

ID	CAPACITY	TOWN	ROAD	VIEW	COMMENTS
9628641	individual	Oxford	Charlbury Road	Support	<p>As a cycle-user I frequently use Walton Street both as a destination in its own right and also as a through-route to and from the rail and coach stations, and West Oxford.</p> <p>The conditions for those who cycle have been immeasurably better since the junction was closed to motor traffic but still open to cycles and those on foot. The simplification of the junction makes a very big difference. That said, the remaining pedestrian crossing at Worcester Street North is now on the wrong alignment to facilitate southbound cycle-users crossing the northbound vehicular flow as it turns into Beaumont Street. This needs urgent solution, now that traffic is rising again post-COVID.</p> <p>Only when the Traffic Control Point proposed in Connecting Oxford is installed in Worcester Street, operating 24/7 year-long, should the Walton Street junction be reopened to motor vehicles</p>
9642049	individual	Oxford	Eynsham Road	Support	<p>It is essential to reduce motorised transport both to reduce carbon emissions and to reduce the air pollution caused by motor vehicles. All vehicles cause pollution, including electric vehicles, which require CO2 emissions at power stations and generate particulates from road, brake and tyre wear.</p> <p>The experimental closure of Walton Street is one small step towards creating a safer, healthier and more civilised environment for walking and cycling, and reducing vehicle traffic. It should be extended indefinitely, and should be only the first step in a comprehensive suite of measures to eliminate private cars from the city, with the exception of those required by people with physical disabilities that prevent them from using foot, bicycle or public transport.</p>
9642817	individual	Oxford	Maidcroft Road	Support	
9645345	group/organisation	Oxford	Rawlinson Road	Support	I'm very much in favour, though I do have some concerns about the execution and its effects.
9656065	individual	Oxford	Cavendish Drive	Support	This proposal will make cycling and walking safer which should be encouraged. I use this street for cycling and walking. The traffic has become much smoother since the road was closed.
9668929	individual	Oxford	Parker Street	Support	<p>I work on Walton Street [REDACTED] It is so much quieter and safer there now. Children can cycle along it to the primary school. Little Clarendon St is much safer too.</p> <p>I've not seen an increase in traffic along St Giles.</p> <p>We need to reduce car traffic in Oxford and prioritise walking, cycling and bus use. This won't happen if we keep prioritising cars.</p>
9707041	individual	Oxford	Sunningwell Road	Support	A huge improvement for cyclists and pedestrians.
9797313	individual	Oxford	Southmoor Road	Support	
9830689	individual	Oxford	Apsley Road	Support	<p>[REDACTED] Walton St and though now retired, I often visit and am so pleased for the residents that the endless queues at the traffic lights and the stream of traffic going north are ameliorated.</p> <p>I appreciate that St Bernard's Rd has become busier - though I haven't seen it looking bad myself. Some</p>

					<p>junction design may help.</p> <p>Crucially the huge lorries that deliver - the worst offender seems to be the Dutch flower lorry going to Daisies - need to be banned and an effective transshipment policy in place.</p>
9909345	individual	Oxford	Chawley Lane	Support	<p>Oxford needs to decarbonise asap. It also needs to have clean air for its residents to breathe. Untill electric transport becomes the norm, the only effective way to clean up transport is to ban combustion engines. That's why I support this proposal. However, I do think that opening Walton Street to clean transport should be on the table in the future.</p>
9950657	individual	Woods tock	Bear Close	Support	<p>The traffic calming that the temporary closure has created has made cycling from the north of the city into the centre much, much safer. Please keep the road closed to cars and consider closing other roads in the city centre</p>
9951169	group/organisation	Oxford	Oxford City Council	Support	<p>This measure has worked very well and has been supported by a majority of local residents. We need to ensure that the huge environmental benefits are not lost and that we work with local businesses so that they can take advantage of the resulting greater attractiveness of the area to spend time in. We have seen how during this period a number of local businesses have been able to adapt and make the most of the increased road and pavement space, not to mention the large numbers of pedestrians and cyclists supporting local businesses.</p>
10121633	individual	Oxford	Southmoor Road	Support	<p>I fully support the closure of Walton Street. I am a cyclist, pedestrian and occasional car driver in this area, Speaking as a driver, I would not be inconvenienced in any way by taking the longer route to e.g, the train station or Cumnor. As a pedestrian and cyclist there's absolutely no doubt that my journeys along Walton Street are hugely safer, and more agreeable and safer, with the reduced traffic. Air quality - which over the last three or four years I had begun to find increasingly disagreeable, is also now much improved. Cyclists in Walton street, which is not wide, - have been in ever closer contact with car and van exhaust which it is impossible to avoid inhaling.</p> <p>It as been a pleasure to see how local residents have been able to walk along the street safely. The opportuinities now, for local shops to increase their business from locals they can get to know better must surely be a big plus al round. The potential is there, with a quieter Walton Street, to develop a vibrant community life - more space for cafes, for seating, to accommodate children and families, to display local produce and crafts. The Council is to be congratulated for 'seizing the moment' and given us all a welcome break from cars/vans/fumes. There's a lot going on in the areas, all within walking distance of the city centre - it's a great place for residents and also Oxford's many visitors. Any local who has ever visited e.g. [REDACTED] many similar cities will have noticed their vibrant, traffic free, clean and quiet city centres. Bring it on!</p>
11942561	individual	Oxford	Oatlands Road	Support	
11943617	individual	Oxford	Gorse Leas	Support	<p>It doesn't take any longer to travel through the area by car, and it is far less frustrating seeing people from another road moving when you haven't been able to. There is less aggression and people are less likely to drive illegally and stop in the yellow box at the bottom of Beaumont Street 3 abreast (from Walton Street). It also makes the Walton Street area much more pleasant to be and less car-choked</p>
12434945	individual	Oxford	Cranham Street	Support	<p>The street closure has demonstrated the potential of a low-traffic zone for a residential area. The Covid-19 experience has only added to this experience with many more pollution-free streets. Now is the time to</p>

					transform Jericho into a more vibrant and pedestrianized area with space for cafes and other businesses to open out into the street offering safer spaces.
13518945	individual	Oxford	Hayfield Road	Support	It's been such a breath of fresh air (literally) and such a joy to see an increase in children using bikes and playing. It's much less noisy and far safer. Businesses get most of their footfall from cyclists and walkers. We need to get away from this car dominated society, it's so antisocial. Walton Street is a very small change, we need more than this.
13523137	individual	Oxford	Rosamund Road	Support	
13553345	individual	Oxford	Southmoor Road	Support	<p>Cycling from town to Jericho up Walton Street is now a joy. Less traffic, better air quality and a calmer experience. It is well worth the small inconvenience of having to drive out to the Woodstock Road in order to access the Botley Road by car.</p> <p>Branca is one of the restaurants that is complaining. Bear in mind that they have recently tripled in size which is a better explanation for any trouble they might have in filling seats than blaming a lack of passing trade. There is still plenty of car traffic around the cinema and restaurants at the top end of Walton Street.</p> <p>I think this is an excellent intervention that prioritises the quality of life of Jericho residents over the convenience of rat-runners.</p>
14388449	individual	Oxford	Farndon Road	Support	I have experienced a real difference to the walking experience, air quality, and sense of neighbourhood since the closure. My daughter, [REDACTED] has said how much safer and less stressed she feels. The Covid 19 emergency has obviously made it harder to assess current reality as a guide to the future, but I'm sympathetic to traders who fear closure on top of their other worries. However, I think that an intelligent scheme which builds on the experience of the present closure, not replicating it, could give residents and traders together real benefits. I've just become aware of a draft plan coming from the community which creates enough of a closure to stop rat runs AND encourage cyclists and pedestrians, with space for outside cafe tables, disabled parking and deliveries, and I would support that.
14586401	individual	Oxford	Adelaide Street	Support	This will stop Walton Street being a rat run ,reduce pollution,and improve pedestrian and cyclists safety.
15050689	business	Oxford	Little Clarendon Street	Support	<p>I run a business in Little Clarendon Street, which connects with Walton Street near the road closure. Most of the businesses in Little Clarendon Street have customers who prefer to walk and cycle. We don't want a noisy & polluted environment cut through by traffic. How can that be good?</p> <p>Our business is decidedly FOR keeping the rat-run closed. A little inconvenience is better than toxic air.</p> <p>Our business supports student and community mental health as our social purpose and keeping Walton Street Closed at the end will support a reduction in noise and air pollution and improve well-being for all.</p>
15051041	individual	Wootton	Wootton Village	Support	

15053249	individual	Oxford	Eynsham Road	Support	Great idea to get rid of pollution and rat running cars. Also great to get citizens of oxford used to the city doing things to improve the health / go against the standard car centered mentality. Be bold!
15333185	individual	Chipping Norton	Pudlicote Lane	Support	
15767137	business	Oxford	Binsey Lane	Support	<p>██████████s into this area by ██████████ including medical goods and prescriptions, coffee, veg boxes, parcels etc including to residents on walton street</p> <p>The road closure has supported our local business and our ability to serve the business's and residents in this area. Previously our ██████████ delays due to grid locked congestion by cars dominating the road space and we avoided the area at all costs as our team are paid by the hour on the living wage, every minute counts. Due to parked cars there is no way to filter and it was extremely dangerous. We still served this area in spite of the dangers and its residents. The traffic lights also held us up as they weren't synced up very well at all with long wait times.</p> <p>Now walton street is used as our main route from north oxford to the train station carrying cancer patient and IVF pathology samples twice a day and the team use common ground as a pit stop to get coffee/ use the loo etc and support business's in this area as its more accessible ██████████ now and we can deliver medication and prescriptions much easier to residents on this street ██████████)</p> <p>I would urge if this road is kept close to allow 1.2m width of space so our much larger ██████████ access this area easily - If this is possible we can open up more employment opportunities and you will see a much larger reduction in vans as our ██████████ are capable of replacing and delivering much larger items and we can also look at launching a ██████████ service in the area in the new year providing more green jobs in Oxford.</p> <p>Lets make oxford a greener, healthier and more sustainable future</p> <p>All the best,</p>
15773569	individual	Oxford	Ash Grove	Support	I work in ██████████ and travel by bike for work. Reduced traffic at that junction would help me cycle safely.
16286945	individual	Oxford	Linton Road	Support	<p>It has been a pleasure to cycle into Oxford down Kingston Road and Walton St, to the station and the Botley Road from North Oxford during the closure. It feels a lot safer, especially with a ██████████.</p> <p>The whole area feels very lively with the quiet road, with many pedestrians and cyclists, especially children. And the area is noticeably fresher and less polluted, especially now as temperatures start to rise.</p> <p>It's great that ██████████ future, not big delivery vans.</p>

