidlington, Morton Avenue)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object Specifics Didcot - Lydalls Road (No Entry): You need to put a "no entry" sign Location: A44 / Woodstock Road: The map doesn't say where this is. High Street, Kidlington: the sign says pedestrian zone, The camera has to ascertain whether the vehicle is a permit holder, blue badge holder, or is loading. How do you define loading? 1. if I am purchasing materials and putting them in a car, will you fine me, just because it is not a truck loading large quantities? There are several business here where good can be purchased. How will I take them away is no vehicles are allowed? (unenforcable) This is likely to disrupt normal activities and cause completely unnecessary aggravation. 2. some signs have ben there for a number of years but never enforced. Baldon Lane: how does the camera know if it of for access or not (unenforcable) Rectory Road: already has a no entry sign, no need to put a camera.

	St Clements: the imposition of many side road closure has the consequences of jamming up St Clements. If these restrictions were lifted the flow would be much better. Regarding signs 618.3B (Schedule 8, Part 2, item 1) and 618.3C (Schedule 8, Part 2, item 2) In the dark, driving along a road, with traffic behind you, reading a sign in small print that says "no vehicles Mon - Sat 10 am - 4 pm except (disabled user) and for loading by (a truck). Is it safe on a busy road to stop and read the sign? It would be better to stop traffic at all times rather than allow it sometimes.	
(o126) Local resident, (Kidlington, The Moors)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support I strongly support these proposals. ANPR is a cheap and efficient way to enforce these traffic restrictions.
(o127) Local resident, (Kidlington, Woodstock Road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object

	Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object The use of such surveillance equipment has gone beyond what is reasonable in a free society. I do not believe that these proposals will do other than generate revenue.	Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o128) Local resident, (Kidlington, Brasenose)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object There are already restrictions in place we do not need cameras as well	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o129) Local resident, (Kidlington, Lyne road OX51TW)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – Object

	Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – Object Not all busses use the bus lane on the banbury road into Oxford from kidlington	Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – Object Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o130) As a business, (Kidlington Oxford, High Street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I manage the Helen and Douglas charity shop on the High Street. As a charity we rely on donations from the public, often by the car load. If this goes ahead it will have a detrimental affect on our ability to raise money for our children's hospice.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o131) Local resident, (Kirtlington, Heyford Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion

	Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Good idea as it isn't enforced now. Cycling in sheep street is also banned but that isn't enforced either. If there is money to spare on a pry then please use it to enforce the 20mph restrictions in the villages that are totally ignored by a lot of motorists who know there is no penalty.	Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o132) Local resident, (Launton, Bicester Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Need to make Sheep Street safer for pedestrians	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion

(o133) Local resident, (Launton, Station Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion So many cyclists and electric bikes and scooters use Sheep street Bicester, makes it hazardous for pedestrians and children.
(o134) Local resident, (Leaffield, Fairspear road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

	Believe it not helping safety on witney high street. And it will punish disable drivers and delivery drivers for local businesses	
(o135) Local resident, (Leaffield, Lower End)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney High Street has low foot fall and lack of atmosphere. Lift the ban on vehicles down the High Street and enable passing trade, just as businesses have voted for in the past.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o136) Local resident, (Leaffield, Chapel Close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – Object Kidlington: A44 – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object Faringdon - no reason to close it. Buses have their own route onto the market place & it's a direct route from the radcot road without putting extra pressure on London St. If not careful it'll feel like pre bypass days! Witney - again, no need to close off & hardly any local people Inc most of the businesses want it closed. It's not like we have ever been listened to over this! Keep it open, it's not like it can be pedestrianised. If some people can use it why not everybody?
(0137) Local resident, (Lew, Lew)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object Dear Sir/Madam, I am writing to formally object to the proposed introduction of an Automatic Number Plate Recognition (ANPR) system at Witney Market Square. While I understand the intention behind the proposal is likely aimed at managing traffic and enforcing restrictions, I have serious concerns about the potential negative impacts on the community, local businesses, and the historical nature of this public space. 1. Negative Economic Impact on Local Businesses Witney Market Square is a vital hub for independent shops, cafes, and market stalls. Introducing an ANPR system risks discouraging visitors due to fears of fines or confusion over parking and traffic regulations. Many small

	businesses already face challenging economic conditions, and a reduction in foot traffic would further strain their ability to operate sustainably. 2. Accessibility Issues for Residents and Visitors ANPR enforcement could disproportionately affect residents and visitors unfamiliar with local restrictions, including elderly or disabled individuals who may struggle to navigate digital systems or pay fines online. This may undermine the square's accessibility and inclusivity. 3. Heritage and Aesthetic Concerns Witney Market Square is a historic area with significant cultural and architectural value. Installing ANPR cameras and associated signage would detract from its visual appeal, potentially compromising its character and charm. Preserving the integrity of this heritage site should be a priority. 4. Data Privacy and Surveillance Concerns ANPR technology raises issues around privacy and data collection. The surveillance of residents and visitors may lead to concerns about the misuse or security of personal information. Transparency and robust data governance measures would need to be clearly outlined, but even with these, many citizens are uncomfortable with increased surveillance in public spaces. 5. Alternative Solutions Should Be Explored If traffic management or parking enforcement is a concern, alternative solutions, such as improved signage, physical barriers, or human enforcement during peak times, could be more community-friendly and less intrusive. Investing in education and communication about restrictions may also be more effective in the long term. Conclusion In light of the significant economic, social, and cultural concerns, I respectfully urge the council to reconsider the introduction of ANPR technology at Witney Market Square. I encourage a broader consultation with residents and stakeholders to explore alternative measures that balance traffic management with the needs of the local community and the preservation of our historic town center. Thank you for considering my objection. I look forward to further updates on this matter.	
(o138) Rather not say, (Logistics, Barnfield)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object

	Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object This is purely a revenue raising exercise and has nothing to do with safety or traffic flow improvement. Imposing a fine after the event does not prevent a possible accident. If safety was the councils main concern then junctions etc would be designed, engineered and clearly signed in such a way as to prevent an illegal manoeuvre, but this would cost money rather than raise easy revenue.	Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o139) Local Cllr (i.e. Town/Parish/District), (Marsh and Toot Baldon, Baldon Lane)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Reinforcement of the restrictions will ensure safety of road users and pedestrians. In Particular the proposed enforcement via ANPR for Baldon Lane will reduce traffic through a narrow lane, single track in places, and will ensure safety of resident driver and pedestrians.	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o140) Local resident, (Marsh Baldon, Baldon lane)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Object

	Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion As a resident I have specific objections and concerns regarding ANPR implementation in marsh baldon including privacy issue, surveillance, and the potential for misuse. 1. Privacy Concerns - ANPR cameras collect and store data on individuals' movements, which can be seen as an invasion of privacy. - The technology creates a detailed record of people's whereabouts without their consent, potentially violating the right to anonymity. 2. Surveillance Overreach - The widespread deployment of ANPR cameras can lead to a surveillance state where citizens are constantly monitored. - Such systems can erode public trust in authorities if they are perceived as tools of control rather than safety. 3. Data Security and Misuse - The data collected by ANPR cameras could be vulnerable to breaches, putting personal information at risk. - There's a potential for misuse of this data by authorities or private companies, such as tracking individuals for purposes unrelated to law enforcement. 4. Effectiveness and Proportionality - Evidence on the effectiveness of improving traffic management is mixed, raising questions about whether the benefits justify the intrusion. - The cost of implementing and maintaining ANPR systems might outweigh their utility. It is not clear to me what major problem the council are trying to solve by implementing this anpr system in marsh baldon as we do not have a major traffic issue. Is it just an opportunity to make additional revenue?
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	I do not support the move and would like the council to reconsider the implementation.
(o141) Local resident, (Marsh Baldon, Baldon Lane)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Object Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion We (including my family) live in Marsh Baldon. I understand that the road through the Baldons is 'Access Only'; however, in sixteen years of living here, I have never perceived the traffic volume through the Baldons to be noticeable, let alone a nuisance. In our view, ANPR cameras would be a solution to a non-existent problem and, as such, would be a complete waste of scarce public money. We ask: 1) that you release the detailed data behind your traffic survey, to explain whether the 80 cars observed coming through the Baldons is a one-off measurement, or an average over time (i.e., over how many days did the survey take place and when?) 2) how you have identified that the 80 cars are all non-resident (or otherwise explain what 80 vehicles means); specifically, how exactly did you determine that a vehicle was breaching the 'Access Only' rule? 3) of the non-resident cars identified, how many were courier / supermarket delivery vehicles (the Baldons have no shops and home deliveries are used now very extensively...and can you confirm that such vehicles will not be subject to fines? 4) what happens if a Baldons resident drives through the village? For example, I have, on occasion, driven from Screwfix in Cowley to the turning to the Baldons on the B480, gone past my house and exited to the A4074 in

	Nuneham Courtenay on route to my parents in Dorchester on Thames, returning later to my house...do I count as breaching the access only rule, given I'm a resident? 5) which of the six location criteria apply to the Baldons; for example, if you are claiming criterion v) Have recorded evidence of accidents, or ancillary information relating to accidents of near misses...how have you determined that such incidents relate to vehicles breaching the Access Only rule and not residents? 6) the impact assessment you have conducted to demonstrate net benefit from installing ANPR cameras. IAs are part of what I do professionally; I think it is pretty unlikely that the amount raised in fines (which, incidentally, under HM Treasury rules, cannot be included in an IA, but put that to one side) would offset i) the cost of the cameras and their subsequent maintenance, ii) the cost to drivers of making successful appeals (e.g., couriers who most likely drive through the villages) and iii) the cost to the County Council of managing challenges to enforcement notices.	
(o142) Local resident, (Marsh Baldon, Baldon Lane The Green)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support We have signs stating the road is for access only which are not adhered to and being used as a short cut. It is a very rural setting and dangerous for people walking along the road as there are no footpaths
(o143) Local resident, (Marsh Baldon, Marsh Baldon)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion

	Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support In general I want to stop traffic cut through. I chose no opinion in some cases as I don't know the area	Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o144) Local resident, (Marsh Baldon, Pebble Hill)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Makes sense to enforce the regulations	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o145) Local resident, (Marsh Baldon, Pebble Hill)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support

	Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support My understanding is that these measures are to enforce the regulations that already exist. In Marsh Baldon it would really help. The narrow road through The Croft is also a blind corner and you often have to reverse back at the pinch point. The Green is being eroded as a result of vehicles reversing.	Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o146) Local resident, (Marsh Baldon, The Croft)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – Support I'm interested in how the proposed systems for Baldon Lane will distinguish between vehicles using the route as a "rat run" and those of: • Local residents	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion

	• Parents etc of school students • Customers of the villages' 2 pubs • other "legitimate" visitors ...any of whom might properly enter and leave the village in either direction	
(o147) Local resident, (Marsh Baldon, The Croft)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion This road through The Baldons is a narrow winding road which if used inappropriately becomes dangerous for residents and pedestrians. I would like to see restrictions in place for through traffic so that the area stays safer for residents, children, pets and farm and equestrian purposes as well as preserving the natural environment. We get a lot of fly tipping, and rubbish thrown from cars not associated with the villages.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o148) Local resident, (Marsh Baldon, The Croft)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I support the ANPR camera for Marsh Baldon as there is far too much “cut through” traffic that passes through, what is an access only village	Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o149) Local resident, (Marsh Baldon, The Green)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – Support Kidlington: A44 – Support It will help reduce traffic and ratruns. As I understand it there are sufficient alternative roads that can be used without disturbing smaller roads and communities.	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – Support Oxford: St Clements – No opinion Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o150) Local resident, (Marsh Baldon, The Green)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion

	Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Marsh baldon suffers from serious amounts of rat run short cutters who disregard the speed limits and endanger residents.	Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o151) Local resident, (Marsh Baldon, The Green)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion The village is a no through access and dispute there are regular users who use the narrow roads, with some parts single carriageway as a short cut. Some of these drivers drive at speeds in excess of the speed limit	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o152) Local resident, (Marsh Baldon, The Green)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support

	Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion vehicles already ignore the fact that signage says it's for acces only in the village	Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o153) Member of public, (Marsh Baldon, The Green)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I am alarmed by the number of vehicles using Baldon Lane as a shortcut, for fly tipping. Excessive speeds are a real danger to life	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion

(o154) Local resident, (Marsh Baldon, The Green, Marsh Baldon)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Marsh Baldon is all too often used as a rat run and the roads are not capable. Too many pot holes that are bad enough for those that do actually need to use them. It would be okay if the roads were in good shape but that's never going to happen.
(o155) Local resident, (Marsh Baldon, The Rickyard)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Partially support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion

	I am curious as to what measures would be in place to prevent residents of Marsh Baldon and Toot Baldon who use the access only route to gain access to their village and for whatever reason, decide to carry out a last minute errand and exit the village thus triggering an ANPR violation? Residents have the right to use the highway but should not be penalised if their plans change for whatever reason. Similarly, what provision would be in place for our friends who might either may a speculative visit to then find no one is at home, large numbers of cars coming to a party, to drop an item off or to give the homeowner a lift home, who then exit and trigger an ANPR violation. I am slightly concerned that there are many potential unintended consequences and that residents and their friends and families are protected from these. Maybe a database of number plates associated with a particular resident's address?	
(o156) Local resident, (Marsh Baldon, Baldon lane)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Enforcement of the highway rules are required due to high volume of traffic ignoring rules daily, breaking speed limits and damaging verges and flooding culverts. This is a no brainer, the rules of the road are clearly being broken demonstrated by figures gathered in 2024 and road rules must be enforced.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o157) Local resident, (Marsh Baldon, Marsh Baldon)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection Banbury: Rother Road – No objection	Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – Object Oxford: A420 – No objection

	Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: A44 – No objection i completely object to the Marsh Baldon APNR proposals. It is unnecessary within a village setting in the countryside. with the pilot trial a few months ago i feel that the reasons for people accessing the village were not established so the estimated 80 contraventions per day is not necessarily correct as the reasons people drove into the village was not established to my knowledge. Many will have been delivery vehicles and school access. I object to unnecessary monitoring by cameras. i do not want to live in an area with APNR at the entrance to our village. i worry that people will not feel welcome in the church or the pub, or feel they can pop in to see if a friend is at home. it feels too monitored and unwelcoming. Are the cameras going to be at the entrance to Toot and Marsh Baldon and only send a penalty charge notice (PCN) if a car comes in and out a different way (so cutting through the villages and not stopping) or are they going to be only at Marsh Baldon? it is not clear. Are we going to have access to a real person to telephone if we as residents go through or a friend of ours goes through or is it going to be an instant penalty charge with very difficult communication to say why we were picked up on ANPR. in my experience companies running these systems are not easy to communicate with. Please do not put ANPR into villages within this county. what happens if you put it in and then villagers do not like it? will you take it out again? It makes the county feel like big brother. i am very upset about this and would like to strongly object to the proposal to put cameras up in Marsh Baldon.	Oxford: Barracks Lane – No objection Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – No objection Oxford: St Clements – No objection Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – No objection
(o158) Local resident, (Marsh Baldon, The Croft)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion

	Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion March Baldon - Baldon lane - I believe it will discourage drivers who use the villages aid March and toot as cut through and do not respect the speed limit (they use the cut through to accelerate their journey) and little consideration for the village set up : school / no pavement and often use the village at times where children walk to school too. It is originally a local traffic only village but this is neither enforced or respected so I believe the cameras will work as deterrent and make the village safer.	Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o159) Local resident, (Marsh Baldon, The Croft)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I am supporting the Marsh Baldon restrictions as a local resident, however would want to know how cars of village residents would be handled. There should not be a limit of the number of these.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion

(o160) Local resident, (Marsh Baldon, The Croft)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion Too much traffic cuts through the village and drive at speed/recklessly
(o161) Local resident, (Marsh Baldon, The Green)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – Object Faringdon: Market Place – No opinion Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Support Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – No opinion

	We support measures to reduce traffic cutting through our village, Marsh Baldon, which is access only, as through/ rat running traffic has increased alarmingly in recent years. We are not quite clear on how this might affect visiting family & friends & assume /hope the scheme will be set up to ensure they are not ticketed. Thanks	
(o162) Local Cllr (i.e. Town/Parish/District), (Marsh Baldon, The Green)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion As a resident of Marsh Baldon, I believe that restrictions would significantly reduce the number of cars cutting through the village - often at speed. These cars rarely respect the speed limit and add to the Green erosion.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – No opinion
(o163) Local resident, (Marsh Baldon, The Green)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – Object Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I live in marsh Baldon and people drive through our village too fast, using it as a cut through.	Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o164) Local resident, (Marsh Baldon, The green)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Recently removing dumped decorating objects ie ten tins of paint !!	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o165) Local resident, (Marsh Baldon, Oxford, The Green)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – No opinion

	Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I use this route for walking and I have noted the increased level of traffic in recent months	Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o166) Local resident, (Marston, Marston Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion The underlying traffic restrictions are not democratically valid, and therefore their 'enforcement' has no moral justification. For rules to have legitimacy, they must have been developed consensually with diverse groups of stakeholders and modified based upon feedback. It is to Oxfordshire County Council's deep shame that it has chosen to outrage democracy and exude contempt towards the public, by imposing the underlying restriction that they now seek to enforce. To give just two examples, the Council intentionally did not consult properly on the imposed bus lane on St Clements, which required emergency revision within weeks. With regards Rectory Road, the imposition of the East Oxford LTN and its making-permanent led to unprecedented public opposition and protests. Moreover, an 18 page letter from the joint bus operators in the county made clear a strength of feeling about the Council's failed policies and conduct. The same rings true across the county, in the context of a County highways office that has lost sense of accountability.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

	The Council therefore does not have the moral legitimacy to impose fines on residents for contravening these illegitimately-imposed restrictions. Enforcement risks a further voiding of the social contract that exists between the public and the Council. I would strongly advise the Council to carefully reflect upon its modus operandi.	
(o167) Local resident, (Marston, Marston Road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object This is just another excuse to fleece the public for money, which will then be used to control their lives. It has nothing to do other road safety.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o168) Local resident, (Marsh Baldon, Baldon Lane)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion

	Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I live on Baldon lane and am constantly in fear of fast driving vehicles when I walk outside my house. I believe most offenders are those wrongly using our peaceful village as a cut-through and am in full support of eradicating such traffic.	Oxford: St Clements – Support Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o169) Local resident, (Minster Lovell, Upper Crescent)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I volunteer at the Oxfam Bookshop on the Witney High Street. Books are heavy and many of our donations are given by elderly people. People need to park nearby to drop off the books. ANPR will prevent donations, which is impact the Oxfam bookshop and its community of users greatly	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o170) Local resident, (Minster Lovell, Brize Norton Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Support

	Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – Support Kidlington: A44 – No opinion Too many drivers are not compliant with the legal requirements laid down by democratically elected representatives and fitting these ANPR capabilities would result in improved, cost-effective enforcement.	Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o171) Member of public, (Minster Lovell, Whitehall Close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion High Street in Witney is dead already. Why make this even worst.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o172) Member of public, (Mold, Hafod Alyn)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object

	Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Your priorities are misplaced, as usual.	Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o173) Member of public, (Morpeth, Bankside)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Not necessary. Just make signage clear and the motorist will work it out.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o174) Member of public, (N/a, N/a)	Abingdon: Bath Street – Object	Kidlington: High Street – Object

	Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Pure and simple this is a money making scheme.	Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o175) Member of public, (Newbury, bath Road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object This is not how a democratic country works if these restrictions go ahead we may as well live in a communist country	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

(o176) Local resident, (North leigh, Bridewell close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Don't support the road restrictions so won't support enforcement Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o177) Local resident, (North Leigh, Park road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

	Will anpr differentiate between blue badge holders and the vehicle they are travelling in? What if the vehicle they are in is not registered to them?!	
(o178) Local resident, (North Leigh, Parkside)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object Witney is already a pedestrian friendly high street, there is no need to enforce cameras for the restriction on the street as no one is abusing the road markings.
(o179) Local resident, (North Leigh, Witney, Park Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I am only responding with respect to the Witney High Street Closure of which I am fully in favour. As a local resident, I enjoy that the centre of the town is much quieter and safer since the road was closed to most traffic and I would like it to stay that way. There is a loud vocal minority of residents that constantly moan and blame the local authority for making undemocratic changes to the town, such as this road closure and the change to 20MPH on most of the town's roads; however, I believe that these changes are both sensible and good for the long term future of the town. It is lovely that, as the town centre becomes more and more leisure focussed rather than shopping focussed, there are more opportunities for activities such as enjoying a relaxing drink in Marker Square. Hopefully, in the future, some of the leisure providers will introduce covered outside areas, as you see in the centre of many northern European cities and towns. I find it annoying that some local people enjoy asserting what they believe is their right to continue to drive along the closed part of the High Street and ANPR cameras will hopefully put a stop to this practice.	Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o180) Member of public, (Northleach, Brook Close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I think it would be great to put ANPR in on market square/high street in Witney to enforce restrictions as it has been a great benefit to the town to restrict car usage on this street and makes it much safer. I no longer live in Witney but do work there and frequently use the town centre. I drive and have not had an issue not using the high street. And as a	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support

	pedestrian, i feel much safer using the market square without vehicle use. However at the moment, cars frequently abuse the restrictions and drive through therefore ANPR would be good.	
(o181) Local resident, (Northmoor, Standlake Rd)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion The town is already just hanging on to business, the town Centre and outer areas are in a sad state. there is no gain to be made by this just pushing traffic to outer smaller roads. this seemed to get pushed through out the Christmas period which isnt great.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o182) Member of public, (Not available, Not available)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object

	Faringdon: Market Place – Object Kidlington: A44 – Object Big brother by the back door, implemented for control of the population.	Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o183) Member of public, (Nr Chadlington, Sycamore Lane)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object There is no justification for bringing East Germany and the Stasi to England. The environmental goals can be achieved in numerous other way. It strikes me as a covert and regressive revenue-raising exercise. It is regressive because a billionaire will pay the same £70 or so if s/he unknowingly turns the wrong way as a pensioner on the pre-2016 state pension, worth less than £10,000 per year.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o184) Local resident, (Nuneham Courtenay, A4074)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Object Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion

	Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion We live just outside one of the proposed ANPR camera locations and during school term either my wife or I drive daily to Marsh Baldon school where our child is a pupil. My wife also regularly drives to Toot Baldon and Marsh Baldon to visit clients. Our visits, some of which may be very brief, are often followed by onward journeys. I am concerned that for example, a journey to take our child to school, followed by onward travel through the second camera would be flagged as a contravention. I would estimate that about half the pupils at Marsh Baldon school live outside the proposed ANPR camera locations so many others who, for example, drop their children off at school then continue on to work will be in a similar position to us. As a frequent user of Baldon Lane I have never considered the traffic volume to be at a level to cause concern, even during rush hour. In my opinion this does not merit the use of ANPR enforcement and I am surprised that this proposal is even being considered.	Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o185) Local resident, (Nuneham Courtenay, Yew Tree Courtyard)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion

	The village(s) is very dark at night, with no pavements at all, making it very dangerous for pedestrians. Any reduction in traffic is welcome.	
(o186) Local resident, (Nuneham Courtenay, B4074)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Whilst I live very close to the proposed restricted area but not in the village of Marsh Baldon, I regularly use this route to take my grand daughter to school every day how would an APNR system distinguish between genuine access and people just using as a short cut from B4074 to B480 or visa versa? On some occasions I might go into Marsh Baldon via B480 and exit by B4074, I would not be using as cut through but genuinely dropping of or picking up children. I appreciate the need for safer roads, but surely many journeys to this rural school would result in many appeals for cancellation of Penalty Notices which would increase paperwork how many extra staff would be required and at what cost? Would such a scheme in this rural environment prove to be unwieldy to administer? I am not against any measures for road safety, but this appears to be using a very large stick on a very small issue, for what purpose.?	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Object Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o187) Local resident, (Oxford, Banbury road)	Abingdon: Bath Street – Object	Kidlington: High Street – Object

	Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object No one will be surprised to see that the anti-car fascists in the council are again pushing to victimise and fleece drivers even more than they already are. It is flagrant hypocrisy to claim this is about making the roads 'accessible' when it is patently about achieving the opposite, to make driving difficult and expensive and force people to comply with your anti-car agenda. Rather than enforcing the restrictions in place like the Gestapo, repeal the restrictions, they were not asked for in the first place. Along with any and all LTNs, CPZs, Bus Gates, workplace parking levies and all other attacks on motorists by this interminable and evil council who deserve to suffer for what they've done to Oxford. This consultation, like all your consultations, will be ignored. You clearly believe you can do what you like with impunity. We will see.	Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o188) Local resident, (Oxford, Bartlemas)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Oxford: Barracks Lane – Oxford: North Way (U-Turn) – Oxford: North Way (Left Turn) – Oxford: Rectory Road – Oxford: St Clements –

	Faringdon: Market Place – Support Kidlington: A44 – Support Oxford: West Way/Botley Road – Witney: Market Square/High Street – Fully in favour of designed ways to try to stop motorists and motorcyclists impinging on active travel spaces.
(o189) Local resident, (Oxford, Benson Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion Barracks lane: this is a route used by cyclists and children walking to school at Oxford Spire and it is dangerous to have motor vehicles using this route. Rectory Road/St Clements/A420: as well as improving priority for buses, there is a safe cycling route from Morrell Ave to St Clements via Cross St and Rectory Road which is made more dangerous by drivers violating the one-way system on Rectory Road. This will therefore be an improvement for cycle safety on Cross St and Rectory Rd, and reduce the danger at the St Clements / Rectory Rd junction.
(o190) Local resident, (OXFORD, BOTLEY ROAD)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object

	Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object ANPR is anti-democratic, anti-freedom, against the right of the citizen to go about their life without the state knowing. ANPR is creeping dictatorship.	Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o191) Local resident, (Oxford, Buckler rd)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object A total waste of money councils are complaining of a lack of funding and having to cut services so would this money spent on installing cameras be better spent elsewhere ie helping people that are homeless and people that are in need of care.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

(o192) Local resident, (Oxford, Burdell Avenue)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object Just a money making racket motorcycles get away with this coincide money grabbing again
(o193) Local resident, (Oxford, Carlton Road)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: A44 – Object Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – No objection Oxford: A420 – Object Oxford: Barracks Lane – No objection Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Partially support Oxford: Rectory Road – No objection Oxford: St Clements – Partially support Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

	I feel that signage needs to give people several chances to see the rules / enforcement. A surprising number of people say that they didn't realise until too late that they had contravened something. Heading into Kidlington the once 40mph road became 30mph with small signs on lampposts. Most people didn't realise until one spread the word because you are not expecting to see speed signs like that. When approaching junctions there is already a lot to take in and I think that several signs on the approach would make any proposals fairer	
(o194) Member of public, (Oxford, Catte Street)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Another money making/money wasting scam.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o195) Member of public, (Oxford, Chilwell road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object

	Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object I consider the proposal a shocking and wholly unjustified infringement of privacy of the citizens, at vast cost, to bring no advantage	Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o196) Local resident, (Oxford, Church Cowley Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support The workings of an "except for access" exemption, such as that on Baldon Lane, have never been clear, and more details are needed to understand what this really means. Will a PHV driver dropping off a fare in this area, then continuing out the other side, risk getting fined (presuming their PHV license doesn't already give them a free pass)? Otherwise, support. These restrictions are useless if not enforced. ANPR isn't perfect (the number of people using motor vehicles with fake plates, or no plates, keeps going up) but until the police take road crime seriously, it's probably the best option.	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Object Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o197) Local resident, (Oxford, Cornwallis Road)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection	Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – No objection

	Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: A44 – No objection Fully in support of the Oxford based measures, I don't have enough knowledge to make a judgement on the areas outside of Oxford but support them in principal. They wouldn't be required if people could be trusted to drive competently, but sadly enforcement I think is going to prove to only effective measure to address to constant contravention.	Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – No objection
(o198) Local resident, (Oxford, Crescent road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Evidence and enforcement is needed for mopeds on pavements and other vehicles	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – No opinion

(o199) Local resident, (Oxford, donnington)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object money raising scheme Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o200) Local resident, (Oxford, Field Avenue)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – Support Use of roads for public transport. Kidlington: High Street – Support Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – No opinion

(o201) Local resident, (Oxford, Five Mile Drive)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support I would like ANPR in my road (five mile drive) and all the relative oxford neighbourhoods need them
(o202) Local resident, (Oxford, Florence Park Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Oxford: Barracks Lane – Oxford: North Way (U-Turn) – Oxford: North Way (Left Turn) – Oxford: Rectory Road – Oxford: St Clements – Oxford: West Way/Botley Road –

	Kidlington: A44 – Support Witney: Market Square/High Street – Please ensure the cameras cover cycle lanes and pavements too, to stop motorbike riders using cycle lanes and pavements to avoid the cameras, like they do on Oxford High Street, and where there are ANPR cameras on Oxfords LTN filters.
(o203) Rather not say, (Oxford, Garsington Road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object Waste of money and resources. Why not do something good instead??????
(o204) Local resident, (Oxford, Glanville Road)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support

	Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: A44 – Support Without enforcement, these measures would do nothing.	Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – No objection
(o205) As a business, (Oxford, High Street)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object There is simply no justification for ANPR enforcement of these restrictions, which are already offences if seen by a police officer. STOP wasting money on these pointless and autocratic functions. I am particularly concerned that this is obviously just the start of your efforts to start up mandatory 15-minute cities. You always start this way, as if we can't see that this is the thin end of the wedge.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o206) Local resident, (Oxford, High Street)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object

	Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Oxfordshire roads are literally dangerous - full of potholes. Instead of spending the money to fix them, you propose this. Oxfordshire residents want the potholes fixing - not this abuse of power. FIX THE POTHOLEs.	Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o207) Local resident, (Oxford, Holywell Street)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Unnecessary and waste of council funds. The council should reduce what they do and eliminate the positions of people working on things like this to save money and bring down taxes.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o208) Local resident, (Oxford, Iffley toad)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion

	Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – Object Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – No opinion All will cause further congestion and distruptikn	
(o209) Local resident, (Oxford, Langley Close)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support Rules are for everyone, not just the silent decent majority	
(o210) Local resident, (Oxford, Leafield Road)	Abingdon: Bath Street – No opinion Kidlington: High Street – No opinion	

	Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion As a local resident near Barrack's lane, it has been horrible to have to deal with motorbikes and mopeds on pedestrian/bike only areas. They are also very loud, and often the people who ride on motored vehicles are very rude and horrible.	Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – No opinion
(o211) Local resident, (Oxford, Leafield Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion

	Motorcycles regularly use Barracks Lane as a way to get around LTN restrictions around Crescent Road and Leafield Road. The result of this is that bikes are driving at speed in an area used by families for leisure. It's unbelievably dangerous. ANPR implementation is the only way to eradicate this menace.	
(o212) Local resident, (Oxford, Leafield Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Increase safety for pedestrians, cyclists etc.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No objection Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – No objection Oxford: St Clements – No objection Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – No opinion
(o213) Local resident, (Oxford, Manor Rd)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Partially support Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Partially support	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – No objection Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object

	Kidlington: A44 – Object Some are ridiculous.	Witney: Market Square/High Street – Object
(o214) Local resident, (Oxford, Marston Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support The restrictions are there for a reason, particularly safety and prioritisation of buses. Yet Many motorist feel that they can ignore such restrictions. That extends further into the speeding and mobile phone use whilst driving that is beyond the scope of the Council. However, enforcing some of the restrictions will go some way to improve the behaviour of motorists and make a positive difference for pedestrians and bus users.	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o215) Member of public, (oxford, north way)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object

	Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object do not want cameras	Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o216) Local resident, (Oxford, Osler Road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Utter waste of money by the council (as usual) - spend the money on fixing the endless pot holes	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o217) Local resident, (Oxford, Oxford)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object

	Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object You're always hitting the motorist , shame on you... You have obviously money so do the right thing spend it on flood defence or education for SEND	Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – No opinion
(o218) Local resident, (oxford, oxon residents)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support stop the speeders	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o219) As part of a group/organisation, (Oxford, Pheasant Walk)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support

	Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support There are already restrictions in place so the cameras are for enforcement of current restrictions.	Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o220) Local resident, (Oxford, Raymund Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support If the cameras are effective in reducing the banned manoeuvres then it will improve safety for pedestrians and cyclists.	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o221) Local resident, (Oxford, Reliance Way)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 –

	Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Traffic is out of control in Oxfordshire so I fully support any measures to bring some semblance of calm and increased safety for other, more vulnerable, road users.	Oxford: Barracks Lane – Oxford: North Way (U-Turn) – Oxford: North Way (Left Turn) – Oxford: Rectory Road – Oxford: St Clements – Oxford: West Way/Botley Road – Witney: Market Square/High Street –
(o222) Local resident, (Oxford, Rivermead Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support ANPR enforcement is needed to help curb unsafe driving, and motorcycle use, in these areas.	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o223) Local resident, (Oxford, Rymers Lane)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support

	Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Asking drivers nicely through signage does not work. As the police do not enforce, the only way to enforce it is through ANPR and fines. Thank you, drivers, for your voluntary contribution to the public coffers.	Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o224) Local resident, (Oxford, Southfield rd)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support More ANPR everywhere please. The roads are so incredibly dangerous increasingly utterly lawless place	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support

(o225) Rather not say, (oxford, st clement)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion it wont help reducing traffic and willnot improve saftey Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – No opinion
(o226) Local resident, (OXFORD, Stratford Street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – Object Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – Partially support Oxford: North Way (U-Turn) – Partially support Oxford: North Way (Left Turn) – Partially support Oxford: Rectory Road – No objection Oxford: St Clements – Object Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – Object

	Relying on vast amounts of money coming in via fines is a big mistake. Eventually the Sat nav will alert drivers to restrictions - the *traps* will work in that drivers will obey (!) Driver assistance may make these cameras irrelevant...meanwhile ...why do not buses go to the rail station from the Iffley road? Who exactly do the buses run for? Certainly not the residents on the Iffley road...	
(o227) Local resident, (oxford, summerfield)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Support enforcement of existing rules	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – No opinion
(o228) Local resident, (oxford, townsend square)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Oxford: Barracks Lane – Oxford: North Way (U-Turn) – Oxford: North Way (Left Turn) – Oxford: Rectory Road – Oxford: St Clements –

	Faringdon: Market Place – Support Kidlington: A44 – Support I fully support all of these. Please add even more than those listed. This is a great way to improve the shoddy quality of driving and raise council funds.	Oxford: West Way/Botley Road – Witney: Market Square/High Street –
(o229) As a business, (Oxford, Watlington Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support As a major local bus operator, we are very supportive of the proposed use of ANPR to enforce traffic regulations across an increased number of locations across Oxfordshire. Illegal contraventions of traffic regulations causes unnecessary delays to bus passengers' journeys in the county every day, and with limited physical resources available, making use of ANPR to help with enforcement of existing regulations is an important tool to ensure that there is a suitable deterrent to road users committing such illegal manoeuvres.	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o230) Local resident, (Oxford, West Way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion

	Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Does it matter? It would be better to spend the money on fixing potholes and improving traffic flow. Then there would be less incentive to drive in the wrong place.	Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – No opinion
(o231) Member of public, (Oxford, Wick Close)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object This is nothing more than Chinese style mass surveillance.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o232) Local resident, (oxford, Woodlands Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Support

	Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Main reason is that I don't see any point in setting up the restrictions if you don't enforce them.	Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – No opinion
(o233) Local resident, (Oxford,)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Outside of Oxford it's for residents to comment inside it's nothing to do with safety it's money making machine, infringement on freedoms	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o234) Local resident, (Oxford, Bailey road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion

	Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I live in Oxford so only comment on those. Anything that reduces the numbers of drivers who disobey the road rules and endanger people and hold up buses is fine with me.	Oxford: A420 – Oxford: Barracks Lane – Oxford: North Way (U-Turn) – Oxford: North Way (Left Turn) – Oxford: Rectory Road – Oxford: St Clements – Oxford: West Way/Botley Road – Witney: Market Square/High Street –
(o235) As part of a group/organisation, (Oxford, Belvedere Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion As a representative of the Black Cab trade, I support the proposals of ANPR cameras in the locations stated in Oxford however, I believe that the Black Cab trade should be given access to turn right onto Rectory Road from Cross street. The reason being is that on regular occasions, when we are driving down Morrell Avenue, there's a lot of traffic heading towards Saint Clements and we get trapped. So to avoid the traffic, it will be ideal if we can turn left into	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Object Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – No opinion

	Cross street and then right into Rectory Road and then come out onto Saint Clements avoiding the traffic around Morrell Avenue approaching the traffic lights at the bottom by Saint Clements.	
(o236) Local resident, (Oxford, Botley Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Support bus lanes and pedestrianisation of areas	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Oxford: Barracks Lane – Oxford: North Way (U-Turn) – Oxford: North Way (Left Turn) – Oxford: Rectory Road – Oxford: St Clements – Oxford: West Way/Botley Road – Witney: Market Square/High Street –
(o237) Local resident, (Oxford, Canal Street)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Faringdon: Market Place – No objection	Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – No objection Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support

	Kidlington: A44 – No objection Witney: Market Square/High Street – No objection You really need a camera enforcement against the no right turn out of Bevington Road onto Woodstock Road (once you've sorted out the visibility of the signs. The changes have made this even more dangerous, especially to cyclists but people are doing it all the time.
(o238) Local resident, (Oxford, Cowley)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object Traffic warden should be used not ANPR cameras. ANPR are hugely expensive and County Council has no spare money.
(o239) Local resident, (Oxford, Crescent Road)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – No objection Oxford: A420 – No objection Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection

	Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: A44 – No objection I specifically want to support the installation of an ANPR camera on Barracks Lane which is close to my home and where I regularly walk. The section of Barracks Lane that passes through Marsh Park has been regularly used by pedestrians and cyclists for years, but since the introduction of ANPR cameras at the LTN's motorbike riders have been using the lane and sometimes other paths in and around the park too. Walking along the lane and through the park now feels quite dangerous. Please note though that an ANPR camera won't completely solve the issue, but will just move it, so there is likely to be an increase in the number of motorbikes traversing the pavement beside LTN'S as apparently the ANPR cameras there are focussed on the road and don't have a wide enough view to include the pavement.	Oxford: Rectory Road – No objection Oxford: St Clements – No objection Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – No objection
(o240) Local resident, (Oxford, Crescent Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Mopeds, electric scooters and motorbikes often use paths and shortcuts which endanger pedestrians esp vulnerable people including children and older people	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support

(o241) Member of public, (Oxford, Dynham place)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Object Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – No opinion Support the plans as it restricts drivers abusing bus lanes
(o242) Local resident, (Oxford, Hurst street)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support Cyclist

(o243) Local resident, (Oxford, Longwall)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object Too many cameras checking on peoples movements. Very costly. Are there really that many drivers abusing these areas to warrant them?. Will they also pick up cyclists with no lights?
(o244) Local resident, (Oxford, Oxford)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object

	Faringdon: Market Place – Object Kidlington: A44 – Object Totally object to all existing and any proposed ANPR cameras in Oxfordshire. The draconian approach to persecute motorists at whim is condescending and arrogant	Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o245) Local resident, (Oxford, Oxford)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Oppressive, is this soviet Russia ?	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o246) Local resident, (Oxford, Rymers)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support

	Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support The ANPR cameras will make the locations identified safer for pedestrians, cyclists and all road users	Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o247) Local resident, (Oxford, Woodstock Rd)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Object Much needed in Abingdon. Not so in Banbury or Oxford.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Support Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Partially support
(o248) Local resident, (Oxford - New Hinksey, No)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object

	Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Don't you think we already have far too many cameras...	Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o249) Local resident, (Oxford (Risinghurst), Kiln Lane)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – Support Kidlington: A44 – No opinion Constantly see vehicles abusing bus lanes, slowing traffic and buses. Also an epidemic of scooters and motorcycles taking short cuts, causing a danger to pedestrians and causing congestion.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Support Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – No opinion
(o250) Member of public, (Oxfordshire, Oxfordshire)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object

	Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Diabolical waste of money. You should be installing speed cameras and enforcing speed limits across the county and in all residential areas which are also directed as HGV and through traffic routes by Oxon County Council. You create issues and then waste more public money when you should be prioritising other areas such as essential services. Stop spending public money on projects that create more problems than they fix	Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o251) Member of public, (Oxfordshire, Oxfordshire road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Living in a surveillance state, under 24 hr monitoring and surveillance, is not my idea of a "Great Britain". The proposal is unnecessary, a waste of resources, and all councillors supporting this type of nonsense must resign with immediate effect. You are an embarrassment to the country, a pox on civilisation, and responsible for destroying any scrap of morale remaining in the citizenry. There is no need whatsoever for these cameras.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

(o252) As a business, (Oxfordshire, All of the changes)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object This isn't about safety or protection. This is entirely just to make money. If you were after safety then you would be about teaching and not profiting
(o253) Local resident, (Private, Private)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

	Invasive. What about the Human Right to Privacy? Looks like Communism.	
(o254) Member of public, (Shipton under Wychwood, Leafield Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion As someone who occasionally shops in Witney, anything which reduces illegal traffic on this street will be beneficial	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o255) Local resident, (South Leigh, Lymbrook close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney high street is no much nicer and safer to shop without general traffic.	Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o256) Local resident, (Standlake, Abingdon Road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object This is huge over reach. Stop obsessing about cars and focus your efforts on your other more pressing statutory duties? Sorted out SEND provision? Education all done and dusted? No problems in social care? Please get back to basics	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o257) Local resident, (Standlake, Rack End)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I'm fed up with drivers ignoring traffic regulations particularly in Witney High Street. The police have no interest in enforcement. Why are drivers that break the law not penalised?	Oxford: Rectory Road – No opinion Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o258) Local resident, (Stanford in the `Vale, Chapel Way)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object People avoid coming to Oxford as it is because of the attitude to cars. If this goes through it will finally kill of what little trade coming in from the market towns and villages still exists.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o259) Local resident, (Stonesfield, Churchfields)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Oxford: Barracks Lane –

	Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Doesn't work for blue badge holders or loading/unloading	Oxford: North Way (U-Turn) – Oxford: North Way (Left Turn) – Oxford: Rectory Road – Oxford: St Clements – Oxford: West Way/Botley Road – Witney: Market Square/High Street –
(o260) Member of public, (Stratford-upon-Avon, Trinity Street)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object There is a huge backlash coming. You should be filling potholes, not engaging in nonsense like this	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o261) Local resident, (Summertown, Linton Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion	Kidlington: High Street – Partially support Marsh Baldon: Baldon Lane – Partially support Oxford: A420 – Partially support

	Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – Partially support there needs to be better enforcement of traffic regs. However my partial support of some relates to the fact that the new super-motorized electric 'bikes' will not be subject to these controls as they do not have number plates. I believe that these machines are an increasing risk to other road users of all kinds [cyclists, car drivers, pedestrians, motor cyclists - everyone else, in fact!]	Oxford: Barracks Lane – Partially support Oxford: North Way (U-Turn) – Partially support Oxford: North Way (Left Turn) – Partially support Oxford: Rectory Road – Partially support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – No opinion
(o262) Member of public, (Sunningwell, Sunningwell Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support It is important that these traffic regulations are effectively enforced to enhance the safety of road users and the movement of traffic.	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support

(o263) Local resident, (Sutton courtenay, Brook st)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object You have provided absolutely no evidence that these cameras, or the 20 mph signs, achieve anything other than raising revenue for a bankrupt council. You treat motorists as if we are children who don't drive reasonably and responsibly. WHAT YOU SHOULD BE DOING IS FIXING THE GODDAM POTHOLES THAT WEVE ALREADY PAID YOU TO FIX
(o264) Local resident, (Temple Cowley, Leafield Road)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – No objection Oxford: A420 – No objection Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – No objection

	Kidlington: A44 – No objection Witney: Market Square/High Street – No objection Motorcycles constantly use Baracks Lane as a way to avoid Cresent Road. They drive at speed and at the end of the school day dangerously cut across the pavement. The cameras need to be placed so they cover the full width of the road. I have noticed other restriction points where motorcycles use the pavement instead.
(o265) Local resident, (Temple Cowley, Crescent road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – No opinion Mopeds are always cutting across path on barracks lane. Same at top of crescent road where they mount the pavement to bypass the cameras there
(o266) Local resident, (Temple Cowley, Crescent road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – No opinion

	Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Fed up with the delivery mopeds racing up the lane and ESPECIALLY Crescent Road. Where they CONSTANTLY RIDE ON THE PATHS!!!!	Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o267) Local resident, (Temple Cowley, East Oxford, Crescent Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion In East Oxford we are in desperate need of traffic enforcement. We have a lot of illegal driving, especially in areas where pedestrians are not expecting motor vehicles. For examples, delivery drivers on mopeds frequently drive through Marsh Park, endangering pedestrians and animals. Personally, I would also like to see an ANPR camera on Oxford Road in East Oxford, just opposite the police station. Many drivers become impatient at this stop and illegally overtake the waiting traffic alongside the pedestrian island, endangering people crossing the road. Anything we can do to make pedestrians safer, especially the elderly and young children should be a priority.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Oxford: Barracks Lane – Oxford: North Way (U-Turn) – Oxford: North Way (Left Turn) – Oxford: Rectory Road – Oxford: St Clements – Oxford: West Way/Botley Road – Witney: Market Square/High Street –

(o268) Local resident, (Temple Cowley, Oxford, Crescent Road)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: A44 – No objection Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – No objection Oxford: A420 – No objection Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – Partially support Oxford: St Clements – Partially support Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – No objection As a user of Barrack Lane, Oxford. I constantly see motorbikes driving along the lane or through Marsh park, which is totally unacceptable. ANPR should be implemented along all the pedestrian only entrances/exists so they can't circumvent it. As for the Oxford bus lanes I support this in principle, though didn't realise it was a problem and I would suggest there's other area I would personally like to see have ANPR support. See later comments. The ANPR LTN on Crescent Road does not capture motorbikes going on the pavement to circumvent the ANPR, this is a real issue happening on a daily basis. I would like to see the ANPR increased to capture the pavement on both sides. I have raised this issue with my councillor Saj Malik. Another crucial place for ANPR is on the B480 between Temple Road and Between Towns Road. On the eastbound road we have a lot of traffic and often cars go around the pedestrian island (on the wrong side of the road) to skip traffic and reach the clear right turn lane, this is very dangerous and this is where the ANPR is needed to catch these offences.
(o269) Member of public, (Tenby, Strawberry Lane)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object

	Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Moving around Oxford has been a nightmare for years. These interferences would make the nightmare ten times more hideous.	Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o270) Local resident, (Toot /Marsh Baldon, Toot Baldon Lane)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion There are many cars that use Toot Baldon Access only road as a short cut, particularly those from Garsington. We also get a lot of fly tipping that an APNR camera might discourage.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion

(o271) Local resident, (Toot Baldon, Baldon Lane, road running through Toot Baldon)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion Enforcing the restriction that has been in place for many years now will make the village roads safer for everyone, drivers included. the volume of traffic has increased significantly over the last few years and residents that regularly walk with or without dogs and young children, and cyclists feel unsafe on the narrow roads and single track sections. Speeding by non residents and cut throughers is a real issue and one that will inevitably lead to an accident, its just a matter of time. Some adjacent villages may be inconvenienced as they use Marsh and Toot Baldon as a cut through, flouting the restriction, but the alternative route, point to point, is less than 2 minutes more to drive and is on proper, 2 way traffic roads - much safer for everyone. The increased traffic is also eroding the Baldon lane tarmac edges and more and more potholes are seen, increasing the need for maintenance. Once implemented the scheme should be explained well and publicised, so as to ensure that visitors to the local pubs and the school in the village are not deterred from using the road.
(o272) Local resident, (Toot Baldon, Baldon Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion

	Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I've recently moved to the area and already have had a lot of near misses with through traffic - mostly vans - travelling far too quickly as a route through the Baldons. Given there is a lot of schoolchildren and walkers, it feels like this is an accident waiting to happen.	Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o273) Local resident, (Toot Baldon, Baldon Row)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion There appears to be a lot of 'rat-running' through Marsh and Toot Baldon, often at high speed, endangering pedestrians in particular. The cameras should help to stop this. As to how it can be proved that someone didn't 'access' the Baldons while driving through, I hope this can work in a way that doesn't cause too much problem for the residents, and those delivering parcels, giving lifts to friends etc. With respect to ANPR in general, I think it's important that the Council has the support of the general population in managing traffic regulations. With the introduction of all of these new cameras, it will be really important that the signage warns that ANPR is in operation (after all prevention is the main purpose of the cameras??). In my	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion

	experience, in general social discussions of traffic fines eg. for speeding, people tend to sympathise with the person who has been caught out and there will be a lot more such people. Not sure how the general message can be got across eg. that these are in support of general safety, or priority for buses, but some publicity in this respect could be helpful.	
(o274) Local resident, (Toot Baldon, Manor Farm Barns)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Living next to Baldon Lane it's clear that the volume of cars using it as a cut-through has increased a lot in the last 3 years. These cars seem more likely to speed as they are using it as a quick bypass. And where it is a single lane road we need to reduce the volume of traffic. I strongly support ANPR as a way of raising awareness that it is an 'access only' road.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o275) Local resident, (Toot Baldon, Marsh Baldon Lane)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I support this as the increase of traffic on my local, narrow and rural road is getting out of hand.	Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o276) Member of public, (Toot Baldon, Near the main road through Toot Baldon.)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – Partially support Faringdon: Market Place – No opinion Kidlington: A44 – Partially support If drivers are encouraged to abide by the speed limits, APNR enforcement in the right location are a good improvement.	Kidlington: High Street – Partially support Marsh Baldon: Baldon Lane – Partially support Oxford: A420 – Partially support Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – Partially support Oxford: North Way (Left Turn) – Partially support Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – Partially support Witney: Market Square/High Street – No opinion
(o277) Local resident, (Toot baldon, Pebble hill)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion

	Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion baldon Lane is very narrow and dangerous in parts and not suitable for heavier traffic currently using it as a cut through	Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o278) Local resident, (Toot Baldon, Road running through Toot Baldon)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion There are a significant number of cars on a daily basis using the very narrow lanes through the villages as a cut through. The road is “access only” for good reason... the roads are narrow with a number of blind bends. Excess cars creates a real safety issue on a number of blind bends and particularly narrow sections	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o279) Local resident, (Toot Baldon, Toot Baldon)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Object

	Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Signposting on this is very poor and how do you distinguish between local villagers travelling to nearby villages compared to people using it as a rat run when there are issues on the A34 ? The issue of fly tipping has not been resolved and this measure risks just raising money from motorists already affected around Oxford and not dealing with the local issues. Make the whole route 20 and put in two speed cameras to make it an ineffective route. Numerous delivery vehicles come through how do you deal with those ? How many appeals will there be ? Can visitors to my house enter one end and still leave the other ? Measure the distance and fine anyone who achieves end to end in over the speed limit.	Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o280) Local resident, (Toot Baldon, Toot Baldon)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: A44 – No objection	Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – Support Oxford: A420 – No objection Oxford: Barracks Lane – No objection Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – No objection Oxford: St Clements – No objection Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – No objection

	Live in Too Baldon and am regularly tailgated by cars passing through. Also, cars passing through rarely seem to follow the 20mph speed limits	
(o281) Local resident, (Toot baldon, Wilmots)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: A44 – Object The Bladons is a rat run from small cars to the largest of HGV's, this ruins the verges and adds sound pollution to the area, winter in particular becomes a danger to drive into due to the mud flung on to the roads by large vehicles cutting through the villages. And all of the restrictions within the ring road in oxford are killing the area. Traffic up, pollution up, driving times up.	Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – Support Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – No objection
(o282) Local resident, (Toot Baldon, Wilmots)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Living in a village which is access only, I find it annoying and also dangerous to have so many non resident drivers using the village as a short cut	Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o283) Local resident, (Toot Baldon,)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I am supporting as i live in the connected village. Many cars come through at great speed and there are several blind corners and narrow parts of the roads that go to single car. People unfamiliar with the layout travelling at higher speeds are dangerous and I have had several near misses.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o284) Local resident, (Toot baldon, Baldon lane)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion

	Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Baldon lane is a none through road but is used by heavy traffic - the roads don't support it and it can be dangerous to walk along the paths. Often there is speeding too	Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o285) Local resident, (Toot Baldon, Main road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support I support enforcing restrictions that are already in place for safety and traffic reasons. I particularly support the Baldons access only as the recent confirmation that an average of 80 cars a day use it as a cut through emphasises the need to reduce traffic on a narrow, blind bend couple of miles and would increase safety for pedestrians (no pavement) animals and children who walk to school through a very narrow part.	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support

(o286) Local resident, (Toot Baldon, Road running through toot Baldon (leading to Baldon lane))	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Resident Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o287) Local resident, (Toot Baldon, Road running through toot Baldon (unnamed))	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion

	As a resident of Toot Baldon, the increase in traffic is negatively impacting the verges and hedgerows, with significant erosion occurring due to increased traffic flow, damage has also occurred on inlets and outlets creating to manage flooding, which poses significant risk. The traffic using the road through marsh Baldon and toot Baldon as a through road also typically comes through at speed, endangering pedestrians (many of whom are children) on the road as there are no pavements.	
(o288) Local resident, (Toot Baldon, The No Through Road running North opposite the Mole Inn)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I live in Toot Baldon and regularly walk or cycle on the road through Toot and Marsh Baldon and often confront cars exceeding the speed limits, in which I suspect the drivers are using the road as a cut through.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o289) Local resident, (Toot Baldon, Toot Baldon)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Object Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion As a resident of Toot Baldon I am well aware of the large amount of vehicles which drive through our villages, most with little regard for the speed limit, or with slowing down to give way to oncoming vehicles. It is at its worst in the mornings and late afternoons. A lot of the problems relate to parents bringing and collecting their children to Marsh Baldon School from outside the village. There is a lot of damage caused to roadside verges by very impatient and angry drivers who will simply not give way. I am not sure how ANPR cameras will help with this issue. Another large and ongoing problem is the frequent offence of illegal fly tipping of building waste and house clearance along the roadside verges and field gateways. This issue is getting worse, especially on the approach road into Toot Baldon from the B480 Watlington road. I have personally reported fly tipping on numerous occasions, as well as carrying out many litter picks, but no sooner is the rubbish cleared, then another load appears. I am not sure how the installation of ANPR cameras will help to deal with either of these issues. Probably the easiest way to slow the increase of fly tipping would be to make local waste centres more accessible to people. All that is happening is rubbish is being dumped illegally in the countryside in greater amounts and getting worse. I have lived in South Oxfordshire all of my life and both Marsh Baldon and Toot Baldon for over 30 years. I choose to live in a village for the feeling of freedom it brings. I feel that the introduction of ANPR cameras to both ends of our villages is having our liberty taken away and we are simply being monitored by the local authorities who are simply coming up with new easy revenue sources. Rather than wasting money on pointless cameras, shouldn't Oxfordshire County Council be spending the money on repairing the disgusting state of our local roads. I am quite frankly embarrassed to say I live in South Oxfordshire for this reason.	
(o290) Local resident, (Toot Baldon, Toot Baldon (road is not named))	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion	

	Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I live in Toot Baldon and find walking on the road hazardous, especially when I have my grandchild with me.	Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o291) Local resident, (Toot Baldon, Toot Baldon Lane)	Abingdon: Bath Street – Support Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion This is currently an access only road that is used as a cut through. Particularly those coming from Garsington. It is a 20mph which is completely ignored by the cut through cars. The road is narrow and dangerous and the research showed about 80 cars per day flouting the No Access and we have never seen any Police enforcing.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – Support Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o292) Local resident, (Uffington, Green Lane)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object

	Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object I do not believe that ANPR enforcement of these regulations should be a priority for the Council. There are other far more serious road traffic issues which are much more deserving of the allocated funds. I consider the following issues to be far more deserving of the funding. Addressing issues with flooding for example on the A417 between Challow and East Challow,. Improving road surface quality e.g. A417 between Stanford in the Vale and Faringdon. Investing in road safety initiatives on the A420. Specifically on the proposal for Faringdon. I am a regular user of the S6 bus service from Faringdon. I have never experienced any issues with Market Place being obstructed by parked vehicles or motor vehicles using the route in contravention of the restriction. Since loading is allowed in this locations I am not convinced that a camera would be able to adequately distinguish between legitimate/legal and illegal vehicle movements. This raises the possibility that claims will be appealed further reducing the value of the spend on ANPR. Market Place is a two way route and the proposed camera would not prevent someone from entering Market Place from the north and blocking the road. The camera is therefore going to be ineffective. Finally the existing parking restriction and no motor vehicle restriction signs are defaced or worn especially at the north end. It would seem sensible to improve the visibility of these before investing money in cameras. Of all the proposals the Faringdon proposal seems to be the least worthwhile use of money on ANPR.	Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o293) Member of public, (Uffington, Woolstone Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion

	Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – Support Kidlington: A44 – No opinion Sensible to attempt to pick up anybody trying to use that route in Faringdon	Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – No opinion
(o294) Local resident, (Uffington, Jacksmeadow)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object The purpose of these cameras is not to improve safety of any kind for either pedestrians, cyclists or motorists. The fact remains that these cameras will not prevent anyone who intends to break the rules from doing so. The purpose of these cameras is OCC continued assault on motorists and is likely being used to extract yet more cash out of the people.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o295) Local resident, (Wantage, Charlton Road)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support

	Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Great idea. Why not some in Wantage ?	Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o296) Local resident, (Watlington, Love lane)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Drivers should be able to apply common sense as to whether it is safe to make a manoeuvre	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o297) Local resident, (West Berkshire, Classified Street)	Abingdon: Bath Street – Object	Kidlington: High Street – Object

	Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object I object to these evil and insane proposals. They are: Punitive, totalitarian, invasive, unaffordable, unfair, restrictive, arbitrary, unnecessary and the thin end of a wedge. If these measures go ahead, what next? Will these stupid cameras be EVERYWHERE? You clowns must not be allowed to set this precedent. I know for sure that I will NOT willingly travel into or anywhere near these places mentioned. Furthermore, I am sure that the more things that drivers must look out for will to avoid punitive and swinging fines greatly detract from road safety. I am so SICK of this, damn you fools.	Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o298) Rather not say, (Wheatley, Beech Road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

	They are draconian and intrusive proposals.	
(o299) Local resident, (Wheatley, Templars Close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – Support Camera enforcement increases safety for all road users.	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – No opinion
(o300) Local resident, (Witneey, Cogges)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object

	Kidlington: A44 – Object None of these are needed	Witney: Market Square/High Street – Object
(o301) Local resident, (Witney, Thorney Leys)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Fed up with cars not abiding with traffic restriction	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o302) Local resident, (Witney, Abbey Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – No opinion Kidlington: A44 – No opinion it needs reopening as per most of the residence want. so many local busniesses have gone under due to this closure. Much evidance can be found on spotted witney facebook page supporting the reopening of this.	Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o303) Local resident, (Witney, Abbey Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Not entirely clear that this is a restricted zone in terms of signage, however I believe the majority of the traffic is busses and taxis anyway, so it doesn't feel like a pedestrianised zone, so it doesn't feel consistently safe. I.e. you have to treat it as a road due to the amount of legal traffic, so why not just allow all types of traffic.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o304) Local resident, (Witney, Abbey Roas)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion

	Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Businesses on the high street will go bust	Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o305) Local resident, (Witney, All the toads as work in witney)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Two reasons... one your skintso skint you carnt look after people with special needs old folks etc etc etc second reason ...I remember a day when you had privacy...seams to be lost on you lot ...maybe you could pop a camera in my home .	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o306) Local resident, (Witney, Apley Way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion

	Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion It has no benefit whatsoever, infact has caused more traffic congestion and pollution and unsafe pedestrian areas as a result	Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o307) Local resident, (Witney, Aquarius)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion There is so much illegal use of the road that no one takes the regulations seriously. It would be good income generation too!	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support

(o308) Local resident, (Witney, Ashcombe Crescent)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support It is really annoying that cars drive up the high street. It seems an easy deterrent and tool for enforcement to add the camera.
(o309) Local resident, (Witney, Bakers Piece)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

	The closure of the high street is harming business. It is not helping anyone.	
(o310) Local resident, (Witney, Ballard Bank)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Despite the restrictions on the High Street, it continues to be used as a thoroughfare by large volumes of traffic. I have frequently witnessed cars speeding and disregarding the rules. As a parent of a newborn, I find the road increasingly challenging to cross safely during rush hour. I support additional deterrent on this road to make it safer	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o311) Local resident, (Witney, Barleyfield Way)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support

	Faringdon: Market Place – Support Kidlington: A44 – Support Safer roads	Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o312) Local resident, (Witney, Barrington Close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I personally think the high street should remain open to flowing traffic as it helps the congestion. The traffic in Witney is absolutely horrendous and this won't help.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o313) Local resident, (Witney, Bathing Place Court)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion

	Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion For many years Witney has been a thriving community. During Covid the High street was shut as a temporary measure to aid social distancing. It has never been reopened and over 90% of the shopkeepers in that area want it reopened as they are losing trade and footfall. With the high street closed it has put extra pressure on the side roads causing gridlock as all the traffic is now bottle necked with this route closed. It has not been thought out and is causing problems for traffic and shopkeeping. It is killing witney.	Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o314) Local resident, (Witney, Bathing place lane)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion To many people drive through the area when they shouldn't so this will ensure they get caught	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o315) Local resident, (Witney, BATHING PLACE LANE)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion

	Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I DISAGREE WITH WITNEY HIGH STREET BEING SHUT TO VEHICLES.	Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o316) Local resident, (Witney, Birch Grove)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Unnecessary	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o317) Local resident, (Witney, Birdlip Close)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection	Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – No objection

	Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: A44 – No objection N/A	Oxford: A420 – No objection Oxford: Barracks Lane – No objection Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – No objection Oxford: St Clements – No objection Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – Partially support
(0318) Local resident, (Witney, Blakes Ave)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Traffic restrictions are for the safety and improved air quality of all citizens and those who flout them should be penalised.	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support

(o319) Local resident, (Witney, Brize Norton road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object Witney high street needs to be open again to allow full access to the few businesses remaining. If you're that worried about traffic injury, install speed humps all the way down.
(o320) Local resident, (Witney, Burford road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

	There is no reason to shut this road other than to line the councils pocket . Businesses are being harmed with this closure , due to already minimal footfall.	
(o321) As a business, (Witney, Burford road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Businesses will suffer further harm	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o322) Local resident, (Witney, Burford Road Witney)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion

	Kidlington: A44 – No opinion Without allowing cars to go through high street Causes a gridlock around corn street , Welch way Bridge Street , Elderly people may need to park in high street as unable to walk to far and parents with children , to be able to walk a short distance, Town needs to reopen and let's cars through with potential shoppers which again town needs .	Witney: Market Square/High Street – Object
(o323) Local resident, (Witney, Burwell)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – Object The money and resources could be better spent enforcing existing parking restrictions. It Witney no on street parking enforcement would appear to be in place	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – No opinion Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o324) Local resident, (Witney, Burwell Close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion

	Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I am favour of the improvements necessary to keep Witney High Street equipped for the rapidly changing retail market. The closing of the High Street to most traffic will make it a much more pleasant shopping "destination" and will provide many opportunities for further enhancement of the shopping experience in years to come. The installation of ANPR cameras will help ensure only those entitled to drive in the space do so, to increase the safety of pedestrians and cyclists.	Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o325) Local resident, (Witney, Burwell Drive)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion There is no supporting evidence provided to justify the installation of ANPR in Witney, just ill-founded anecdotes from the anti-car brigade. The fundamental problem is that OCC introduced a prohibition that 61% of us did not support. This proposal is nothing more than a punishment beating from a council that doesn't reflect or respect our majority view.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

	Will you please explain how the ANPR cameras will know if I am there for a legal purpose, such as loading or unloading or how they will know whether I have a blue-badge holder on board or are collecting a blue-badge holder from the area in question? It would be discriminatory against the disabled if they had to register vehicles before hand & would deter disabled people from visiting Witney, if there was the prospect of being fined. If you intend to use vehicle pre-registration, what would happen if I was called to collect a blue-badge holder in an unregistered vehicle? If you intend to fine people first & expect us to prove our innocence later, then that would be a restriction of our liberty & a violation of our freedom of movement. It is fundamental in a democratic society that guilt be established BEFORE a penalty is issued. If you can't assure that on every occasion, this system cannot be justified I suspect that whatever process you come up with will be bureaucratic & burdensome & will result in people with a legitimate right to enter the zone not bothering for fear of a punitive penalty. That is bad for residents, bad for shopkeepers & bad for democracy.																				
(o326) Local resident, (Witney, Burwell Meadow)	<table border="0"> <tr> <td>Abingdon: Bath Street – No opinion</td><td>Kidlington: High Street – No opinion</td></tr> <tr> <td>Abingdon: Stratton Way – No opinion</td><td>Marsh Baldon: Baldon Lane – No opinion</td></tr> <tr> <td>Banbury: Rother Road – No opinion</td><td>Oxford: A420 – No opinion</td></tr> <tr> <td>Bicester: Sheep Street (No Entry) – No opinion</td><td>Oxford: Barracks Lane – No opinion</td></tr> <tr> <td>Bicester: Sheep Street (Ped Zone) – No opinion</td><td>Oxford: North Way (U-Turn) – No opinion</td></tr> <tr> <td>Didcot: Lydalls Road (No Entry) – No opinion</td><td>Oxford: North Way (Left Turn) – No opinion</td></tr> <tr> <td>Didcot: Lydalls Road (One Way) – No opinion</td><td>Oxford: Rectory Road – No opinion</td></tr> <tr> <td>Didcot: Station Road – No opinion</td><td>Oxford: St Clements – No opinion</td></tr> <tr> <td>Faringdon: Market Place – No opinion</td><td>Oxford: West Way/Botley Road – No opinion</td></tr> <tr> <td>Kidlington: A44 – No opinion</td><td>Witney: Market Square/High Street – Support</td></tr> </table> I strongly support the installation of ANPR cameras for Market Square/ High Street, Witney. The current traffic restrictions prohibiting most motor vehicles are openly flouted every day by scores of drivers, as they are well aware that there is currently no enforcement of these restrictions, even by police. Without ANPR, these roads have become more dangerous, as cars and motorbikes now drive through them at speed, taking advantage of the lighter traffic. As a Witney resident, I now find myself unable to walk down Market Square and the High Street as it annoys me so much	Abingdon: Bath Street – No opinion	Kidlington: High Street – No opinion	Abingdon: Stratton Way – No opinion	Marsh Baldon: Baldon Lane – No opinion	Banbury: Rother Road – No opinion	Oxford: A420 – No opinion	Bicester: Sheep Street (No Entry) – No opinion	Oxford: Barracks Lane – No opinion	Bicester: Sheep Street (Ped Zone) – No opinion	Oxford: North Way (U-Turn) – No opinion	Didcot: Lydalls Road (No Entry) – No opinion	Oxford: North Way (Left Turn) – No opinion	Didcot: Lydalls Road (One Way) – No opinion	Oxford: Rectory Road – No opinion	Didcot: Station Road – No opinion	Oxford: St Clements – No opinion	Faringdon: Market Place – No opinion	Oxford: West Way/Botley Road – No opinion	Kidlington: A44 – No opinion	Witney: Market Square/High Street – Support
Abingdon: Bath Street – No opinion	Kidlington: High Street – No opinion																				
Abingdon: Stratton Way – No opinion	Marsh Baldon: Baldon Lane – No opinion																				
Banbury: Rother Road – No opinion	Oxford: A420 – No opinion																				
Bicester: Sheep Street (No Entry) – No opinion	Oxford: Barracks Lane – No opinion																				
Bicester: Sheep Street (Ped Zone) – No opinion	Oxford: North Way (U-Turn) – No opinion																				
Didcot: Lydalls Road (No Entry) – No opinion	Oxford: North Way (Left Turn) – No opinion																				
Didcot: Lydalls Road (One Way) – No opinion	Oxford: Rectory Road – No opinion																				
Didcot: Station Road – No opinion	Oxford: St Clements – No opinion																				
Faringdon: Market Place – No opinion	Oxford: West Way/Botley Road – No opinion																				
Kidlington: A44 – No opinion	Witney: Market Square/High Street – Support																				

	to see the regulations flagrantly ignored. Drivers and bikers who shouldn't be using the roads are abusive if anyone challenges them. Without cameras, this situation can only get worse and the whole purpose of the current traffic regulations, to create a safer, healthier environment for residents, will not be achieved.	
(o327) Local resident, (Witney, Burwell Meadow)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object No need to put any restrictions on the Witney High Street road. Not wanted and a complete waste of money putting up cameras when blue badge holders, delivery vehicles, taxis etc will have access. We regularly take a few blue badge holder friends who do not drive themselves to the shops, so how can you know which cars are allowed!
(o328) Local resident, (Witney, Burwell Meadow)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object

	Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object The closure of the High Street, which I don't believe was legal is forcing traffic into other roads, in particular Corn Street and more importantly HOLLOWAY Road. This is residential road, predominantly used for retired people! Not acceptable!!! Keep Witney for Witney People and keep your OCC opinions out of Witney and use OUR tax in a more useful way! I am so angry with you guys, this on top of the 20m zones across the county...ridiculous. Money wasted but no pot holes being mended within a reasonable time! Also please do not come to the Countites Tax Payers for more money when you have already squandered shed loads on silly ideas without fixing the main problems!	Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o329) Local resident, (Witney, Burwell Meadow)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion The legislation requires there to be evidence of persistent offending & that the ANPR schemes "should be targeted only where action is needed". With regard to Witney High St. & Market Square. the only evidence of widespread offending would appear to be anecdotal. Have the police provided any real evidence of significant contraventions? The problem with anecdotal evidence is that the people supplying it have no idea what the purpose of the driver's trip was. Were they loading or unloading, picking up or setting down? Are they a resident living in the prohibition area or a licensed taxi? Do they or a	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

	passenger have a blue badge or are they collecting a blue-badge holder? The Witney councillors calling for the introduction of ANPR cameras have no idea - they just see a car in the road & assume it is there unlawfully. You may have records of cars parked illegally in the disabled parking spaces, but that does not necessarily mean they entered the area in contravention of the restrictions & so should not be counted as evidence. The PACTS briefing note (Moving-Traffic-Briefing-Note-PACTS-MWiltshire.pdf) makes the following comments about enforcement in areas with access restrictions: "Prohibition of Driving restrictions may have potential for enforcement but site assessments including surveys to establish the level of contraventions would be required before schemes are brought forward." Has OCC conducted such surveys? Where are the published? It goes on to say: "Access restrictions that allow access for some vehicles, such as those driven by local residents, their visitors or deliveries would be very difficult to enforce due to the challenges of identifying those who have a legitimate access need from those who do not" Before a penalty notice can be issued, the legislation requires your Officer to be certain from the ANPR evidence that an offence has been committed. I can see no way that your staff will possibly know what the driver's intentions are at the moment they pass the camera into the restricted area or whether they are in one of the exempt classes of vehicle or driver or if they have an exempt passenger on board or are about to collect such a person. Because of this problem, I believe the scheme is unworkable in this location, unless you intend to ignore the legislation & issue tickets purely on suspicion of an offence being committed. That would be unconscionable. Finally, it is worth noting that the access restrictions in Witney that you are proposing ANPR enforcement for are relatively new, insofar as the current road layout. The proposed High St & Market Sq. "improvements" planned for this year will result in a significant change to the road layout & priorities. It might well be the case that these major changes alone will result in the TRO restrictions being well respected with few contraventions taking place, so it would seem to me to be prudent to wait until the new layout scheme has been delivered & then reassess the need for ANPR enforcement once it has bedded-in and then only with the proper evidence the legislation requires.	
(o330) Local resident, (Witney, Burwell Meadow)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object

	Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object The closure of our HIGH Street...Ours...not yours! Has led to traffic using alternative routes as rat runs, such as Holloway Road which is mainly and elderly residential area. Not fair on the residents! Alternatively there I'd Witan Way....Gridlocked most of the time....and subject to flooding at certain times of the year. We need the High Street back to pre pandemic NOW! I understand that the OCC only closed the High Street during the pandemic because it was the widest street in the WODC...please correct me if I am wrong but...post pandemic you kept the closure without any consultation! PLEASE USE OUR TAX PAYERS MONEY IN FILLING IN POT HOLES!
(o331) Local resident, (Witney, Burwell Meadow)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Faringdon: Market Place – Support Kidlington: A44 – Support Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – No objection Oxford: A420 – Support Oxford: Barracks Lane – No objection Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – No objection Oxford: St Clements – No objection Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support It is important that something is done in the way of enforcement.

(o332) Local resident, (Witney, Centenary Way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – Object Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o333) Local resident, (Witney, Centenary Way)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object I support both abingdon proposals, people ignore the signage and hold up traffic creating grid lock.