					<p>The decline in footfall described by traders could well have been a reflection of the weakening economy at the time. The claim that it was due to the closure is difficult to evidence. Several national restaurant chains have closed in recent months - nothing to do with the road closure in Walton St. It will be a challenging time as social venues reopen, especially if the university population is smaller, but think how much nicer it would be if there was less vehicle traffic, and instead there were more pavement cafes and shopping in the Walton St/Little Clarendon St area.</p> <p>The majority of customers in the area are pedestrians and cyclists. It seems highly unlikely that passing casual car trade is a significant contributor, given the lack of parking available.</p> <p>I have not seen figures for the traffic increase up St Bernards Rd, but if no one can rat run from Worcester Street, there can be little reason for traffic up this road other than local traffic as there is no longer a through route to North Oxford. Good signage in the area is essential to prevent driver attempts to take unsuccessful shortcuts, as does happen at present.</p> <p>In the end, if road closure turns out to be a disaster, it can be reversed quite easily!</p>
16301281	individual	Oxford	St. John Street	Support	<p>The principal benefit is the huge reduction in congestion at the 3-way junction of Walton/Beaumont/Worcester Streets. Not having cars joining from Jericho has simplified and smoothed westbound traffic flows. It was even better when, to begin with, the traffic light on the Beaumont /Worcester Street corner was suspended. I understand it was reinstated because some pedestrians expressed nervousness about crossing the bottom of Walton Street by the temporary barriers (even though the other crossing is by no means well-placed in safety terms).</p> <p>I trust that, with more substantial, permanent barriers in place at the end of Walton Street, it will be possible to designate a proper pedestrian crossing at that junction and remove the traffic lights altogether.</p>
16636417	individual	Oxford	Bridge Street	Support	<p>This is a fantastic and progressive initiative to encourage greater walking and cycling in the city centre. It has been a pleasure to walk on the footway (or carriageway!), and has greatly encouraged me to increase my visits (pre- and hopefully post-lockdown) to the Wine Café, the Last Bookshop, the pubs further up Walton Street, and in particular the tremendous record shop Riverman Records. It's great to be able to experience the city and its wonderful architecture with a reduced number of cars and other traffic, very little of it which appeared to be generated by residents of Walton Street. Please keep the junction with Beaumont Street and Worcester Street closed to vehicles!</p>
16739201	individual	Oxford	Walton Street	Support	<p>The air quality is transformed by the closure of the South end of Walton Street. Chimney pots behind my house are now growing yellow lichen which I believe is a sign of clean air. This is only within the last three months. The number of birds in the gardens and on the buildings has increased markedly. If the left turn from Little Clarendon Street into Walton Street is reintroduced as a through route, Walton Street will resume its former use as a rat run as it is so convenient for the routes to the station and Botley. Before lockdown kept us at home</p>

					families on bikes with young children used the road for getting in to town. Noise and air pollution are dramatically improved.
17005377	individual	Oxford	Woodstock Road	Support	
17099137	individual	Wantage	Wolage Drive	Support	<p>The closure of Walton Street at the junction with Beaumont Street & Worcester Street has seen significantly improved air quality along the entire length of Walton Street. It has also seen a huge rise in cyclists using the road. Likewise, it has led to increases in pedestrian traffic in the area. Cars no longer use the road as simply an alternative route to get through the city centre.</p> <p>I understand some shop owners on Walton Street are concerned that the lower levels of vehicle traffic are adversely affecting their businesses. While their concern is understandable, there is evidence that the overwhelming majority of traffic previously using Walton Street was not stopping to use shops in Jericho; it simply used the road as a rat run. Shop owners should be promoting Jericho as pedestrian friendly and attracting tourists away from the city centre.</p> <p>Overall I would approve if the council decided to permanently reconfigure the Beaumont Street end of Walton Street to be closed to everything except emergency traffic, perhaps using automatic bollards which could be raised and lowered by emergency vehicles.</p>
17147329	business	Oxford	Cowley Road	Support	This is a positive initiative for local residents and the city as a whole, fewer car journeys reduces congestion and cleans air all of which is good for my business, our local clients and my employees. It also helps realise Oxford's commitment to the climate emergency and being a cycling city.
17152865	individual	Oxford	Walton Street	Support	The closure of the road has made a huge difference to all those living in the lower part of Walton Street, ie that part nearest to the city centre. It has brought significant improvements in pollution levels because of the elimination of rat-running and the absence of long tailbacks from the junction of Walton Street and Beaumont Street. It has also made a dramatic difference to noise levels for those living in the street. Long may the new regime continue!!
18181697	individual	Oxford	Venneit Close	Support	I've been thinking about this and my view has changed the more I've thought. I was worried it would displace traffic onto somewhere else. But actually when I think about it, people like me will start to change patterns and habits and choose the better modes of transport, and the Council taking a clear stance on it helps nudge me in the right direction :-) It's about changing patterns, habits, lifestyle, ways of doing things. Over time, i think people will change routes, change their modes of transport, and it won't be just displacing traffic from one area of the city into another, there'll be better buses (a bus fits 70 cars each!) and safer cycling for everyone.
19225793	individual	Oxford	Mount Street	Support	The closure has made walking and cycling easier and safer. It is less polluting. The additional distance for driving is insignificant. Either we care about reducing car pollution or we don't.
19612481	individual	Oxford	Earl Street	Support	
19712993	individual	Oxford	Southmoor Road	Support	<ol style="list-style-type: none"> 1) The closure is consistent with the broader objectives of Connecting Oxford, backed by both councils 2) There is very limited parking available for shops and businesses along Walton Street and most customers

					<p>must already arrive by bicycle or on foot.</p> <p>3) The closure has resulted in a much more pleasant environment on Walton St for pedestrians and cyclists.</p> <p>4) The more pleasant environment on Walton Street should over time attract more people which should benefit the majority of shops and businesses</p> <p>5) Similar objections to those raised by Jericho Connections were undoubtedly made at the time of the closure of the vehicle access between Kingston Road and Hayfield Road. Subsequently the area readjusted - and everyone has benefited.</p>
20621313	individual	Oxford	Fletcher Road	Support	It's very good experiment to shut this street to ease the traffic and I will say that make it permanent please
20952065	individual	Oxford	Owens Way	Support	Closing the end of Walton Street has transformed Jericho to the better. I now use it as a route [REDACTED] and spend more time in the cafe's etc on the road. Its quieter, cleaner and safer. Please keep the current closure but leave a gap sufficient for cargo bicycles.
21174593	individual	Oxford	Barracks Lane	Support	Health and pleasure of walking down road with limited traffic on it. People still able to access the street by car if necessary, so no disability issues, nor problems for people picking up heavy shopping.
21306657	individual	Oxford	Marlborough Road	Support	
21362049	individual	Oxford	Crescent Road	Support	I think that this kind of experiment is a great response to the public's concern about levels of traffic in our city. We need to keep residential streets for pedestrians, bikes and public transport, not private motor cars. I would encourage the council to consider more experiments like this.
22619937	individual	Oxford	Rymers Lane	Support	While I support this particular point-closure, I would also support a different approach. In particular, a pedestrianisation of Walton Street along the main cafe/restaurant zone.
22751809	individual	Kidlington	Magnolia Close	Support	Hoping Walton Street is a start, and more neighborhoods become quiet streets, with more modal filters to allow active travel and limit vehicles passing through, Walton St. is a perfect example.
23025697	individual	Oxford	Walton Street	Support	The road is now a pleasure to commute by bike
23169121	individual	Oxford	Woodstock Road	Support	The closure has made Walton Street a more pleasant place to visit and safer for pedestrians and cyclists. It appears also to have eased congestion in Beaumont street. Additionally, the closure serves as a useful signal that actions to reduce city centre traffic can be taken in a responsible way and that this type of action will be necessary to restore city centre motor vehicle traffic to more manageable levels.
23171969	individual	Oxford	Kingston Road	Support	<p>The closure has made Kingston Road SO much more pleasant for walking and cycling.</p> <p>The air is cleaner and the atmosphere is much less stressful.</p> <p>But best of all I feel so much SAFER. I am choosing to use my bicycle more for getting to the centre - as a direct result of less traffic on the road.</p> <p>Please keep the south end of Walton St closed to vehicles!!</p>

23177505	individual	Oxford	Kingston Road	Support	Since the temporary road closure has been in place, the traffic issues have been considerably better. I feel happier walking with [REDACTED]. It also feels considerably safer as a cyclist. There is a noticeable reduction in air pollution and also antisocial driving behaviour. I would say we are now also making more use of local restaurants and shops. The area has benefited hugely, I am unaware of anyone local who is unhappy at the changes. The only thing I would recommend is that we find a way to discourage drivers from using St Bernard's Road as a way to get to Woodstock Road.
23185825	individual	Oxford	Nelson Street	Support	I am very pleased about the decision to close the entrance to Walton Street experimentally. I hope this will become a permanent decision. The air quality is too bad in Oxford and any efforts to reduce the traffic are very welcome. Walton Street is much safer now due to decreased traffic. There is less traffic noise in the area. Thank you so much!
23371425	individual	Oxford	Kingston Road	Support	The closure has made Walton Street and Kingston Road more pleasant, less through traffic, safer for cycling. we're more likely to visit local businesses. the requirement for ongoing social distancing provides an opportunity to create a much more people-friendly environment in Walton Street more generally, eg replacing much of the parking with outdoor seating/ parklets or similar. Even better would be to create a bike street where cars are not allowed to overtake bikes; and /or reduce the speed limit further. Dangerous driving remains an issue.
23390081	individual	Oxford	Leckford Road	Support	While I support the closure, I recognise that its effect have been mixed. [REDACTED], but I also walk to central Oxford regularly and I also own a car which, before the lockdown, I used 3-4 times a week. (1) From September 2014 to September 2019, on almost every school day [REDACTED] I have the impression that, until the closure, drivers travelling northwards from Worcester St were using Walton Street and Kingston Road to avoid congestion on Beaumont Street. With the closure, Kingston Road became quieter, and hence safer. This is a major point in favour of the closure. (2) Walton Street has also become quieter and less polluted; I now sometimes use it as a southbound bicycle route as an alternative to Woodstock Road, and as a pedestrian route south rather than St John's St. (3) I've lived on Leckford Road since [REDACTED]. I have the impression that the closure has slightly increased traffic along it, which is regrettable; I would like to see data about traffic and pollution levels. (4) In 2018-2019 I had reason to travel to Abingdon once a week [REDACTED] Travelling south along Walton St was the shortest route but was often slower than joining the A34 at Peartree roundabout. The traffic lights by Worcester caused congestion both on Walton Street southwards and Beaumont St westwards. The closure has greatly improved traffic flow in that area. It has, however, created difficulties for cyclists coming down Walton Street who wish to travel onwards in the

					<p>direction of the station.</p> <p>(5) I suspect reductions in trade for businesses on Walton Street are due to the general decline in high-street shopping and greater reliance on the internet. I'm unconvinced that someone driving from outside Oxford to come to a Walton St business would be deterred by having to detour slightly. Cars illegally parked (esp. at the north end of Walton Street) make a dangerous environment for pedestrians and cyclists and if they have been deterred, that's a good thing. I.e., if the business models of those businesses depend on illegal parking, those are socially irresponsible models. I was a regular customer of the Post Office at the junction of Great Clarendon Street and Walton Street and I regret its closure, but I had the impression that the shop had been struggling long before the road closure and that the PO was well below capacity. Non-restaurant businesses could be assisted by the creation of 30 minute free parking.</p> <p>(6) The attempt to prevent right turns into St Bernard's Road from traffic coming northwards up Walton Street is a ridiculous failure. Cars now routinely cut across the mini-roundabout anti-clockwise and turn into St Bernard's. This needs to be rethought urgently.</p> <p>(7) The actual structure of the road block on Walton St. needs to be rethought with consideration to mobility vehicles and bicycles.</p>
23412961	individual	Oxford	Leckford Place	Support	<p>IN general terms I am supportive. But note comments below:</p> <p>There is an absolute need for permanent signs preventing St Bernard's Road being used as an exit route from Walton Street to Woodstock Road (or vice versa). Also Leckford Road. Access to both should only be for residents. I sat this because there was a noticeable increase in traffic, noise and pollution on both these streets at the start of the experiment. Obviously this will push the traffic further north to St. Margaret's Road. But unlike St Bernard's or Leckford, St Margaret's houses are set well back from the road with large front gardens so the extra traffic will have much less noticeable effect on St Margaret's houses than the much smaller streets of Leckford Road or St. Bernard's.</p> <p>I also have concerns about the potential negative effect on business of local shops in Walton Street. I would like to see what measures the council plan to take to ensure that this is mitigated as far as possible. As it stands these shops provide an excellent community service by being both local and accessible for those without transport and the infirm.</p>
23519937	individual	Oxford	Nelson Street	Support	<p>We are overall happy with the closure. However, two features of how the closure is currently implemented are very frustrating. First, while it's just about possible for bicycles to ride through the barriers - this is very haphazard. Can you please put in place a proper bicycle lane with proper road signing? Second, we were extremely dismayed to discovered you have cancelled the pedestrian lights leading to Gloucester Green. There is currently no safe pedestrian crossing towards Gloucester Green from either Beaumont street or Worcester st (not even a zebra crossing without lights!).</p>

					Since you give as the main justification for the closure reducing road traffic and supporting environmental causes then you really should do so in a way that encourages use of bicycles, pedestrian use, and use of the public transport options in Gloucester Green!
23557921	individual	Oxford	Lytton Road	Support	I think the council is taking a brave step here and needs to be supported as has been congratulated in this. If we are to start tackling air quality, and ultimately the climate emergency, then these sort of steps are needed. It also makes the area far more pleasant area to walk and cycle in and will encourage more of that. The council has declared a climate emergency and this is a concrete way of doing this. There will be vocal opposition but you need to hold your nerve and take leadership here. It needs to be part of the council's bigger strategy on transport and to start looking where else this can be done as well. If people are willing to make changes in behaviour with the threat of the Coronavirus, then this threat is going to be a lot bigger and Oxfordshire county council needs to lead the way.
23636097	individual	Oxford	Hill View Road	Support	As a cyclist [REDACTED] I fully support the closure. I would accept reopening only after the proposed "bus gate" in Worcester Street is commissioned or at the very least after a separate cycle lane is created in Walton Street by banning car parking on the north side. The objectors to the closure seem unconcerned by polluting cars clogging-up the junction with Worcester Street. I take the "Greta Thunberg view" that the days are numbered of unrestrained car use and its consequent toxic emissions. To reopen Walton Street in 2021 then install the proposed bus gate in 2023 would send all the wrong messages.
23668449	individual	Oxford	Bulan Road	Support	The closure of Walton Street should be the start of a full low traffic neighbourhood scheme for the area.
23702465	individual	Oxford	Chalfont Road	Support	Since the closure (and pre-Covid-19 lockdown): <ol style="list-style-type: none"> 1. Commuter rat running and school run traffic has significantly reduced on my own street, Chalfont Road. 2. Walton Street has become a much more pleasant environment to shop and eat in 3. Cycling on Walton Street and Kingston Road has become much less stressful and feels much safer
23703233	individual	Oxford	Walton Street	Support	Lockdown <ol style="list-style-type: none"> 1. Social distancing can be a problem even without much traffic so spaces need to be supplied a) for pedestrians to pass safely b) for cyclists to overtake pedestrians overtaking c) for motorised transport. 2. With the lockdown and the dramatic loss of all sorts of traffic, the air is clean. Our [REDACTED] front door is still clean without its usual coating of black dirt on it. 3. Pedestrian and cycling activity seems to have increased (not measured or counted) and it is to be hoped that people will carry on with these modes. The most wonderful sight is parents with children cycling along the street; some of the children are tiny on their own bikes and with the lack of traffic are gaining confidence. They can take themselves to school later on. To ruin the enthusiasm and acquisition of skills so that some people can rat run along Walton Street is absolutely not acceptable, especially in this new world. 4. It is hard to understand the objections of some businesses pre-lockdown to the closures because of a) the lack of car parking spaces on the street b) drink/driving restrictions. The business that complained in the

					<p>Oxford Times about lack of business due to lack of cars said that it was just like an ongoing St Giles' Fair when there was lack of business presumably due to all the cars in the street. However some businesses seem to be adapting and keeping/gaining local patronage; having been chucked lemons as they see it, they've been making lemonade.</p> <p>5. The whole experience of living in a city with so few vehicles has been a great gift and a glimpse of a cleaner, gentler future that everyone should be able to have. Oxford is a small place, easily walkable and the more people who can appreciate that and leave their cars the better. Electric cars are not the answer for they perpetuate the myth that cars are necessary, dominate road space, and force pedestrians and cyclists aside due to sheer mass and speed.</p> <p>Thank you very much.</p> <p>The major exercise of road resurfacing, marking and pothole repairing has been an amazing feat, but the clearance of footpaths and cycle tracks has been one that I have particularly appreciated. Many thanks and praise all round for great work! Keep well!</p>
24224321	individual	Oxford	Mill Street	Support	
24642753	individual	Oxford	Walton Street	Support	<p>As long term residents living on Walton Street the closure has transformed our lives. The air is noticeably cleaner, it is quieter and our house no longer shakes as coaches and lorries drive past, plus as a [REDACTED] [REDACTED] far safer! Please keep Walton Street closed for all of us!</p>
24644353	individual	Oxford	Worcester Place	Support	<p>The road closure has made a huge improvement to the livability of south Jericho.</p> <p>The most obvious benefit: much safer cycling. I am happy for [REDACTED] I now that the nearest road is no longer choked bumper-to-bumper with traffic. Walking around the neighbourhood to the local shops or to visit neighbours is also safer and more pleasant.</p> <p>I believe further improvements will come as rat-run drivers continue to learn that they cannot use Walton Street. The signage has improved and could, perhaps, be improved further, but we are seeing improvements over time.</p>
24653793	individual	Oxford	Victor Street	Support	<p>As [REDACTED] I have noticed the wonderful change: before closure I frequently either got stuck between the stationery South-going and the North-driving traffic, or made use of the East side pavement. As a pedestrian, I enjoy being able to use the street to walk on when OUP employees are filling the West pavement. As an occasional driver, and taxi user, I find it takes me no longer - if not less time - to go to the railway station than before the closure.</p> <p>I'd like suggest an alternative to full closure: close only to South going traffic and change the direction of traffic in both St Bernard's Road and Observatory. This would improve the situation in St Bernard's Road where it is true that traffic wanting to turn right down Woodstock can get stuck and back up, therefore annoying the street's residents.</p> <p>Widen the pavements on both side and plant some trees on the West side.</p>