	I object to the witney proposal, there is no benefit to closing the road to cars, it increases traffic on all the other roads and hinders traffic for businesses that rely on quickly parking up to grab food and beverages for lunch time.	
(o334) Local resident, (Witney, Cherry tree way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – Object The councils decisions are decimating our high streets and local businesses and they do not need further restrictions to make matters worse	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o335) Local resident, (Witney, Cherry tree way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Some motorists are traveling quite frequently and noisily up and down the high street and it would be nice to preserve the ability to be outdoors to enjoy lunch or coffee without too much traffic	Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o336) Local resident, (witney, Chipmunk Drive)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object what is the purpose of having this system? for getting more penalty from those authorised vehicles getting into those restricted area? then how much cost for making this system ? are u sure getting profit from penalty? i lived in witney, it is a small town. i didn't see any necessary to cost that much to make this system and the following procedures.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o337) Local resident, (Witney, Church Green)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion

	Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion .	Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o338) Local resident, (witney, church green)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion fill in the potholes first	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o339) Local resident, (witney, Church Green)	Abingdon: Bath Street – No objection	Kidlington: High Street – No objection

	Abingdon: Stratton Way – No objection Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: A44 – No objection Pedestrian safety	Marsh Baldon: Baldon Lane – No objection Oxford: A420 – No objection Oxford: Barracks Lane – No objection Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – No objection Oxford: St Clements – No objection Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – Support
(o340) Local resident, (Witney, Church Green)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object This is clearly a scheme for generating revenue at the expense of local people. There are already too many cameras spying on the population. It just shows how corrupt local politics is becoming that anyone would even consider this to be a set of reasonable proposals. There is plenty of criminal activity in Oxfordshire that needs to be addressed - grooming gangs, money laundering businesses, drugs gangs and racketeering, etc. You should be working with the	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

	police to tackle these immediate threats to the population - and ensuring that the epidemic of potholes is addressed and that bin collections function properly.	
(o341) Local resident, (Witney, Clare Place)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Support Witney High St is supposed to be closed to cars but many drivers still drive down it which is dangerous as people assume that cars will not be coming down there. ANPR will help to prevent this.
(o342) Local resident, (Witney, Colwell Drive)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – No opinion Kidlington: A44 – No opinion You say blue badge holders will be permitted, but the badge is valid in any vehicle the badge holder is travelling, so how will you police this.	Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o343) Local resident, (Witney, Colwell Drive)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion The witney high street is much better without cars. Oxford needs more bus lanes, but I am concerned about traffic measures pushing more cars onto the already very busy ring road	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o344) Local resident, (Witney, Colwell drive)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I help a few elderly residents who are blue badge holders, but dont always carry it with them to go shopping or dropping them off in the high street to be closer to a particular shop and then I pick them up again when they are ready, I don't always have their bluebadge displayed in my car when I'm doing this as most of the time its a last minute thing or they have felt unwell and I have had to collect them from the market square/high street. Most of the time I drop them off in the high street, I then carry on to do what I have to do which is normally go to the super market and then I will pick them back up when I have finished again from the same place I dropped them off originally, so I don't want to be getting tickets everything I do this as this could be 3 to 4 times a week	Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o345) Rather not say, (Witney, Corn st)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support It makes public transport life so much easier.	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support

(o346) Local resident, (Witney, Corn Street)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object I think it's lunacy, and an invasion of my privacy, by all means have a camera if you want one, but draw the line at number place recognition. I don't like the idea, nearly every where we go we are spied on. This will only lead to negative and dark activities by the enforcement agencies (Police Council) stop it leave people alone. I don't know why your asking peoples opinion when you know you have already made up your mind that your going to install them so stop lying to us. Your just make everyone paranoid.
(o347) Local resident, (Witney, Corn street)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support

	Kidlington: A44 – Support Witney: Market Square/High Street – Support Prioritising pedestrians is key, especially in Witney where the High Street and Market Place have been hugely more attractive, quiet and less polluted places to do one's shopping. Being able to penalise the motorists who do ignore the signs will hopefully reduce traffic further. Thank you in advance for implementing these much needed anpr cameras.
(o348) Member of public, (Witney, Corn Street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney High Street should be reopened Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o349) As a business, (Witney, Corn street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney High Street has no need to be a restricted area. We have so many complaints from customers who are thoroughly confused by the restrictions and we are, after 50years of trading in Witney, now losing customers due to this!	Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o350) Local resident, (Witney, Corn Street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion The closer of the high street has caused me great distress this last year. I have had a total knee replacement and do not qualify for a blue badge under this. My husband has often had to drop me in the street so that I can access banks and the chemist but of course if cameras are in operation he would incur a penalty from operative cameras!	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o351) Local resident, (Witney, Corn Street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion

	Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney High St is much better without the cars. A new road {Witan Way) was built so the High St is no longer needed as a through road. There is plenty of free parking closer to most of the shops than trying to find a parking space in the High Street.	Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o352) Local resident, (Witney, Corn Street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Cleaner air and safer with less traffic. Hopefully cameras will deter people from illegally using the road	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support

(o353) Local resident, (Witney, Crawley Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support Too many cars cutting through and going too fast, with no consequences. Either number plate recognition is put in place and enforced, or the road should be reopened, as its now quite dangerous and is not 'closed' to traffic.
(o354) Local resident, (Witney, Dark Lane)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Partially support Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

	Stop wasting money on absolute junk, reopen all the roads as they used to be. Spend the money you're wasting on this absolute dross to fix the bloody roads instead. If you put up ANPR we will purposefully damage & remove them ourselves.
(o355) Local resident, (Witney, Ducklington Lane)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object I'm opposing the proposal to install ANPR cameras, particularly, in Witney High Street/ Market Place because the traffic in this area is low and really does not appear to present any danger to pedestrians. The existing signs and partial road obstructions are perfectly clear and generally effective. As a result any expenditure on cameras in this area would be a total waste of tax payers money which could be used for more advantageous things. I fail to see how these cameras would identify blue badge holders as any vehicle can be used to transport these people. It is likely to be more of a burden to blue badge holders and their drivers having to prove they had a right to be in that area after the event. In truth this is just another hit on the motorist for the purpose of gaining revenue. Camera surveillance is already excessive in this country and has resulted in many innocent people having problems with the Police when they've done nothing wrong or have been incorrectly identified. I am firmly against any increase in camera surveillance. Moreover, the time and manpower used in processing camera information by the police means less time available for dealing with real crime. We have already seen the effects of this trend with facial recognition camera and the monitoring of social media posts. ANPR cameras to monitor Witney High Street would waste resources on a problem which is negligible by comparison with other problems we have at present.

(o356) Rather not say, (Witney, Ducklington lane)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object I object as it does not give any leeway to visitors making errors whilst negotiating very difficult and unfamiliar streets. Also this can be used for other purposes in the future and is yet another way of controlling our movements as if we agree to these being installed in small areas it won't be long before they are installed in other areas to monitor our movements. If these are installed it is yet another step towards Britain being a controlling nanny state.
(o357) Local resident, (Witney, Early Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: High Street – Object Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion

	Kidlington: A44 – No opinion Witney: Market Square/High Street – Object Witney High Street needs to be reopened to all traffic. Surrounding roads are now even more congested & there is no benefit for pedestrians or businesses. Elderly mother lives on Kidlington High Street & needs us to visit several times weekly to care for her, access via car is essential.
(o358) Local resident, (Witney, Early road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object I object because Witney High street should be open to all. Elderly people suffer and businesses are losing clients.
(o359) Local resident, (WITNEY, Eastfield Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – Support Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion

	Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Given Blue badge holders can use Witney High Street, APNR seems a bit pointless and could involve chasing visitors from outside the county.	Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Partially support
(o360) Local resident, (Witney, Empson Crescent)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion This is completely unnecessary and OCC hate for car drivers is getting out of control. You are slowly paralysing the county and its out of control someone must be held to account. In all the surveys, you ignore the outcome, There is absolutely no benefit to Witney High street being closed to cars, Having lived in Witney for 36years I don't know of ANY death or injury caused by cars on the high street so its pointless - Not everyone wants to walk or ride a bike we own cars for a reason. Its killing local business and killing the town centre - I went to cheltenham at the weekend and it was heaving with people - I've not seen a single town or oxford city that busy in years - Shame on you.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

(o361) Local resident, (Witney, Fettiplace Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object Absolute joke! Speaking for Witney alone, the current closure that is in place is already having a negative impact on local businesses. It should be re opened not enforced further. Any motorist in Witney knows that it is Bridge Street that is the real problem and something should be done to avoid the bottleneck that happens between the bridge and west end roundabout as this is where the congestion happens
(o362) Local resident, (Witney, Furrow crescent)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – Object

	Kidlington: A44 – Object Unneeded for volume that it'll prevent from happening	Witney: Market Square/High Street – Object
(o363) Local resident, (Witney, Gloucester Place)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion It will make the area much safer for pedestrians and cyclists	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o364) Local resident, (Witney, Gloucester place)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney town center is dying This is just a way of raising money , and restricting movement , the traders are against it as well .	Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o365) Local resident, (Witney, Gloucester Place)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – Object Kidlington: A44 – No opinion I don't see how ANPR will help! Example: My father is a blue badge holder and would therefore be allowed to drive down the high street/market square in Witney in his own car, when he is a passenger in my car how will it be known not to send me a ticket as we will be parking for him? I can see loads of paperwork and expense sending inaccuracy fines to the public. I do however support a speed camera to stop the using the road as a shortcut speeding down the high street and knocking someone over!!	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o366) Local resident, (Witney, Gloucester Place)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion

	Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion The restrictions in Witney Market Square at the moment allow for entry of blue badge holders and also vehicles unloading. The restrictions outlined in this ANPR proposal don't appear to allow for these, so I would not support the proposal	Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o367) Local resident, (Witney, Gordon Marshall close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Completely unnecessary. The road should not be closed to traffic in the first place	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

(o368) Local resident, (Witney, Hailey Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object I cannot pick up my veg from the market on Thursday and Saturday. I'm old age pensioner. I have to drive down there, i have always got my fruit and veg from them.
(o369) Member of public, (Witney, Harvest wat)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support

	Fully support all of these proposals - too many people think that the rules apply to others and not them. Often see people driving through Witney high street and getting away with it - this will stop then	
(o370) Local resident, (Witney, Harvest Way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I am a Witney resident, I support the high street ANPR camera. As the parent of a disabled child, I appreciate the partial pedestrianisation of the town centre. We have a blue badge and I do not want any stress associated with this - how will exemptions work in practice?	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o371) Local resident, (Witney, High Street)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support

	Faringdon: Market Place – Support Kidlington: A44 – Support safety for pedestrians	Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o372) Local resident, (Witney, High Street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No objection The current restrictions in Witney High Street/Market Square are widely ignored by motorists. There is a continuous flow of vehicles along this route during the day: observation from near Market Square indicates that a substantial proportion are using the route as a "cut-through". It is not uncommon to see cars and motorcycles driving through at speed.	Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No objection Oxford: St Clements – No objection Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – Support
(o373) As a business, (Witney, High Street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion

	Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion As the manager of a charity shop on the High Street, we rely on public donations to remain open. The current situation is restrictive enough, but preventing people further from using the road will only have a detrimental effect on not only my shop, but many others (there are several charity outlets on the High Street). This obsession with stopping cars from using roads is understandable in some situations, but when it is going to cause damage to the already dwindling high street situation, it's clearly the wrong thing to do.	Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o374) Local resident, (Witney, High Street)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Z	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o375) Local resident, (Witney, High street)	Abingdon: Bath Street – Object	Kidlington: High Street – Object

	Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Why when it stops people from shopping by the ridiculous decision to close the high street. I have not been shopping in Witney since being disabled as I can't get close enough be the shops.	Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o376) Local resident, (Witney, High street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion This would make Witney town centre a lot safer, it's meant to be enforced currently, but there is still a lot of cars still driving through the town, adding the camera, I fully support, and the fines raised can go toward fixing the roads and huge potholes.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support

(o377) Local resident, (Witney, Holloway Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Partially support How will this be policed for Blue badge holders? How will this control of Electric (High speeder cyclist scooters) etc Surely Corn street is more of a parking issue than the High Street ???
(o378) Local Cllr (i.e. Town/Parish/District), (Witney, Idbury Close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Partially support The current traffic order for Witney High Street allows for a mixture of use so will be difficult to automatically enforce and will require a lot of administration to cover allowed use. Whilst enforcing the restrictions is a good idea and often requested by local residents I fear that fines will be issued incorrectly more often than not.
(0379) Local resident, (Witney, Jacobs Close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object The change to the High Street has caused huge issues for me as a flat owner. I used to be able to park overnight outside my flat, but can no longer park there at all, meaning that I have to find a place to move my car to every 12 hours. A lack of train station means I need a car to be able to commute to Blackbird Leys for work (2 buses and a walk is just not possible or safe when I have to be at work for 7am). The parking situation has become so difficult that I have tried to sell my flat and move out of Witney, but the flat is not selling with viewers citing the parking situation as an issue. I am essentially stuck now. Pedestrianising the High Street was supposed to be better for residents but I have never minded the cars outside. Instead, now we get groups of teens/young adults shouting and screaming outside at all hours as they have forgotten it is a road, and the bars/restaurants along the High Street have encouraged their customers to congregate outside, spreading right into the road late at night. It is far more disruptive now. Additionally, the pavements are still just as busy as there are some vehicles using the road so people cannot walk in it. I have witnessed disabled drivers getting

	abuse when they park on the High Street from people who don't know the rules and the surrounding roads have become even more congested, particularly at peak times. There have been no benefits to local people of this change.	
(o380) Local resident, (Witney, Kingfisher Meadows)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object These achieved nothing other than killing local business and exploiting visitors and residents for additional tax. I STRONGLY object all ANPR cameras.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o381) Local resident, (WITNEY, Kingfisher Meadows)	Abingdon: Bath Street – Partially support Abingdon: Stratton Way – Support Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Partially support Didcot: Station Road – Partially support	Kidlington: High Street – Partially support Marsh Baldon: Baldon Lane – Partially support Oxford: A420 – Support Oxford: Barracks Lane – Partially support Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – Partially support

	Faringdon: Market Place – No opinion Kidlington: A44 – Partially support Witney in sore need of enforcement from private cars to motorbikes that speed the length of High Street. I traverse A420 from Newbridge to Tubney and motorists regularly break speed limits on the dual carriageway. Abingdon and Witney need enforcement of 20mph limits on Stratton Way and Burford Road (surprised this has not been included) I walk down Burford Road from Kingfisher Meadows to the town centre every day and object to the disrespect for pedestrians and speed limits shown by impatient drivers. One reached 60mph overtaking another vehicle in a built-up area and I was narrowly missed on the new pedestrian crossing as the driver couldn't wait for the red light to change WHILE I WAS ON THE CROSSING!!	Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – Support
(o382) Local resident, (Witney, Kingsfield Crescent)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Traffic free town centres are the way forward. Too many motorists abuse this restriction at present. Personally I would support a complete ban on traffic including buses & taxis etc. The environment would be so much safer, quieter and relaxing. My local are is Witney so maximum support to that.	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support

(o383) Local resident, (Witney, Kingswalk Cottages)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No objection Oxford: St Clements – No objection Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support As a resident of central Witney I feel very positive about the High Street being closed to most traffic. However, I have witnessed these restrictions being ignored on countless occasions - often with vehicles (cars or motor bikes)being driven fast along the High Street. I am elderly now and have no car. I am nervous when cars ignore the restrictions - especially at speed - and would thoroughly support these ANPR cameras. As I know East Oxford well, having lived there in the past, I felt I could provide an opinion for those locations but not on any others.
(o384) Local resident, (Witney, Langdale Gate)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – No objection Oxford: A420 – No objection Oxford: Barracks Lane – No objection Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – No objection Oxford: St Clements – No objection

	Faringdon: Market Place – No objection Kidlington: A44 – No objection Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – Support With the police stretched and ignoring the enforcement ,and vehicles still ignoring the Witney High St traffic regulations making it uncomfortable to walk safely through the street I endorsed the camera's,I think the penalty notice should be doubled as the type of people ignoring the signs would consider it as a paltrey fine.
(o385) Local resident, (Witney, Larch Lane)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support Cars consistently flouting the current restrictions.
(o386) Local resident, (Witney, Leslie Harvey Close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Traffic & local businesses	Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o387) Local resident, (Witney, Madley Brook Lane)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I support the enforcement as long as businesses still have the ability to load/unload and receive deliveries.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o388) Local resident, (Witney, Madley park)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion

	Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney high street should be reopened to all traffic	Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o389) Local resident, (Witney, Madley park)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Absolutely wast of tax payers money and waste of time . This is a small street does not need camera recognition while we already have enough traffic wardens in Witney	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o390) Local resident, (Witney, Madleypark)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion

	Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion More money being wasted with no consult with locals. We didn't ask for the 20 mph, we didn't ask for the high street to be closed and we want the pot holes being the focus	Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o391) Member of public, (Witney, Mallard drive)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion It doesn't serve the public and makes the traffic worse	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o392) Local resident, (Witney, Manor Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion

	Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney High street is very easy to use as a pedestrian, and as a motorist. Crossing the street as a pedestrian is without problems, and I'm a lady in her 70s. There is very little traffic using the High Street, therefore any restrictions would be unnecessary and spoil the nature and accessibility of the High Street.	Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o393) Local resident, (Witney, Manor Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion The signs are plain to see, there is no reason why people cannot adhere to them. However blue badge holders should provide vehicle details to OCC for exemption to avoid notice unnecessarily sent out	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support

(o394) Local resident, (Witney, Market square)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object People that have legitimate reasons for being there may be fined
(o395) Local resident, (Witney, Mary Ellis)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

	ANPR systems are not appropriate considering the current economic climate. Those who have money will flout the restrictions as they will not be bothered by the fines	
(o396) Local resident, (Witney, Mill Street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object I am only commenting for Witney High Street....i understand the rationale for safety of pedestrians but as a recently retired police officer from Witney I don't believe this is a good enough reason for inforcing a closure of the High Street : unless the council could post evidence to back their findings.
(o397) Local resident, (Witney, Mill walk)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Nothing has been done for years people drive through all the time	Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o398) Local resident, (WITNEY, Millers Mews)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion The closure of the area to traffic was initially successful as planters were placed at the entry points at each end but this did make it difficult for buses to access the road from the wrong side. It was later changed and the kerb and pavement extended slightly and new signage put up . This acted as a green light for many who now regularly and freely use the road from either end. If it were known and clearly indicated that number plate recognition was in place and more importantly operational, the original intention of the closure, limiting access to just public transport, and those with disabled entitlement and making the area safer for pedestrians might be realised.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o399) Local resident, (Witney, Mirfield Road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object

	Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object This is the UK not East Germany. This is about control	Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o400) Local resident, (Witney, Moorland close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I have no knowledge of the majority of locations listed. I do however live in witney and object to the closure and enforcement of the market square restrictions. These are pointless and do nothing to improve the town centre or reduce pollution. Pedestrian access at this location is very good and was not enhanced by the restrictions. This will not change with enforcement.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

(o401) Local resident, (WITNEY, MOORLAND ROAD)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support There are already too many people in cars, trades vans and on motorcycles who are flaunting the present restriction because there is no visible enforcement and this needs to be stopped so the use of ANPR is fully supported.
(o402) Local resident, (Witney, New Bridge Street)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: A44 – No objection Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – No objection Oxford: A420 – No objection Oxford: Barracks Lane – No objection Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – No objection Oxford: St Clements – No objection Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – Support

	Strongly support the installation on Witney High Street. The current restrictions are completely ignored and often by people who use the high street as a race track.	
(o403) County Cllr, (Witney, Newland)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support Strongly support action to exclude through traffic. Care will be needed to allow blue badge holders, business deliveries, buses and taxis.
(o404) Local resident, (Witney, Newland)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – No opinion Kidlington: A44 – No opinion It is so much safer to cycle and walk although it is notably that some unauthorised traffic continues to use the high street	Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o405) Local resident, (Witney, Newland mill)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion The measures already in place are sufficient. The use of ANPR enforcement will be a costly waste of time and money which could be better spent elsewhere	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o406) Local resident, (Witney, Newland Mill)	Abingdon: Bath Street – Object Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion It's wrong to force people to go out of their way when going about their day to day business. It means we spend longer on the roads, in queues of traffic, spilling out more smelly fumes than we would have done in the first place. It's harming businesses as customers can no longer stop for a short time to pop in to a business. Not all people with mobility issues have a Blue Badge & they're being unfairly penalised too.	Oxford: Rectory Road – No opinion Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o407) Local resident, (Witney, None of your business)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object You are an utter disgrace, stopped wasting OUR MONEY on things we DO NOT WANT. You exist to SERVE US, not to dictate what we can and cannot do and where we can and cannot go. Nobody wants more surveillance, you are using our money against us instead of using it to provide the services you are supposed to provide. If you want to make our roads safer, start by fixing the massive potholes that are everywhere (because you are not doing what you are supposed to). You are not fit for purpose and you are certainly not working for the people who elect you and pay for you to exist, utter disgrace. You have ruined Oxfordshire!	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

(o408) Local resident, (Witney, North leigh)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object This should be used as a through road to help build up of traffic in the other roads around the centre of Witney. Restricting this road for only badge holders or delivery drivers is unfair to the takeaway services/restaurants and pubs. Not everyone that has a disability is able to receive a blue badge. It's convenient and very useful having access and adhering to timed parking zones.
(o409) Local resident, (Witney, Orchard Way)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object

	Kidlington: A44 – Object Witney: Market Square/High Street – Object All of these cameras are a waste of money. Especially those cameras placed on roads that should NOT be closed, such as Witney High Street.
(o410) Local resident, (Witney, Oxford Hill)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object Total waste of time and money on something that will not be effective. Answer is to reopen the High Street.
(o411) Local resident, (Witney, Oxford hill)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object This street has been the classic road of the ‘Town centre’. I have know it for many years, working in as a teenager, policing it and as a resident for over 40 years Yes, I do look and wonder why some have entered and the speed but I have concern that the town business is suffering. I see no reason for this restriction. We have a straight road , with pedestrian crossing and crossing areas, large footpaths and a market square. This just seems to be political.
(o412) Local resident, (Witney, Oxlease)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – Object Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Partially support I'm only partially supporting the Witney proposals as I see no reason why there should be vehicular restrictions after 19.00
(o413) Local resident, (Witney, Oxlease)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion

	Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney town centre is safer without traffic and the air quality is better, there's plenty of parking nearby. Please keep it closed to most traffic	Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o414) Local resident, (Witney, Park road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Not needed whatsoever re open and use the money for potholes or re address the slip Road Witney actually needs Local businesses don't want it Witney doesn't want it	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

(o415) Local resident, (Witney, Park road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support Just commenting on my local area. I think there should have been an option to do that.
(o416) Local resident, (Witney, Park View Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support

	Without enforcement people have been using High Street as normal and it still feels very vehicle-dominated. Without enforcement all the other proposals for the street seem pointless as it is still being used as a rat run when no through journeys actually need to use High Street.	
(o417) Local resident, (Witney, Pine rise)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion The businesses are already suffering since the closure of the high street, don't make this harder for the people and businesses of Witney by installing these cameras. It's bad enough with traffic to close the route in the first place. People will just start shopping elsewhere due to the restrictions. Maybe spend some time in the town to see how this will impact residents and businesses	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o418) Local resident, (Witney, Pipit lane)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion It won't make traffic anymore free flowing! Use the money to extend the single carriage way a40 to dual!!	Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o419) Local resident, (Witney, Point Place)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Not needed. Council hammering motorists yet again	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o420) Local resident, (Witney, Point place)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion

	Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion The restrictions imposed mean that even if you're dropping an elderly person off so they can visit one of the shops, even without a blue badge this won't be possible. My 95 year old granny doesn't have a blue badge but has a walker and can't walk far, so if we go into town I drop her on the high street, park and then meet her. She doesn't get out lots. This would make it impossible for her to go to the high street without becoming extremely tired just walking from Waitrose carpark to the high street. If someone has a blue badge how do you intend on proposing they don't get a fine every time they drive down the street. Also what about delivery drivers will they also have to object to a fine every time they drive down the high street. The proposal isn't realistic for a market town. We are not a big town with lots of different routes that we can go and it's already been an impact not being able to drive down the high street, clogging up small roads around the town, now u want to make it worse.	Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o421) Local resident, (Witney, Puck Lane)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support

	That IF we are to have restrictions, they should be enforced and not voluntary as at the moment where people drive up and down taking the pi**	
(o422) Local resident, (witney, Queen Emmas Dyke)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Because it's ridiculous to be completely honest as a result the high street shops suffer as there isn't as much passing trade. It doesn't really make much difference the closure other than effecting the passing trade, I've lived in wotney all my life and in recent years the choices the councils etc have made have done nothing made make things worse!	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o423) Local resident, (Witney, Queen Emmas Dyke)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion ANPR is wholly unsuitable for blue badge holders, the badge goes with the holder NOT the vehicle, not opening the road fully blocks a vital artery. Too many legitimate users are not on the exempt list	Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o424) Local resident, (Witney, Saxon Way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion It seems that many who don't agree with the closure of Witney High Street don't want to abide by the closure so ANPR seems to be a practical way to monitor & control the closure.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o425) Local resident, (Witney, Saxon Way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion

	Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Though the new restrictions have certainly reduced traffic, there is still too much traffic which doesn't fit the criteria, driving on Witney High Street, because drivers know there is absolutely no enforcement currently undertaken. One question: how does an ANPR camera/database know if the car contains a legitimate disabled passenger with a valid blue badge? Will this result in lots of issuing and cancellation of tickets? What does this cost the Council? And does it have the potential to cause distress for recipients?	Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o426) Local resident, (Witney, Schofield Avenue)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I live on the outskirts of Witney and walk to the town when I shop or have appointments. I notice there are large amounts of unauthorised traffic using the High Street with much at excessive speed. The unexpected traffic makes the situation very unsafe therefore, I feel enforcement would significantly improve safety.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support

(o427) Local resident, (Witney, Snowhill Drive)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object It is totally unnecessary, there have been no accidents, you have already put traffic restrictions in place, which NONE of the businesses wanted. Access is needed for the hotel, loading, unloading, disabled parking.
(o428) Local resident, (Witney, Snowhill Drive)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

	There are several charity shops in the area affected and if I have heavy bags of items / books to donate would I get a fine for loading if I quickly stop outside the shop to hand them in? How would you police this? Please let me know. Personally I think shutting the High Street has been very bad for Witney and pushed more traffic onto the other roads like Holloway Road and Corn Street as well as affecting businesses such as Sandwich De Witney and The Shake Shop. Please rethink this. Thank you.	
(o429) Local resident, (Witney, South lawn)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object The majority already comply. Is it not cheaper to have random spot checks and publicise doing so. The fear of fines stops people and changes habits. Anpr will be forgotten technology lead to mistakes. Thus Losing public support
(o430) Local resident, (Witney, Southlawn)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion People who shouldn't be driving down there drive at a ridiculous speed to get away with it, making it even more dangerous than when cars were allowed	Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o431) Local resident, (Witney, Spring Meadow)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I fail to see the rationale for preventing traffic on Witney High Street. For many year this road functioned as a route for cars and there does not appear to be any reason to alter this. For both economic and environmental reasons the detour is unnecessary.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o432) Local resident, (Witney, Spring Meadow)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object

	Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Witney High Street: There is no issue with the traffic and this will only make it more difficult for businesses to operate. We don't need to see more loss to the high street. Waste of public money if this is enforced.	Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o433) Local resident, (Witney, Spring Meadow)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Witney high street should not be pedestrianised	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o434) Local resident, (Witney, Springfield oval)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection	Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – No objection

	Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: A44 – No objection I live in Witney and very much support the pedestrianisation of the high st. I noticed a lot more cars driving through after the planters went. I support anpr but worry it won't determine people if not well enforced.	Oxford: A420 – No objection Oxford: Barracks Lane – No objection Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – No objection Oxford: St Clements – No objection Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – Partially support
(o435) Local resident, (Witney, Springfield Oval)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – Partially support Kidlington: A44 – No opinion I support the use of ANPR in our pedestrianised market town high streets for environmental reasons	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support

(o436) Local resident, (Witney, Springfield Oval)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – Support Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support Supporting use of ANPR in order to enforce traffic measures. Some level of deterrence is needed at least initially to implement the changes effectively
(o437) Local resident, (witney, station lane)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support

	The issue of safety as so many people are not following the rules	
(o438) Local resident, (Witney, Stow Avenue)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object How hard is it to stop wasting peoples tax money on useless projects like these? Spend the money on fixing the ridiculous amounts of potholes in oxfordshire, that make you swerve trying to avoid them.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o439) Local resident, (Witney, Swan Court)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object

	Faringdon: Market Place – Object Kidlington: A44 – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object This is not a matter of safety, you are enforcing fines on people during a time of extreme hardship. I am against the enforcement of fines, especially when mistakes are so easily made, and signs already do enough to ensure these roads are not accessed. Fines are only dissuade the poor, a fine is not a fair punishment to those who can afford it.
(o440) Local resident, (Witney, Swan Court)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – No opinion Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object Fine issuing cameras are pretty much always a sign of council failure to make signage clear. They then push that responsibility onto drivers; failing road users a second time. Witney high street is an excellent example of this. Previously it had very clear indications to drivers that the high street was restricted, with the highway sleeving down to one lane; during this period compliance was very high. Inexplicably this was replaced with subtle signage and no sleeving down to one lane and now compliance is far lower. This makes it clear that people are simply not seeing the subtle signage (due to council failure) and so fining people would be to fine them for the council's failure. I also worry about the safety implications of changing people's priorities from: [Safety] > [Obey standard road laws] > [Obey obvious signage] > [Obey subtle signage] to one where subtle signage is given far greater priority. I don't want

	people scanning the sides of roads for subtle signs for fear of fines, I want them looking out for children crossing the road. Additionally fines disproportionately affect the poor. During the cost-of-living crisis this is a particularly bitter pill to be handing out. For someone struggling a fine may mean skipped meals (while to a well-off person it may not even register) My concerns would be slightly mitigated if instead of issuing fines the cameras instead triggered letters informing people of the regulations with no fines. This would be a cost to the council so provide a virtuous incentive to improve signage. Rather than a vicious cycle where failing to provide clear signs is a source of revenue for the council; encouraging worse signage in the future.
(o441) Local resident, (Witney, Sycamore Close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object Because blue badge holders can drive/be driven by any vehicle. Some do not drive at all so rely on lifts from multiple vehicles. It is not a practical system that will be fair and accessible. Also many people require access for loading - for charity shops or buying something bulky from a local shop. The high street shouldn't be closed at all. But anpr isn't the solution as many vehicles have permitted access anyway and therefore will not significantly reduce the number of vehicles in any case.

(o442) Local resident, (Witney, Tar Lane)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object An exercise in profit not safety. This method of enforcement is unreasonable and excessive.
(o443) Local resident, (Witney, The Crofts)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object I don't believe the proposals are warranted or workable

(o444) Local resident, (Witney, The Crofts)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support I often see motorists driving right down Witney High Street, sometimes rather quickly. If I am not allowed to do this, I don't see why some people should get away with it. However, I think people should be allowed to drive down the street to pick up heavy items from local shops. An example would be to collect a sack of potatoes from the market. I'm not sure how this would be possible under the ANPR system.
(o445) Local resident, (Witney, The WILLOWS)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion

	Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Time and again I see people contravening the restrictions so it is good to see that something will be done about it. Cars speed along the High St as a short cut and I have seen young men doing wheelies on their motorbikes.	Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o446) Local resident, (Witney, ThorneOX28y Leys)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support It s important that where there is a traffic traffic restriction that it it enforced for the safety of pedestrians. I am particularly concerned about the current widespread number of speeding cars travelintgrough the pedestrianised part tof Witney High street	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o447) Local resident, (Witney, Thorney Leys)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object

	Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Surveillance state	Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o448) Member of public, (Witney, Thorney Leys)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I have selected “No Opinion” to the areas in which I am not familiar with however I have selected “Object” to the ANPR cameras for the High Street in Witney. I am not aware that the current signage of “No Entry” gets broken in that it warrants ANPR cameras. Surely ANPR cameras would be better used and be better use of the council’s finances on our B roads on the outskirts of our towns where many of the speed limits are broken and accidents occurring. Our country roads (B roads) which are not lit by street lamps, have various curves and tight bends and carry a 60 mph speed limit on are too often being used above the speed limit and result in many of incidents or accidents with not so good outcomes. If ANPR cameras were installed on these roads surely it would act as a deterrent and help prevent such incidents/accidents.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

(o449) Local resident, (Witney, Thorney leys)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object Witney high street should be reopened to supports businesses and to decrease the amount of traffic in other areas. The traffic build up in Witney is becoming out of control as there are only a couple of routes to get to the other side of Witney, especially during rush hour. It takes me over 20 minutes to get from one side to the other. All the emissions will not be helping the environment either. There are also multiple charity shops on the high street so being able to drive down and pull up outside makes it much easier for making donations.
(o450) Local resident, (Witney, Thorney Leys)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney High st should never have been closed - using ANPR cameras in just plain WRONG. Stop killing our town - we are not and never will be Oxford.	Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o451) Local Cllr (i.e. Town/Parish/District), (Witney, thorney leys)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support need to put pedestrians first not last after cars	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o452) Local resident, (Witney, Thorney Leys)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion

	Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I do not agree to the Witney High Street closure. I believe the closure should be restricted to between 9am and 5pm thus relieving the pressure on traffic through the town at peak travel times.	Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o453) Local resident, (Witney, Tuckers Court, Coral Springs Way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion While sympathetic to the need to prohibit rat-running from one end of the zone to the other and limiting access to those that need it, the proposal to prohibit all motor vehicle access seems excessive. Surely Blue Badge holders should retain the right to enter the zone and park at the disabled parking bays. The signage suggests that this will become a pedestrian only zone in all but name, but officially designated Pedestrian Zones do allow access for Blue Badge holders and Loading vehicles. Presumably buses and taxis may still use the zone. I am not sure how the proposal fits in with the recent proposal to redesign the High Street/Market Square. At the very least more thought is required.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

(o454) Local resident, (Witney, Valence Crescent)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object What a ridiculous amount of money to police a zone that did not have full community support when put in and with the state of the local roads the money would be better spent in my opinion fixing the roads properly which would make the roads much safer as cars and bikes wouldn't be driving down the middle to avoid all the potholes and broken surfaces!
(o455) Local resident, (Witney, Valence Crescent)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: High Street – Support Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion

	Kidlington: A44 – No opinion Fed up of people ignoring the restrictions.	Witney: Market Square/High Street – Support
(o456) Local resident, (Witney, Vanner Road)	Abingdon: Bath Street – Partially support Abingdon: Stratton Way – Partially support Banbury: Rother Road – Partially support Bicester: Sheep Street (No Entry) – Partially support Bicester: Sheep Street (Ped Zone) – Partially support Didcot: Lydalls Road (No Entry) – Partially support Didcot: Lydalls Road (One Way) – Partially support Didcot: Station Road – Partially support Faringdon: Market Place – Partially support Kidlington: A44 – Partially support I generally support the use of ANPR providing the geographical area it covers is clearly signposted. I have been caught out by other ANPR schemes that were not clearly signposted and I have paid resulting fines as a result.	Kidlington: High Street – Partially support Marsh Baldon: Baldon Lane – Partially support Oxford: A420 – Partially support Oxford: Barracks Lane – Partially support Oxford: North Way (U-Turn) – Partially support Oxford: North Way (Left Turn) – Partially support Oxford: Rectory Road – Partially support Oxford: St Clements – Partially support Oxford: West Way/Botley Road – Partially support Witney: Market Square/High Street – Partially support
(o457) Local resident, (Witney, Vanner Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney high street footfall has dropped since the high street was closed. Reopening would benefit local businesses and bring a buzz back to the town centre. There has never been any safety issues with traffic and the money could be better spent elsewhere	Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o458) Local resident, (Witney, Waterford Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion It's just being put there as another way to make money!	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o459) Local resident, (Witney, Welch Way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No objection Oxford: Barracks Lane – No objection Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion The high street if Witney is operating in a mutual understanding. Few people might using it to access shops and services during night or cut to church green during night times. There is no justification in terms of accidents or large number of violations that justify use of ANPR	Oxford: Rectory Road – No objection Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o460) Local resident, (Witney, Welch way)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Traffic is already at a standstill in Witney town centre without further restrictions. I am aware that they are already in place but not enforced. The feeling of the public and businesses are much different to the councillors and will be very much met with resentment and ill feeling. Business especially who have been extremely vocal in opposing the initial restrictions. Not good considering local elections to come.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o461) Local resident, (Witney, Whitehall Close)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object

	Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Don't want ANPR bullshit	Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o462) Local Cllr (i.e. Town/Parish/District), (Witney, Whole town.)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Whilst I understand that there is a need to enforce the traffic regulations on Witney High Street, I have concerns about the execution of an ANPR system. The TRO for Witney High Street is far more complex than some of the other proposals. This isn't simply a 'no right turn' type situation that is black & white. There are many legitimate reasons for drivers to use the High Street, and an ANPR system would not be able to distinguish between these legitimate users, and those abusing it.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

	If executed as presented, blue badge holders, those unloading at charity shops, those loading / unloading at over 50 businesses (including members of the public dropping items off at charity shops) would receive a penalty notice through the post. I urge OCC to carefully consider how they will distinguish these legitimate users and ensure that they do not receive penalty notices. Poor execution of this could risk harming footfall within Witney Town Centre & businesses ability to operate.	
(o463) Local resident, (Witney, Wilkinson Place)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support This is often used as a cut through. It should have limited parking and slow speed limit (10mph), but should try and remove those that use it purely as a cut through. There should also be ANPR cameras on the traffic calming zone where corn street meets the high street as this is often congested with people parking on double yellow lines, often to buy Vapes or take away drivers parking there.
(o464) Local resident, (Witney, Windrush Valley)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Oxford: Barracks Lane –

	Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – Support Kidlington: A44 – No opinion Unfortunately there are still quite a number of motorists who choose to ignore the road signage in these areas and some form of enforcement appears to be the only way to persuade them that the various restrictions are for the greater good and safety of all.	Oxford: North Way (U-Turn) – Oxford: North Way (Left Turn) – Oxford: Rectory Road – Oxford: St Clements – Oxford: West Way/Botley Road – Witney: Market Square/High Street –
(o465) Member of public, (Witney, With held)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion There seems to be no enforcement of the current traffic orders banning vehicles in Market Square/High Street, therefore escalating the proposals to include ANPR makes sense.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support

(o466) Local resident, (Witney, Witney)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object It's all about stopping people in their lives and control
(o467) Local resident, (Witney, Witney)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

	Because everything now is just becoming a joke we pay way too much council tax to the councils and they don't do anything your all greedy and don't actually care about the normal human being lets just pay the police to do another job that they are absolutely pointless at in this county rather than focus on the smaller things in life why don't they actually do Thier job and remove drug dealers off the street go and remove the local pedo from the park bench useless country and it's government and county councils	
(o468) Local resident, (Witney, Witney)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object Open witney back up to how it use to be for local businesses they was nothing wrong with how the high street used to be stop try to close witney down use the mo ey to fix roads instead
(o469) Local resident, (Witney, Witney)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney high street will kill local trade at peak times and will cause carnage	Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o470) Local resident, (Witney, Witney)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – Object Kidlington: A44 – No opinion Witney high street does not require ANPR. Advertising a job at 43,000 a year, this money should be better spent elsewhere or improving our roads. Stop making problems where there aren't any!	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o471) Local resident, (Witney, Witney high street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion

	Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion As an on call firefighter responding to the station in Witney, traffic is already increasing our turn in and response times since all the roads have gone to 20mph. A lot of the time cutting through town centre gets our fire engines out the doors quicker to people who need us. Now you're going to be proposing fines against OCC staff who are sacrificing their safety and their time to help others. Let's hope you don't need us in a hurry because our turn out times are getting slower and slower.	Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o472) Local resident, (Witney, Witney high street)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object In most cases you are fixing a problem that didn't exist in the first place (especially in Witney and parts of oxford) and making a new problem. Witney for example used to be an important main road, then it was made pedestrian only for unknown reasons. By doing this businesses have been put off setting up on that road and the slow death of the town centre has been accelerated. It has really taken away from the quant, welcoming feel the town once had.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

(o473) Local Cllr (i.e. Town/Parish/District), (Witney, Witney Town Council)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – No opinion Fed up with those that continue to flout the rules. Kidlington: High Street – Support Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – Support
(o474) Local resident, (Witney, Woodford Mill)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

	The restrictions allow for blue badge holders to use the road, but anpr doesn't allow for that to be tracked. The road is also allowed to be used for loading which will result in drivers getting notices for doing their jobs.	
(o475) Local resident, (WITNEY, Woodford Way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Absoloutely no need - the small business' in Witney High Street are still suffering since restrictions were first introduced across Covid - which had no benefit to anyone!	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o476) Local resident, (Witney, Woodgreen)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Can't comment on other locations as I don't know those areas. I'm a Witney resident, and frequently see the quite heavy volume of traffic still using the high street.	Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o477) Local resident, (Witney, Woodgreen Hill)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object My comments are specifically about Witney, but should be read for all other locations as well. I strongly object to the proposed imposition of these cameras in Witney's Market Square/High street. the closure of this area to most traffic has already ruined the atmosphere of the town centre. In common with other towns in Oxfordshire, the town centre already has more than enough arid open spaces of tarmac and concrete. One suspects that ANPR cameras are just another ploy by OCC to introduce yet another draconian anti-car scheme combined with a handy source of extra revenue.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o478) Local resident, (Witney, Woodpecker Way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion

	Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I can't speak to any area other than my local area. With regard to Witney High Street I cannot see how such an investment is needed. There are very few vehicles which use the High Street and so the inconvenience is most likely to effect people with disabilities receiving fines in error and local businesses, including delivery drivers. I cannot see how such measures which will disproportionately impact these groups could be considered as a reasonable measure. With strong local feeling on the pedestrianisation of the High Street I can only see that the addition of ANPR will further lose trust of an already disillusioned public. Unless the council can provide statistics for a high number of accidents (which there aren't) on the High Street and how ANPR will improve safety then I don't believe they will be able to garner public support, and the implementation in the face of public opinion goes against the wishes of the people you have been elected to represent.	Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o479) Local resident, (Witney, Woodpecker Way)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object

	Kidlington: A44 – Object Witney: Market Square/High Street – Object I object simply put, we are not a police state. This comes from someone, who hasn't owned a motor vehicle for the last thirty years. This in my book however is going far too far. Rather than installing cameras, use the money to sort out the A40. It's beyond being a joke and is ruining peoples lives and health. No other country would tolerate a main arterial road to be in the state that it is. it's laughable that you can travel to London quicker than you can from Oxford to Witney in rush hour traffic. This should be your priority not messing up small market towns that had no problem.
(o480) Local resident, (Witney, Woodstock Rd)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support Too many people think the restrictions don't apply to them.
(o481) Local resident, (Witney, Woodstock Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion

	Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney high street is a much better environment since it was partially pedestrianised. There needs to be proper enforcement and ANPR will assist. Identifying genuine loading will require an effective procedure.	Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o482) Local resident, (Witney, Woodstock Road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object These cameras never work properly and send fines to exempt vehicles, the road through witney should be opened again as there is no benefit to anyone having it closed. These cameras are just a money making scheme from motorists with no real thought about anything other than what money they can get	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o483) Local resident, (Witney, Woolgate Shopping Centre)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – No opinion

	Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – Support Faringdon: Market Place – No opinion Kidlington: A44 – Support Safety: Especially Witney high street where speeds for some drivers ignoring the restrictions are excessive	Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o484) Local resident, (Witney, Apley way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Safer to cross the road. Cleaner environment for the town.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o485) Local resident, (Witney, Ashcombe crescent)	Abingdon: Bath Street – No opinion	Kidlington: High Street – No opinion

	Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – Support Kidlington: A44 – No opinion Witney high street would be much more pedestrian friendly if the rules were enforced. Far too many cars cut through that have no need to.	Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o486) Local resident, (Witney, Blakes avenue)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Disabled badge user for my father who is only able to walk short distances but still needs and wants to collect prescriptions from Boots and attend Lloyds Bank As a 98 year old who has lived in Witney all his life and paid taxes	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

	and contributed to local infrastructure this right of access should not be removed by a council paid for by the public	
(o487) Local resident, (Witney, Blakes Avenue - businesses are on the High Street.)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object I object to ANPR being used, especially on the High Street in Witney. I am a Blue Badge holder and the only way I can access businesses in the town centre is if I can park on the street (safely, of course) as it's too far to walk from local car parks. The use of ANPR would mean that I would no longer be able to shop or access services on the High Street and I would have to go outside the town to shop/have eye and hearing tests, etc. It would also mean that buses and taxis would not be able to service the town centre. Like so many plans, I believe that this has been ill thought-out and I believe its purpose is only to penalise (for Council financial gain) motorists and local businesses.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o488) Local resident, (Witney, Bramble bank)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – No opinion Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object

	Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – Object Kidlington: A44 – Object Witney high street needs to be reopened. The last servay done by district showed the public want it opened but councillor Enright said no matter the outcome of the them, the high street will never open. So what's the point of this...	Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Partially support Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o489) Local resident, (Witney, Bridge street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion It's a disgrace to businesses in Witney town centre. We boycott the town now and would travel travel further afield. The town centre should be opened up to vehicles it's not helped in anyway to have it a no vehicle zone.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o490) Local resident, (Witney, Burford road)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object

	Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Not required	Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o491) Local resident, (Witney, Burwell Dr)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion The high street is still being used by vehicles and particularly boy racers. Market square is more pleasant without car Humes and noise pollution. It should have been implemented years ago after COVID.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support

(o492) Local resident, (Witney, Cherry tree way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – Support Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Support Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – Support Far too many Vechiles using Witney high street.
(o493) Local resident, (Witney, Corn St)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: A44 – No objection Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – No objection Oxford: A420 – No objection Oxford: Barracks Lane – No objection Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – No objection Oxford: St Clements – No objection Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – Support So many cars and motorcycles currently race up and down the High St Witney making it very dangerous.

(o494) Local resident, (Witney, Corn street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Absolutely against free movement Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o495) Local resident, (Witney, Dark lane)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion

	Kidlington: A44 – No opinion Witney: Market Square/High Street – Support Family with young child- too many drivers drive at reckless speeds through the high street, possibly because they know they are not meant to be there. Enforcement is required to keep families crossing safe and keep the high street liveable
(o496) Local resident, (Witney, Farmers close)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object These roads don't need these cameras. As all roads should be full open to all road users. To close them just makes more traffic
(o497) Local resident, (Witney, Hardwick)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Oxford: Barracks Lane – Oxford: North Way (U-Turn) – Oxford: North Way (Left Turn) –

	Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object How will you be able to monitor blue badge cars driving along Witney high street	Oxford: Rectory Road – Oxford: St Clements – Oxford: West Way/Botley Road – Witney: Market Square/High Street –
(o498) Local resident, (Witney, Harvest Way)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – No objection Kidlington: A44 – Object ANPR is obtrusive and does not allow for the complexity of life in small market towns and small cities. The aggressive process to any caught with ANPR makes it difficult to appeal any decision due to escalating costs. It's a money making opportunity for the council sowing increasing distrust of local government at a time when trust is already through the floor.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o499) Local resident, (Witney, High streer)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object

	Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Controlling	Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o500) Local resident, (Witney, High Street)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object The high street should re opened to all vehicles again and leave alone, there is no need for this. As for other sites stop wasting money on something that is not needed use the money to fix the potholes etc. listen to the people.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

(o501) Local resident, (Witney, High street)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object Witney high street should never have been closed. The limited access to the high street has killed the buzz and amount of people visiting the high street. This is a very bad out of touch decision made by people who have no idea
(o502) As a business, (Witney, High street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

	Reduced footfall since closure	
(o503) As a business, (Witney, High street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – No opinion	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object We should be focusing on encouraging people to the high street. The problem isn't big enough to warrant cost on ANPR. Currently it's used by buses, takeaway drivers and loading. Even introducing the ANPR increases a negative mindset to the high street. Why is the focus not on encouraging people to the high street, supporting small businesses and overall a positive narrative?
(o504) Local resident, (Witney, High Street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion

	Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I live on the section of the High Street in Witney that is subject to road restrictions. I've already had delivery drivers refuse to deliver packages because of threats of being fined by overly keen traffic wardens, even though unloading is allowed. ANPR is completely unnecessary and a waste of money. The street shouldn't have been closed in the first place.	Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o505) Local resident, (Witney, Highworth Place)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Not needed and money better spent on true road safety, repairing roads, cleaning signs, improved white lining, road verge maintenance, frequent road drain cleaning and testing!	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o506) Local resident, (Witney, Holloway Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion

	Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion High street shouldn't be closed, it's killing trade and makes Holloway Road a dangerous and busy divert alternative. This road closure was a Covid temporary measure- had no meaningful public consultation and needs to be re addressed.	Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o507) Local resident, (Witney, Leys Villas)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I am supportive of the traffic restrictions on Witney High St because they improve the town centre experience. They are regularly ignored by a small minority of drivers. This presents a danger to pedestrians and cyclists. Such clearly visible disregard for the law is also dispiriting for law-abiding citizens and may chip away at respect for the law.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support

(o508) Local resident, (Witney, Manor road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object Far too many exemptions in Witney, multiple blue badge holders, vehicles unloading at high street businesses and multiple taxis from all over Oxfordshire. The funds would be better spent on dangerous road surface damage and high street infrastructure to slow traffic for pedestrians.
(o509) Local resident, (Witney, Market place witbey)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

	The town centre in Witney should be opened up to all. It will cause more loss to trade if can't drive near to business to collect items. You are already damaging the local area don't kill it off anymore!	
(o510) Local resident, (Witney, Marriotts walk)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Because too many drivers ignore the no entry signs and use the road as a cut through, endangering pedestrians	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Support
(o511) Local resident, (Witney, Mill street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Reopen the road	Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o512) Local resident, (Witney, Moor Avenue)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Because these restrictions are closing businesses and are just another way for you to go on the money grab with people. We did not ask for 20mph speed limits they were just enforced so I don't see why we should have anything else enforced on us.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o513) Local resident, (Witney, Moorland)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion There is no reason for this to be classed as pedestrian. It clogs up traffic elsewhere and anpr is unnecessary.	Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o514) Local resident, (Witney, Newland)	Abingdon: Bath Street – Support Abingdon: Stratton Way – Support Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – Support Didcot: Lydalls Road (One Way) – Support Didcot: Station Road – Support Faringdon: Market Place – Support Kidlington: A44 – Support To many cars on the no go areas which is making it very dangerous	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – Support Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support
(o515) Local resident, (Witney, Oxlease)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion

	Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I propose full pedestrianisation of the Witney High street to maximise enjoyment and safety of shoppers. With rising bollards to allow access for deliveries at certain times of day.	Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Partially support
(o516) Local resident, (Witney, Park View Court)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion I object to anymore changes being made to Witney high street. The high street should never have been restricted and should be opened back up to all traffic. The traffic bulid up, the closure has caused to other roads around town, especially around the entrances to Waitrose is ridiculous! I am a carer in the community that often transports elderly clients to appointments or shopping. Not all of those clients (even up to the age off 99) have blue badges and having restrictions on where I can drive or park is unsafe for my clients and time consuming for me to get in between clients. I have lived in Witney all my life and it's always been a lovely town, that people from other areas always commented on. But alot of the recent changes have gone against what the community want. Sort out the potholes and stop building on all our lovely green spaces.. making even more traffic in areas that are already nightmare!	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

(o517) Local resident, (Witney, Queen Emma's Dyke)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: A44 – Support Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – No objection Oxford: A420 – Support Oxford: Barracks Lane – No objection Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – No objection Oxford: St Clements – No objection Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – Support Vehicles using Witney High street definitely need monitoring.
(o518) Local resident, (Witney, Rye Crescent)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object

	Kidlington: A44 – Object Witney: Market Square/High Street – Object Because it's a waste of resources and it makes the poor poorer.
(o519) Local resident, (Witney, Saxon Way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Waste of money and not necessary Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o520) Local resident, (Witney, Snowhill Drive)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion

	Faringdon: Market Place – No opinion Kidlington: A44 – No opinion This should be a decision made by the local council not County Council. There have been no incidents to my knowledge on the High Street to justify any cameras. If any change is required, it should return to the way it was previously with short term parking assisting local businesses	Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o521) Local resident, (Witney, Spring Meadow)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion There are too many variables about what is allowed, especially Witney,	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o522) Local resident, (Witney, Stenter Lane)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney- there is one sign at the roundabout before going uphill to the highstreet stating only certain vehicles but by the time it's spotted its too late, people have gone that way by mistake. Imposing fines on innocent mistakes due to a lack of signage or last minute exiting the roundabout is unfair. Also, all the residents that have to queue around Witney especially at peak hours are being forced to sit in long queues, creating congestion and thus increasing air pollution. If you opened the main street up normally again this would help lower congestion. I am Fully against closing off the high street to all motorists and i say that as a pedestrian rather than a driver. We have plenty of places to cross along the highstreet. Traffic and fumes just build up when you close off other routes. In addition the fines will almost certainly impact the wrong people like takeaway delivery drivers, people setting up for the market etc. This should be a decision made by residents directly and especially by the businesses this decision would impact most directly.	Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o523) Local resident, (Witney, Tarrant Avenue)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney high Street needs to be returned to the thriving High Street it once was. It needs opening up not closing down. It's just unnecessary and unhelpful	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object

(o524) Local resident, (Witney, The springs)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Object Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object My main concern is Witney where local concerns re that it should NOT be shut in the first incident. There is not enough locals who want this road closed so ANPR is not required, as a finally decision has not been made. Perhaps fix the rest of the flow in an already highly congested town before breaking it further.
(o525) Local resident, (Witney, The Willows)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

	Your supposed benefits of APNR are fictitious in regards to Witney High St and Market Square. There is very little use now. How can APNR work for disabled people when the Blue badge is linked to a person and not a vehicle.?	
(o526) Local resident, (Witney, Vanner road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Witney businesses need support and therefore need the road permanently open. Path plenty wide enough for foot travel. Totally disagree with closure of high street.	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o527) Local resident, (Witney, Woodford Mill)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection	Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – No objection Oxford: A420 – No objection Oxford: Barracks Lane – No objection Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – No objection

	Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: A44 – No objection Currently traffic uses the Witney high street when it is a traffic free zone. Traffic free zone needs to be enforced	Oxford: St Clements – No objection Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – Support
(o528) Local resident, (Witney, Woodford Way)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object As a local resident to Witney High Street I am objecting as I believe our road needs reopening. The businesses want this, the residents want this. We don't need ANPR, we need our high street back.	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o529) Local resident, (Witney, Woodford way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Damaging to local communitie and businesses. When are popple going to wake up	Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object
(o530) Local resident, (Witney, Woodford Way)	Abingdon: Bath Street – No objection Abingdon: Stratton Way – No objection Banbury: Rother Road – No objection Bicester: Sheep Street (No Entry) – No objection Bicester: Sheep Street (Ped Zone) – No objection Didcot: Lydalls Road (No Entry) – No objection Didcot: Lydalls Road (One Way) – No objection Didcot: Station Road – No objection Faringdon: Market Place – No objection Kidlington: A44 – No objection I live and work in Witney - I see motor vehicles that appear to be guardians taking children to school, and others without visible disability badges driving through the High Street and Market Square not stopping to pickup anyone or anything just driving through because they know they will not be challenged and have no respect for the law. Additionally motorcycles, up and down, some seem to have their exhausts modified to make as much notice as possible. The law needs to be enforced.	Kidlington: High Street – No objection Marsh Baldon: Baldon Lane – No objection Oxford: A420 – No objection Oxford: Barracks Lane – No objection Oxford: North Way (U-Turn) – No objection Oxford: North Way (Left Turn) – No objection Oxford: Rectory Road – No objection Oxford: St Clements – No objection Oxford: West Way/Botley Road – No objection Witney: Market Square/High Street – Support
(o531) Local resident, (Witney, Woodford way)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – Object	Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object

	Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object I object any use of cameras for the sake of it when there is a danger posed by an action they are good but otherwise it is a license to print money from the taxpayer while making it harder to access local businesses	Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o532) Local resident, (Witney, Woodstock Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Closure of the High Street is killing Witney	Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

(o533) Local resident, (Witney,)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – Object Traffic in Oxfordshire is already horrendous. Creating more bottlenecks by closing more roads is hardly going to help. Have you ever considered we have rush hours and traffic because lots of people need to be in the same place at the same time????
(o534) Local resident, (Witney home - Business in Bicester, Church street)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – No opinion Kidlington: High Street – No opinion Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – No opinion Oxford: North Way (Left Turn) – No opinion Oxford: Rectory Road – No opinion Oxford: St Clements – No opinion Oxford: West Way/Botley Road – No opinion Witney: Market Square/High Street – Object

	I think you would raise tickets for genuine reasons for using that street....if I needed to load and unload at an address on the high street how would I avoid unnecessary costs...permit?	
(o535) Local resident, (Witney/Kidlington,)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Partially support Bicester: Sheep Street (Ped Zone) – Partially support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – Object Kidlington: A44 – Object The road systems work as they are now, as for Witney I don't see the need, pavements are wide enough and majority are away from the main road. It then clogs up the other streets around town making it harder to get around for all especially Corn Street which is narrower than the main street. Your making life harder for business to run, and locals to get around - and of course discriminating and punishing drivers - Big Brother is taking over. Cannot really say anything about the areas I don't know so don't feel this is quite a fair consultation survey.	Kidlington: High Street – Partially support Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Partially support Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object
(o536) Local resident, (Wolvercote, Home Close)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – No opinion Bicester: Sheep Street (Ped Zone) – No opinion Didcot: Lydalls Road (No Entry) – No opinion	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – Support Oxford: Barracks Lane – Support Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Support

	Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – Object Generally improvements to safety: The motivation for many of these changes are good. However, some of the restrictions it's not clear what the purpose is, specifically the U-Turns on "Oxford - North Way (U-Turn)", and "Kidlington - A44" neither of which have many (if any!) contraventions, so are a waste of money/resources.	Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – No opinion
(o537) Local resident, (Wolvercote, Lakeside)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No objection Banbury: Rother Road – No opinion Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Partially support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Partially support The city has become more dangerous to cyclists and pedestrians and these measures will just make things worse. As it stands you enforcement of the left turn from Cowley to Iffley Road is ineffective. The councils do not have a good history with protecting the data they held. Improving data handling is a higher priority.	Kidlington: High Street – Support Marsh Baldon: Baldon Lane – No objection Oxford: A420 – Partially support Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Support Oxford: North Way (Left Turn) – Support Oxford: Rectory Road – No objection Oxford: St Clements – Object Oxford: West Way/Botley Road – Partially support Witney: Market Square/High Street – No opinion

(o538) Local resident, (Woodstock, Hensington Road)	Abingdon: Bath Street – No opinion Abingdon: Stratton Way – No opinion Banbury: Rother Road – Support Bicester: Sheep Street (No Entry) – Support Bicester: Sheep Street (Ped Zone) – Support Didcot: Lydalls Road (No Entry) – No opinion Didcot: Lydalls Road (One Way) – No opinion Didcot: Station Road – No opinion Faringdon: Market Place – No opinion Kidlington: A44 – Partially support Kidlington: High Street – Support Marsh Baldon: Baldon Lane – No opinion Oxford: A420 – No opinion Oxford: Barracks Lane – No opinion Oxford: North Way (U-Turn) – Partially support Oxford: North Way (Left Turn) – Partially support Oxford: Rectory Road – Support Oxford: St Clements – Support Oxford: West Way/Botley Road – Support Witney: Market Square/High Street – Support ANPR is probably the only affordable way of policing these roads to improve road safety. I would also like to see such technology being used in dangerous bottlenecks like the top of Hensington Road in Woodstock where pedestrians are put at risk from speeding vehicles and the necessity for vehicles to mount the path to be able to pass each other.
(o539) Local resident, (,)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object

	Kidlington: A44 – Object Witney: Market Square/High Street – Object The council has a strained budget, these cameras are expensive and, in comparison to other priorities like relieving homelessness, providing social care or even keeping facilities like libraries open they are not a priority use of taxpayers funds in my view. Just because it is possible to buy a camera and enforce a traffic rule doesn't mean it is desirable. Virtually everyone obeys these rules anyway, the motor bikes allegedly targeted can evade by jumping off and walking their bikes as they do at other camera sites and overall this is a disproportionate use of scarce funds to solve a minor issue and I would prefer the council spent public money more wisely and efficiently
(o540) Member of public, (,)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object This is just another revenue raiser, it has little to do with road safety, just another opportunity for big brother.
(o541) Member of public, (,)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object

	Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object Where one is allowed more will follow. After this there will be more control overreach until no one is "allowed" to do anything without penalty. It's all about control and money and car drivers are a cash cow.
(o542) Member of public, (,)	Abingdon: Bath Street – Object Abingdon: Stratton Way – Object Banbury: Rother Road – Object Bicester: Sheep Street (No Entry) – Object Bicester: Sheep Street (Ped Zone) – Object Didcot: Lydalls Road (No Entry) – Object Didcot: Lydalls Road (One Way) – Object Didcot: Station Road – Object Faringdon: Market Place – Object Kidlington: A44 – Object Kidlington: High Street – Object Marsh Baldon: Baldon Lane – Object Oxford: A420 – Object Oxford: Barracks Lane – Object Oxford: North Way (U-Turn) – Object Oxford: North Way (Left Turn) – Object Oxford: Rectory Road – Object Oxford: St Clements – Object Oxford: West Way/Botley Road – Object Witney: Market Square/High Street – Object Vehicle uses continue to be used as cash cows....cyclists many of which ignore many rules and commands with impunity..make everyone responsible and accountable and I will change my vote.

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Divisions – N/A

DELEGATED DECISIONS BY CABINET MEMBER TRANSPORT MANAGEMENT

27 February 2025

Standing Advice - Transport Development Management for Minor Planning Applications

Report by Director of Economy and Place

RECOMMENDATION

The Cabinet Member for Transport Management is Recommended to:

- a) Approve the decision for the Highway Authority to provide Standing Advice for use by Oxfordshire's local planning authorities when determining Minor Planning Applications with five or fewer residential dwellings / units.**
- b) Delegate the approval of the Standing Advice document to the Director of Economy and Place in consultation with the Cabinet member.**

Executive Summary

1. In its role as the Local Highway Authority, the Council is a Statutory Consultee to the six Oxfordshire local planning authorities (Cherwell, Oxford City, South Oxfordshire, Vale of White Horse, West Oxfordshire and the County Council (for Mineral, Waste Planning and the council's own developments). Each year the Highway Authority is consulted on in connection with approximately 4,300 planning applications, ranging in scale from home improvements / extensions to major / strategic employment and residential developments. Unless agreed with the local planning authority the council has 21 calendar days to provide a response to an application that is consulted on.
2. An increased automation of the consultation process by local planning authorities has placed an additional burden upon the Highway Authority to locate applications, reproduce any hard copy material, respond to consultations online and store material electronically. All this activity impacts upon officer time and resources. To help alleviate the tension between increasing application numbers, limited staff resources in the Highway Authority and increased time required to process applications, it is proposed to introduce a Standing Advice document for use by planning officers at the local planning authorities. This document will provide concise technical guidance to enable planning officers to

carry out the necessary assessment of smaller applications (residential developments with five or fewer units) without always having to formally consult the Highway Authority.

3. This approach is used nationally by other highway authorities and whilst not ideal for all development proposals, it provides a pragmatic solution to alleviate the pressure on officer resources dealing with low risk planning applications and enabling focus on more larger and complicated development proposals, bringing an additional resilience to the Transport Development Management function.
4. It is proposed that the addition of the Standing Advice process will be supported by a programme of training, delivered by the Highway Authority, to the local planning authorities in advance of the Standing Advice approach being implemented. The Highway Authority will continue to provide technical advice for the smaller development sites where they are contentious or when the planning officers are in doubt as to whether the standard criteria can be met; this will enable any element of risk to be managed but will also help build up the knowledge and skills transfer to the local planning officers.

What is Standing Advice for Minor Planning Applications?

5. The Standing Advice for Minor Planning Applications document is intended to provide the necessary information and advice to local planning authority officers to assist them in the determination of minor applications. It will also provide a point of reference and advice for other stakeholders in the pre-application and planning process, without the requirement to formally consult the Highway Authority.
6. Where relevant this document will refer to national design guidance and Highway Authority guidance and when these documents should be referred to along with Standing Advice. Copies and links of these documents will be available through the council's website.

Why is this needed?

7. Highways Officers spend significant hours assessing and commenting on hundreds of Minor Planning Applications annually where quite often comments given to the local authority officer are minimal or in some instances require no comment at all. This detracts from Highways Officers being able to focus time and resources to other priorities that would be served better without these occurrences.
8. It has been identified, that if this council adopts a Standing Advice approach (as other Local Authorities in the UK currently do and have seen great success with), the time and resource saved can be allocated to other priority workstreams, such as assessing Major and Strategic Planning Applications, junior staff development and improving resilience within the teams.

9. In addition, for each occurrence where the local planning authority must ask for the Highways Team for comments, they must wait up to 21 days for a response. During this time, an application's determination period process will be impacted on, and in some cases may be unable to proceed without highway comments.

Who will be affected?

10. In addition to the Highway Officer resource that will be freed with the implementation of the Standing Advice document, this approach will enable planning officers to assess and determine Minor Planning Applications in a quicker and more efficient manner.

When would this come into action?

11. It is officers' intention to implement the Standing Advice approach by Q2 2025-26. Initial engagements have been made with District and City officers to promote this intention and so far, all have responded positively. While the Standing Advice document remains in draft, District and City officers have been asked for their inputs to ensure this advice document is suitable for their officers to understand and use before it is brought into use.

Corporate Policies and Priorities

Strategic Plan

12. Introducing Standing Advice for Minor Planning Applications principally supports the following strategic priorities for Oxfordshire:
 - **Priority 1:** Put action to address the climate emergency at the heart of our work – by reducing the number of occurrences in which Transport Development Management Officers are required to visit development sites, this will subsequently help reduce emissions and create a greener and healthier environment.
 - **Priority 3:** Prioritise the health and wellbeing of residents – Same reason as Priority 1
 - **Priority 9:** Work with local business and partners for environmental, economic and social benefits – By working with our districts and allowing for District officers to consult our Standing Advice to make informed decisions against these applications, Highway Officers can increase productivity, innovation and allocate resource to other key projects which in turn will deliver more benefits more efficiently and effectively.

Financial Implications

13. As well as saving officer time and reproduction costs associated with the Standing Advice document, the reduction in the need to inspect smaller development sites and the frequency of visits to local planning authority offices and site inspections will be reduced. As a result, incurred travel costs from these visits will be greatly reduced. In addition, this process change will support managing pressures in future years through reducing the demand on the available Highways Officers.

Comments checked by: Thomas James, Head of Financial Services
Thomas.James@oxfordshire.gov.uk

Legal Implications

14. The Highway Authority will continue to fulfil its obligations as a Statutory Consultee in the planning process pursuant to the Town and Country Planning (Development Management Procedure) (England) Order 2015 using a combination of the proposed Standing Advice and individual assessment of other planning applications.
15. The implementation of a Standing Advice document is not expected to have any additional legal implications to our role as a statutory consultee in the planning process.

Comments checked by: Jennifer Crouch, Principal Solicitor, Legal Services
Jennifer.Crouch@oxfordshire.gov.uk

Social Value Considerations Adoption

16. Introduction of Standing Advice will allow officers to devote more time and energy to applications and other key responsibilities which have a more significant impact upon the community and assist in maintaining the quality and efficiency of service to the public and developers.

Staff Implications

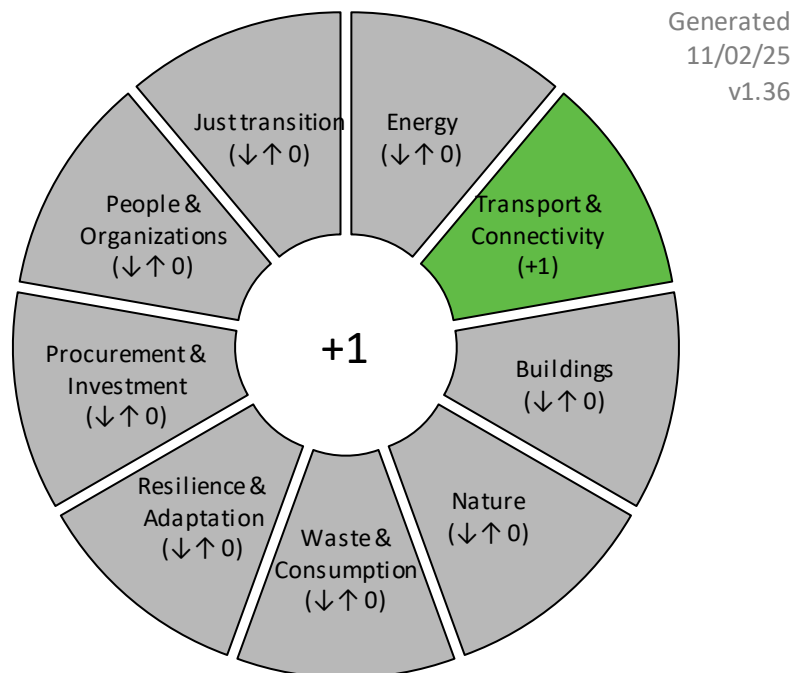
17. If this council adopts a Standing Advice approach, the time and resource saved can be allocated to other priority workstreams, such as assessing Major and Strategic Planning Applications, junior staff development and improving resilience within the teams.

Equality & Inclusion Implications

18. The Equalities Impact Assessment, which can be found at Annex 1, shows that implementing a Standing Advice document will help towards ensuring that new developments come forward more quickly in the planning process and be provided with appropriate highway design (including inclusive mobility and Disability Discrimination Act requirements) and infrastructure for all users of the highway network. This approach will not detract from the character of a place to live, or work that is sought through the planning process.

Sustainability Implications

19. A Climate Impact Assessment has been undertaken and the resultant report can be found in Annex 2. As illustrated in the scoring summary wheel below, the document has been identified as making a positive contribution to climate action.



Oxfordshire Council has committed to being a carbon neutral organisation by 2030 (8 years and 0 months away).

Risk Management

20. There is potential risk through implementing Standing Advice that new developments (and redevelopments) may not be assessed by the local planning authorities to an appropriate level that Highway Officers would have.

21. To reduce this risk, early engagement has taken place with officers at each of the four district councils and the city council to ensure that they are supportive of the document. Appropriate training and support will be provided to local planning authorities officers. If any minor planning applications are contentious or input is required from Highway Officers on technical issues, officers will be available to provide appropriate assistance to our colleagues / customers.

Consultations

22. The Standing Advice document is a technical guidance document to assist the local planning authorities in their determination of minor planning applications (residential developments with five or fewer units) and free up Highway Officer time to focus on other Major and Strategic development sites and other continual improvement projects within the Transport Development Management function.
23. As part of the process of developing a Standing Advice document, an initial engagement exercise was undertaken with internal colleagues and our District and City colleagues to seek their views on this approach. Their written comments and views derived from the discussions held in meetings have been used to inform a first working draft of the document.

Robin Rogers
Director of Economy and Place

Annex 1: Equalities Impact Assessment
Annex 2: Climate Impact Assessment

Background papers: Nil.

Contact Officer: Michael Deadman, Transport Development Management
Team Leader (South), 07767608992
Michael.Deadman@Oxfordshire.gov.uk

February 2025

Divisions affected: *Burford & Carterton North*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

27 FEBRUARY 2025

BURFORD: PRIORY LANE, BARNS LANE, HIGH STREET & A361 THE HILL – PROPOSED BUS & COACH LENGTH RESTRICTITON & ASSOCIATED PARKING/LOADING RESTRICTIONS & RAISED ZEBRA CROSSING

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

Approve the following proposals within Burford, as advertised:

- a) Bus & Coach restriction along the entire length of Priory Lane, (with an exemption for 'Permit Holders'),
- b) 'No Waiting at Any Time' (Double Yellow Lines) extended on the northern side adjacent to 'The Rectory',
- c) 'No Loading at Any Time' – will be introduced alongside the extended DYs for 22 metres adjacent to the gated access to the 'Burford Priory',
- d) Formalisation of existing 'School Keep Clear' markings on the northern side adjacent to the Burford Primary School, with 'No Stopping 8am to 5.00pm Monday to Friday' restriction,
- e) Extend the existing 'No Waiting at Any Time' (Double Yellow Lines) restrictions on the eastern side of Barns Lane, northwards to the southern property boundary of No.12 Barns Lane,
- f) Introduce new 'No Waiting at Any Time' (Double Yellow Lines) restrictions on the eastern side of High Street, leading northwards from the northern end of the bridge over the River Windrush,
- g) 'Humped' Zebra crossing on the A361 The Hill, approximately 75 metres north of the junction with Windrush Court.

Executive Summary

2. This report presents responses to the statutory consultation on proposals seeking to prohibit large buses/coaches (i.e. those over 12 metres in length) from trying to access the short coach parking bays (approx.7 meters in length) in Priory Lane, as well as restrictions in the form of new Double Yellow Lines, No Loading at Any Time, and No Stopping on the 'School Keep Clear markings' to help facilitate the introduction of the proposal, as shown in **Annex 1**.
3. Additional proposals in the form of: 1) parking prohibitions on Barns Lane to help facilitate safe passage of vehicles around a tight bend, and on the High Street on the approach to the river bridge, in order to minimise obstructive parking and keep the footway clear for pedestrians, and 2) a 'humped' zebra crossing on the A361 The Hill, were also put forward at the request of the Town Council, as shown in **Annexes 2 & 3**.

Financial Implications

4. Funding for consultation and the proposals themselves has been provided by the County Council's Accessibility and Road Safety Fund.

Legal Implications

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

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

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

Sustainability Implications

8. The proposals seek to improve road safety, particularly for the more vulnerable road-users such as pedestrians, as well as ensuring danger to property is minimised in the immediate vicinity.

Formal Consultation

9. Formal consultation was carried out between 04 December 2024 and 03 January 2025. A notice was published in the Witney & West Oxfordshire Gazette newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, the local District Cllrs, Burford Town Council, and the local County Councillor representing the Burford & Carterton North division.
10. Letters were also sent to approx. 140 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals. The relevant parish/town council, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
11. 74 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the tables below:

table1. summary of responses to Priory Lane proposals

Proposal	Object	Partially support	Support	No objection/ opinion	Total
Bus and Coach restriction	10 (14%)	2 (3%)	55 (74%)	7 (9%)	74
DYLs adjacent to The Rectory	14 (19%)	1 (1%)	50 (68%)	9 (12%)	74
'No Loading' adjacent to Burford Priory	11 (15%)	1 (1%)	50 (68%)	12 (16%)	74
No Stopping on Keep Clear'	4 (5%)	5 (7%)	59 (80%)	6 (8%)	74

Table2. summary of responses to further Burford-wide proposals

Proposal	Object	Partially support	Support	No objection/ opinion	Total
Barns Lane DYLs	9 (12%)	5 (7%)	44 (59%)	16 (22%)	74
High Street DYLs	5 (7%)	12 (16%)	47 (63%)	10 (14%)	74

A361 Humped Zebra crossing	11 (15%)	5 (7%)	51 (69%)	7 (9%)	74
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12. Seven responses were received from either statutory consultees or key-stakeholders; with Thames Valley Police objecting to the Bus & Coach restriction on the basis that there weren't any additional proposals in hand to accommodate those coaches in excess of the restricted 12 metres. The managing director of Pulhams Coaches objected, citing a number of reasons (which have subsequently been mirrored by multiple Transport & Hospitality operators as per Annex 4d). Both the 'Road Haulage Association' and the 'Confederation of Passenger Transport' also submitted objections/concerns.
13. Burford Town Council and the County Cllr representing the Burford & North Carterton division both offered their support. Whilst West Oxfordshire District Council had no specific comments to make
14. Additionally, a further 13 emails were received directly from various interested parties. A local community bus service provider offered a non-objection with the caveat that the proposals in Priory Lane may actually support their services. Six transport operators (from various geographic locations) and a local business objected, generally along the lines of the proposals having a potentially negative impact on the coach industry in general, as well as on local tourism.
15. A local resident objected to the proposed double yellow lines on the High Street, stating that parking has never been a problem at that location, and it is often needed for service/utility vehicles to park. Another resident objected to the proposed zebra crossing on the A361 Upper Hill, citing that crossing currently isn't a problem at this location, and that the funds could be better used elsewhere.
16. Three local residents offered support, with one in favour of the double yellow lines (DYLs) proposed for Barns Lane (citing the safety improvements), one supporting the proposed zebra crossing, and one supporting both the proposed DYLs on Barns Road, and the zebra crossing.
17. Finally, 18 travel & hospitality providers (again, from various geographic locations around the country) objected to the proposals – using a standard response that included: a) Negative Impacts on Tourism and Local Economy, b) Increased Congestion and Environmental Concerns, c) Inadequate Alternatives for Coaches, d) Harm to Residents and Local Vibrancy, and e) Lack of Consultation and Consideration., with an operator specific introduction outlining their reason for submitting.
18. The full responses are shown at **Annex 4**, and copies of the original submissions are available for inspection by County Councillors.