24654273	individual	Oxford	Leckford Place	Support	<p>So much safer for cyclists in Walton Street, and of course less pollution. Even the Government is saying we need to increase cycling and walking, and this is a step towards that. I [REDACTED] on Walton Street and the closure did not make any difference to the number of customers. (I am talking about before lockdown of course - it is shut at the moment.) People say a lot more traffic in St Bernard's Rd, but I live off that road and haven't noticed it.</p>
24654465	individual	Oxford	Third Acre Rise	Support	<p>Restricting through traffic in the City is good for active travel. This will reduce air pollution, and create a safer environment for walking, scooting, cycling. It will hopefully reduce traffic on the vastly overcrowded Botley Road.</p> <p>I hope that you will go further, and close Hythe Bridge Street to motorised vehicles too.</p>
24654913	individual	Oxford	Cranham Street	Support	<p>The quality of life in Jericho is much better. I do think taxis and blue badge holders and emergency services should still have access.</p>
24655169	individual	Oxford	Canal Street	Support	<p>This has been a huge and positive impact. The traffic that used to rat run down our street in an attempt to avoid the rat running traffic jam on Walton Street has virtually stopped. The air is better, the traffic is dramatically diminished and people are enjoying walking and cycling in the street. I walk on Walton Street [REDACTED] it's great. I can hear the birds sing, I can breathe cleaner air and in the dark, I can see better as the roads are better lit than the pavements. I've not met a local resident who doesn't think it's better. I note that the local shops and restaurants have continued to be busy, particularly on Saturday evenings and that most traffic has got used to the road closure. You see relatively few cars doing the u turn of shame (they will have driven past god knows how many signs so they are clearly not observant drivers).</p>
24655969	individual	Oxford	Worcester Place	Support	<p>The closure of Walton Street has transformed our neighbourhood in a way that is very beneficial for families and which starts to show a way forward in addressing the issue with dependence on private motor vehicles in the city centre. The future has got to be about shared spaces which are not dominated by individual's motor vehicles. [REDACTED] without the choking pollution of adults in their idling cars. The neighbourhood is quieter and safer. I appreciate that St Bernard's road has seen an increase in traffic, and measures to help alleviate that would be appreciated, but at no point is the traffic there as congested as it was on Walton Street. Perhaps if traffic cameras are introduced in the long term, the physical barrier on Walton Street can be removed to allow access to emergency vehicles, addressing another concern. I believe that the impact on business is being exaggerated. Reinstating rat run traffic on Walton Street would be a huge retrograde step, so I urge you not to do so.</p>
24656033	individual	Bicester	Kingfisher Way	Support	<p>It makes me want to visit Jericho more often than I currently do. Plus the traffic down Beaumont street seems to be lower than before.</p>
24656225	individual	Oxford	Walton Street	Support	<p>The traffic along the whole of Walton Street, and Kingston Road, has been dramatically reduced and this is extremely positive. The air is cleaner, the road is much safer, the whole area is quieter.</p> <p>It seems clear there was a large amount of traffic using Walton Street as a rat run, including coaches and lorries. The lack of this heavy traffic benefits all of Jericho and Walton Manor.</p>

					Although some car journeys are inevitably slightly longer, the closure also provides encouragement to avoid unnecessary car use, and this also must be a good thing.
24659297	individual	Oxford	Adelaide Street	Support	<p>I support the closure of Walton Street. It allows less pollution and it is easier for pedestrians, especially at present with social distancing.</p> <p>We do not support any suggestion that would make Adelaide Street a cul-de-sac, off Observatory street. Large builders lorries, refuse lorries and emergency vehicles cannot turn at the two dog-legs. This recently happened with a fire engine.</p>
24663617	individual	Oxford	Walton Street	Support	<p>It is impossible to OVERstate the improvement to quality of life on Walton Street in terms of 1) air quality 2) noise reduction 3) road safety.</p> <p>1) and 2). Before the closure Walton Street was generally full of static or slow-moving traffic with engines running. The air is now noticeably fresher and we can hear birdsong.</p> <p>3) Because the street was often gridlocked it was not unusual for large coaches and/or lorries to mount the pavement in an effort to get through. This was frightening and potentially very dangerous.</p> <p>Observing the pre-closure traffic it was evident that many of the cars at peak times were occupied only by the driver. The street had become a rat-run used by people who were not part of the community. It is to be hoped that a permanent closure will prioritise the basic needs of people who live in Jericho to breathe clean air and to be able to use the pavements in safety.</p> <p>29 May 2020. I have just seen the latest proposal from the group that wishes to reopen Walton Street, suggesting reopening at the southern end and totally closure of the 'middle strip' while asserting that the southern end would not become a rat run. This is entirely illogical. The southern end of WS does not need to be open to facilitate that closure of the middle part of the street, and motorists would be quick to use Little Clarendon Street/ WS to avoid the junction of St Giles and Beaumont Street. Equally the back streets of Jericho would provide a further rat run to avoid the traffic free zone.</p> <p>While it is vital to find a way to rejuvenate the Jericho businesses, post-Covid and in competition with Westgate, any solution must not throw away the huge gains made recently in improved air quality and road safety.</p>
24666465	individual	Oxford	St. Bernard's Road	Support	<p>I am delighted that Walton St is closed; it makes cycling much safer, and is creating a lovely university area that involves local cafes and feels friendly. Before the closure, cycling was becoming increasingly difficult because there was a lot of traffic including very heavy vehicles, and it behaved unpredictably. There are many side streets where motorists turned into Waton St without considering cyclists, and there was a lot of turning and reversing, and racing to get through the narrowing of the road.</p> <p>However, the impact on St Bernard's Road has been VERY MARKED and NEGATIVE. There is now a constant stream of traffic at many times of the day, so that the road is dangerous to cross, especially given the confusion</p>

					<p>around the Walton St/st Bernard's Road roundabout. I am noticing the increased pollution. This traffic is quite aggressive, and if you cycle UP ST Bernard's Road at a normal pace, cars behind will come aggressively close or try to pass where there is no room. It includes heavy vehicles.</p> <p>Something must therefore be done, as a matter of urgency, to prevent motorized transport using St Bernard's Road as a short cut.</p>
24709569	individual	Oxford	Kingston Road	Support	<p>I strongly support the closure.</p> <p>It is vastly safer for cycling. Cars are less frequent. In addition, the cars which are present are less often speeding.</p> <p>Walton St is a much more pleasant shopping and social environment.</p> <p>Walton St is one of three north-south routes that are all closely adjacent to each other, alongside Woodstock Road and Banbury Road. In my view, given the prevalence of shops, restaurants and cinemas, and the narrowness of the road, we should make Walton St a cycle priority zone, all the way North through Hayfield Road and Bainton Road. We could install bike gates on the North-South route between every side road: this would preserve car and delivery access to every home and shop, but only bikes could flow North-South. This would make a safe, flagship "little Amsterdam" for Oxford, drive Oxford's low emission and low pollution ambitions. Crucially it would also produce a key segment of a safe cycle route from the railway station and Gloucester green (Oxford's transport hub) up to the JR Hospital (Oxford's largest employer). It is very concerning that there is no safe cycle route from Oxford's transport hub to Oxford's largest employer. With the segregated cycle path along Marston Ferry Rd it would only take a few additions to create a fully safe semi-segregated green cycle route between these two key destinations. The planned cycle + pedestrian canal bridge at the Jericho canal development would further support this key green route.</p>
24712033	individual	Oxford	Kingston Road	Support	<p>I fully support this closure. There has been a notable reduction in speeding/rat racing cars along our road. Jericho is a much more pleasant area to shop. I have been using businesses on Walton Street more since the road closure. I really value the added benefits of safer roads and cleaner air for [REDACTED] s. Friends tell me they finally feel safe to cycle down Walton Street with their children [REDACTED]. From a driving perspective, it has little impact on my journey times as there are 2 other alternative parallel road options available. Traffic seems to flow much better at the junction with Beaumont Street.</p> <p>I am a local resident. I am a driver, a cyclist and a pedestrian.</p>
24719585	individual	Oxford	Walton Well Road	Support	<p>I think it's absolutely critical that this street remains closed.</p> <ol style="list-style-type: none"> 1. I've noticed fewer speeding cars (rat runs were a big problem) - especially SUVs and 4x4s 2. Overall reduction in volume makes the street more pleasant to use the cafes 3. Reduction in air pollution - ever more critical given links to lung capacity, overall mortality, cardiac issues and possible like to alzheimers

					<p>4. It chimes with Oxford's need for low traffic neighbourhoods to meet climate change targets</p> <p>5. the need to push towards active travel, a safer quieter street - less amenable to cars - it critical to that.</p>
24720897	individual	Oxford	Plantation Road	Support	<p>It seems to me it has reduced through traffic. There are problems. Cars seem to speed up and down Leckford Road, Plantation Road, St Barnards Road, but I can't believe the solution to that is re-opening Walton Street junction. The aim must be to reduce traffic further, not takes backward steps because issues crop up.</p> <p>I would love to see far fewer cars, enforced speed limits, residents able to walk (and breath) freely in the streets where they live.</p>
24721377	individual	Oxford	Walton Street	Support	<p>Objectively verifiable benefits from closure of Walton Street (I live on Walton Street and strongly support the closure):</p> <ol style="list-style-type: none"> 1. Very significant reduction in traffic volumes, and no rat-running traffic, or through traffic. Removing through traffic not only means getting rid of rush hour gridlock, with all the toxic implications. It means getting rid of cars and building vans using the street throughout the day to attempt to shorten their journey, often exceeding the speed limit, (the humps do not work well to prevent this) and numerous HGVs and buses using a road not equipped to deal with them - too narrow. I have seen snakes of primary school children outside my house being carefully shepherded up and down the pavement to guard against the risk of such vehicles, even mounting the pavement - specifically a truck and bus on 2 separate occasions mounting the pavement outside my house; 2. Closure - and reduction of traffic leads to a much quieter, much safer street, and a much cleaner environment, in a residential neighbourhood; 3. Pedestrian and cyclists have been encouraged to utilize the space now available and not subordinate their existence to the car. For pedestrians, a fair proportion of whom use the street to walk to and from work, this also means no longer having to dice with death on pavements which are dangerously narrow for an arterial highway which is also too narrow given that cars are parked on one or other side of the carriageway all the way down from Little Clarendon Street to Beaumont Street. <p>Against these conspicuous and measurably large benefits, based on a community meeting held in the Jericho Community Centre in January 2020, at which I was present, the objectors to closure cite:</p> <ol style="list-style-type: none"> 4. They don't want to be inconvenienced by the few extra minutes involved in having to drive north and then back south to go to the Botley or Abingdon Roads! I have inferred this - no-one has explicitly dared say it, but it elides into point 5 which was a point explicitly made. To get to Kennington recycling centre, I do not go Oxpens, preferring to go the A34; 5. They feel the closure has made them feel they are living in a ghetto! (one person) or that the sense of