Officer Response to Objections/Concerns

19. Response from Burford Town Council regarding the coach restriction

“The TRO request is on the grounds of safety, with a number of minor accidents being reported in Priory Lane outside the school, so I hope cabinet will understand that as an historic town with narrow streets and over 250 listed buildings, areas large enough to park a 15 metre long coach safely in or near the town centre, and allow it to turn round safely are extremely limited. The area in Priory Lane has to also cater for public transport as a terminus for the bus service and also allow access to residential properties.

The town council understands the importance of tourism to the town, but on balance, we feel personal safety of children, residents and tourists should take priority. If the objectors could offer a viable solution, we would be delighted.”

20. Whilst it is conceded that there will be an impact on the accessibility for larger coaches, there remains the option for those 12m or under to continue to use Priory Lane.

21. In reply to the question of “loss of trade to the Town”, The Town Council have suggested based on their experience that anecdotally, to a larger extent, the smaller coaches deliver visitors that spend longer in the town and therefore are more inclined to make greater use of the facilities i.e. cafes, shops and other attractions, thereby boosting the local economy. Whereas those on the larger coaches are stopping in Burford as part of a wider area tour but only for a short stop off, leaving less time to indulge in the town’s offerings.

22. What is the average length coach? (Source - GOV.UK)

Coach Buses have average lengths of 39'4" (12 m), widths of 8'4" (2.55 m), heights of 12'6" (3.81 m), and have a capacity of 44-49 (+1) seats. Coach buses are buses designed specifically for longer-distances with greater accommodations for passenger comfort during these extended periods of travel.

23. Both the County and Town Council will be happy to work with the various coach operators and representatives in seeking alternative facilities for displaced vehicles. But in the short term in view of the support received following the consultation, the proposed restriction should be put in place. Work is currently underway to look at alternative arrangements.

24. The coach restriction will have an exemption for “Permit Holders” so should the Primary School require a vehicle over the 12m length, the Town Council can issue the relevant permit to preclude the vehicle from prosecution. The Town Council have indicated that the majority of regular coaches servicing the school would not be over length and therefore not affected by the restriction.

25. Other aspects – parking restrictions – these have been introduced on the grounds of aiding road safety and have been broadly accepted. Barns lane for the purpose of allowing free and safer passage of vehicles adjacent to a junction and blind bend. Lower High St approach to the traffic lights to prevent pavement parking. Priory Lane to allow a turning area for permitted coaches

and formally restrict parking on the School Keep Clear markings adjacent to the school.

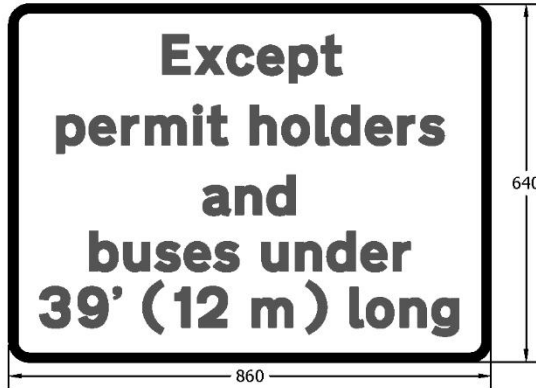
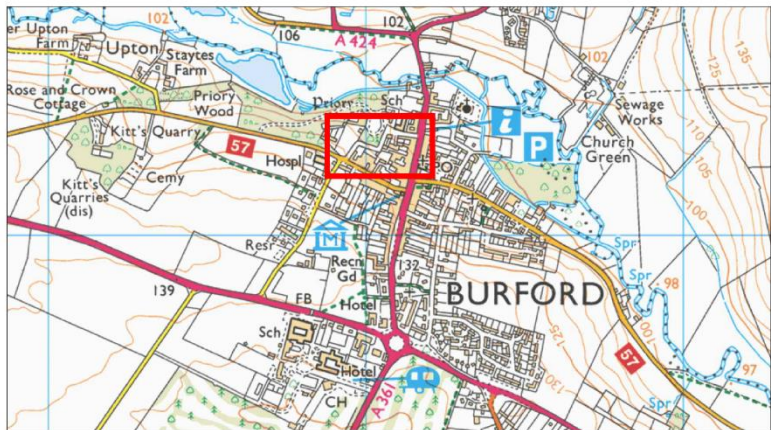
26. The Zebra crossing proposal has been well received and includes the option for having a raised crossing.

Paul Fermer
Director of Environment and Highways

Annexes	Annexes 1-3: Consultation plans Annex 4: Consultation responses: <i>a) Statutory consultees/Key-stakeholders,</i> <i>b) Online survey submissions,</i> <i>c) Direct emails,</i> <i>d) Transport & Hospitality operators.</i>
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Contact Officers:	James Wright (Senior Officer – Traffic & Road Safety) Lee Turner (Team Leader – Traffic & Road Safety)
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February 2025



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Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	860 mm
Border	BLACK	Height	640 mm
Material	Class RA2 (12899-1:2007)	Area	0.55 m ²

Purpose being to stop tourist coaches from parking in Priory Lane in bays that are only suitable for shorter vehicles.

Too many over length vehicles are trying to access the parking and are having to either block the local Primary school keep clear markings (which are accompanied by No Stopping upright signs), try to turn round in a generally pedestrian area of insufficient space or reverse out of Priory Lane onto the busy A361. Pedestrians are being put in considerable danger by such manoeuvring.

Drawing No.

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Dawn Jenkins
Director of
Communities Operations
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OX1 1ND
Tel: 0645 310 1111

Project title

BURFORD

Drawing title

**Application for Authorisation
Proposed coach restriction
(Sub plate to accompany Diag 952)**

Drawing Status

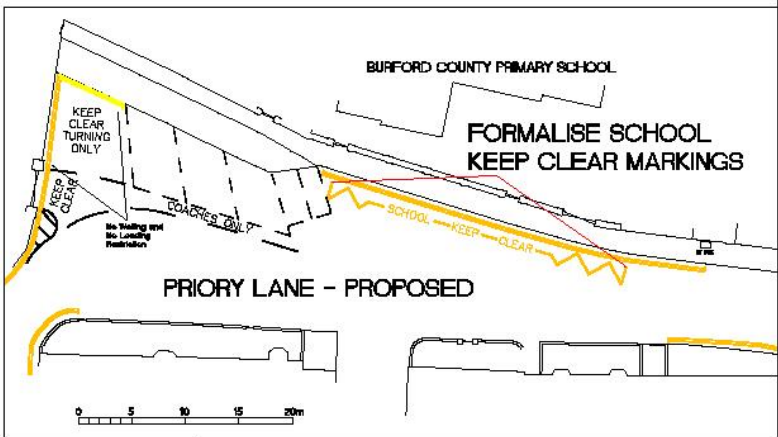
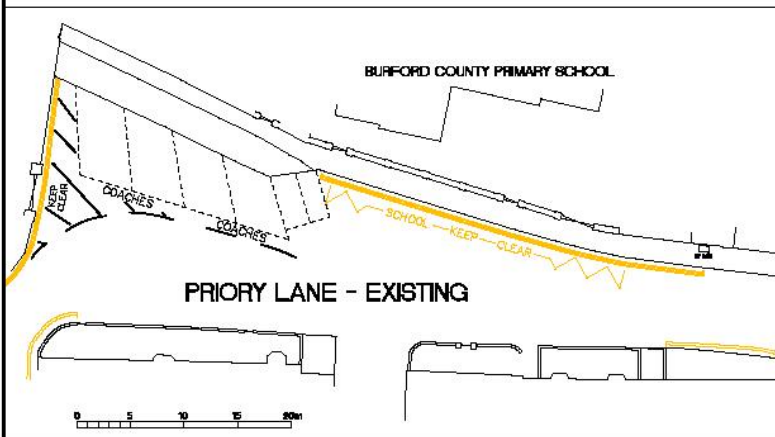
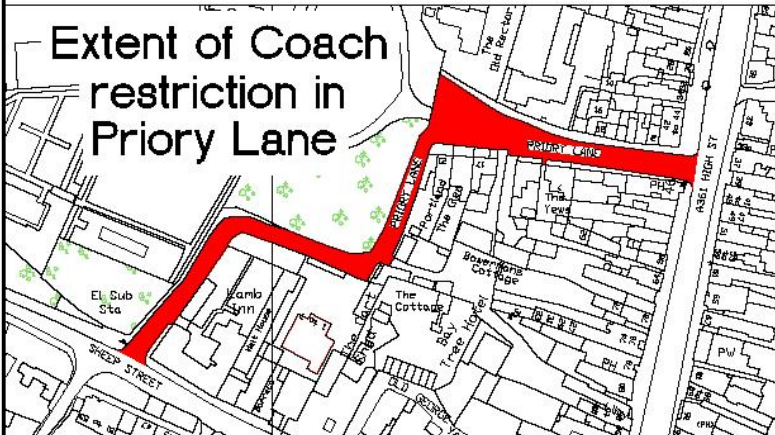
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	Date drawn August 2024	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.

Revision

Drawing No.



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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
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Project title BURFORD			
Drawing title Proposed coach restriction and amendment to Parking restrictions			
Drawing Status			
Scale @ A3	Drawn by JEW	Checked by	Approved by
	Date drawn April 2024	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.			Revision

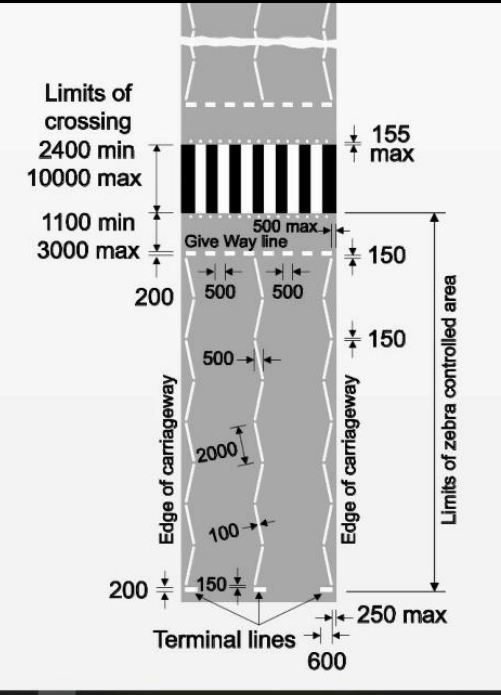


Figure 3A: Layout of the blister surface at an inset controlled crossing point

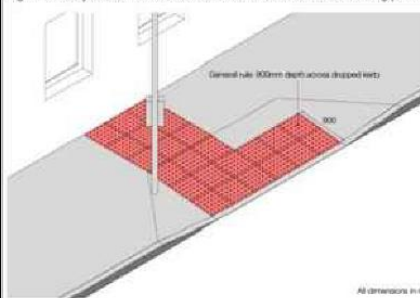
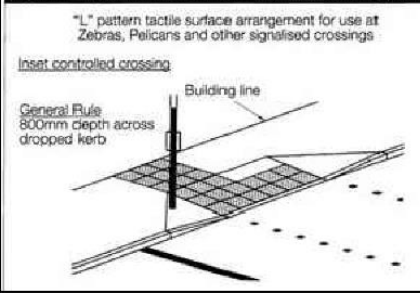


Figure 3: Layout of blister surface at controlled crossing point



Drawing No.

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

BURFORD

Drawing title

**Proposed
Humped Zebra Crossing
Feasibility and consultation
(Inc option for flush crossing)**

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	JEW		
	Date drawn Oct 2024	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	Revision

A. Statutory consultee responses:

Respondent	COMMENTS
(s1) Traffic Management Officer, (Thames Valley Police)	Object – In relation to proposal 1. I am not aware that any arrangements are in hand to accommodate Coaches in excess of 12 metres . This is likely to lead to indiscriminate parking on other roads within Burford Town by visiting coaches ,and could place an unnecessary burden upon the Police in terms of other enforcement activity. For that reason I strongly object . Should proposal 1 proceed there must be no expectation placed on the Police in terms of any enforcement of the restriction. I would expect the Highway Authority to lead using their own powers under Part 6 of the TMA Act. In principle I have no objection to proposals 2,3,and 4 . These restrictions would be all subject to Civil Enforcement Powers. In relation to the Zebra crossing , I have no objection providing the necessary speed monitoring has taken place, and results support such a crossing at this location . And that this crossing fully meets all current design standards .
(s2) Managing Director, (Pulhams Coaches)	Object – The proposals as advanced include a proposed restriction on buses and coaches of over 12m in length accessing Priory Lane in Burford. This location has for many years been the only recognised, or workable location for coaches visiting Burford to turn around in the town, and has also for many years been home to the only dedicated coach parking bays in Burford itself. Given that all full-size coaches exceed 12m in length, these plans amount to a proposal to ban full-size coaches from visiting Burford, as without access to Priory Lane there will be nowhere for coaches to turn, or to park in the town while the groups of visitors they bring are enjoying the town. It was very disappointing to have to deduce this fact from the live public consultation, rather than through any direct communication from the council, particularly in light of the Formal Enhanced Partnership arrangements that exist between our organisations, and the Council's stated aims to accelerate the transition towards more sustainable, shared modes of transport.

The advancement of these proposals represents the latest instalment in a concerning trend in the Cotswold area, with similar “coach ban” proposals having been advanced in March 2024 by Bourton-on-the-Water Parish Council, seeking to prevent coaches from accessing that village. There are many parallels between Burford and Bourton-on-the-Water, with both being historic and space-constrained settlements in the Cotswolds popular for coach tourism, which for many years have seen a large part of their economic activity associated with tourism.

As with the current Burford proposals, the Bourton-on-the-Water proposals did not involve any advance engagement with bus or coach operators, and following escalation to the District and County Councils, and opposition from several local businesses, the proposals advanced did not proceed to implementation. We have been working closely in partnership with the local business community in Bourton-on-the-Water, and with the relevant councils to address the issue, and last week successfully tested a proposed new location for coach pick-up and drop-off in that village which we very much hope will become a permanent solution to the issue.

My conjecture is that the majority of the issues which caused the Bourton-on-the-Water proposals ultimately not to be progressed, also apply to Burford. These issues are based around the impacts that severely limiting access for coaches will have on the local area, which include the following:

1. Negative Impacts on Tourism and Local Economy

The proposed restrictions will severely limit access for coaches, which are vital for transporting larger groups such as tourists, schools, and community organizations. This will:

- Reduce the number of visitors to Burford, directly harming local businesses that rely on tourism for footfall and revenue.
- Lead to revenue losses for businesses such as shops, cafes, and attractions, many of which depend heavily on group travel.
- Threaten jobs in the local hospitality and retail sectors.

2. Increased Congestion and Environmental Concerns

Restricting coach access will result in:

- A significant rise in car traffic, increasing congestion on Burford’s narrow streets through use of less space-efficient modes of transport.
- Greater strain on limited parking facilities, making it harder for residents and other visitors to find spaces.
- Higher carbon emissions, as coaches are a more environmentally friendly mode of transport compared to multiple private cars.

3. Inadequate Alternatives for Coaches

The removal of coach turning and parking facilities without suitable alternatives will:

- Effectively prevent larger coaches from serving Burford, isolating the village from group tourism.
- Create operational challenges for coach companies, discouraging them from including Burford in their itineraries.
- Impact school and community groups who rely on larger coaches for transport. This includes Burford Primary School, which is based on Priory Lane and for whom we currently park outside the school to collect pupils for weekly swimming sessions, as well as other educational trips that run as part of the curriculum. We would have concerns about safety if these children were asked to walk to the A361 to be collected and dropped off, as traffic is often queuing on this road past the primary school while waiting to cross the bridge at the Northern end of the village.

4. Harm to Residents and Local Vibrancy

The loss of group tourism will harm Burford's vibrancy, reducing the footfall that supports local amenities. Meanwhile, increased car traffic will disrupt residents' daily lives, exacerbating parking challenges and congestion and affecting the operation of local and school bus services in the area.

Increasing congestion in Burford through requiring people to access the town in a car, rather than in more space-efficient modes such as coaches will also have an adverse impact on local bus services. As congestion grows, the efficiency of bus services declines and the relative attractiveness of bus routes for those making through journeys compared with travelling by car is reduced.

Any policy which bans coaches from Burford will increase traffic of other kinds, most notably from private cars, in the town centre, and will also be likely to lead to an increase in inconsiderate parking on and around bus routes. While a small proportion of visitors to the town will likely migrate to using bus services, overall we would expect the increased congestion which would result from this proposal to have an adverse impact on the viability of local bus services in the town, not least by increasing the amount of vehicle movements in the area, increasing the risks to those walking, cycling and in other modes of transport also.

This will also apply to school bus services – we operate seven dedicated school bus services to and from the Burford school each day, and increasing congestion will lead to increased operational costs and journey times for these services, and those who make use of them.

Fundamentally, we believe all of the above is easily avoidable. Rather than imposing restrictions, I urge Oxfordshire County Council to retain the existing turning and parking facilities for larger coaches, while addressing specific safety concerns raised through targeted measures such as a greater on-site enforcement and management presence.

	I would also highlight the high level of on-street parking that exists currently in Burford, and would ask the Council respectfully to consider whether the use of such a high proportion of finite available space on the public highway, for the storage of high value personal possessions belonging to local residents fits with the County's wider travel and connectivity plans, or whether some controls on parking in the area would be useful, to ensure the unique characteristics of the town can be preserved for all to enjoy. At present the statement of the reasons for the proposals appears to over-emphasize the use of Priory Lane for car parking, and even cites allegations of damage to parked vehicles by coaches as part of the justification for complete removal of coaches from the street, presumably to allow parking of private motor vehicles to continue unfettered. I must admit I had to read this passage several times before I could believe what I was actually reading. In the medium term, I would urge the Council to engage and collaborate with local stakeholders to find balanced solutions that protect both road safety and the local economy. This could include working together to seek to identify and establish suitable alternative parking or turning facilities for coaches in the area, and Pulhams Coaches is ready and willing to offer support for such work. I would welcome the opportunity to engage with you in relation to this matter and to hopefully support the Council in reaching a sensible resolution to this issue before serious damage is done to both the economy, and local bus network in and around Burford. I look forward to hearing from you soon with the details of the proposed next steps on this matter.
(s3) Local County Cllr, (Burford & North Carterton division)	Support – agree and support the recommendations from Burford Town Council.
(s4) Burford Town Council	Support – Burford is a medieval town, with narrow streets and lanes, and over 250 listed buildings. Priory Lane is a residential street leading off the High Street to The Priory, an historic building in its own grounds. Burford Primary school with 150 pupils has its entrance along a section of the north of Priory Lane. At present, there are 4 designated Coach Bays to the north side close to the entrance to The Priory. Each bay measures 7 metres in length. Priory Lane continues to the south in a narrow section with 2 right-angled bends that long vehicles cannot negotiate. Long coaches over 10 metres in length can only access and exit Priory Lane by the High Street entrance.

Coaches of 12 to 15 metres can only turn in the lane by reversing into the coach bay closest to The Priory. If that bay is not available, they must either park illegally, or to leave must reverse out of Priory Lane onto the High Street (A361) blindly, which is a very dangerous manoeuvre.

Since the closure of the Coach Park and the banning of coaches entering the centre of Bourton on the Water at the start of 2024, Burford has seen a significant increase in the number of coaches coming to the town with tourists. On occasions there have been 9 coaches parked in Priory Lane, with 2 outside the Primary School in Zig-zig no parking lines, and others blocking access to garages. There have been a number of minor accidents involving coaches in the last 2 years, with resident's vehicles being damaged. Fortunately, to date, there have been no injuries.

With the Burford Primary School entrance in the lane close to where the coaches manoeuvre and park, there is a concern with both pollution from exhausts as the coaches leave their engines running in summer to keep cool, and winter to keep warm, and the danger of a child or adult entering or leaving the school being hurt by a manoeuvring coach.

Coaches are also parking illegally on The High Street, using disabled bays and blocking access to entrances, but this TRO would not cover that.

Whilst we welcome the tourists to the town, we only ask that the coach operators use suitable vehicles to access the town. There are no other suitable coach parking areas in the town, the town council do not own any suitable land, and any privately owned land is too far away from the centre with access only using the steep Burford Hills, and also more valuable as potential housing land.

There is a layby on the A361 just south of Burford roundabout that coaches could use to lay over if they operated a drop off and pick up system; it is used by the buses and coaches bringing pupils to Burford School.

Zebra Crossing proposal:

The existing crossing on the A361 at the top of Burford Hill is used by parents to take their young children to the Burford Preschool on Tanners Lane, by Burford School pupils from the town to go to and leave school, and by residents and visitors to access the recreation ground and the play area. It is also used by dog walkers from the town to access Westfield across the recreation ground, where they can exercise their dogs. It is also used by the many residents who attend St John Fisher and St Thomas Moore Church which is adjacent to the crossing.

	The existing crossing narrows the road, so that wide vehicles have to cross the carriageway if travelling south. The refuge in the centre is narrow, and for parents with push chairs and dog walkers, it is too narrow to use safely. A zebra crossing would enable all users to cross safely in one go. It would also allow pedestrians some priority on the busy A361.
(s5) West Oxfordshire District Council, (Parking)	No comments
(s6) Confederation of Passenger Transport	Concerns – The Confederation of Passenger Transport UK is the largest trade body in the country that represents coach & bus operators, over 400 of our members are directly involved in the delivery of coach tourism, ensuring that communities right across the UK can benefit from the environmental sustainability and economic contribution that coaches and, importantly those travelling on them deliver. The Cotswold's are a key element of England's tourism offer and are a "must see" for many visitors from right around the UK and indeed beyond these shores also. Therefore, CPT would emphasize that if any destination is to receive visitors in such large numbers sustainably, then coaches are essential to achieving this objective. We are therefore, concerned to learn that Oxfordshire County Council are currently consulting on a proposal to restrict the length of coaches entering Priory Lane in Burford to a maximum of 12 meters & also to extend "double yellow lines" in Priory Lane, that has the effect of eliminating one of the existing coach parking bays too. Limiting access by way of introducing a maximum "size length" of coaches in this way, effectively means a ban on access, because in the modern era where coaches using UK roads can be up to 15 meters long, it means that vehicles of the "maximum" length that would meet the criteria imposed by OCC's proposed changes would severely restrict the number of coaches that could gain access to this important, historic destination. CPT absolutely understands that any form of tourism has to compliment the local communities that host it, but by the same token, tourism being delivered sustainably, is surely a significant "positive" for those living & working in key destinations. Therefore, to restrict coaches is not helpful, be it economically, because businesses lose income, thus weakening their ability to offer employment, but also, it is not good for the environment because more visitors travelling independently means it becomes even more difficult to meet the key challenges of curbing traffic congestion and ensuring air quality standards stay high.

	CPT's recent report published in October 2024, highlighting the economic impact & environmental benefits that travel by coach delivers, states the following: • Coach passengers spend £5.4 billion in UK tourist destinations annually. • Coaches deliver £610 million of consumer spending through "inbound" tourism into the UK each year. • One trip made in a petrol car emits twice as much Co2 per "passenger KM" than the equivalent coach journey. • One coach carrying 50 passengers can reduce up to 25 individual car derived journeys. • Coaches address social exclusion by allowing those without access to private cars to travel economically and sustainably too. A copy of our report is included and I would be delighted to discuss any aspect of its content with you further. Please let me know if you wish to do so. In conclusion, I hope that Oxfordshire County Council, is prepared to look at this matter again, in view of the representation CPT has made.
(s7) Road Haulage Association	Object About the RHA 1. The RHA is the leading trade association representing over 8,500 road haulage and coach companies across the UK, 85% of whom are small and medium-sized enterprises (SMEs). Our members are operators of vehicles who, between them, operate around 250,000 HGVs (half of the UK fleet) out of 10,000 operating centres and range from a single-truck company to those with thousands of vehicles. Our growing coach membership of around 100 operators run mostly non-scheduled passenger services using vehicles with a capacity of more than 16 seats. Opening comments 2. The RHA welcomes the opportunity to provide a response to the formal consultation for the amended TRO wording for Burford. The RHA has previously responded to proposals regarding Burford in recent years and welcomes the opportunity to provide an industry voice to ensure that future traffic management proposals in the area deliver both for local residents as well as coach operators. 3. Burford is a vital destination for many coach operators. In 2023, Oxfordshire welcomed 28.4 million visits, marking a 7% increase from 2022, though still 8% below the 2019 pre-pandemic levels. The total value of tourism in the county

	was £2.3 billion, also up 7% from 2022 but 6% down from 2019 figures. A significant proportion of this will concern Burford and its role as gateway to the Cotswold. 4. Given the lack of a railway station for the village, and the limitations of other bus routes, coach travel is often the preferred means of visiting the village for many tourists. As such, the role of coach operators can not be separated from the success story the village has experienced in recent years in welcoming tourists. 5. Our original concern around the wording of the TRO concerns restricting access to Priory Lane. Priory Lane provides access to the main coach park in Burford. The lane also provides a through route between Sheep Street and High Street, allowing coaches to turn around without having to complete turning movements on the High Street itself. 6. The restrictions apply to vehicles longer than 12m in length. A typical 53-55 seat coach is now more than 12m in length and the vast majority of coaches entering service over the past 20 years will be longer. To exclude coaches longer than 12m with no practical alternative arrangements to accommodate them, would effectively remove coach travel as a mode of travel to Burford and likely remove Burford as a destination for many group travellers whilst encouraging travel by higher carbon alternatives. 7. Given that coaches have the lowest carbon footprint of any mode of inter-city travel (Transport and Environment Statistics 2023), encouraging and facilitating their use for journeys in Oxfordshire would help achieve Oxfordshire County Council's aims to make the County carbon neutral ahead of the 2050 target. 8. Furthermore, we have grave concerns around the removal of coach bays and the implementation of no waiting zones. The RHA believes this is an unnecessary measure and would like to work with local decision makers to find a more appropriate solution. Ways forward 9. The RHA objects to the proposed measures in the TRO. It is felt that in order for the coach industry to safeguard the frictionless movement of passengers into and out of the village, upon which much of the local economy depends, then access to parking and set-down and pickup areas is vital. 10. The RHA also understands that given the size and narrow width of certain streets within Burford, there is significant local concern about how the role of coaches can integrate safely with the village, particularly where there are questions of road safety.
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	11. It therefore follows that the RHA would request a meeting with officers from Oxfordshire County Council to discuss the proposed measures in further detail, and to work with representatives from Burford in order to find a mutually beneficial solution which allows the village to continue to enjoy the benefits of tourism brought about by local coach operators, but also does so in a way that is not detrimental to local traffic and safety concerns.
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B. Online responses:

Respondent	COMMENTS
(o1) As a business, (Broadway, High St)	<u>Priory Lane:</u> Bus & Coach – Object DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Support Burford has always welcomed visitors (by coach and car) and the resulting trade, which employs locals and brings vibrancy and wealth creation to the town. This is how so many of our beautiful Cotswold villages developed sustainably. Cut off the supply of visitors to the village, and the village's lifeblood is diminished, along with much-needed inward investment by retail and hospitality trades. The owners of The Priory were aware of the coach parking area when they purchased it. It is vital to our business that it is retained. <u>Other:</u> Barns Lane DYL – Object High Street DYL – Object Driving visitors away from the town with onerous and aggressive traffic management has zero benefits for residents and tradespeople. Sensible restrictions in the interests of health and safety are all that is required in Burford. Please do not choke off the lifeblood of this town - visitors, with an anti-visitor set of restrictions as to where they can park. Zebra crossing – Object I have covered this in my previous comments
(o2) As a business, (Burford, High st)	<u>Priory Lane:</u> Bus & Coach – Object DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Support

	Coach trade is absolutely vital for local businesses. <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support Road safety Zebra crossing – Support Good road safety measure.
(03) As a business, (Burford, High Street)	<u>Priory Lane:</u> Bus & Coach – Object DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Object Tourist are the Lifeline of the Retail Business and Coffee and tea shops in Burford, just to stop the tourist gaining access by Coach is a short sighted approach. What is the proposal for these coach's move them on to spend their money elsewhere ? <u>Other:</u> Barns Lane DYL – Support High Street DYL – Partially support High Street parking needs to be time restricted to allow a turnover of people and allow locals to use the High Street Zebra crossing – Support A good safety first option

(o4) Local resident, (Burford, Shilton Road)	<u>Priory Lane:</u> Bus & Coach – Object DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Partially support I have been a Burford resident for over 40 years and have seen many such proposed traffic 'improvements' suggested for the coach parking in this location. Tourism is the economic heart of Burford and coaches will need to be accommodated somewhere. This is a central and easily accessible site allowing for coach visits to the town. The impetus behind this change seems to repeatedly come from people who don't want coaches on their doorstep, despite this always having been designated as such. If coaches are unable to park here, I imagine another field will be lost to the sprawl of urbanisation. <u>Other:</u> Barns Lane DYL – Support High Street DYL – Partially support The corner on Barn's Lane is dangerous and fewer cars parked in this area will make access easier. Personally, I haven't experienced issues as a pedestrian at this location on the High Street, despite using the bridge as a pedestrian frequently. Zebra crossing – Support This crossing is quite treacherous, and especially for people not able to rush across.
(o5) Local resident, (Burford, High Street)	<u>Priory Lane:</u> Bus & Coach – Object DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Support Killing the village Burford needs visitors

	Your proposals will drive shoppers and visitors away. It is poor policy. Do not do it . The High Street pays your wages as well as councillors expenses and for the school!!!! Ignorant policy proposal. <u>Other:</u> Barns Lane DYL – Object High Street DYL – Partially support You will damage the High Street . Burford is a tourist attraction. If you do not like tourists move out. Tourists need to be made welcome not driven away by daft parking wardens and ignorant councils who do not understand commerce. Zebra crossing – No objection Make good economic policy . The Cotswolds have always had trade . That's how they came about. Through the wool trade. Do not damage a vibrant High Steet
(o6) Local resident, (burford, no)	<u>Priory Lane:</u> Bus & Coach – Object DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Object these will make the parking in burford harder affecting local business <u>Other:</u> Barns Lane DYL – Object High Street DYL – Support please make parking more available the idiot who parks just over the bridge should be dealt with though Zebra crossing – Object will increase noise and pollution

(o7) Local resident, (Minster lovell, Brize Norton road)	<u>Priory Lane:</u> Bus & Coach – Object DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Support I have been a local resident since 1993 and over that time there has been a massive increase in congestion through Burford . Local businesses need all the help they can get and to make things more difficult for the coaches to offload their passengers makes no sense at all.i believe it will also be a safety issue for all concerned as Burford high street is nearly always now congested. The doors on foreign coaches are on the opposite site so people would be getting out onto the road. <u>Other:</u> Barns Lane DYL – No opinion High Street DYL – No opinion The coaches have been parked where they are currently allowed for so many years, why change it now. Until an alternative SENSIBLE option is put forward it makes no sense at all and if definitely a health and safety issue. It can already take a long time to drive down the high street due to congestion, making coaches stop too offload their passengers in the high street is madness and the congestion will be even worse Zebra crossing – No objection It is quite difficult to cross the road due to traffic congestion
(o8) Member of public, (Minster Lovell, Witney, Brize Norton Road)	<u>Priory Lane:</u> Bus & Coach – Object DYL adjacent to The Rectory – No objection No Loading – No objection School Keep Clear – No objection

	All sized coaches need to set down/pick up. Limiting those that can access Priory Road means more will block High Street. The coaches either need to park on double yellow lines (permitted exemption) or double park. Either blocks the traffic flow for a considerable time due to the amount of passengers. They have no alternative location. The stopping on High Street is particularly exacerbated by foreign coaches (left hand drive) who have to debus their passengers on the `wrong side` i.e. not on the path but in the centre of the road. The coaches need to use Priory Lane. <u>Other:</u> Barns Lane DYL – No objection High Street DYL – No objection DYLs are fine. One can still load or drop passengers lawfully. Zebra crossing – Partially support Crossing is fine in a 20moph speed limit, but light signal controlled not fine due to delays in a particularly busy road.
(o9) As a business, (The Madhatter Bookshop, The Madhatter Bookshop)	<u>Priory Lane:</u> Bus & Coach – Object DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Support Whilst I support the safety of children and pedestrians I can not support the reduction of coach and minibus parking - I have two businesses on Burford High Street. 90% of my trade comes from visitors who travel to the town in coaches and by minibus all of which park on Priory Lane. <u>Other:</u> Barns Lane DYL – Object High Street DYL – Object

	There are a great many businesses in the town from retail to accommodation and therefore quick deliveries are often needed. Zebra crossing – Object We already have an island crossing, we already have a traffic light crossing. The mph is 20. A further crossing will only exacerbate and already busy spine road.
(o10) As part of a group/organisation, (UK, UK)	<u>Priory Lane:</u> Bus & Coach – Object DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Object 1. Impact on Tourism and Local Businesses Burford is a renowned tourist destination, attracting thousands of visitors annually. Many of these visitors arrive via coaches, which play a crucial role in transporting larger groups such as international tourists, school groups, and day-trippers. Loss of Visitor Access: The prohibition of coaches over 12 metres in length will severely limit access for group tours, directly impacting the number of visitors to the village. Economic Consequences: Local businesses, including shops, cafes, restaurants, and attractions, heavily rely on tourist footfall. Reduced access will lead to a significant decline in customer numbers, threatening their viability. Knock-on Effect on Employment: Many jobs in Burford depend on the hospitality and retail sectors, which will suffer from a decline in visitors. 2. Increased Congestion and Environmental Impact Rise in Car Traffic: Restricting coach access will force tourists to use cars instead, significantly increasing traffic congestion in the village. This is particularly concerning given Burford's narrow streets and already limited parking facilities. Negative Environmental Impact: Coaches are a more sustainable form of transport than individual cars, reducing emissions per passenger. Discouraging their use contradicts environmental goals and increases pollution. 3. Lack of Adequate Alternatives for Coaches No Replacement Facilities: The closure of turning and parking facilities for coaches has not been accompanied by suitable alternative arrangements. This leaves coach operators with no viable way to serve the village, effectively excluding coaches from Burford altogether.

	Impact on School and Community Groups: Many community groups and schools rely on larger coaches for transport. These restrictions will limit their ability to visit Burford and nearby educational or cultural sites. 4. Impact on Residents Reduced Access for Non-Resident Visitors: Residents of Burford benefit from the trade and vibrancy that visitors bring to the area. Limiting coach access risks turning Burford into an isolated community with fewer amenities and diminished local services. Increased Local Disruption: The rise in car traffic will not only increase congestion but also exacerbate parking challenges for residents, who already face competition for limited parking spaces. 5. Lack of Justification and Consultation Insufficient Consideration of Economic Impact: There appears to be no comprehensive assessment of the economic implications of these proposals on Burford's businesses and wider community. Inadequate Engagement: Key stakeholders, including coach operators, local businesses, and tourism representatives, have not been sufficiently consulted. Effective policy should balance road safety with the broader needs of the community, which this proposal fails to do. <u>Other:</u> Barns Lane DYL – Object High Street DYL – Object 1. Impact on Tourism and Local Businesses Burford is a renowned tourist destination, attracting thousands of visitors annually. Many of these visitors arrive via coaches, which play a crucial role in transporting larger groups such as international tourists, school groups, and day-trippers. Loss of Visitor Access: The prohibition of coaches over 12 metres in length will severely limit access for group tours, directly impacting the number of visitors to the village. Economic Consequences: Local businesses, including shops, cafes, restaurants, and attractions, heavily rely on tourist footfall. Reduced access will lead to a significant decline in customer numbers, threatening their viability. Knock-on Effect on Employment: Many jobs in Burford depend on the hospitality and retail sectors, which will suffer from a decline in visitors. 2. Increased Congestion and Environmental Impact Rise in Car Traffic: Restricting coach access will force tourists to use cars instead, significantly increasing traffic congestion in the village. This is particularly concerning given Burford's narrow streets and already limited parking facilities. Negative Environmental Impact: Coaches are a more sustainable form of transport than individual cars, reducing emissions per passenger. Discouraging their use contradicts environmental goals and increases pollution.
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(o11) Local resident, (Burford, Cheatile crescent)	<u>Priory Lane:</u> Bus & Coach – Partially support DYL adjacent to The Rectory – Object No Loading – No opinion School Keep Clear – Support Whilst limiting the size of coaches it is essential that we still welcome coaches as they are vital to Burford businesses. <u>Other:</u> Barns Lane DYL – No opinion High Street DYL – Support

	Do not know the details Zebra crossing – Support This is an extremely dangerous crossing place where children and adults are frequently stuck in the middle of the road whilst trying to cross. A zebra crossing will give drivers a clear instruction to stop whilst pedestrians cross. This crossing is us
(o12) Member of public, (Carterton, Crista Place)	<u>Priory Lane:</u> Bus & Coach – Partially support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support To keep our children safe when arriving and leaving school. <u>Other:</u> Barns Lane DYL – No opinion High Street DYL – No opinion To keep our children safe when arriving and leaving school. The coach park, people (including some school parents) parking on the school markings and parking on double yellow lines makes it so difficult to get out of school safely. Zebra crossing – Support Experience of people jumping the lights when trying to cross the road with my children. I often see the 20mph speed limit being broken by erratic drivers.
(o13) Local resident, (Brize norton, Brize meadows)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support

	School Keep Clear – Partially support The space opposite Burford school should be parking for parents children who attend the primary school only. The tourist bus's should drop all tourists at the bus stop on the Burford road where allocated shelter is provided and does not impact the flow of traffic . This will prevent damage to residents parked outside their homes and create less traffic throughout the town and for parents collecting children. <u>Other:</u> Barns Lane DYL – Partially support High Street DYL – Partially support If the children are going on a school trip can the primary school discuss with the senior school a way of letting parents drop their. Children there as there is plenty of room for the coach to wait with their spacious car park? Zebra crossing – No objection Not sure where this is
(o14) Local Cllr (i.e. Town/Parish/District), (Burford, The Hill)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support Priory Lane is a residential lane with the primary school located on one side. It also leads to Burford Priory's entrance. The long coaches can currently park in the 4 allocated spaces that are only 7 metres long, so overhang much further into the road. If a long coach parks in the space closes to the priory entrance, it blocks the entrance. Long coaches over 10 metres cannot turn round in Priory Lane unless they can reverse into the parking space next to the Priory, as the lane is too narrow. They cannot leave using the southern section of Priory Lane as is is narrow with two right-angled bends, so must exit onto the High Street. If more than 4 coaches use Priory Lane, then they park outside the school with their engines running, or block garages parking illegally on double yellow lines. Some coaches have reversed out of Priory Lane onto the High Street as they have been unable to turn round as all the spaces were in use. This is a dangerous manoeuvre as the High Street is the main A361.