					<p>community in Jericho is being further eroded (another, one, person);</p> <p>6. The process surrounding the closure was inadequate.(One person, who is absent abroad during term times, possibly two persons)</p> <p>7. Though not an objection to closure, a resident of St Bernard's Road complained about how the closure was having the effect of decanting a greater volume of car drivers than previously experienced, up his road. He didn't want the closure cancelled, he wanted remedial treatment for St Bernard's Road.</p> <p>I'm sure the Council does not want to hear via this medium submissions on the merits and demerits of these various points but for the record, I believe points 4 and 5 are, in the context of this closure, although genuinely expressed, without merit. Point 6 I gauge is political since the proponent wants the road re-opened - which no-one could reasonably argue for - pending the analysis of process; if the process really was materially inadequate (which I do not think) the complaint lies with the courts. Point 7 is entirely understandable but could be relieved by adequate signage and restrictions for residents only.</p> <p>I have seen today (29/05, closing day for this consultation) the suggestion from proponents of opening the southern end of Walton Street, of creating a traffic free "middle strip" of Walton Street - not clear but presumably from Gt Clarendon St to Juxon St. - the purpose of which would be to rejuvenate the relevant businesses post-Covid lockdown and enhance the village environment. It is a very unspecific proposal from what I have seen and leaves a lot unanswered - if out of village residents are to be encouraged what about parking? What to do about one way streets?</p> <p>But it asserts that combined with re-opening the barrier at the junction with Beaumont Street it would stop rat running whilst alleviating congestion in St Bernard's Rd and Observatory St. My immediate response to this is that this proposal does nothing to stop rat running. And that an attempt to rejuvenate the village whilst reopening the barrier artificially conflates two entirely separate issues; I suspect the Walton Street reopening part is to meet the demands of those who want their car journeys to be rendered more convenient by a few minutes, but apparently are not inconvenienced by gridlocked traffic.</p> <p>Under this proposal cars going south wishing to avoid Beaumont St. would flood Little Clarendon St. and turn left so resurrecting the gridlock we had before closure and cars going north wishing to avoid Beaumont Street would pour down Richmond Road and Gt Clarendon St. into Canal St. and Albert St. to exit at Juxon St. Again making Walton Street a rat run paradise and the south and western part of Jericho a nightmare. I remain opposed to re-opening the barrier on this or any other basis. Though if the barrier can feasibly be opened only to residents of Jericho I would be prepared to consider, as part of a traffic free central strip in the village being meticulously discussed and being viable, seeing it re-opened one way to Jericho residents only.</p>
24721761	individual	Oxford	St. Bernard's Road	Support	<p>I am very concerned at the significant increase of traffic along St Bernard's Road ('SBR') since the experimental closure began. The Council has recently placed bollards and signage at the western end of SBR to try to deter through vehicles from using SBR as a cut-through, but this has had no effect whatsoever. The taxis, local traffic,</p>

					tradesmen and delivery drivers are fully aware that they can use SBR as a cut-through to Woodstock Road and they simply drive around the bollards and ignore the signage. For this to work there must be some sort of physical barrier to prevent the right turn, eg down the centre of Walton Street opposite the entrance to SBR and possibly making the Walton Well Road triangle into a one-way system. I would also point out that 'No Right Turn' signage is ineffective: witness the one at the Bevington Road junction with Woodstock Road which is routinely flouted by both motor vehicles and cyclists.
24721793	individual	Oxford	St. Bernard's Road	Support	I am unhappy at the additional volume of traffic using St Bernard's Road as a result of the closure of Walton Street. The measures put in place so far at the Walton Street end do not successfully address this problem as they are routinely ignored by motorists who just drive round them. A more robust solution is needed.
24728193	individual	Oxford	Cardigan Street	Support	I live in Jericho and work in Oxford and have found the road closure beneficial for lowering traffic congestion and helping reduce car pollution.
24736865	individual	Oxford	Kingston Road	Support	<p>The closure has resulted in significant improvements to air quality and safety in the area. Traffic is moving faster along Beaumont Street and the reduction in pollution at the south end of Walton Street through the removal of idling vehicles is enormous.</p> <p>Many people have said to me they are now more willing to cycle or to walk their children to school. [REDACTED].</p> <p>There have been some negative impacts on St Bernards Road but these can be addressed with the new scheme Don't Choke Jericho are proposing and are not best addressed by reopening the road. These new proposals have the support of St Bernards Road residents. Similarly solutions are available for the traders of Walton Street in proposals which can be found here: https://actionnetwork.org/user_files/user_files/000/043/439/original/Jericho_and_Walton_Manor_LTN_(28th_May_version).pdf. These proposals are being continuously revised in consultation with local residents and businesses with a view to creating one single vision for the area that everyone can support.</p> <p>I believe that we need to go further in restricting traffic and incentivising people to leave their cars at home by creating a full Low Traffic Neighbourhood. Also, a workplace parking levy would discourage the 250 or so people with guaranteed parking spaces provided by their employer who drive in to work in the area every day. Although less than 10% of all of those who work in OUP and other workplaces, this is having a big impact.</p> <p>There has been a vociferous and angry campaign to re-open the road, but this is led by a minority of the community who are poorly informed. They claim there is no baseline data even though air quality monitoring has been in place for many years; they say money was 'wasted on repairing the road only to close it', ignoring the fact that cars and lorries still travel down it and indeed more people now cycle; and they claim trade in the street has gone down whereas if one talked to the outlets back in October all but a very few say their trade is not affected. It was only in January they started saying trade was down, and this could as easily be Brexit, the storms or any other factor. And of course now they are all closed, and a sensible re-opening plan is now</p>

					<p>essential for their survival. This could include allowing them to put tables on the pavement.</p> <p>Rather than re-opening the road, the Council should invest in making the area a true low traffic neighbourhood as has been done in Waltham Forest. Many of us think that this can be done by making the strip of Walton St where all the shops and cafes are car-free, making it an attractive destination with a good streetscape. This would stop rat running meaning that the South end could actually be re-opened, thereby sharing Jericho traffic between the North and South roads and reducing pressure on St Bernards Road. The scheme carried out in Orford Road in Walthamstow, is thought to have led to a 93% increase in visitors and a 17% reduction in empty shops.</p>
24738081	individual	Oxford	Kingston Road	Support	So much quieter and more suitable for residential environment. Really bad bottleneck round Worcester College otherwise and the current situation much better for cyclists and pedestrians.
24743649	individual	Oxford	Kingston Road	Support	The closure is supported by me - less traffic pollution, less speeding vans and lorries. Better for pedestrians and cyclists.
24744449	individual	Oxford	Kingston Road	Support	Very strongly committed to Oxford's intention to reduce emissions and improve air quality, and we see this as a part of that agenda. We also believe this has had a positive impact on the amount of traffic passing our house in Kingston Road - although continue to feel that the impact on side roads (e.g. St Bernard's Road) will be reduced if the whole axis of Walton Street and Kingston Road (which are really the same stretch of highway) are closed to all traffic except access.
24747905	individual	Oxford	Southmoor Road	Support	<p>I am in favour of the closure for the following reasons:</p> <ul style="list-style-type: none"> - We need to stop the congestion that arises from Kingston Road being a rat run and the resultant heavy pollution at the junction of Walton Street and Beaumont Street. By removing the need for traffic to merge at the filter at the junction of Walton Street and Beaumont Street, traffic is flowing more freely down Beaumont Street and reducing congestion even further. <p>However, measures need to be taken to stop St Bernards Road from becoming congested - traffic should be directed to the wider St Margarets Road.</p> <ul style="list-style-type: none"> - Walton Street has returned to being a pleasant residential street, where cyclists and pedestrians can enjoy an unpolluted, safe and peaceful environment - hopefully events will spring up in the newly recovered public space.
24749089	individual	Oxford	Kingston Road	Support	
24751041	individual	Oxford	Walton Street	Support	Noise pollution, road safety and air quality have significantly improved, as well as life as a cyclist or pedestrian using this route all the time.
24762337	individual	Oxford	Kingston Road	Support	
24763201	individual	Oxford	Cardigan Street	Support	Reduction in pollution by cars using Jericho as a rat-run has been noticeable.

24763361	individual	Oxford	School Court	Support	The closure as far as I can tell has greatly improved things in the Jericho area, much less traffic, less fumes and a safer walking and cycling area, it also seems that the flow of traffic around st Giles and Beaumont st is much better.
24764001	individual	Oxford	Kingston Road	Support	Maybe more large trade vehicles passing my house now, but they drive slowly and mostly only in the mornings. In contrast, before there were 'rat running' cars driving fast at all times of the day and night. As a cyclist I feel safer travelling along Kingston Rd and Walton St now.
24764065	individual	Oxford	Walton Street	Support	I think it is excellent and overall has enormous benefit for Oxford and the community.
24764449	individual	Oxford	Great Clarendon Street	Support	An important step in attaining cleaner air, much safer streets & taking action against global warming.
24764993	individual	Oxford	Southmoor Road	Support	Walton Road and Kingston Road have long been used by traffic seeking to by-pass the main thoroughfare of St Giles and Beaumont Street. This is evidenced by the queues of traffic that were generated at the Walton Street-Beaumont Street junction. Much of this through traffic does not observe the speed limits despite the route being heavily used by cyclists who are often put at risk. The removal of the Beaumont Street-Walton Street junction, which was always at overcapacity, has considerably improved the flow of traffic through the area.
24765921	individual	Oxford	Brindley Close	Support	It is such a relief to have the road closed - [REDACTED] It's so much safer for people from our area to get into town or in to Jericho. The Walton St area is so clogged and dangerous with traffic anyway - so anything that helps is hugely needed. If you haven't been down it since the closure, please come down. There are 3 primary schools in the area, and many kids cycle. It would be wrong to put the pollution and the risk to life on the road back up again. Please look after all of us here and keep it shut. It's so much nicer just now.
24768289	individual	Oxford	Burgess Mead	Support	Need to make it easier for bikes to turn right at the bottom of Walton Street as the traffic sometimes flows non-stop up Beaumont Street
24771649	individual	Oxford	Richmond Road	Support	The vast majority of the traffic down Walton Street to Beaumont Street was not local traffic, but rat-runners trying to avoid queues in St Giles/Beaumont Street. Reopening the junction will simply increase traffic in St Bernards Road and Observatory Street as traffic seeks alternative routes to lengthy traffic queues in Walton Street. Presumably there will be access gates for Emergency vehicle access? it would also be useful to monitor air quality and compare this to a location with constantly queuing traffic as an indication of the difference .
24772385	individual	Oxford	Leckford Road	Support	I am enjoying the lack of pollution; the quietness; [REDACTED] and the neighbourly communication and greetings that happen as a consequence of the closure..... We all need to: <ul style="list-style-type: none"> • Drive Less • Drive Slowly 10-20 mph • Respect each other as Neighbours in the same Community

					<ul style="list-style-type: none"> • Stop Polluting our precious air • Stop being in such a hurry • Support our local shops and businesses • Slow Down and <p>Be appreciative of the wonderful city we live in</p>
24772417	individual	Oxford	Leckford Road	Support	<p>I am very broadly in support of the closure of Walton Street as you will see from my previous response.</p> <p>However, it must be noted that the effect of this closure seems to have intensified the traffic on Leckford Road where we live. It is difficult to say with precision because there is no pre-existing data, and the situation has been complicated by C-19.</p> <p>There is, however, absolutely no doubt, that such traffic as uses Leckford Road generally exceeds 20 mph and in some cases drives very dangerously. This is a heavily residential road, lived in by families with young children and elderly people. It has tight parking on either side and limited visibility. It also accommodates a school, with all the parking, travel and pollution implications.</p> <p>If, as I hope, Walton Street will remain closed, I think it is essential that proper traffic calming measures are introduced and the flow, intensity and especially speed of the traffic is properly thought about. Most of the traffic which comes up and down Leckford Road must be local by definition (apart from deliveries and builders). It should be perfectly possible for the traffic to be regulated sensibly, until such time as electric cars are widespread.</p>
24774209	business	Oxford	King Street	Support	<p>I have a business in Jericho. I believe the road closure has actually increased our business. Having fewer cars makes Jericho more pleasant and attractive to people. Very few customers drive in, most cycle or walk, so their experience is much improved by the road closure- it is safer, less stressful, and more pleasant with fewer cars. It is also quieter and less polluted. It has a positive effect on both the environment and people's mental health and wellbeing.</p> <p>As a business owner and resident I highly support the road closure to continue.</p>
24781761	individual	Oxford	Plantation Road	Support	<p>Highly support. Has made a substantial difference. Good for local area, and good for local services (shops, cinema etc).</p>
24782113	individual	Oxford	Walton Street	Support	<p>Walton St where we live has become a lot more pleasant since the closure at its southern end and generally there seems to be a lot less traffic going past our house. There seems to be one time of day, only, around five o'clock, when workers from OUP are exiting Jericho, when traffic builds up.</p>
24855041	individual	Charlbury	The Green	Support	<p>The scheme gives the Jericho and Walton Manor area a renewed sense of community and security, and could lead to a planned transformation of Walton Street.</p>
24951585	group/organisation	Oxford	Walton Street	Support	<p>As a commuting employee of OUP my journey takes me from the rail station, up Walton Street, to work. It's much more pleasant now that the Walton/Beaumont junction is closed and it feels safer up Walton Street itself (the pavements being quite narrow. I can imagine it will be beneficial to local businesses, too.</p>

					I can see a time, when and if the canalside development takes place, that this end of Jericho will become particularly vibrant and largely car-free with many pleasant options for getting around.
24961697	individual	Oxford	Cranham Street	Support	I wholeheartedly support this initiative, most importantly because it has already stopped Walton Street being used as a 'rat run'. However, there is an assumption in the information in the introduction on the website that cyclists aren't part of the problem. Since the closure, and as a pedestrian [REDACTED] I am constantly having to deal with cyclists on the pavements. The signage by Worcester College is very clear but completely ignored by cyclists who use the pavement to gain access to Walton rather than re-route (as instructed) or dismount (as per the Highway Code). This is extremely dangerous for pedestrians. It will only be a matter of time before there is an accident so I hope an effective solution can be found.
24970721	individual	Oxford	Ponds Lane	Support	This seems an important step and relevant to increasing active transport around the city, and the safety of vulnerable groups including children in the area
24987361	individual	Oxford	Kingston Road	Support	I think any moves from the council to makes road safer for pedestrians and cyclists - ie by closing them to cars - is a great step forward in tackling climate change and making Oxford a more enjoyable city to live in. Protecting air quality and allowing local businesses to use outdoor space, for covid recovery, will be helped by closing the road. I full support this, and I hope Kingston Road will be closed as well.
25050945	individual	Oxford	Observatory Street	Support	I recommend that consideration be given to allowing traffic to enter (left turn only) Walton Street from Worcester Street. This would not impede traffic flow along Boeamont Street and make it a bit easier for area residents to return.
25060737	individual	Oxford	Frenchay Road	Support	
25194209	individual	Oxford	St. Bernard's Road	Support	I am supportive of eliminating the through traffic along Walton Street but the consequences for the roads now bearing the traffic in and out of Jericho need to be considered. There are now times of day where there is a near solid line of traffic up St. Bernard's Road. This has worsened over time as, no doubt, satnav systems have learned where to direct traffic. At times of lighter traffic, the speed limit is routinely exceeded. The existing traffic calming measures in St. Bernard's Road are inadequate to deal with this increase in use, and are exacerbated by cyclists ignoring the one way signs. Recent roadworks blocking St Bernard's Road have demonstrated the potential benefits of limited traffic now being enjoyed by the residents of Walton Street. The impact of the closure of Walton Street needs to be reflected in revised traffic management across Jericho and Walton Manor. Thank you.
25236769	individual	Oxford	Walton Street	Support	I support the road closure because: 1. To make small steps to care for the environment

					2. Reduction of noise pollution 3. Greater safety for cyclists
25243393	individual	Oxford	Nelson Street	Support	Once in a lifetime chance to seek pace in urbe.Let us not fluff it.
25386945	individual	Oxford	Seacourt Road	Support	As a cyclist [REDACTED], I feel much safer cycling since the road closure, and the closure has removed a car from the road [REDACTED]
25387425	individual	Oxford	Southfield Road	Support	<p>This is an important step towards improving air quality, increasing walking and cycling, reducing motor traffic, and improving health in the centre of Oxford.</p> <p>There will always be reasons why some residents oppose road closures. But if we want to achieve the targets that the Council has set for the ZEZ, the Council to hold its nerve and carry on. There is significant public support for such measures, as evidenced by the recent Citizens Assembly.</p> <p>It is now much more pleasant to cycle and walk in Walton Street and the surrounding area, and I am more likely to visit the shops, bars, restaurants, and cinema in this area on a regular basis.</p> <p>I understand that the PickMeUp service to Jericho has been withdrawn and that this has been blamed on the road closure. However, this service has been struggling anyway, plus there are other routes into Jericho from St Giles. I do not believe that alternatives cannot be made to work.</p>
25388097	individual	Oxford	Wellington Street	Support	[REDACTED] the traffic situation is much better as when the steer was open high question used to form making it dangerous to cycle down Walton street
25389601	individual	Oxford	Kingston Road	Support	The ecological, climate emergency we face requires us to make decisions that will be detrimental to some for the benefit of the planet and future generations. I appreciate the permanent closure to the end of Walton Street will make life difficult for those living in that area but I hope they can get used to the inconvenience and develop new habits.
25390433	individual	Oxford	Lark Hill	Support	<p>1)Traffic in Beaumont Street appears to flow better as there's now no junction with Walton street.</p> <p>2)Jericho shopping area more pleasant as less cars using as cut through.</p> <p>3) huge reduction in vehicle exhaust fumes in morning and evening rush hours as no queueing vehicles at junc Beaumont and Walton</p> <p>4) Walton St at this end now safer for pedestrians and cyclists.</p> <p>Keep Walton Street closed its a better environment with reduced car usage.</p> <p>5) close little clarendon St to vehicles when shops open 9am-6pm make it pedestrian.</p> <p>Thx</p>
25397473	individual	Oxford	Southmoor Road	Support	
25398785	individual	Oxford	Worcester Place	Support	

25399137	individual	Oxford	Walton Well Road	Support	
25400513	individual	Oxford	Kingston Road	Support	<p>Kingston Road was becoming a horrible rat-run with effects of traffic noise, pollution and destabilisation of our house, which shakes whenever a lorry goes over the speed-bump immediately outside [REDACTED]. Now we are more like the residential road we used to be before sat-nav-driven traffic crept up over the last few years.</p> <p>Please keep Walton Street closed to through traffic or come up with an alternative which protects all residential roads, not just commercial Jericho - we need a big disincentive to central traffic altogether through Oxford centre. We try to cycle even more, especially to the rail station.</p> <p>The side roads connecting to Woodstock Road should expect to take their share of the traffic and I believe a barrier of Kingston Road at the Waltonwell roundabout, next to Frog Orange, might help achieve that. After lockdown the rat-run effect just here is even more noticeable, especially of recent lorries [where are they going to and from?] quite apart from the regular huge Co-Op vans, even before further easing. Jericho traffic should not be forced to pollute our quiet street with noise, fumes and rattling - this burden should in our view be shared by other side streets, using a one-way system. St Margaret's Road may be wider than others, but we [REDACTED] and we are now disturbed by traffic, to which we are even more sensitive after lockdown.</p>
25408545	individual	Oxford	Frenchay Road	Support	How would it the road closure work during the St Giles Fair, as city bound traffic is currently fed down Walton Street?
25409345	individual	Oxford	Sweetmans Road	Support	This needs to be the start of a wider limitation on car traffic through and about Oxford
25436641	individual	Oxford	Cranham Street	Support	<p>Very important to support climate change .</p> <p>A pleasure to walk down Walton Street now .</p>
25475137	individual	Oxford	Wellington Street	Support	
25482369	individual	Oxford	Eynsham Road	Support	<p>In the course of my work with [REDACTED], I had cause to use the road network around Jericho, Little Clarendon Street etc, walking whenever possible. [REDACTED]. Whereas formally, when the road was in constant use for two way traffic regulated partially by the traffic lights at Worcester College, in many instances there was a complete log jam affecting all road users, cars and pedestrians alike, there is now relative order and calm which helps to re-create the atmosphere of the previous 'village'. Inhabitants I have spoken with are nearly all in favour of the closure, though needless to say there are some car owners who are not.</p> <p>My personal opinion is that a road closure will be mostly beneficial, as it is still possible to access the area from the north; car parking remains a problem. Although there are no bus services at present, a form of public transport is not impossible in the future. An answer to a total closure would be to allow Local buses access via a bus-gate, as effected at local hospitals.</p>