	<u>Other:</u> Barns Lane DYL – Support High Street DYL – Support The sharp bend at the top of Barns Lane is blind, so cars travelling south have to overtake the parked cars on the west side. If a vehicle is turning into Barns lane and enters the bend, it meets the vehicle on the wrong side of the road coming towards it. There have been many near misses. Extending the double yellow lines would make this safer. On the High Street, vehicles park between the traffic light and the bridge, blocking the pavement, meaning pedestrians have to walk into the road. Zebra crossing – Support The current unregulated crossing point with a narrow island is used by school pupils from Burford town to go to Burford School, by parents taking children to the preschool in Tanners Lane in pushchairs, by dog walkers to access Westfield where they can wa
(o15) Local resident, (Burford, Lower High Street)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support I live on the Lower High Street and regularly can't get my car out of the parking bays as coaches park behind the cars and block us all in. They are commonly rude and won't move even if asked nicely to move to the correct area. My neighbour's house is accessed via Priory Lane and her car has been damaged twice in 2 months by other vehicles trying to turn in the congestion of Priory Lane. <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support Cars parked to the side of the road create blockages going up the High Street and as I live on the High Street it can amplify and already congested situation.

	Zebra crossing – Support My son goes to Burford School so he uses these crossing points every day. He was very pleased when I mentioned it might be happening as it would undoubtedly make his crossing safer and easier.
(o16) Local resident, (Burford, The Hill)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support The area in question is increasingly congested and it is very difficult for drivers of cars and other small vehicles to get through. The large coaches produce pollution right next to the primary school and neighbouring houses. The parking area is only suitable for a few moderately sized coaches and not for the much bigger ones than are now arriving there. They also sometimes park right in front of the school and some of them stay there for some times with their engines running. <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support To avoid congestion caused by parked vehicles in the narrow and congested streets of Burford. Zebra crossing – Support This is very near where I live and I cross the road there regularly. It is very perilous, especially for older people, as drivers rarely stop to let pedestrians cross and many of them exceed the speed limit.
(o17) Local resident, (Burford, Cheatile court)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support

	A great idea as traffic is awful at times and trying to cross at the top of the hill is very bad. <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support A big improvement to safety Zebra crossing – Support Should of been put in years ago to improve safety
(o18) Local resident, (Burford, high street)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support keeping school safe <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support Lights around crossing at Co-op - there's a lot of dangerous abuse of restrictions. Zebra crossing – Support Wholeheartedly support. This has been a very tricky place to cross with pram and multiple children. Has required co-operation from the moving traffic, but that's not always been the case. It also encourages older children to cross safely - I've seen some

(o19) Local resident, (Burford, Priory Lane)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support These measures are completely necessary and should have been enacted some time ago. My prime concern is for the safety of the school children. The way the coaches park and double park, as well as manoeuvre (unbelievably they carry out three point turns in front of the school), is a real and immediate danger to the children. The County Council have a duty of care to prevent this extremely dangerous situation. The coaches keep there engines running causing more pollution. If the drivers are confronted about their behaviour, they just ignore the issue and shrug it off. Of course there is no prospect of their being any enforcement by Traffic Wardens or Police, so they know that they can get away with it. The big concern is that even if the TRO is brought in, the coach drivers will continue to do as they please. Therefore it is a pointless exercise unless it is going to be properly enforced. Our personal vehicles have been damaged three times over the past couple of years because of this situation. Again over the past 2-3 years, I have seen a Traffic Wardens only on one occasion attempt to stop the illegal parking, and as soon as they have gone, we're back to square one. The coaches and their passengers offer very little to the businesses and life of the town, at most buying a cup of coffee and then often disposing of their rubbish inappropriately. The letter from the coach operator is full of empty arguments, it may easily have been AI constructed . Pollution and damage to the fabric of the historical buildings are also important considerations . The obstruction of the entrance to Burford Priory, and the coaches blocking the view of the Priory are also issues for cosideration. I strongly support the introduction of these measures, in fact I think the Council should go much further to protect the safety of the children and to fulfil their duty of care. It is of paramount importance that any measures must be fully supported by effective enforcement. <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support
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	Sensible safety measures Zebra crossing – Support Sensible safety measure. Increasing numbers of pedestrians from the Burford campsite and the Prince of Burford hotel.
(o20) Local resident, (Burford, Bernard Mews)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support Fully support the town council on this to reduce the risk of vehicle movements and blocked access <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support Fully support to reduce accident risk Zebra crossing – Support Crossing the road needs considerable care to avoid danger and a raised crossing will slow traffic and ,are crossing the road easier and hopefully safer
(o21) Local resident, (Burford, Forest Grove, Burford)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support

	1. Ensure safety of schoolchildren at nearby school. 2 Ensure sufficient turn around space for coaches. 3. Ensure entrance to The Priory is unobstructed. <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support Sufficient free parking at bottom of High Street car park.. Reduce congestion on the High Street Zebra crossing – Support Traffic already travels faster than the 20 mph speed limit, making it difficult to cross the road safely to access the recreation ground.
(o22) Local resident, (Burford, Prefer not to say)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support Sound ideas <u>Other:</u> Barns Lane DYL – Partially support High Street DYL – Partially support Agreed but we must make sure that residents are not restricted in parking their own vehicles. Zebra crossing – Partially support I believe that a Zebra crossing is needed, however it should not be raised / humped. This sort of obstacle causes damage to vehicles, especially to low riding cars. Furthermore, Burford is plagued with HGV traffic. These large vehicles would limit the

(o23) Local resident, (Burford, Church Lane)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support Totally agree with proposed restrictions <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support Agree with proposed restrictions Zebra crossing – Object Not required as traffic is moving very slowly most of the time
(o24) Local resident, (Burford, The Hill)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support The town is not suitable for long vehicles (12m+) and the safety of the school children should come first <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support Invariably cars and other vehicles park in these areas, if even for a short time Zebra crossing – Support

	It is important to have this crossing. School children, both Primary and Secondary cross the A361 regularly, and the main crossing in Town is too far away.
(o25) Local resident, (Burford, Witney Street)	Priory Lane: Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Partially support With regard to the no stopping item, I am not sure what "stopping" is. The common sense definition would preclude parents stopping their cars to let children out to go to school which doesn't seem sensible. Other: Barns Lane DYL – Support High Street DYL – Support Barns Lane - improves junction High Street - shouldn't park blocking lights Zebra crossing – Object No objection to zebra crossing but feel that raised/humped will be detrimental to residents of nearby properties with noise of lorries and vans rattling as they cross together with noise from deceleration/acceleration.
(o26) Local resident, (Burford, The hill)	Priory Lane: Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support Too many buses

	<u>Other:</u> Barns Lane DYL – Support High Street DYL – Support Narrow road Zebra crossing – Support Difficult to cross road
(o27) Local resident, (Burford, Witney Street)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support The length and breadth of tourist coaches will only get worse - Priory Lane residents and the school have had to put up with these for too long Large tourist buses decant their customers on Priory Lane who then have to rush round the town, glimpse the church and get back to the coach as part of a whistle stop tour Lorries also should be banned from using Priory Lane as a turning point when unable to get over the bridge! <u>Other:</u> Barns Lane DYL – Partially support High Street DYL – Partially support Provided residents are not penalised - there is a lack of off-street parking in the town which means any available spaces are often blocked by visitors Zebra crossing – Support The increase of traffic and the jams caused by the crossing on the A40 makes it difficult to cross for dog owners and school pupils to cross to the playing/dog friendly fields

(o28) Local resident, (Burford, Swan lane)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support Short of limiting the number of coaches at any time and policing where they park, this set of measures seems to strike the right balance. The current situation is very dangerous and with so many engines running outside the primary school, not very healthy or environmental. I hope that OCC and Thames Valley Police see fit to enforce the regulations which is what we expect of them. <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support There is frequent silly and potentially dangerous parking in these areas Zebra crossing – Support Great idea, with the increase in traffic in the last 10 years and people ignoring the speed limit, then this is the only way to make parents, children and students safe
(o29) Local resident, (Burford, Forest Grove)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support The traffic (predominantly coaches, buses, and lorries) outside the primary school are a danger to our children. Multiple times I've witnessed dangerous driving and one coach crashing against a car with kids in - putting people in danger. The coaches/lorries are too large and cannot see the small children especially on the narrow country road with high brick walls they cannot see round until too late. Parking outside the school is unsuitable for these vehicles.

	<u>Other:</u> Barns Lane DYL – Partially support High Street DYL – Support Alternative parking for the primary school needs to be offered Zebra crossing – Support Secondary and primary school pupils have to cross this road. Since it being opened to lorries and heavy goods vehicles a few years back, no safety aspects have been implemented putting children's lives in danger.
(o30) Local resident, (Burford, falkland close)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Object No Loading – No opinion School Keep Clear – Support in 2023 our car was hit by a reversing coach while we were picking up our small children from the school <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support Barns lane is always busy with cars at school pick up time. Zebra crossing – Object this would slow traffic alot and would help
(o31) Local resident, (Burford, Priory Lane)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support

	No Loading – Support School Keep Clear – Support I live on Priory Lane and support these proposals. While I understand the importance of tourism to the local economy, the length of buses currently using the road is not appropriate for the size of the street. I've personally witnessed several incidents involving the larger buses hitting other cars, walls or street objects. Thank you for considering these changes. <u>Other:</u> Barns Lane DYL – No objection High Street DYL – No objection No objection Zebra crossing – Support Pedestrian infrastructure will make Burford safer
(o32) Local resident, (Burford, Priory Lane)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Partially support No Loading – Partially support School Keep Clear – Partially support My concerns are (a) reducing coach parking will impact on visitors to Burford which will result in loss of business. Agree reduce length of coaches eg minibuses are fine. Stop the large coaches from parking and thus turning the tight bends on Priory Lane which is dangerous for pedestrians. (B) as a resident of The Old Brewery, parents' cars park in our private development - we are not a public car park - due to lack of nearby school parking thus introducing a no stopping sign is not helpful for either parents needing to drop children at school or residents whose car spaces are already used by families collecting school children. Why not have a 5 min maximum drop off zone near school instead to help families and keep children safe? Also on the bend in Priory Lane many council bins are permanently placed on double yellow lines not just on refuse collection days. These make the lane more narrow for passing cars. Buses have difficulty turning at times and it is

	hugely dangerous for pedestrians too - I experience this regularly walking back to The Old Brewery. The bus drivers also drive at speed down Priory Lane at the bend. Agree a zebra crossing at the top of the High Street rather than the existing island. Two benefits here - slowing the traffic particularly on entering The Hill from the roundabout and helping pedestrians. These are areas that need to be carefully considered. Thank you. Other: Barns Lane DYL – Support High Street DYL – Partially support Is it really necessary and an issue ?? Would prefer to see HGV banned from using the beautiful historic bridge which has just been repaired and polluting Burford. Zebra crossing – Support Safer for pedestrians. Slowing traffic approaching The Hill from the roundabout. Better access to The Prince of Burford in support of local businesses.
(o33) Local resident, (Burford, BURFORD HILL MEWS)	Priory Lane: Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support By regular observation the number of coaches over 12m in length which park and manoeuvre by the primary school and priory have become dangerous. I often walk that route and see half a dozen coaches parked, some with engines running and some parked directly outside the school. The noise and fumes must be affecting the well-being of the school children. There are inherent dangers to pedestrians because there is no pavement in parts of Priory Lane where the coaches park. Other: Barns Lane DYL – Support High Street DYL – Support

	Burford is characterised by many narrow lanes and streets. The two proposals here will improve visibility for drivers and pedestrians Zebra crossing – Support I live at the top of Burford Hill and regularly cross the road where the traffic island is situated. A raised or humped Zebra crossing will improve visibility of the crossing for drivers and will improve safety for residents, particularly for those with i
(o34) Local resident, (Burford, Burford Hill Mews)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support It is a danger to school children . It is also dangerous to both drive and walk in Priory lane when there can be up to five or six coaches parked at the same time all along Priory lane. There is no room for manoeuvre of Coaches and the extra long coaches can cause a traffic jam when they turn right up the high Street from Priory Lane. <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support For safety turning out of Frethern Close. For safety of traffic coming over the Bridge and for safety of pedestrians walking over the bridge Zebra crossing – Support To make it a safer crossing for crossing the road especially for children crossing at beginning and end of the school day. It will also be safer for parents with prams and pushchairs taking children to pre school across the rec. It will also make it safer

(o35) Local resident, (Burford, Cheltenham Road)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support The current situation in Priory Lane is very problematic and potentially dangerous. I believe these changes will help. <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support Cars are often parked on the Barns Lane area which is right on the bend in the road and causes problems when other vehicles are driving around the corner. The parked cars are also causing considerable damage to the verge. Zebra crossing – Support The crossing is busy, but the current tiny crossing island is dangerous given the high numbers of people who use it, including school children walking to and from the comprehensive and primary schools, and children and families walking to the recreation g
(o36) Local resident, (Burford, priory)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – No opinion No Loading – No opinion School Keep Clear – Support I support the proposed improvements but they are insufficient to keep people safe. I have written to OCC about this issue before and remain extremely concerned: it is only a matter of time before someone is severely injured, or worse. To have a regular bus route, and a coach park, next to a primary school seems inadvisable enough, simply in terms of pollution and excess traffic. Add to this, the lack of parking and pavements, and you have a potentially serious situation with pedestrians, lack of visibility and huge vehicles. You only need to look at the cemented in bollards - one of which has been knocked over again in the last couple of weeks - to see why I am so concerned about safety: the

	bollards are child height. Restricting coach length will prevent parked vehicles from being hit so frequently and may help a little with traffic flow. It is still leaving residents' and primary school children's lives at risk. You really need to address this issue properly. <u>Other:</u> Barns Lane DYL – No opinion High Street DYL – No opinion None Zebra crossing – Partially support Helps residents who want to cross to the park
(o37) Member of public, (Burford, Barns Lane)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support The road outside of Burford Primary School is not safe and is not fit for purpose. I have seen multiple cars almost collide and it is surely only a matter of time before someone is seriously hurt because of the vehicle traffic along Priory Lane. <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support Burford traffic is a nightmare and this should help to reduce issues. Zebra crossing – Support This is currently an unsafe area of the road and someone will be hurt if this is not sorted.

(o38) Rather not say, (Burford, Witney street)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support Bus and coach length I do support this but the problem will be most coaches are 13 meters in length so putting a 12 meter restriction will possibly mean we will loose the toriest to burford during peak time <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support I support Zebra crossing – Support This is need for children and adult safety but it will also slow the traffic as the still speed down that road
(o39) As a business, (Burford, Lower High Street)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support I particularly support this restriction as large coaches park outside my shop for long periods and block the parking bays. High Street - introduce new restrictions on the eastern side, leading northwards from the northern end of the bridge over the River Windrush, to the traffic signals. <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support

	Large coaches are parking outside my shop for long periods, they blocking my shops presence from visitors, course congestion on the High Street and block the parking bays. Zebra crossing – Support A zebra crossing would be beneficial, especially at school time
(o40) Local resident, (Burford, Oxford road)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Object No Loading – Support School Keep Clear – Support R <u>Other:</u> Barns Lane DYL – Object High Street DYL – Support Residents have a hard time parking as it is at the top of barns lane. Extending the double lines will loose 2 parking spaces. The parking opposite the crescent has no restrictions and people park there all day or dump cars there leaving residents unable to park in that area. Can you not dig out the verge on barns lane and put in some parking spaces for residents only? It's all well and good covering barns lane in double yellow lines but where do the residents with no driveways park? The residents on the crescent by barns lane have to battle daily to park as they have no driveways. I think you need to consider them before implementing double yellow lines where residents have to park currently. Zebra crossing – Support Easier for school children to cross
(o41) Local resident, (Burford, Tanners Lane)	<u>Priory Lane:</u> Bus & Coach – Support

	DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support I support these proposals as the large coaches are a hazard when manoeuvring/ parking. My concern is that these large coaches currently ignore double yellow lines on Sheep Street at the junction with Priory Lane and unless there is some enforcement to deter illegal parking more coaches will park there if unable to park in Priory Lane. Parking on the double yellow lines at this junction obstructs the view of pedestrians or vehicles exiting Priory Lane. My view is that Burford is not a suitable destination for the very large coaches and they have little consideration for the residents or parking restrictions. Would regular visits by a traffic warden be possible? I imagine the fines would more than cover the cost. <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support Again I support these proposals but I think they will be ineffective unless enforced Zebra crossing – Support It will make this crossing safer
(o42) Local resident, (Burford, The Hill)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support . <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support

	Particularly support restrictions on Barns Lane deterring parents waiting to collect their children which is not always safe. Zebra crossing – Support Suggest the hump is not too high. If adopted suggest the electronic speed sign is moved to discourage those who drive up the Hill south from speeding
(o43) Local resident, (Burford, Shilton road)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support Burford is now very heavily congested and can be quite unsafe for local residents <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support There are so many tourists parking on yellows or near driveways that make it hard to drive through as a local Zebra crossing – Support As a parent to young kids, it's difficult to safely cross to take them to the recreation ground as the traffic flows through much faster than 20mph
(o44) Local resident, (Burford, Priory Lane)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support

	As a resident of Priory Lane the mayhem caused by large coaches is a danger to children from Burford primary school. Also damage to residents' cars are becoming more frequent as this small lane was never intended to cope with the ever increasing number of large coaches and delivery vehicles which do not have room to turn round. By restricting the size of the coaches and extending 'No waiting at Any Time' would certainly go a long way to ease the congestion which sometimes backs up to the High Street and beyond causing chaos in Burford. The large coaches often park outside my garage which has double yellow lines and a 'no parking sign'. When asked to move the drivers say they have nowhere else to park. There used to be a saltire outside the two garages (No 14 and 16 Priory Lane) but over the years this has worn away. I did request this to be reinstated and Joanna Marciniak at Oxfordshire county council did approve this but to date this has not been executed. <u>Other:</u> Barns Lane DYL – No opinion High Street DYL – Partially support I'm wasn't aware that cars parked here but I can see the reason for double yellow lines as the road looks very narrow for wide vehicles Zebra crossing – Support A lot of pedestrians cross this busy road, particularly school children. It's the best place for a crossing
(o45) Local resident, (Burford, Burton mews)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support A parent of a primary school student traffic is dangerous at present <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support Traffic is crazy all the time people park where they want

	Zebra crossing – Support Definitely support. There are not enough safe places to cross
(o46) Local resident, (Burford, Priory lane)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support I work at Burford primary school and there have been many incidents where the children have become unsafe due to the irresponsible parking of buses outside the school. It makes it incredibly hard to cross the road safely and makes it hard for our transport to park safely. <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support Na Zebra crossing – Support Na
(o47) Local resident, (Burford, Priory lane)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Support I wish to comment particularly on the issue of parking and coaches on Priory Lane.

I hope I can offer some valuable perspective on this issue, having been resident at 19 Priory Lane since 2008 - directly opposite the coach park - and with two children currently at the primary school.

In short, we believe that the situation with the coaches is becoming increasingly untenable and dangerous, and that the proposed length limit does not go far enough in addressing this. It is no exaggeration to say that I believe someone will be injured or killed if something is not done urgently to resolve the problem of an increasing number of increasingly big coaches trying to park at the same time that parents are trying to pick up their kids from school, combined with a blind corner by the priory round which cars and buses drive too quickly.

I also want to acknowledge that I am aware of how important tourism is to Burford, and how reliant its businesses are on the coaches: we bought our house with the coach park already in existence over the road, and we understand that the coaches have to park somewhere.

That said, there have been genuine changes over the years that have contributed to a worsening situation: namely, the coaches have got (much) longer, meaning that they are often forced to either block the road or park lengthwise, taking up more space; the 233 bus has now been inexplicably routed down Priory Lane whereas it used to stop on the high street; and the frequency and number of the coaches has **vastly** increased, especially since the ban in Bourton. There are frequently multiple coaches, many of which are extremely long, reducing visibility and making it impossible for children and parents to cross the road safely, quite aside from the constant pollution of diesel engines right next to the primary school. These very long coaches also reverse round the corner of Priory Lane in order to park; many times, we've set out along Priory Lane, then had to rapidly retrace our steps and pull our children back in between parked cars because the coach drivers simply can't see us. Sometimes, including yesterday and the day before, coaches park on the zig zags directly outside the school, posing a risk to all pedestrians, particularly the children; the stagecoach bus has also done this. We have often witnessed aggressive behaviour on the part of coach drivers and parents having their cars hit by coaches.

Meanwhile, the primary school continues to have no car park, and it is not easy or safe for parents to walk their young children from the car park by the church, with no pavement on the blind corner between the car park and the high street, so one can appreciate why it is that some parents decide to disregard regulations and park in the coach park. Putting those things together, I am concerned that it is only be a matter of time until a child is hurt, or worse. With the added traffic from parents driving to collect children, as well as the usual flow of vehicles, Priory Lane becomes particularly hazardous at collection time: there is literally no safe way for parents to walk their children / cross the road. The 233 bus exacerbates this situation.

We are very worried about the potential ramifications of all of this. You will know that bollards have been knocked down on Priory Lane on multiple occasions by coaches, and cars have frequently been smashed into (we and all our neighbours have had cars damaged by the coaches); it could so easily be a person next time.

Rather than or in addition to a length limit, I suggest:

- 1) banning all but the short mini-buses (e.g. Rabbies),
- 2) preventing coaches from arriving between 3pm and 3.30pm, to allow parents to pick up their children

	3) rerouting the 233 bus to the high street (a separate issue is that it often causes near misses and traffic jams by coming round priory lane by the old brewery, as their drivers are not allowed to reverse by stagecoach policy), or similarly preventing it from arriving at school pick up time 4) or move the coach park to the top of the hill somehow I would be very happy to consider / help with any discussions moving forwards. Obviously tourism is important to Burford, but so is its resident community - none more so than its children at Burford Primary. Yours sincerely, Nick Lake <u>Other:</u> Barns Lane DYL – No opinion High Street DYL – No opinion No opinion as live further away in town and not clear on issues Zebra crossing – No objection Good idea for kids crossing to secondary school on their own
(o48) Member of public, (Burford, Priory Lane)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support Having worked at a property in Priory Lane for the last 12 years, there has been a constant abuse of any parking restrictions that have been implemented in this area. Coaches parking 2-3 abreast in the road and outside of a primary school thus reducing visibility and offering increased risk to those using Priory Lane. A large majority of operators are not present in their coach should it need to be moved in case of emergency. Emergency vehicle access is reduced significantly, in most situations seconds save lives, moving a coach doesn't take seconds. With there being no option to relocate the existing coach park, I am in full support of the proposed restrictions. There are many other options on the A40 for temporary parking for large coaches, it is the ignorance of drivers and operators

	why these facilities are not used. The same operators and drivers that increase the risk to life, inaccessibility for other road users and pedestrians on a day to day basis. Priory Lane is of a certain size, introduce a large coach and then multiple large coaches and the lane becomes harder and harder to operate in. There is NO existing turning place, contrary to the formal objection letters written, once the existing spaces are occupied then large coaches are “trapped” in Priory Lane, unable to exit adding to the problem. In summary I support the proposal, it is by far the best solution to a bad situation and would benefit not only the residents/businesses of Priory Lane, but also aid the general Burford traffic situation which shows no signs of easing. <u>Other:</u> Barns Lane DYL – No objection High Street DYL – Support As an individual who rarely uses Barns Lane I have no comment to make. I am in support of the proposed restrictions on the High Street. With the increase of traffic using Burford on a daily basis, the proposed I hope would alleviated the congestion. Zebra crossing – Support Due to the increase in traffic using Burford on a daily basis, very noticeable over the past 12 years, any addition allowing the safe crossing of the public is gladly welcomed. Given that there are no safe points to cross such a busy road at the proposed
(o49) Local resident, (Burford Primary, Burford Primary)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support Our children attend the local Primary school and more needs to be done than this to protect the small children and keep them safe! <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support

	Na Zebra crossing – Support Na
(o50) Member of public, (Burford primary, Priory lane)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support As a parent whose child attends the school, and a member of the staff, the coaches unfortunately do not take the care they need in order to keep the children safe as they pass them by. They can sometimes be quite rude and feel that the lane is solely for their use. Members of the public and especially children are at risk when travelling to and from school and could possibly end up in a very nasty accident. <u>Other:</u> Barns Lane DYL – Support High Street DYL – Partially support The area out side the school should be kept clear in case of emergency access needs. Zebra crossing – No objection N/A
(o51) Local resident, (Burford, Upton and Signet, A 361)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – No objection

	Priory Lane is the only legitimate coach parking area for Burford and as such needs to be regulated if the present frequent congestion and blockages are to be avoided. The length of coaches permitted to ENTER (let alone park in) Priory Lane has to be limited to those which can park and turn safely in the lane's constricted space. Other: Barns Lane DYL – No objection High Street DYL – No objection The lack of car parking facilities is one of the most limiting factors in the enjoyment of the Town by residents and visitors. Such is the problem of this shortcoming that people ignore the parking restrictions which have therefore to be tightened up. Zebra crossing – Object Traffic going down The Hill (A361 northwards) comes to a stand-still on frequent occasions each day. It then backs up to the roundabout on the A40 which in turn stops the east/west traffic along that stretch of the A40. A Zebra crossing on The Hill north
(o52) Local resident, (Carterton, Linden Gardens)	Priory Lane: Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support The coach park is a safety concern for me, my daughter attends the school and particularly during summer months there is heavy congestion and several large coaches in the area, which I see as a risk to children and parents. Other: Barns Lane DYL – Support High Street DYL – Support To alleviate some congestion in the high street.

	Zebra crossing – Support A good traffic calming measure.
(o53) Member of public, (Carterton, Queens Road)	Priory Lane: Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support The coaches and buses that currently use Priory Lane are a danger to the children and parents dropping off and picking up times. When the coach drivers are asked to move from the restricted areas they are rude and don't move. The tourist companies do not adhere to the signs already in place and are not doing enough to to keep our children safe. On numerous occasions the coaches have parked parallel to the school which covers the restricted road markings with their vehicles. They also drive onto the path where parents are standing to go into the school with younger children. They are a danger and should be restricted to being on Priory Lane from 0800-0900 and 1445-1545 at the very least. Other: Barns Lane DYL – Support High Street DYL – Support Barnes Lane is not wide enough for people to park on the sides of the roads. On the High street International Tourists walk out from behind cars taking pictures and not adhering to the Highway Code so when people park on the double yellow lines it makes the situation worse. Zebra crossing – Support This may slow drivers down.
(o54) Local resident, (Fordwells, Norton's Terrace)	Priory Lane: Bus & Coach – Support DYL adjacent to The Rectory – Support

	No Loading – Support School Keep Clear – Support The proposal will help to mitigate the nuisance caused by coaches in Burford. Currently large coaches use the space, blocking access and parking in a dangerous way <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support These measure will help stop congestion from vehicles causing obstruction in both Barns Lane and High Street Zebra crossing – Support There needs to be a safe crossing at this point
(o55) Local Cllr (i.e. Town/Parish/District), (Fulbrook, Burford Road)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support The buses make the area congested and dangerous especially for children. <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support I feel most strongly about the High Street parking restrictions. Unbelievably cars and vans park just before the bridge occupying the pavement causing pedestrians to have to walk into the road to get round the vehicles. It's dangerous. Zebra crossing – Support It's difficult to cross the road safely.

(o56) Local resident, (Fulbrook, Fulbrook)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support Priory lane has always been issue for the primary school and it is not safe for the children so anything that limits the parking there is good <u>Other:</u> Barns Lane DYL – Object High Street DYL – Support The council need to understand that parents have to be able to collect their children from the secondary school and from what I can tell the only issue is that parents are waiting at the top for no more than 10 minutes at a time. There needs to be a solution for everyone. Stopping parents from picking up their children from certain places will only create more traffic throughout the high street Zebra crossing – Object Again this will only create more traffic through the high street
(o57) Local resident, (Fulbrook, Garne's Lane)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support I am a resident of Fulbrook and until recently chair of the parish council. I have heard numerous cases of parent picking up (walking) children from the primary school encountering safety problems caused by large coaches and

	lorries inappropriately parked or blocking the area within Priory Lane. The proposed measures are most welcome and will have positive impact on the quality of life for, inter alia, parents <u>Other:</u> Barns Lane DYL – Support High Street DYL – Partially support I oppose increased parking restrictions on the high street because it will, as case studies from other towns illustrate, impact negatively on footfall and thus negatively impact the local economy at a time of economic uncertainty and instability. HOWEVER, you must place restrictions on the Fulbrook side of the river bridge near the traffic lights which has been an area of considerable angst on the part of elderly people, families with buggies, wheelchair users, as well as the wider public all of whom are forced into the road and off what is supposed to be a footpath thus into dangerous conflict with moving traffic including huge lorries and towed farm vehicles Zebra crossing – Support The existing crossing is insufficient and at times dangerous. There are not only countless high school children who use it but families with buggies on their way to and from the newly refurbished playground. It makes absolute sense to have a proper crossing
(058) Local resident, (Fulbrook, Shipton Road)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support Safety and congestion relief <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support Safety

	Zebra crossing – Partially support Not convinced it needs to be humped
(o59) Local resident, (Fulbrook, Fulbrook Hill)	Priory Lane: Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support Parking on Priory lane has been difficult for years and school entrance is dangerous. Please also have residents removed the private parking signs from opposite the school as these are public spaces and effectively decrease the actual public parking in the street. Other: Barns Lane DYL – Support High Street DYL – Support We walk daily from Fulbrook and it is awful that large cars regularly block the footpath across the bridge. We are forced to walk in the road inside the busy bridge lights area. Please also consider double yellow lines on both sides of the area, we think the cars will just park opposite where they currently do which will force moving traffic onto the footpath. Zebra crossing – No objection Crossing currently feels dangerous as cars coming from the roundabout are often going faster than 20 mph. Raised crossing will make it stand out more effectively and make cars have to look more closely for pedestrians.
(o60) Local resident, (Fulbrook, Burford Road)	Priory Lane: Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support

	For the reasons given in the supporting document <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support For the reasons given in the supporting document Zebra crossing – Support Not currently sufficient places to safely cross the road on the Hill.
(o61) Local resident, (Fulbrook, Beech Grove)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – No objection No Loading – No objection School Keep Clear – No objection Coaches need space to park for dropping off and collecting passengers, maybe the drivers could be encouraged to park up outside Burford while the passengers enjoy Burford. <u>Other:</u> Barns Lane DYL – No objection High Street DYL – Support parking between the bridge and the traffic lights is dangerous, especially for pedestrians. WE urgently need a safer way for pedestrians to cross the river ideally a foot bridge sympathetically designed alongside the current road bridge. Zebra crossing – Support good idea but why shouldn't cyclists be able to use it?

(o62) Local resident, (Fulbrook, Meadow Lane)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support The area needs to be made much safer for young school children and other pedestrians <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support Pedestrian safety Zebra crossing – Support It would help make traffic keep to the 20mph limit
(o63) Member of public, (Fulbrook, Beech grove)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support I think protecting pedestrians access i very important in these areas <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support Pedestrians right of way needs to be protected Zebra crossing – No objection

	No objections
(o64) Rather not say, (Fulbrook, Orchard Row)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support It will increase traffic flow . <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support Preserves access and improves pedestrian safety Zebra crossing – Support Pedestrian safety
(o65) Local Cllr (i.e. Town/Parish/District), (Fulbrook Parish Council, Dolphin Lane)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support These proposals will help improve the traffic situation in Burford and the double yellow lines at Lower High Street will improve pedestrian safety. <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support

	Vitally important for traffic flow and pedestrian safety. Zebra crossing – Support Will improve pedestrian safety
(o66) Local resident, (Milton-under-Wychwood, Wildbourne Close)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support Area is too congested and unsuitable for large vehicles <u>Other:</u> Barns Lane DYL – Support High Street DYL – Support Traffic congestion prevents flow of traffic Zebra crossing – Support Local people and school children need to be able to safely cross the road
(o67) Member of public, (My children attend Burford Primary school, Burford Primary school coach park)	<u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Object Having 3 young children who attend Burford primary I find the restrictive carparking available frustrating. To travel to the school from car parks along the hill or near the rectory with young children is very difficult.

	If anything I believe tge restrictions should on parking should only be in place 9am-3pm to allow those who have children with or without special needs the ability to safely collect them without having to go through the challenge of navigating a busy high street filled with traffic and tourists. <u>Other:</u> Barns Lane DYL – Object High Street DYL – Partially support There is not sufficient parking at anytime of day in burford. This needs to be addressed. Parking needs to be increased not restricted. Zebra crossing – Object This will cause issues with navigating tge steep hill and potential health and safety issues.
(o68) Local resident, (Burford, Cheadle Court)	<u>Priory Lane:</u> Bus & Coach – No objection DYL adjacent to The Rectory – No opinion No Loading – No opinion School Keep Clear – Support Clear responses given where I have an opinion <u>Other:</u> Barns Lane DYL – Object High Street DYL – Object How will delivery drivers drop things off if all the limited parking is taken Zebra crossing – Support My children walk to school everyday and not all motorists watch out for children crossing at the top of the hill on their way to school. It is very dangerous.

(o69) As a business, (Burford, High Street)	<u>Priory Lane:</u> Bus & Coach – No objection DYL adjacent to The Rectory – No objection No Loading – No objection School Keep Clear – Partially support The effect on businesses in Burford, if traffic restrictions are imposed. <u>Other:</u> Barns Lane DYL – No objection High Street DYL – Object Deliveries, crucial to High street traders, must have freedom to work with businesses. Zebra crossing – Object Unnecessary expense, pointless exercise
(o70) Local resident, (Fulbrook, Meadow Lane)	<u>Priory Lane:</u> Bus & Coach – No objection DYL adjacent to The Rectory – Support No Loading – No objection School Keep Clear – Support Concern re parking outside primary school as so many children live outside the area and therefore come to school by car - no other suitable stopping place in Burford for children to be taken to school. <u>Other:</u> Barns Lane DYL – Partially support High Street DYL – Partially support At sometimes stopping is necessary

	Zebra crossing – Partially support Would be useful at school times
(o71) Local resident, (Fulbrook, Walnut Row)	Priory Lane: Bus & Coach – No objection DYL adjacent to The Rectory – No opinion No Loading – No opinion School Keep Clear – No opinion I agree with these Other: Barns Lane DYL – No objection High Street DYL – Support Agree over the bridge and after should be double yellow line. Zebra crossing – Support We need more zebra crossing as a lot of pedestrians in Burford
(o72) Local resident, (Burford, Forest Grove)	Priory Lane: Bus & Coach – No opinion DYL adjacent to The Rectory – No opinion No Loading – No opinion School Keep Clear – No opinion No opinion Other: Barns Lane DYL – No opinion High Street DYL – No opinion

	No Opinion Zebra crossing – Object No needed. Prefer the island in the road as I walk slowly
(o73) Local resident, (Burford, Cheatle crescent)	<u>Priory Lane:</u> Bus & Coach – No opinion DYL adjacent to The Rectory – No opinion No Loading – No opinion School Keep Clear – Support Safety for school children <u>Other:</u> Barns Lane DYL – No opinion High Street DYL – No opinion No opinion Zebra crossing – Support It is very scary crossing the road here but children have to do it in order to get to school
(o74) Local resident, (Burford, The Hill)	<u>Priory Lane:</u> Bus & Coach – No opinion DYL adjacent to The Rectory – No opinion No Loading – No opinion School Keep Clear – No opinion I live at the top of the hill in Burford so not immediately affected.