					For quality of life, I would vote for such a closure.
25483745	individual	Oxford	Albert Street	Support	Decreasing air and noise pollution in any area is crucial, and especially in the vicinity of schools (St Barnabas), clinics, and other public buildings. It is especially important in this location as a closure can eliminate the non local/residents traffic
25488545	individual	Oxford	Plantation Road	Support	I am an [REDACTED] living on Plantation Road. I am in favour of retaining the closure of Walton Street it will make walking along the street safer and contribute to the welfare of people of Jericho and Walton Manor.
25503873	individual	Oxford	St. Bernard's Road	Support	As a cyclist, I'm happy about the Walton street closure. The air quality seems to have improved and the street is much safer. Btw I applaud the council for taking such bold decisions. However as a resident of St Bernards road, the increased traffic affects my sleep. I also find the street less safe, due to the high number of cars driving down at high speed on this narrow road that offers little visibility. I would appreciate some further traffic/speed regulations on the smaller streets so that our Oxford streets become more of a shared space rather than just being roads for motor vehicles transiting through the city. Thank you for your commitment. Best regards, [REDACTED]
25515841	individual	Oxford	Kingston Road	Support	Has improved the street significantly, is no longer used as a 'rat run'
25515937	individual	Oxford	St. Aldates	Support	I am very supportive of the decision to close this junction to motor traffic. I live on St Aldates [REDACTED] and have noticed the substantial reduction in traffic along that section of Walton street, which used to be clogged with traffic. I believe strongly that reducing the use of motor vehicles and increasing the use of public transport is critical to solving the problems of congestion and poor air quality that Oxford is facing.
25525505	individual	Oxford	Kingston Road	Support	If necessary, perhaps residents around Walton Street could be given access into Walton Street through a raising bollard system and out through Little Clarendon Street (by reversing it). The improvement to the traffic flow on Beaumont Street and the calming of the flow on Walton Street and Kingston Road has been absolutely wonderful. It also fits with the move towards Beaumont Street being restricted to electric only in any case. Congratulations on making the change!
25525921	individual	Oxford	Walton Street	Support	The closure of Walton Street has improved the local environment as well as improving traffic flow on Beaumont Road.

					<p>I can definitely live with the very minor inconvenience of having to go via St Giles to access the Botley Road when heading West.</p> <p>To me there are no drawbacks to the closure.</p> <p>Thank you for allowing me to comment.</p> <p>Regards</p> <p>█</p>
25547617	individual	Oxford	Thornclyffe Road	Support	Traffic Flow in Beaumont Street is greatly improved and Walton Street is a much better environment ,
25552097	individual	Oxford	Benson Road	Support	<p>I go to Walton Street a fair bit. Walton Street, like so many of Oxford's commercial streets, is somewhere could be an incredibly pleasant place to visit and walk and shop but it's utterly ruined by the parking spaces and the cars constantly running up and down it making it noisy, unsafe and ruining the historic visual charm of the street. Walton Street deserves to be a jewel in the crown of Oxford.</p> <p>This scheme will increase the charm and attraction of Jericho as a location to go to in Oxford. It's already a key part of Oxford's independent retail/hospitality sector, this could long term transform it into somewhere really quite special if the experiment is allowed to happen and is made permanent when it is inevitably named a success.</p> <p>Just think how pleasant it would be on a summer's evening to stroll down Walton Street, full of people but an altogether more relaxed atmosphere than the town centre. You passing bustling restaurants with on street seating that people love to go to, retail shops able to have external stalls because there aren't cars so the streets aren't very narrow and it being the sort of place people seek out in old European cities on holiday but here in Oxford. Walton Street a part of Oxford people always loved really given over to the majority of people who use Walton Street and love it and not as it is now mostly given over to the comparative handful of people who drive through it and park on it who should mostly be driving on the A4144 (or the ring road) anyway.</p> <p>The road closure is without a doubt popular both with the majority of residents and local business owners but it's also going to be very popular with the people who will visit Walton Street. There is so much evidence from around the world pedestrianisation helps small businesses like those on Walton Street as walkers and people riding bikes spend more money in local businesses and footfall is likely to increase.</p> <p>Also it's nice to have at least one of Oxford's many many rat runs closed off for at least 18 more months. Ideally permanently.</p>

					This is relatively minor but the one extra thing I would advocate for is when this experimental period is implemented it would be sensible to replace some of the car parking spaces with cycle parking on the northern most part of the street. The health centre and the school of government have really helped cycle parking in the middle of the street but it's still very lacking to the north and pedestrianisation of the area will mean more people walk and cycle and the need for cycle parking will likely increase near those businesses more than there already is.
25649441	individual	Oxford	Mount Street	Support	I support the closure of Walton Street as it makes the street more cycle and pedestrian friendly.
25804321	individual	Oxford	Walton Well Road	Support	I really appreciate it. There's been less congestion on Walton, especially in front of Worcester college, which is no longer an intersection. Easier to cycle down to the rail station.
25815233	individual	Witney	Gregory Place	Support	<p>You have asked me the town and street where I live in parts 2 and 3; (which is not in Oxford). However, [REDACTED], so I feel well-placed to comment on this issue.</p> <p>I must say the closure has had a very positive impact on me personally. When [REDACTED] the air is noticeably cleaner; it's quieter it's easier to step onto the road if necessary (the pavements on Walton street are very narrow, so it's often necessary to step on the road to pass other pedestrians more easily.</p> <p>When the road was open it was just a permanent traffic jam approaching Beaumont Street. It's such a huge improvement now, and I hope it stays closed.</p> <p>Incidentally, I've recently purchased an anti-pollution mask for cycling around Oxford. Walton Street is now one of the few places I feel comfortable to take it off.</p>
25827649	individual	oxford	Marlborough Road	Support	
25928737	individual	Oxford	Walton Street	Support	I think this is great way to help climate change in our area I also have a business in the Jericho area and this closure goes in hand with our vision of supporting ways to contribute to lower our carbon emissions in our area. I use my bike [REDACTED]
25930177	individual	Oxford	Walton Street	Support	Less noisy, less pollution, really great initiative!
25994433	individual	Oxford	Southmoor Road	Support	I've spent too much of my life at the Beaumont Street/Walton Street junction just opposite Worcester. This is *so* much better if one needs to get to south or west Oxford!
26018689	individual	Oxford	Southmoor Road	Support	This is a wonderful bonus for cyclists - a safe road to cycle down. It seems to have helped with the traffic bottleneck at the junction with Beaumont Street. It is quite easy in a car to take a different route to e.g. the Botley Road.
26019809	individual	Oxford	Beaumont Buildings	Support	<ol style="list-style-type: none"> 1. This closure is in line with all plans to control, traffic, pollution and quality of city centre 2. Traffic flows much better along Beaumont Street with less queuing and pollution

					<p>3. Walton Street is now a pleasant and attractive road to walk along</p> <p>4. This should be an example for more closures to improve the quality of the city centre for all</p>
26119329	individual	Oxford	Raleigh Park Road	Support	Although I do not live in the area, I use Walton Street often as [REDACTED] and to go to the cinema and meet friends. I do not see the proposed closure as a problem but as a welcome first step in more radical measures to cut carbon emissions.
26132353	individual	Oxford	Beaumont Buildings	Support	Made a huge difference to the area, including significant improvement in air quality
26167041	individual	Oxford	Richmond Road	Support	<p>I have written informally (back in the autumn) in support of this change, but after several months I am more enthusiastic than ever. It is valuable from a policy point of view (cf. flyer received through the door today: climate action, vehicle emissions), but it has also been terrific for the local quality of life - improved air quality. but above all traffic reduction and hence noise reduction.</p> <p>Walton Street until recently carried far too much heavy traffic for its size (large lorries and coaches), which no doubt caused the sinkholes dealt with last year. Also when southbound traffic built up and formed a queue, there was a serious noise nuisance from car stereos booming away in the street without moving; this was especially bad in summer with car windows open. Must have been awful for Walton St residents, but the noise carried some distance down Richmond Rd as well.</p>
26171041	individual	Oxford	Kingston Road	Support	Reducing car traffic has made the experience of going to shops, restaurants and pubs on Walton Street far more pleasant. One thing that would be beneficial would be widening the pavement in places since it is currently very narrow (especially near Barefoot Bakery).
26171105	individual	Oxford	Walton Crescent	Support	<p>The closure has stopped rat running on Walton Street and made Walton Street much more friendly and safe for pedestrians and cyclists. Air quality seems to have improved</p> <p>On the occasions that I have used my car, the closure has only added 5 to 10 minutes to my journey; this is a small disadvantage compared to the huge benefits</p>
26172897	individual	Oxford	Walton Street	Support	<p>I strongly support the Walton Street closure. Having been a resident in Oxford for over 20 years I can see the significant improvement in traffic flow on Beaumont street, St Giles and over the bridge towards Botley. Pedestrians are able to walk in a far safer environment without having to dodge traffic to cross and the residents of Walton Street and beyond far prefer the closure as it makes the whole area far more pleasant to be in and over time could become more of a family focused area. Everyone I've spoken with fully supports the closure proposal. It is also far healthier from an environmental perspective to have less fumes in this nuclear residential area.</p>
26173409	individual	Oxford	Kingston Road	Support	<p>1) [REDACTED] The reduction in traffic volumes along Kingston Road has been liberating. I can now breathe much more freely.</p> <p>2) Before the closure, there was a real problem with a 'rat run' traffic along Walton St/Kingston Road, very noticeable during rush hours. Some cars using the route in this way seemed to drive very fast and completely ignore the 20 mph limit. It got worse in recent years (I have lived in the street for [REDACTED] There are two primary schools in the area, and in the morning young children are cycling to school in both directions. I was</p>