	<u>Other:</u> Barns Lane DYL – No opinion High Street DYL – No opinion I live at the top of the hill in Burford so not immediately affected. Zebra crossing – Support I cross at that point a few times each week and at the moment most cars come onto the hill at speed. So I would be very grateful for some help in crossing the road.
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C. Responses received by email:

Respondent	COMMENTS
(e1) Community Bus Service	No objection – We have no objection to these proposed changes. Indeed, the changes to parking in Priory Lane will help our services.
(e2) Local resident, (Burford, Lower High Street)	High Street DYL – Object The above proposal suggests double yellow lines from the bridge to the traffic lights. We object to this proposal on the basis that: 1. From time to time, we need to allow service vehicles or utility suppliers access to park alongside either Little Ham or Mouse Ham as there is no temporary parking facility between the two properties; typically such vehicles are not there for long 2. Any such parking does not restrict or inhibit the operation of the traffic lights or progress across the bridge which is single file anyway 3. Since we have lived at the property we have never had any experience of tourists or visitors to Burford trying to park in this location so there is no need to provide such a deterrent We would however strongly encourage you to address the issue of large lorries crossing the bridge instead. As residents who walk across the bridge several times a day, the number of near misses as lorries cross that are too large for the space between the marked pedestrian walk way and the other side of the bridge and cannot avoid encroaching onto the marked pedestrian area has markedly increased in the time we have been living here - it is getting increasingly risky for pedestrians walking over the bridge. (We understand that some form of bollards along the pedestrian walk way have been mooted but as a number of lorries are too large anyway this only seems a more dangerous solution as the bollards will almost certainly be struck frequently). As far as the other proposals are concerned, the only one we would challenge is the need for humped zebra crossing on the A361 The Hill. Burford already struggles significantly with issues of traffic backing up in either direction up or down the hill. Adding an additional crossing is only going to increase the instances of this and both noise and emissions pollution.

(e3) Transport operator, (Bootle)	Object – I submit my opposition to this as coach companys are being crucified for trying to earn a wage
(e4) Transport operator, (Melksham)	Object – We are writing to show opposition to coach access in Burford which we have supported as a town bringing tourism and local groups for several years to businesses and local events. Reducing the 12M rule is ludicrous as the majority of coaches now built exceed this figure and you end up pushing the problem further onto other villages and towns in the Cotswolds such as Stow & Chipping Camden direction. We currently have had issues in Bourton on the Water which in my opinion would say has pushed coaches into Burford (not ideal but no resolution to resolve from the council here), do not take the sticking plaster solution and you need to address this at a wider scale to accommodate tourism and locals alike who like Bourton are against at the revenue lost from this sector on top of additional costs levied by government. If the policy is to be anti coach groups then maybe Oxfordshire district council need to look at this argument as you need the coach operators for school contracts so the more you hurt the sector the harder it can bite back ! Please consider all angles and not just those of the snowflake generation who do not understand the larger picture of how this industry supports more than just their town !
(e5) Transport operator, (Shetland)	Object – As is already becoming evident with the removal of coach parking in Bourton, these actions have a significant negative impact not only on coach operators such as ourselves and our clients, but on local businesses. Coach tourism is and has long been vital to the Cotswolds and ill-thought out restrictions such as these cause a massive downfall in tourist footfall. Furthermore, they give rise to a potential increase in car traffic on already congested streets, in turn having a negative environmental impact. In an age where local authorities should be focusing on reducing car usage and promoting public and group transport, these restrictions send a very poor message. Thank you for your time in considering my objections, I do hope they will be used constructively in the consultation process.
(e6) Transport operator, (Worcestershire)	Object – The vehicle I own is 12.8 metres in length. I object to the proposals to prohibit coaches of 12 metres or longer. I would suggest a length of 13 metres. Most standard coaches are 12.5 - 12.8 metres in length and so a ban

	above 12 metres would prohibit most of the industry. Vehicles of 13 metres or more are required to have a third axle, which I agree should not sensibly access Priory Lane. I also object to the reduction of one coach bay, from the current 4. There are three car parking bays currently between the school frontage and the coach bays. I would suggest these be eliminated and the 4 coach bays be moved further east, with the coach bay closest to Burford Priory being eliminated to create space for turning. As the width of Priory Lane is not equal, I would suggest that the coach bay closest to the school, where the car parking bays currently are, aligned so that it is parallel with the road The overwhelming majority of our customers are elderly people, many of whom have restricted mobility. Reducing coach parking is a direct discrimination against these demographics. I may add that the elderly and infirm often do not have access to a car and that is why they turn to coach travel. The environmental benefits of coach travel are obvious. The more people that arrive by coaches from further afield, the smaller the carbon footprint of the visitors. This helps Oxfordshire county council achieve its own environmental targets, whereas the proposed Traffic Regulation Order diminishes that. I trust that you will ensure that my contribution is viewed by the appropriate elected members of Oxfordshire county council as part of this process?
(e7) Transport operator, (North Yorkshire)	Object – Burford has been a calling place to visit with our coaches for over 50 years and I'm disappointed to see the coach park may be discontinued and strongly opposed to this, please put my comments on record.
(e8) Transport operator, (Wigan)	Object – These changes will have a significant and negative impact, not only on the coach industry but also on the local community and economy. My key concerns are as follows: 1. Impact on Group Tourism: The proposed restrictions will severely hinder group tourism to Burford. Coaches are an essential mode of transportation for group travellers, who contribute significantly to the local economy. Limiting access to Priory Lane and parking facilities will discourage tour operators from including Burford in their itineraries. 2. Economic Harm to Local Businesses: Local shops, restaurants, and attractions rely on the steady influx of tourists arriving by coach. Reducing coach access will harm these businesses, jeopardising jobs, and livelihoods in the area.

	3. Environmental Consequences: The proposed measures are likely to increase the number of cars on local roads as group travellers seek alternative means of transport, that could potentially mean over 14 cars will enter the village to replace just 1 coach. This will result in more congestion, pollution, and carbon emissions, counteracting sustainability goals. 4. Dangerous National Precedent: Implementing such restrictions without adequate opposition risks encouraging other local authorities to adopt similar measures. This could severely limit coach operations across the country, threatening the viability of an industry that provides vital transportation services and supports local economies nationwide. Coaches are among the most efficient and environmentally friendly means of group travel. Rather than imposing restrictive measures, I urge the Council to consider alternative solutions that balance the needs of residents, businesses, and the coach industry. These could include designated coach parking zones or time-based restrictions that allow access while minimising disruption. I strongly encourage the Council to reconsider these proposals and engage with industry representatives and stakeholders to find a solution that benefits all parties.
(e9) Local business, Burford)	Object – As a business owner in Burford, the footfall from people coming into the village is the life and blood of Burford and is essential to all retailers on the high street. Limiting this would drastically reduce the number of people visiting the village creating even more challengers for retailers in an already difficult climate. Coaches have visited Burford for over 50 years and have not caused any issues, they have organised each other amongst themselves and made sure that the roads and pedestrians are safe at all times.
(e10) Local resident, (Burford, Barns Lane)	Support – Specifically, we are fully supportive of Item 2 b) - Barns Lane - introduction of Double Yellow lines and Item 4 - Humped Zebra crossing on the A361 - The Hill.
(e11) Local resident, (Burford, High Street)	Support – I'm writing on behalf of my wife and myself to support the idea of a Zebra crossing in The Hill, Burford. We live on High Street, and often use the existing pedestrian island in this location. We find this difficult because of the narrow road and the traffic speed. We would welcome any improvement and the Zebra is a good idea. It would require good sight lines however, as traffic approaches up The Hill round a slight bend and often comes up at high speed. Are the Belisha beacons enough warning, or should there be a warning sign further down The Hill?

	And Is the existing pedestrian barrier to remain? It provides some safety to the narrow footway, but it does partially obscure the view.
(e12) Local resident, (Burford, Forest Grove)	Object – I must register as an objector to the proposed zebra crossing on the upper Hill (A361). I'm aged 80 and nowadays walk with a stick, slowly and without the steadiness of a few years ago. I use the present crossing several times a week, and have never found it unsafe, or too delaying, even at peak traffic times. The traffic may not always keep within the 20mph speed limit, but it nevertheless moves quite slowly, and visibility is good in both directions. My experience is that drivers have no difficulty in gently and voluntarily braking -when that is even necessary. In short, I don't understand why a new crossing is required. The key to safety is the island in the middle of the road, enabling the crossing to be made in two bites. I haven't seen a design drawing of the new crossing, but if it were built without an island, I believe the outcome could well be to increase rather than reduce the risk of accidents. I understand that if approved, local residents will have to contribute funds for this project. Burford residents have already had to dip into their own pockets to fund a (so far) nugatory scheme to reduce permitted lorry weights on the Hill. Given the general shortage of funds, it would be better to spend money on repairing Oxfordshire's terrible roads. That would give a better safety dividend than this unnecessary project. I am in favour of all the changes proposed in the Lower Hill, Priory Lane and Barnes Lane. They are much-needed.
(e13) Local resident, (Burford, Barns Lane)	Support – I wish to support whole-heartedly the extension of the double yellow lines referred to above. This proposal is long overdue and would put as stop to having to drive on the wrong side of the road when cars are parked on the section mentioned. This is virtually a blind corner. It is even more important as a few drivers ignore the speed limit. I hope this improvement takes place before too long.

D. Responses received by multiple Transport operators:

“Object

1. Negative Impacts on Tourism and Local Economy

The proposed restrictions will severely limit access for coaches, which are vital for transporting larger groups such as tourists, schools, and community organizations. This will:

- *Reduce the number of visitors to Burford, directly harming local businesses that rely on tourism.*
- *Lead to revenue losses for businesses such as shops, cafes, and attractions, many of which depend heavily on group travel.*
- *Threaten jobs in the local hospitality and retail sectors.*

2. Increased Congestion and Environmental Concerns

Restricting coach access will result in:

- *A significant rise in car traffic, increasing congestion on Burford’s narrow streets.*
- *Greater strain on limited parking facilities, making it harder for residents and visitors to find spaces.*
- *Higher carbon emissions, as coaches are a more environmentally friendly mode of transport compared to multiple private cars.*

3. Inadequate Alternatives for Coaches

The removal of coach turning and parking facilities without suitable alternatives will:

- *Effectively prevent larger coaches from serving Burford, isolating the village from group tourism.*
- *Create operational challenges for coach companies, discouraging them from including Burford in their itineraries.*
- *Impact school and community groups who rely on larger coaches for transport.*

4. Harm to Residents and Local Vibrancy

The loss of group tourism will harm Burford’s vibrancy, reducing the footfall that supports local amenities. Meanwhile, increased car traffic will disrupt residents’ daily lives, exacerbating parking challenges and congestion.

5. Lack of Consultation and Consideration

I am concerned that the proposal does not adequately consider:

- *The economic impact on local businesses and the wider community.*
- *The views of key stakeholders, including coach operators, tourism organisations, and residents.*

Proposed Solutions

Rather than imposing restrictions, I urge Oxfordshire County Council to:

1. *Retain the existing turning and parking facilities for larger coaches while addressing specific safety concerns through targeted measures.*
2. *Collaborate with stakeholders to identify suitable alternative parking or turning facilities for coaches.*
3. *Engage with local businesses, coach operators, and residents to find balanced solutions that protect both road safety and the local economy.*

Conclusion

In summary, the proposed restrictions will harm the local economy, increase congestion, and negatively impact residents without offering adequate alternatives for coaches. I strongly urge the Council to reconsider these plans and work with stakeholders to develop a more balanced and inclusive approach.”

Respondent	COMMENTS
(x1) Transport operator, (Bath)	As a coach operator, I believe these changes will have a profoundly negative impact on a number of yearly visits from our clients. Whilst we appreciate local concern and the impact of ‘overtourism’ we always encourage our clients to be respectful of the area they visit and encourage them to support local business. The region is very popular for overseas visitors many of which spend a great deal of money locally. We have a small client from the US visiting in 2025 and will be staying locally at a hotel, eating locally and all of this is contributing to the local economy. We appreciate the concerns especially as vehicles today are larger and longer but please understand these vehicles are now built this way not for more passengers but to allow them to be inclusive,

	with wheelchair access and to allow for equipment onboard which help them operate much cleaner and environmentally friendly.
(x2) Transport operator, (Hampton)	As a coach operator, I believe these changes will have a profoundly negative impact on Burford and surrounding areas.
(x3) Transport operator, (Hounslow)	As a coach operator, I believe these changes will have a profoundly negative impact on tourism from London and abroad.
(x4) Transport operator, (Gravesend)	As a coach operator, I believe these changes will have a profoundly negative impact on our passengers, education groups, day visits and tourists.
(x5) Transport operator, (Sheffield)	As a coach operator, I believe these changes will have a profoundly negative impact
(x6) Transport operator, (Barnstaple)	As a coach operator, I believe these changes will have a profoundly negative impact on the tourism we currently bring into the area.
(x7) Transport operator, (Shrewsbury)	As a coach operator, I believe these changes will have a profoundly negative impact on providing our private hire services.
(x8) Transport operator, (Bognor Regis)	As a coach operator, I believe these changes will have a profoundly negative impact on our company being able to bring tourists to Burford.
(x9) Transport operator, (Greenford)	As a coach operator, I believe these changes will have a profoundly negative impact on tourist private hire coach services. Many of our incoming tourist group clients book tours and excursions that include Burford and the wider area. There is a very real possibility that tour Groups with will exclude Burford and the Cotswolds altogether if access is denied to Groups wishing to enjoy their holiday together in a group situation with knowledgeable Tour Guides and

	experienced Tour Leaders. Those clients with mobility issues or just requiring the reassurance of a convenient and comfortable coach service, will likely look to make alternative holiday arrangements and exclude those locations that are unwelcoming and prohibitively difficult to access. These proposed restrictions would seriously impact our ability to provide our clients with tour and excursion services they book for their clients who want to enjoy their leisure time in our country.
(x10) Transport operator, (London)	As a coach operator, I believe these changes will have a profoundly negative impact
(x11) Transport operator, (Maidenhead)	As a coach operator, I believe these changes will have a profoundly negative impact
(x12) Transport operator, (Bicester)	As a coach operator, I believe these changes will have a profoundly negative impact on the tourism and the livelihoods of the people living within Burford.
(x13) Transport operator, (Bicester)	As a coach operator, I believe these changes will have a profoundly negative impact on our continued success allowing us to employ local staff.
(x14) Transport operator, (London)	As a coach operator, I believe these changes will have a profoundly negative impact on coach group tourism.
(x15) Transport operator, (London)	As a coach operator, I believe these changes will have a profoundly negative impact on our tours to Cotswolds as well as the tourism industry as a whole. We use various pubs in Burford and when I discussed this matter with them, they were all surprised that they had no information about the plan and the fact that they had not been consulted with.
(x16) Hotel operator, (London)	As a hotel operator, I believe these changes will have a profoundly negative impact on the numbers of tourists visiting Burford, this will affect the revenue of the two hotels we operate in Burford which will in turn place people's jobs at risk.
(x17) Transport operator, (London)	As a tour operator, I believe these changes will have a profoundly negative impact on the inbound travel industry in the Cotswolds area.

(x18) Hospitality operator, (Burford)	As a hospitality operator that relies of couch operators to provide us with business, I believe these changes will have a profoundly negative impact on both in Burford which I have operational responsibility for.
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Divisions affected: *Jericho & Osney*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

27 FEBRUARY 2025

OXFORD: GREAT CLARENDON STREET – PROPOSED AMENDMENT TO PARKING PLACES

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the extension of the existing ‘Pay & Display’ parking bay (8.00am - 10.00pm Monday to Saturday all day Sunday) on Great Clarendon Street in Oxford, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to Extend the existing ‘Pay & Display’ parking bay (8.00am - 10.00pm Monday to Saturday all day Sunday) on the northwest side Of Great Clarendon Street, adjacent to the ‘Play Area’ - for an additional 11 metres south-westwards, towards the junction with Hart Street, which replaces a historic ‘Oxford Car Pool Club’ bay which is no longer in use, and has not been appropriately signed for some time, as shown in **Annex 1**.

Financial Implications

2. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Councils revenue budget.

Legal Implications

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

4. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

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 will provide additional parking capacity (effectively allow a further two vehicles to park legitimately) adjacent to a local green space, whilst also formally removing the redundant 'Car-pool Club' parking bay, which has not been utilised for its original intended use for a number of years.

Formal Consultation

7. Formal consultation was carried out between 25 April and 24 May 2024. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local City Cllr's, and the local County Councillor representing the Jericho & Osney division. Public notices were also placed on site adjacent to the proposals.
8. Six responses were received during the public consultation, with Thames Valley Police & the 'GoAhead Group' (local transport operator) not objecting to the proposals.
9. The local County Councillor representing the Jericho & Osney division objected on the basis that since increases to on-street parking charges in Jericho the existing spaces were always empty, and as such would be a waste of money to add more spaces. The Cllr felt that Officers should contact local car-club operators to see if more car-club cars could be placed.
10. A local group representing Oxford pedestrians, whilst not specifically objecting, did feel that the site – being next to a school and in the middle of a community – would be much better suited to house pedal-cycle & E-scooter parking.
11. Finally, two local residents responded – with one fully supporting the proposal, and the other partially supporting, stating that they felt the parking bay would better serve the local community by allowing for 'shared-use' parking i.e. resident permit holders and/or pay & display parking.

12. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

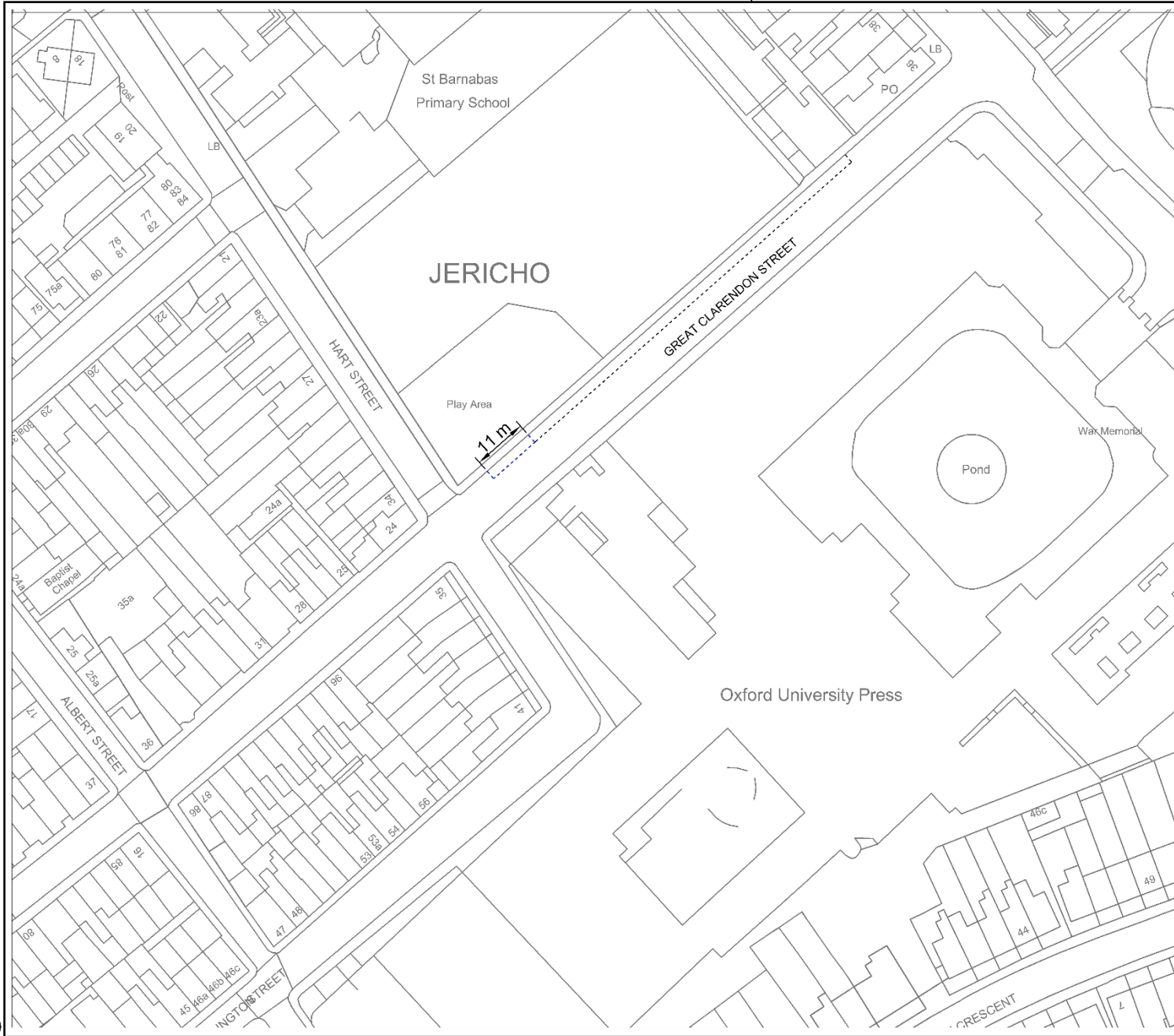
13. Following a report from the Parking Enforcement Team about their inability to enforce this bay due to an anomaly with the Traffic Regulation Order (TRO) and road markings/signage, officers investigated the discrepancy
14. Several years ago, a TRO designated this two-space bay for 'Oxford Car Pool Club Vehicles.' However, whilst officers cannot determine the exact history of this restriction, it appears that the correct signage and road markings were never implemented to support the bay. As a result, this area has remained 'unrestricted and unenforceable' for many years.
15. To rectify this anomaly, a decision was made to extend the existing pay-and-display parking bay. This approach ensures consistency with the current restrictions in the area and allows for enforcement under an amended TRO.
16. Car club bays are typically requested by an operator and approved by the County Council with the car club spaces set by those commercial enterprises. For this particular bay, no operator has agreed to promote a pool vehicle, so an amendment to revert the space to pay-and-display has been proposed.
17. The County Council is adopting a new approach for car club vehicles by promoting a zonal-based car club. This provides greater flexibility for both the operator and the County Council when implementing a car club vehicle within a Controlled Parking Zone (CPZ) or area, eliminating the need for further TRO or line and sign amendments if an operator removes their vehicle from the area.

Paul Fermer
Director of Environment and Highways

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Vicki Neville (Senior Officer – Civil Enforcement Schemes)
 James Whiting (Team Leader – TRO & Schemes)

February 2025



ANNEX 1

Drawing No. PRD/2024/TRO/001		V1			
KEY					
PROPOSED EXTENSION OF PAY & DISPLAY PARKING BAY (TRO WORDING AMENDMENT)					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAIL ED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS					
CONSTRUCTION (ENTER 'NONE' IF APPLICABLE)					
MAINTENANCE/CLEANING (ENTER 'NONE' IF APPLICABLE)					
USE (ENTER 'NONE' IF APPLICABLE)					
DECOMMISSIONING/DEMOLITION (ENTER 'NONE' IF APPLICABLE)					
© Crown copyright and database rights 2023 OS AC0000851087					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 OXFORDSHIRE COUNTY COUNCIL P.O. Box 100 Director for Highways & Operations Environment & Place Oxfordshire County Council County Hall New Place Oxford OX1 1UD Tel: 01865 310 1111					
Project title Traffic Regulation Order Consultation Drawing Great Clarendon Street					
Drawing title Great Clarendon Street Oxford Proposed Parking Restriction Amendment Pay & Display					
Drawing Status Consultation					
Scale @ A3 1:750	Drawn by VN	Checked by JW	Approved by JW		
	Date drawn 04.24	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No. PRD/2024/TRO/001		Revision v1			

ANNEX 2

Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Managing Director, (GoAhead Group)	No objection – no issues from our side with this proposal.
(3) Local County Cllr, (Jericho & Osney division)	Object – I'm opposed to this proposal. Since the County Council massively increased the on-street parking charges in Jericho (as if it was part of the city centre!), the existing spaces are always empty. It would be a ridiculous waste of money to add more spaces. Please will officers contact Co-Wheels and arrange for more e-car club cars to be placed there? I know Co-Wheels are keen to expand in Oxford, including in Jericho. This is an obvious way to reduce the number of cars in the City, which is supposed to be our policy.
(4) Oxford Pedestrians Association	Object – This site is right next to a school and in the middle of a community - OxPA proposes that instead of the two car parking bays proposed that the spaces are used for bicycle and e scooter parking, meaning cycle and e scooter parking could be removed from the pavements on Walton Street.
(5) Local resident, (Oxford, Walton Street)	Partially support – I think it should be a space allocated to local permit, and/or pay and display. NOT, sole use as pay & display.
(6) Local resident, (Oxford, Cranham Street)	Support – Good thinking

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Divisions affected: *Various in Oxford City*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

27 FEBRUARY 2025

OXFORD: VARIOUS LOCATIONS – PROPOSED DISABLED PERSONS PARKING PLACES

Report by Director of Environment & Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to

Approve the following:

- a) The proposed provision of Disabled Persons Parking Places (DPPP) at: Oxford – Allin Close, Danvers Road, Glebelands, Goslyn Close, First Turn, Lake Street,
- b) The proposed removal of Disabled Persons Parking Places (DPPP) at: Fane Road, Park Town.
- c) To not approve the removal of DPPP's at the following location: Leckford Road (2 x bays).

Executive Summary

- 2. The provision of Disabled Persons Parking Places is reviewed when requested by members of the public. Specific proposals are assessed applying national regulations and guidance on the suitability of providing new bays or amending or removing existing ones.
- 3. This report presents objections received in the course of the statutory consultation on the proposals to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in Oxford.
- 4. The proposals have been put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision part of such parking places. **Annexes 1 to 9** provide plans of the locations for which objections have been received or concerns raised.

Financial Implications

5. Funding for the proposed waiting restrictions has been provided from the County Council's revenue budget.

Legal Implications

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

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

8. The provision of disabled persons parking places assists those with a mobility impairment.

Sustainability Implications

9. The proposals would help facilitate the mobility of disabled persons in the vicinity of their places of residence.

Formal Consultation

10. Formal consultation was carried out between 19 December 2024 and 17 January 2025. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, access & disabled peoples user groups, Oxford City Councillors, and the relevant local County Councillors.
11. Letters were also sent to approx. 300 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
12. Fifteen responses were received from members of the public during the course of the consultation, and these are summarised in the table below:

Location	Support	Object	Concerns
Allin Close	1	1	1
Danvers Road			1
Fane Road (Removal)	1		
First Turn		1	
Glebelands		2	1
Goslyn Close		1	
Lake Street		1	
Leckford Road (Removal of 2 x bays)		2	
Park Town (Removal)	1		

13. Thames Valley Police responded expressing no objection.
14. The County Cllr responsible for the Rose Hill & Littlemore division supported all the proposals.
15. The responses are shown in **Annex 10**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

16. Comments and recommendations are provided in response to the concerns and objections as given in Annex 10 in respect of each of the proposed sites in the following paragraphs.
17. The eligibility for a blue badge is determined by teams at the County Council following thorough assessments, which are separate to the process for Disabled persons parking places applications (DPPP's). If through the DPPP application process evidence is provided that a valid blue badge is being used by the applicant this is deemed acceptable for the purposes of promoting the introduction of a DPPP.
18. If a member of the public believes that a blue badge is being misused or someone is committing benefit fraud, they should report it to the department for work and pensions (DWP) or the county council's blue badge team.

Allin Close: proposed new DPPP

19. One objection, one expression of concern and one expression of support were received; Allin Close does not have enough parking spaces as it is; given that the applicant parks in Allin Close, it is recommended that this proposal is approved.

Danvers Road: proposed new DPPP

20. One expression of concern was received; parking is already a nightmare, numbered parking bays would be a great help; given that the applicant already parks in this area there would not be a loss of a parking place, the numbering parking bays is not in our remit, it is recommended to approve the disabled parking place.

Fane Road: proposed removal of a DPPP

21. One expression of support was received; it is recommended to approve the removal of the disabled parking place.

First Turn: proposed new DPPP

22. One objection was received; concerns were received over very limited parking already in the area; given that the applicant works and already parks in the immediate area, it is recommended to approve the disabled parking place and look into providing a timed restriction.

Glebelands: proposed new DPPP

23. Two objections and one expression of concern were received; concerns were received over cost, loss of parking, lack of off-street parking on the HMO property, HMO residents parking irresponsibly; it is recommended to approve the disabled parking place, given that the applicant is unable to use the off-street parking and needs to be close to the property.

Goslyn Close: proposed new DPPP

24. One objection was received; lack of parking places is a real issue in the Close, given that the applicant already parks in the Close a parking place will not be lost, it is recommended to approve the disabled parking place.

Lake Street: proposed new DPPPs

25. One objection was received; parking is very limited in Lake Street; given that the applicant already parks in this location, it is recommended to approve the disabled parking place.

Leckford Road: proposed removal of two DPPP's

26. Two objections to the removal were received; the disabled parking places are still required and used by local residents who are blue badge holders, it is recommended to not approve the removal of the disabled parking places.

Park Town: proposed removal of a DPPP

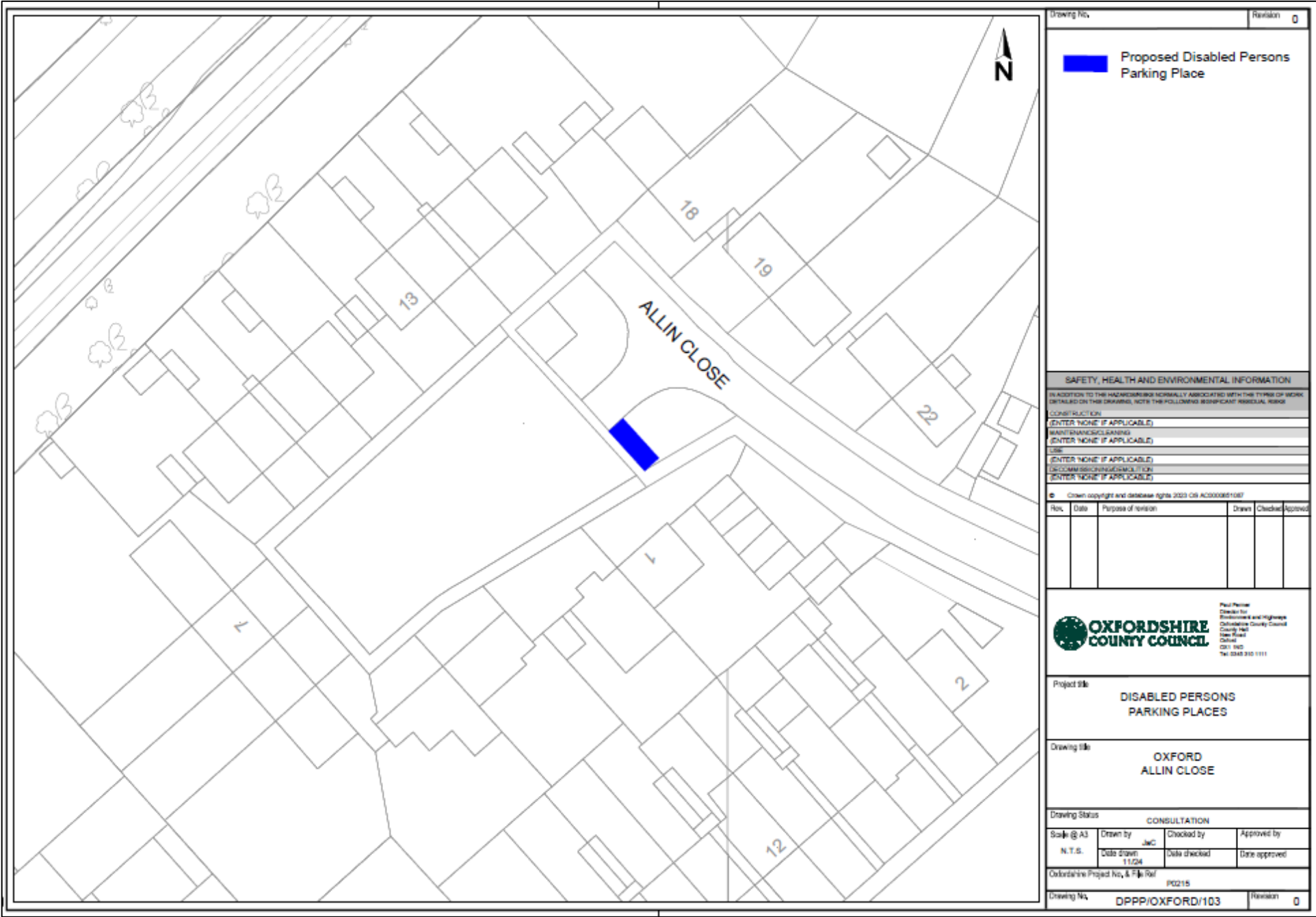
27. One expression of support was received; there appears to be no need for a disabled parking place in Park Town; it is recommended to approve the removal of the disabled parking place.

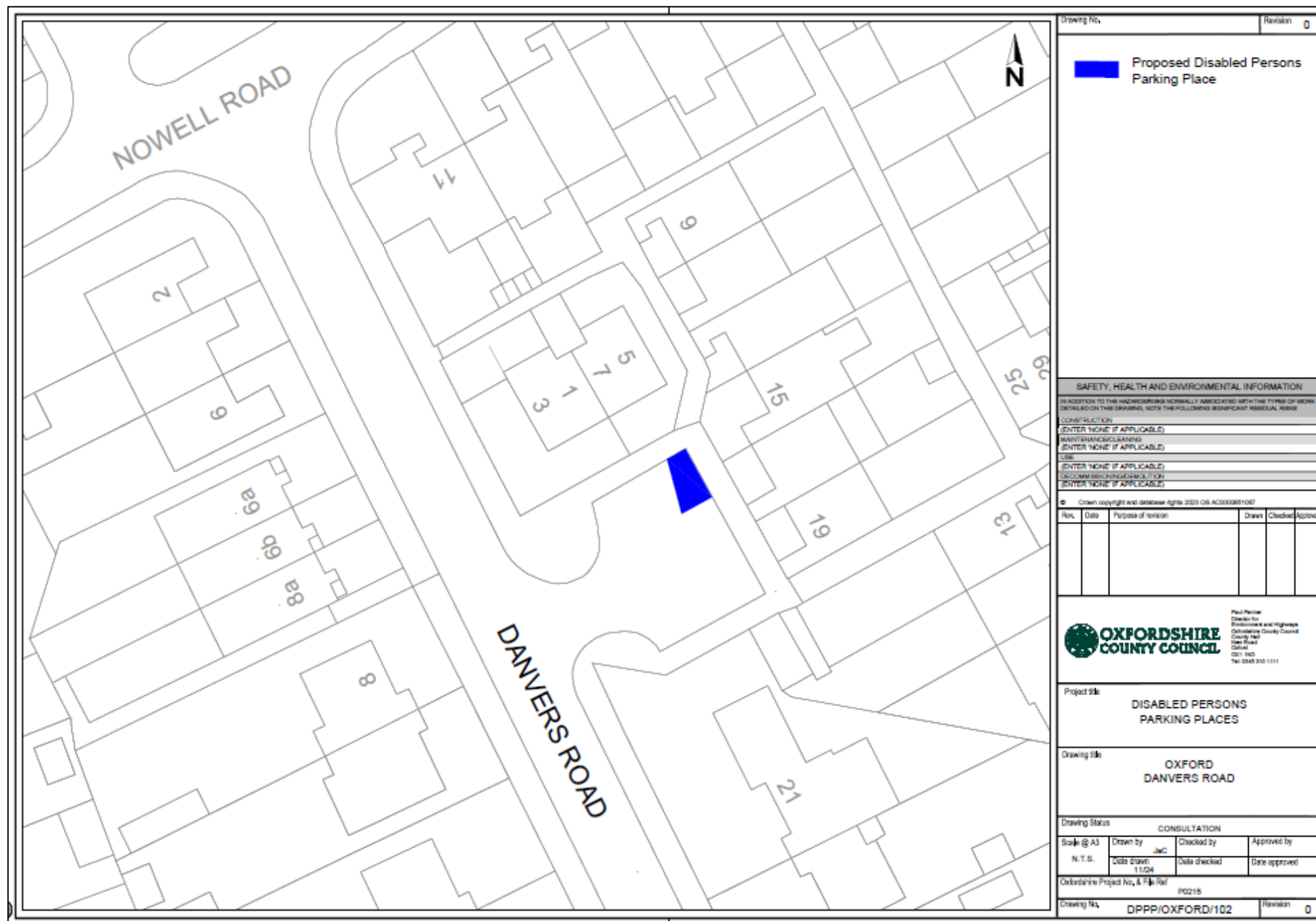
Paul Fermer
Director of Environment and Highways

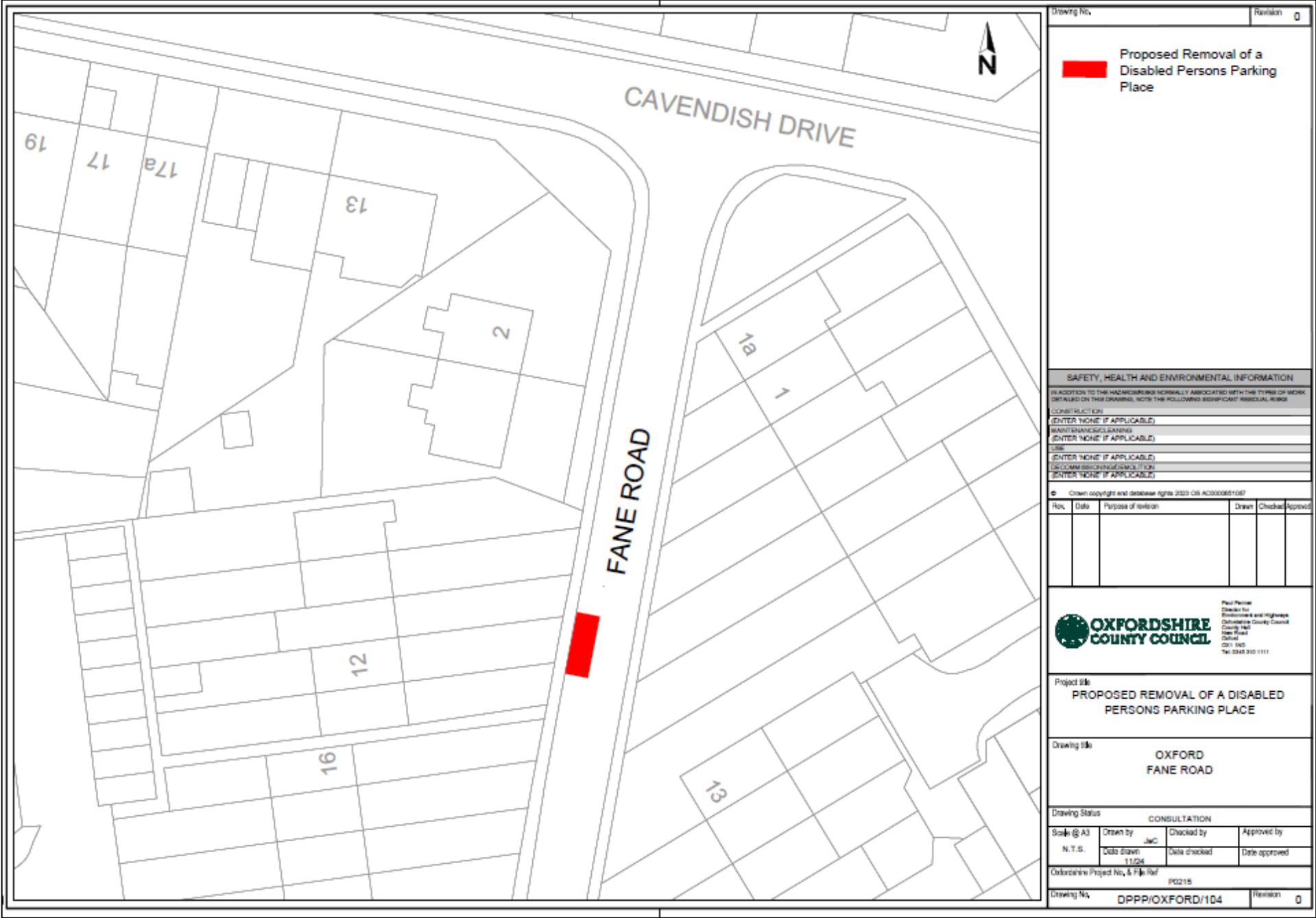
Annexes: Annexes 1- 9: Consultation plans
 Annex 10: Consultation responses

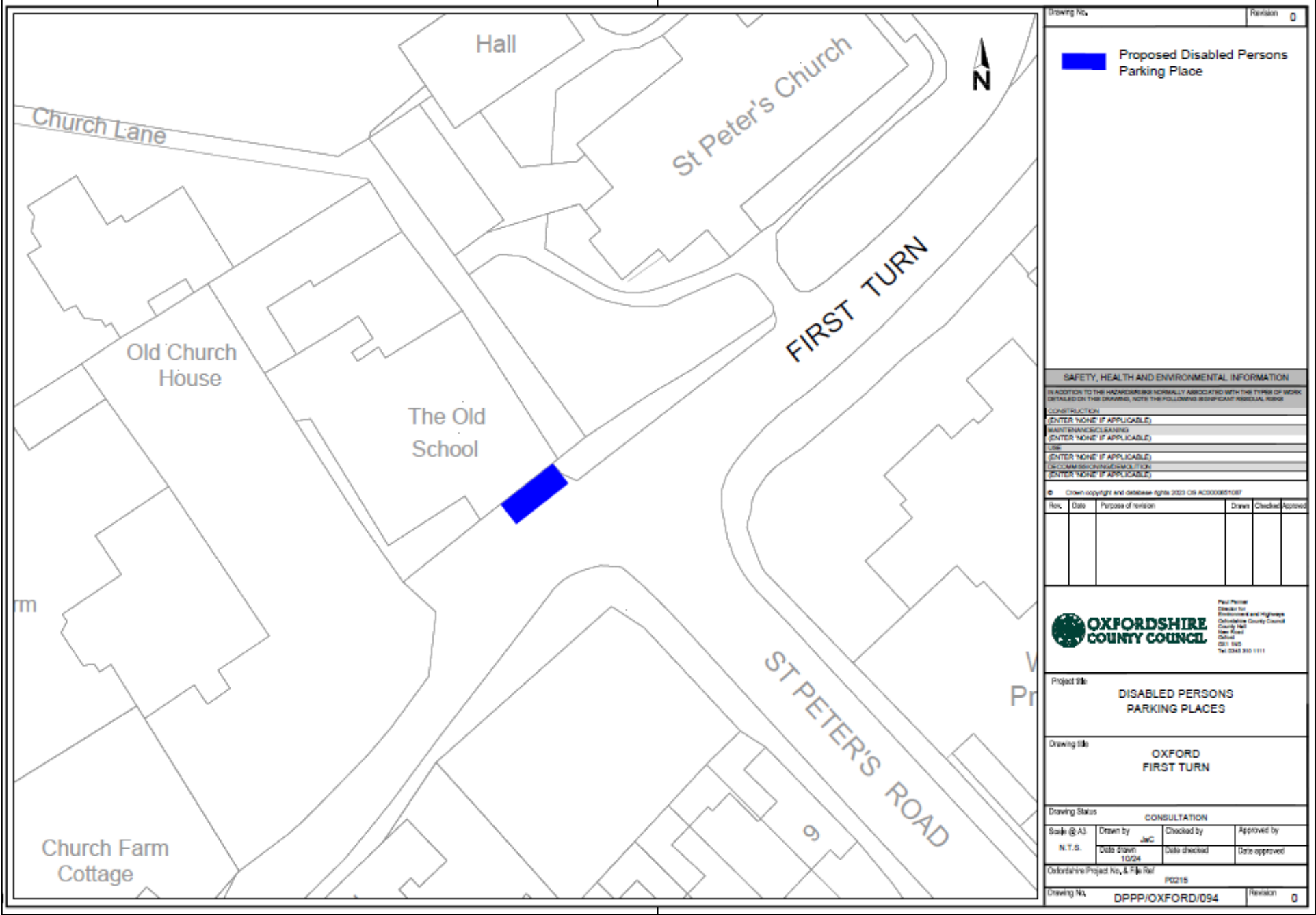
Contact Officer: Jim Whiting (Team Leader - TRO and Schemes)

February 2025

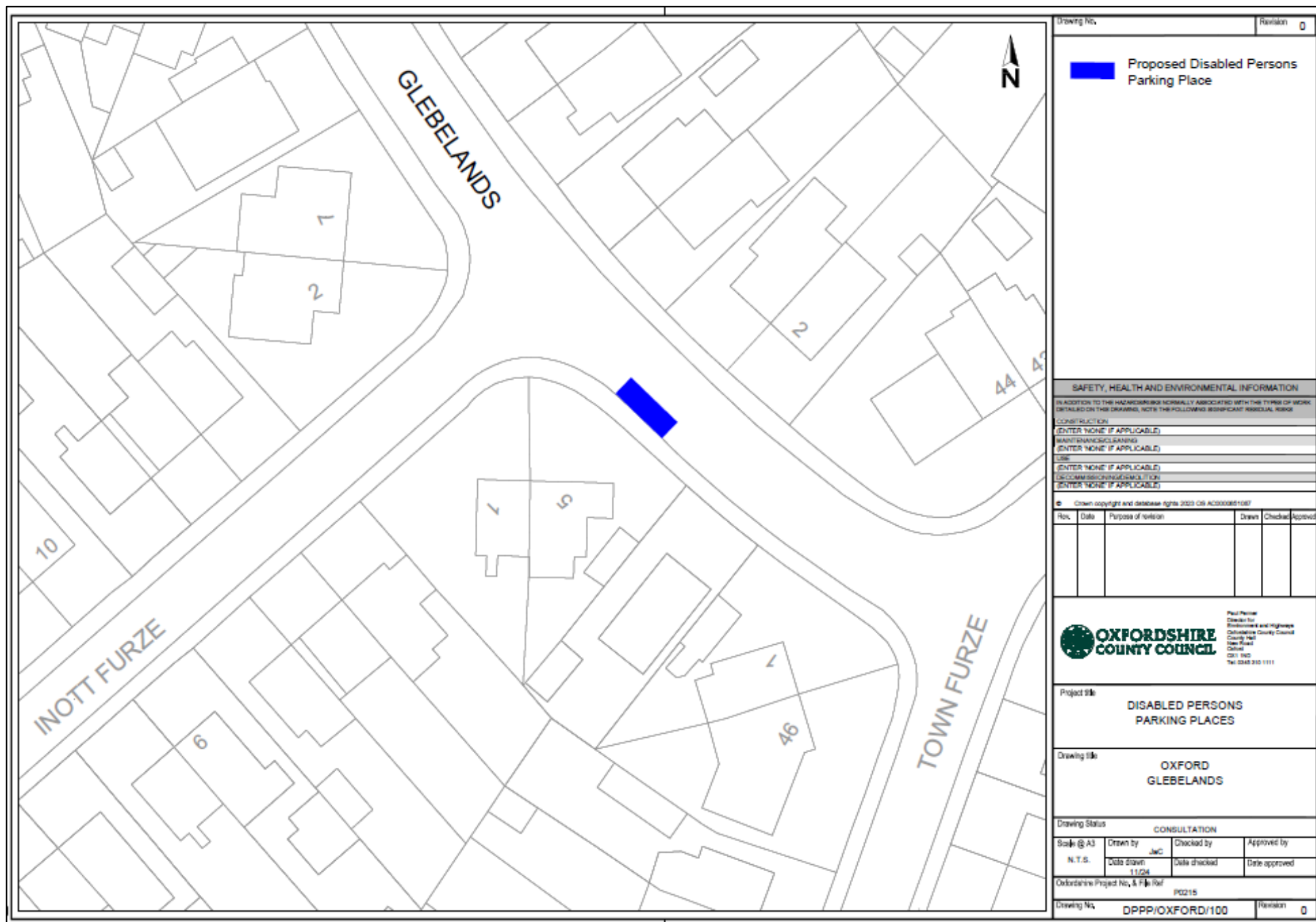


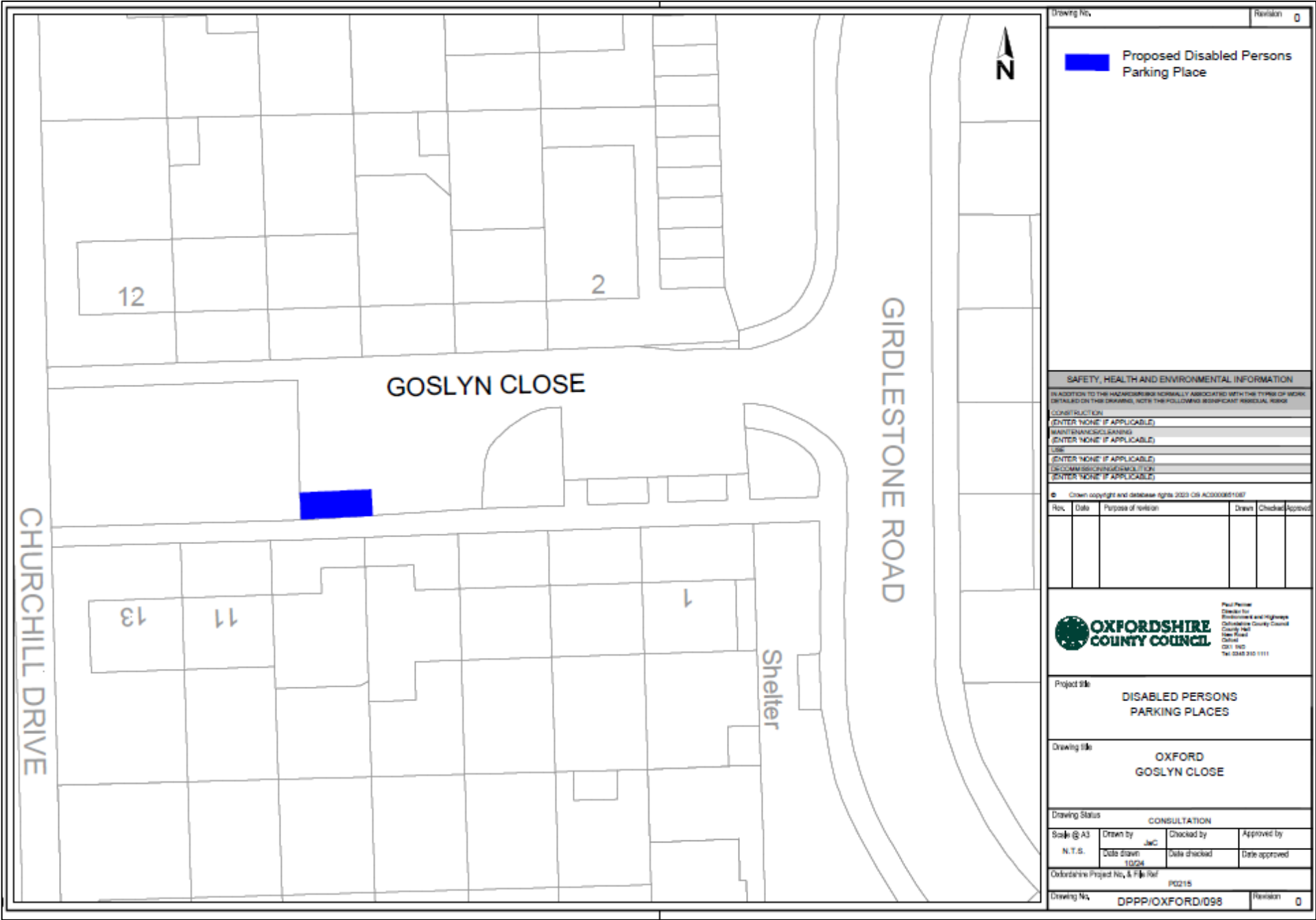






Drawing No.		Revision	
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Proposed Disabled Persons Parking Place			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPE OF WORK, DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARDOUSNESS			
CONSTRUCTION			
(ENTER NONE IF APPLICABLE)			
MAINTENANCE/CLIMBING			
(ENTER NONE IF APPLICABLE)			
CUTS			
(ENTER NONE IF APPLICABLE)			
DISCOMMISSIONING/DEMOLITION			
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Rev.	Date	Purpose of revision	Drawn
			Checked
			Approved
OXFORDSHIRE COUNTY COUNCIL Paul Palmer Clerk for Environment and Highways Oxfordshire County Council County Hall 100, High Street Oxford OX1 1BD Tel: 01865 210 1111			
Project title DISABLED PERSONS PARKING PLACES			
Drawing title OXFORD FIRST TURN			
Drawing Status CONSULTATION			
Scale @ A3 N.T.S.	Drawn by JWC	Checked by	Approved by
	Date drawn 10/2/24	Date checked	Date approved
Oxfordshire Project No. & File Ref PG215			
Drawing No. DPPP/OXFORD/094		Revision 0	





Drawing No.		Revision	
		0	

Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
IN ADDITION TO THE HAZARDS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS			
CONSTRUCTION (ENTER NONE IF APPLICABLE)			
MAINTENANCE/OPERATING (ENTER NONE IF APPLICABLE)			
USE (ENTER NONE IF APPLICABLE)			
DECOMMISSION/DEMOLITION (ENTER NONE IF APPLICABLE)			

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title	DISABLED PERSONS PARKING PLACES		
Drawing title	OXFORD LAKE STREET		

Drawing Status			
CONSULTATION			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JWC		
	Date drawn	Date checked	Date approved
	11/24		
Oxfordshire Project No. & File Ref			
P0215			
Drawing No.		Revision	
DPPP/OXFORD/109		0	

Drawing No.		Revision	
		0	

Proposed Removal of a Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARDOUS RISKS:

CONSTRUCTION
(ENTER NONE IF APPLICABLE)

MAINTENANCE/CLEANING
(ENTER NONE IF APPLICABLE)

USE
(ENTER NONE IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
(ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

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Project title
PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE

Drawing title
OXFORD
LECKFORD ROAD

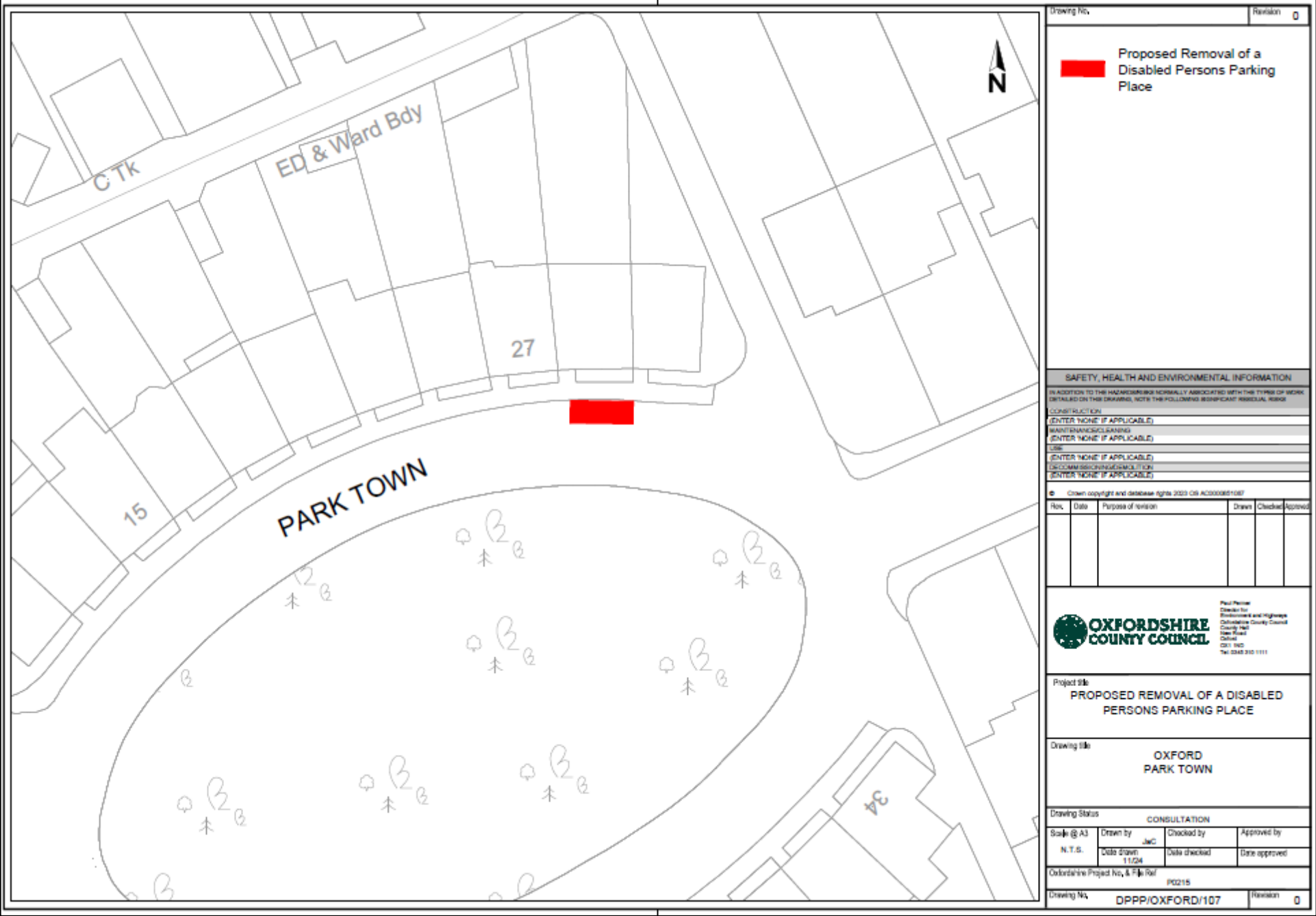
Drawing Status
CONSULTATION

Scale	Drawn by	Checked by	Approved by
A3	JWC		

N.T.S.	Date drawn	Date checked	Date approved
	11/24		

Oxfordshire Project No. & File Ref
PG215

Drawing No.	DPPP/OXFORD/105	Revision	0
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
<i>Allin Close (Oxford) - Proposed new DPPP</i>	
(1) Local Resident, (Oxford)	Object (Allin Close) - There is already a disabled space in Allin close, this is not often used as the spaces at that end of the car park often get blocked in by other residents making people effectively trapped until the blocker leaves. There is not enough parking in Allin Close for all the residents and the proposed space is one that is on the edge which if the vehicle is large means that it can be difficult for all vehicles to enter or leave the street. Is it possible this application comes from a resident who is no longer living in the street? It is so important for disabled residents to be able to park but those of us who need to work to survive have to be able to leave the city to our workplaces there needs to be more parking spaces in the street as a whole. If more spaces were created I would be happy to support the application, if not then I am forced to have to object.
(2) Local Resident, (Oxford)	Concerns (Allin Close) - Though I'm not against disabled parking bays; Allin Close doesn't have enough parking spaces, as it stands. Unlike neighbouring streets, who had extra parking spaces provided, several years ago, Allin Close didn't. Quite often I find I'm unable to park in my own street at night. As I said, I'm not against a disabled parking bay, but not until extra parking is provided. There is ample space to do this, on the unused grassed area, in the Close.
(3) Local Resident, (Oxford)	Support (Allin Close) - I support the proposal in Allin Close. I have no driveway and so have to park on the road. I have a blue badge.
<i>Danvers Road (Oxford) - Proposed new DPPP</i>	

(4) Local Resident, (Oxford)	Concerns (Danvers Road) – The bay is fine to have as long as you provide a bay for each property in the close. Parking is already a nightmare. My mum is an elderly lady who can't leave the house without support and often find myself having to park down the road far away from the house. Having a numbered parking bay would be great help.
<i>Fane Road (Oxford) – Proposed removal of DPPP</i>	
(5) Local Resident, (Oxford)	Support (Fane Road - removal) – I am in favour of the proposal to remove this disabled person parking place.
<i>First Turn (Oxford) – Proposed new DPPP</i>	
(6) Local Resident, (Oxford)	Objection (First Turn) - I am a local resident who parks on First Turn and I object to the proposal to make a disabled parking space in front of the Old School. While I would not object if a local resident needed a disabled parking space as far as I am aware there are no local residents requiring such a space. If the request for a disabled parking place has come from a local resident then I withdraw my objection. Residents in Church Lane and Cypress Terrace as well as visitors to the church and offices in the Old School are dependent on parking on First Turn in front of St Peter's Church and the Old School. We have already lost several parking places in the last few years with the installation of the pedestrian crossing in front of the school - there used to be about 10 places but the pedestrian crossing took out three places and if another space is taken out for a disabled place that only leaves six. Furthermore, the conversion of the shop on First Turn into three houses has put further pressure on parking for residents and visitors in this area. Parking used to be available on St. Peter's Road in front of the shop but three places have now been taken out due to the driveways for the new houses. Once these new houses are occupied we expect further pressure on parking from the occupants of these houses; while each house has an offroad parking place for one car, any additional cars and visitors will need to park on First Turn or St Peter's Road. So while I generally support greater provision of disabled parking in Oxford, I don't agree with the proposal to put a disabled parking place on First Turn as I don't see any strong demand or need for this. This would mean the space would only be used occasionally in an area where there is a real pressure on parking, especially during weekdays and on Sundays and evenings when there are church services.
<i>Glebelands (Oxford) - Proposed new DPPP</i>	

(7) Local Resident, (Oxford)	Object (Glebelands) - This application will remove two on-street parking bays outside of No. 5; within a CPZ. OCC state "We need to establish or update Traffic Regulation Orders (TROs) to make bays enforceable. It costs £3,652 for us to make TROs." The cost of this bay will therefore be footed by the taxpayer, whilst removing parking spaces for permit holding users. The house is a HMO (Sui Generis); one of three with 100 meters on Glebelands and Inott Furze. The following published notification dated 12 December 2024 states: At No. 5 Glebelands, planning approval was granted for a larger HMO (Sui Generis), a condition was placed as to exclude the site from eligibility for residents or visitors parking permits. The property benefits from an area of hardstanding to the front which is used for off-street parking for one vehicle". 1. Why can this off street parking not be used by the applicant? 2. Is it due to the cost that will be incurred by the property owner or because the tenants cannot come to an amicable agreement on use of the bay? There are at least three vehicles parking in the neighbourhood associated with the property; presumably without permits. Every other privately owned property at this location on Glebelands utilises the off-street parking. What exactly excludes this owner/tenant from doing the same? Either way, pushing through a DPPP for a tenant seems to be the easiest and most cost effective way for the property owner. The applicant presumably holds a blue badge, which I understand, allows the holder to park pretty much anywhere. Why then, is it necessary to make further changes to this residential area given the above points. I object to this application, given the cost implications, the flip-flop nature of decision making on parking and the loss of parking for neighbours and visitors.
(8) Local Resident, (Oxford)	Object (Glebelands) - I wanted to let you know that I am very much for disabled parking however where the proposed parking is I would need to object, we would find it almost impossible to enter and exit our drive. This has increased in difficulty because of the recent development of HMOs at no.5 Glebelands with no off street parking for potentially nine rooms as the council think they all use push bikes with the huge bike sheds put in place with not a single resident using them. I now can not get In & out without hitting the cars opposite as I have already done so with an insurance claim going through. The only way I can get the vehicles out is if I turn right instead of left and the other residents stop parking on the corner of Inott furze, this disabled proposal will force parking on each side of the bay. The highway codes states a vehicle should not be parked withing 10metres of a junction for this very reason. I feel imprisoned in my own property as I try to relieve the congestion by parking all my vehicles in the drive as the council should have considered before accepting the overcrowded under planned HMOs that have sprung up in the

	whole street . I guess its in there favour due to the huge pay and display car park/roads they have created outside my house as more permits will need to be issued meaning more money for this how to screeze every penny out of the tax payer. A better solution would be to provide more car parking within the drive of no.5 this way would mean a very short distance to the front door.
(9) Local Resident, (Oxford)	Concerns (Glebelands) - I would like to start by saying, I work for the NHS and know recruitment and retention is a huge problem, this is often linked to the lack of affordable housing, transport, traffic and parking. Therefore, I understand, that everything requires balance and am also not opposed to some HMO properties in the area if they help the local issues with housing and in particular staffing in the NHS. I do know that a lot of the neighbours were concerned with HMOs because of the parking, I did not expect this to be a problem as I thought most people would not have cars. I now see I was very wrong and why the neighbours were concerned. There has been an increase of cars in my section of the road. About 7 cars on road parking most nights. All positioned on one corner. Since then I have looked at the plans and I believe these HMO properties have 11 rooms each, this is before the house adjoining mine is transformed into a 7 bed HMO and another HMO for 10/11 rooms another 1 minute walk away. This is simply too much for the road, I am concerned it is reducing my property value, the feel of the road as a quiet road. I see the house adjoining number 5 has 3 parking spaces on the drive while number 5 has 1. Why is this the case? I see they have bin stores and bicycles but have never seen anyone use the bike stands. In my opinion it is a poor use of space. It would make more sense for this disabled person to get a driveway space.
<i>Goslyn Close (Oxford) - Proposed new DPPP</i>	
(10) Local Resident, (Oxford)	Object (Goslyn Close) - We would like to strongly object to the Disabled Parking Bay in Goslyn Close. When resident Parking was introduced, the council only supplied 11 bays for 13 houses, we also have homes that have more than one vehicle, one home has three, and an HMO which regularly uses the bays. So, to lose a precious bay over to disabled parking place when we are so limited we don't feel is fair. It is not our business who is applying for this bay but given its placement we have an idea who it may be and to be quite blunt their ability to walk is fine, they also have a Blue Badge anyway so the need for their own space seems a tad unfair. To drop Goslyn Close down to only 10 spaces is not fair to the other residents who already struggle to park. If we cannot get a parking space in Goslyn Close, with parking elsewhere on the estate is as bad anyway, trying to struggle with shopping etc would be a burden on us, so parking further from our home would be problematic. A great deal of this estate have homes with drives, and there are the rest of us that have to pay to park, a Blue Badge holder does not pay, so to take a bay from us that have no

	choice, what are we paying for? If the council digs up the green and extends parking then Disabled Bay no problem, but as it is now again, we strongly object.
<i>Lake Street (Oxford) - Proposed new DPPP</i>	
(11) Local Resident, (Oxford)	Object (Lake Street) - The double yellow lines in lake street have been extended, 2 electrical charging places created, one place for the surgery. This means that parking is limited especially in the evening when the resident permit isn't on. There is already a disable space in the street. In front of number 14, it's number 61a / 61b, could the Roken house parking space be used?
<i>Leckford Road (Oxford) - Proposed removal of a DPPP</i>	
(12) Local Resident, (Oxford)	Object (Leckford Road - removal) – I'm disabled and have a blue badge and live locally. This disabled space is vital for me in order to be as close as possible to my home as I am stroke survivor with poor mobility along my right side of my body. I respectfully request the council to reconsider the proposal.
(13) Local Resident, (Oxford)	Object (Leckford Road - removal) – As someone who has a provisional recent diagnosis of Parkinson's Disease, I do not drive, but do have a need for a disabled space, my carer does drive. Please do not remove the disabled spaces and there are three people with PD on the street and there are two people with strokes. As I have fallen 24 times in the last two years, I may need it sooner than later.
<i>Park Town (Oxford) - Proposed removal of DPPP</i>	
(14) Local Resident (Oxford)	Support (Park Town - removal) – The disabled space, as far as I understood it, was put in place specifically for a resident of Park Town. Less than 6 months after the parking space was designated, this resident moved out of Park Town. As far as I know, there are no other residents with disabilities or a disabled badge now living in Park Town and certainly not within the inner crescent around the central gardens. For these reasons, I believe there is no longer a reason to have a permanent disabled parking space within Park Town. Some of the houses on the crescent also have more than one car which sometimes makes parking on the street a bit

	challenging, specially during weekdays when there are also inevitably lots of Tradespeople parking on the street. For all these reasons, I hope you will see fit to now permanently remove the disabled parking place.
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Divisions affected: *Kennington & Radley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

27 FEBRUARY 2025

RADLEY: 'THE LAWNS' DEVELOPMENT EAST OF KENNINGTON ROAD – PROPOSED 20MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of a new 20mph speed limit on all roads within 'The Lawns' residential development in Radley, as advertised.**

Executive Summary

- 1. This report presents responses received to a statutory consultation on proposals to introduce a new 20mph speed limit on all roads within the new residential development east of the Kennington Road in Radley, leading out to points on Eight Acre at its junction with Kennington Road, and Thomas Crouch Drive at its junction with Kennington Road, as shown in **Annex 1**.

Financial Implications

- 2. Funding for consultation on the proposals (and implementation if approved) has been provided by the developer.

Legal Implications

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

Comments checked by:

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 will help promote road safety for all road users within the estate and will also ensure adherence to the Council's policy that all new residential developments should see a lower speed limit as standard where appropriate.

Formal Consultation

7. Formal consultation was carried out between 19 December 2024 and 24 January 2025. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Vale of White Horse District Council, local District Councillors, Radley and Kennington Parish Councils, and the local County Councillor representing the Kennington & Radley division.
8. 28 responses were received via the online survey during the public consultation, with one objection, 25 (including Kennington Parish Council) in support (89%), and two non-objections.
9. Additionally, Thames Valley Police submitted a non-objection – whilst reiterating their views concerning OCC's policy and practice regarding 20mph speed limits in general, and Oxford Bus Company and their 'parent' company ('GoAhead' Group) submitted their support/non-objection citing the proposals conformity with wider policy and general practice, and not ultimately affecting local bus services.
10. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

11. The comments from Thames Valley Police comprise observations applicable to overall speed limit policy, but no site-specific comments relating to these specific proposals.
12. The one objection from a member of the public revolved around the belief that implementing 20mph speed restrictions shouldn't be a priority for the county, and that there are more beneficial transport schemes that should take priority.
13. It is important to note that these specific proposals are required to ensure a formal, legal & enforceable speed limit is in place when the roads are to become adopted highway. This is coupled with the fact that the proposals are being funded by the local developer with no impact on County Council budgets, and have no direct bearing on whether the Council pursues other transport schemes within the County.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan
	Annex 2: Consultation responses

Contact Officers: Julian Richardson (Lead Engineer – Place Shaping)

February 2025

1. All members of the group must be present at the meeting.



Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users. Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No data provided)

	road environment However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.
(2) Managing Director, (GoAhead Group)	Support
(3) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection – This proposal within a recently constructed new development is in conformity with wider policy and general practice and does not affect bus services. We offer no objection.
(4) Kennington Parish Council	Support – This would seem a sensible speed - all side roads within Kennington are 20mph so it would follow that the parish council would support other side roads be this speed limit
(5) Local Cllr, (Kennington, River View)	Support – 20mph is an appropriate speed in residential settings, particularly where on street parking is permitted, which reduces road width and visibility. Setting this limit will allow enforcement against careless drivers and encourage active travel (with all the health and community benefits that brings).
(6) Local Cllr, (Oxford, Bullingdon Road)	Support – 20mph is aligned with county policy to promote active travel and contribute to Vision Zero to reduce road deaths and injury.

(7) Member of public, (Uffington, Green Lane)	Object – I do not believe that implementing 20mph speed restrictions should be a priority for the county. There are other, more important and more beneficial transport schemes that should take priority.
(8) As part of a group/organisation, (Oxfordshire Cycling Network)	Support – 'The Lawns' is a residential development, built as most are to low traffic neighborhood principles. Manual for Streets recommends 20mph as the default speed limit. People should be enabled to move around by walking and wheeling as part of their everyday healthy lives, for example, accessing the play area in the middle of the development. In addition a traffic-free cycle route already links to Oxford, and one will soon link to Abingdon. Traffic on the development should not be a barrier to this, and a 20mph speed limit will support this. This response is from the Coalition for Healthy Streets and Active Travel, supporting the development of healthier and more sustainable mobility.
(9) Local resident, (Abingdon, Pudsey Close)	Support – As a parent and as a bike user, will make visiting friends at The Lawns much safer.
(10) Local resident, (Abingdon, Pudsey Close)	Support – To make the area safe and welcoming for children, pedestrians, and cyclists
(11) Local resident, (Kennington, River View)	Support – 20mph is an appropriate speed that most sensible people travel in residential areas. The speed limit will eventually allow enforcement to deter those that are not sensible
(12) Local resident, (Oxford, Church Cowley Road)	Support – It's a residential area, it should be 20mph
(13) Member of public, (Oxford, Southfield Park)	Support – 20 mph should be an absolute maximum in every residential street. This is particularly important in The Lawns as there is a cycle route which passes through the development. Please protect the safety of all road users.

(14) Member of public, (Oxford, The Grates)	Support – I support this, travelling though radley/kennington either by car bike or walking are all made safer and more sustainable by the application of a 20mph limit. This is especially the case when considering vulnerable road users.
(15) Local resident, (Oxford, Rymers Lane)	Support – To make it safer for those walking or cycling
(16) Local resident, (Radley, Further Wore)	Support – I am a Lawns resident and people are driving far too fast for what is a residential area. I would even support a 15mph limit.
(17) Local resident, (Radley, Eight Acre)	Support – There are a number of families on the estate and drivers currently do not adhere to safe speeds when driving on an estate where children are regularly playing.
(18) Local resident, (Radley, Eight Acre)	Support – I am very concerned for the safety of the children on this estate. There are lots of children living here as well as a large play area and green where lots of children congregate. Cars go far too fast already and if a child runs out there could be a serious accident. It is also regularly used by cyclists (while the cycle path continues to be worked on) who are also at risk from fast drivers.
(19) Local resident, (Radley, Further Wore)	Support – I live in the lawns and regularly see people drive much faster than 20mph. This is dangerous considering the small width of some of the roads, some tight bends with low visibility and loads of children living here.
(20) Local resident, (Radley, Further Wore)	Support – I strongly support the proposal. The Lawn is a recent development lived by families with young children and cyclists. I would therefore recommend reducing the speed limit as suggested
(21) Local resident, (Radley, Hither Wore)	Support – Safer for children and animals, narrow roads and tight corners.

(22) Local resident, (Radley, Middlegrove)	Support – To reduce the risk of collisions and injury to pedestrians and cyclists. I would like the estate to remain a safe community where children can continue to play outdoors and where the streets feel pleasant for people to walk around. Sustrans route 5 goes through the estate, and a reduced speed limit would make the estate safer for cyclists.
(23) Local resident, (Radley, Middlegrove)	Support – Cars travelling too fast on narrow roads and junctions. Danger to pedestrians and other drivers.
(24) Local resident, (Radley, The Lawns)	Support – Many drivers, specially delivery guys, drive like crazy around the estate and are a danger for the residents
(25) Local resident, (Radley, Eight Acre)	Support – I think it is a very good idea, can't imagine why anyone would want to travel any faster in a built up area with families living in it.
(26) Local resident, (Radley, Eight Acre)	Support – Far too often drivers travel at excess speed on this estate
(27) Local resident, (Radley, Midlegrove)	Support – Drivers drive cars too fast and there is so many children around including myself we need to do something to stop people drive like crazy
(28) Local resident, (Radley, Henry Avery Avenue)	Support – The road layout makes unsafe to go faster than 20mph
(29) Local resident, Radley, Hither Wore)	Support – Increases safety of local residents, specially children in the playground area surroundings. I have observed delivery drivers speeding frequently in the Lawns

(30) Local resident, (Radley, Eight Acre)	No objection – Cars and vans go too quickly through the estate, there are lots of young children/cyclists. There is no need for a higher speed on these roads. There also needs to be parking restrictions as people are leaving cars to cycle to work/oxford and to the football. We see this regularly.
(31) Local resident, (Radley, Further Wore)	No objection – All roads in a residential area should be 20mph