					horrified by some of the near misses I observed while walking to work. A safer route for cyclists may encourage parents to allow more children to cycle.
26177505	individual	Oxford	Walton Well Road	Support	My [REDACTED] and walk or cycle down Walton Street. We think it is great to have less motor traffic (and less pollution).
26185697	individual	Oxford	St. John Street	Support	I am in support of the closure of Walton Street because I am concerned about traffic pollution. The residents of Walton Street deserve to breath clean air.
26189377	individual	Oxford	Kingston Road	Support	I support the closure because of the unacceptable pollution caused to the residents of Walton Street near the traffic lights at the junction with Beaumont street , particularly when traffic is at a standstill for up to 10 minutes at busy times. However, my personal access to the Botley Road is now more difficult and time-consuming. I would support traffic gates at the above junction to allow access by residents in the area but not through traffic.
26191233	individual	Oxford	Kingston Road	Support	The whole area of Jericho and Walton Manor is far more family friendly with the road closed which is so important as this is a family housing area with many young children walking with parents and local school pedestrian/cycle traffic.
26199009	individual	Oxford	Woodstock Road	Support	The closure has greatly improved the living conditions for residents living between Beaumont St and St Bernard's Road, while also improving the flow of traffic down Beaumont St and onwards. So it seems to have two big achievements. I am aware that some businesses are supporting the end of the closure, but I often visit this part of Oxford, and cannot see that it has affected businesses at all, everything is just as busy as ever.
26199041	individual	Oxford	Hamilton Road	Support	I cycle along this road most days and I have to say it's a joy now that it has been closed off at one end. I can't imagine why, in this day and age, you are considering reopening it. We should be excluding polluting, noisy, damaging traffic from the centre of our beautiful city, not encouraging it.
26199073	individual	Oxford	Nelson Street	Support	
26199105	individual	Oxford	Rymers Lane	Support	
26199137	individual	Oxford	Oakthorpe Road	Support	Traffic conditions around Beaumont St through to Botley Road have always been messy and congested and whether Walton St is open or closed I don't think makes a huge difference. What does make a difference is reducing traffic on Walton St which makes a huge improvement to the feel and community of Jerico. As a homeowner in Summertown I far prefer reduced traffic in Jerico. Shop owners surely are indifferent to less car traffic as they get more foot traffic. Please make this closure permanent. [REDACTED]
26199201	individual	Oxford	Richmond Road	Support	Walking into town is now a pleasant experience, and I have scrapped plans to buy a new car. However, more thought needs to be given to improving access between Woodstock Road and Jericho (eg reversing direction of travel in Little Clarendon St) and improving signage about the road closure. If the road is re-opened, at least heavy traffic should be banned (with special arrangements for emergency vehicles and perhaps a bus service).
26199297	individual	Oxford	Hobson Road	Support	Anything which reduces traffic flow I am in favour of. Walton street has been enormously more pleasant since the closure, for walking, shopping and cycling.
26199393	individual	Beckingham	Birkbeck Road	Support	It is great to know that OCC is taking a great initiative to make a far more sustainable, livable, enjoyable, human scale environment. I hope you will remain at the fore of urban change for the better of us all.

26199553	individual	Oxford	Banbury Road	Support	The closure of Walton street has created a safer and healthier environment for those of us locally that use the areas cafes restaurants and shops [REDACTED].
26199617	individual	Oxford	St. Aldates	Support	<p>I am a [REDACTED], and regularly travel through Jericho four to five times a week, either to visit friends who live in the neighborhood, to go to shops or restaurants or the pub. I currently live on St Aldates, but I lived on Walton street in [REDACTED] for three months in the summer of 2018, and was shocked by the amount of traffic that built up at the junction of Walton and Beaumont streets. When I visit Jericho, I either walk or ride my bicycle.</p> <p>I strongly support the continued closure of the bottom end of Walton street for three reasons.</p> <p>1). Reducing motor traffic will improve the safety of pedestrians and cyclists, and facilitate mobility between Jericho and other parts of Oxford. While I fully appreciate the concerns of residents and visitors who are worried about reduced car access, a small minority of the total journeys to Jericho are made by car, and there are still a number of roads open to enter and exit the area. As long as traffic rules are properly enforced on other roads in the neighborhood, closing the south end of Walton Street will make it easier and safer to access the neighborhood on foot or by bike.</p> <p>2) Reduced motor traffic is likely to improve, rather than hurt, economic activity in Jericho. A range of studies conducted in the UK, Belgium, the Netherlands, and Canada (among others) demonstrate that reducing motor traffic in commercial areas, when combined with measures to promote public transit, walking, and cycling, is likely to increase economic activity rather than harm it.</p> <p>3) Reduced motor traffic will improve air quality and have positive effects on public health and the climate. It is widely known that air quality in Oxford is extremely poor- indeed the City Council have proposed admirable plans to reduce motor traffic in the city centre and improve air quality. Maintaining the closure of the southern part of Walton street to motor traffic will measurably improve the air quality in that neighborhood, and have positive effects on public health and the climate.</p> <p>Respectfully yours, [REDACTED]</p>
26199937	individual	Shipton on Cherwell	Shipton On Cherwell	Support	<p>Although I live out of the city we spend at least a week out of each month in Jericho and find it so much safer walking into town with the children due to the reduction in traffic.</p> <p>Jericho now has a real and relaxed atmosphere now and this change has made it feel so much nicer for us to spend more time there.</p>
26199969	individual	Oxford	Hamilton Road	Support	

26200001	individual	Oxford	Kingston Road	Support	Thought it was great during the brief closure last year. More pedestrian friendly and better air!
26200673	individual	Oxford	Banbury Road	Support	The road closure has greatly improved traffic flow in Oxford and made Walton street much more pleasant. It has NOT made me less likely to visit and do business there.
26200737	individual	Oxford	Beech Croft Road	Support	The whole area is more pleasant with the road closed. The closure has definitely eased the flow of traffic on Beaumont Street. To re-open Walton Street would have negative effects on St Giles, Magdalen Street, and the surrounding area, as well as aggravating traffic back-ups on Woodstock and Banbury Roads. Closure to vehicles has improved conditions especially for cyclists and pedestrians.
26200769	individual	Oxford	St. Baranabas Street	Support	Less local air pollution. Safer roads for cyclists, and encourages access by foot/cycle.
26200833	individual	Oxford	Kingston Road	Support	Welcome the reduction in traffic flows, which appears to have relieved the build up and delays at the Walton Street/Worcester College junction, without materially increasing overall through traffic down Beaumont Street. A very positive outcome. Would therefore be happy to see the experiment made permanent, unless there is clear evidence of a serious deleterious effect on local shops and amenities in Jericho, which is unlikely. Concerned about heavy lorries and coaches heading north still being directed to use Kingston Road (then St Margaret's Road) in order to leave the city via Woodstock Road. Kingston Road is too narrow and residential to make this sensible.
26201057	individual	Oxford	Southmoor Road	Support	I write as someone who had significant doubts when the experiment began. I am converted for two reasons: 1. immense improvement in the quality of life and air in the Jericho region, esp the leg of Walton Street immediately north of the new barrier. 2. the fact that the barrier has (contrary to all my expectations) apparently improved traffic movement in Beaumont St and on towards Hythe Bridge Street. What is not to like? I have one reservation: were there to be a serious emergency in Jericho north of Worcester College -- say in the region of Albert street -- fire engines would need to come up from Botley Road, past the barrier and all the way up Beaumont Street to St Giles, Woodstock Road and only back into Jericho from quite a long way north. This seems a significant risk -- a current one since the temporary barrier is unmovable and impermeable. Ditto ambulances, though they would be starting from elsewhere... Might a movable barrier be constructed so that emergency traffic (ambulance, fire engine, police) had access easily and swiftly if necessary?
26201281	individual	Oxford	Mandelbrot Drive	Support	I work in [REDACTED] and frequently walk and cycle down Walton Street. It's so much nicer now that it's not filled with cars and vans that are too big for the road and just trying to avoid St Giles'. It's great to see the council taking notice of the climate emergency by restricting the movements of people who

					just drive without thinking about it - more changes like this should be made so that these thoughtless drivers are forced to consider alternative methods of transport.
26201345	individual	Oxford	Richmond Road	Support	Very strong support for the much cleaner air that this closure has produced, instead of a near perpetual line of traffic waiting at the lights with their engines running.
26201473	individual	Oxford	Linkside Avenue	Support	It's great! I cycle all around Oxford - cycling through Jericho is my main route now and having fewer cars and mopeds around is wonderful! This route is much more pleasant and enjoyable than cycling down the Banbury or Woodstock roads. I also really support more low traffic neighbourhoods across Oxford and Oxfordshire - let's do more (and with more local people participating in the design of them!)
26201633	individual	Oxford	Aston Street	Support	
26201793	individual	Oxford	Kingston Road	Support	The experimental road closure so far has very much improved the quality of life of our family and to other families that we meet at school at through neighbourhood networks. Kingston Road and Walton Street have felt much safer places for children to be, with a reduction in traffic meaning significantly reduced risk of accidents when our kids cross the road and when we cycle down it. We go to local shops, cafes and restaurants on Walton Street more now than we used to before the closure, both because it feels easier/safer to get there and because it is more pleasant to sit out the front of cafes than it used to be. In addition, there has been less noise from cars when we are at home, which has made the road a much more pleasant place to live. And it feels as though the air quality along the road has improved too. I strongly support the continuation of the road closure trial and my sense is that many families in the area feel the same too.
26201857	individual	Oxford	Beech Croft Road	Support	
26201921	individual	Oxford	Kingston Road	Support	I support the idea and encourage the council to consider making it completely car free, allow pedestrians to walk on the road and support/promote community initiatives that would use the space, such as street festivals, flea/swap markets, family and play days etc.
26201985	individual	Oxford	Merton Street	Support	I think it's a fantastic idea and I support it wholeheartedly.
26202145	individual	North Hinksey	Yarnells Road	Support	I'm really pleased that the road has been closed as it makes it much safer and easier to cycle from Hythe Bridge Street onto Beaumont Street.
26202305	individual	Oxford	Hertford Street	Support	
26202721	individual	Oxford	Hayfield Road	Support	By closing Walton Street there is a safe pedestrian and cycle route from north Oxford to the city centre. This could mean that the Woodstock Road bus lane is not used by cyclists which would speed up bus travel too.
26203073	individual	Oxford	Cranham Street	Support	<ul style="list-style-type: none"> - We are in a climate emergency and to meet our targets a reduction in car use is a significant factor - Air pollution caused by vehicles is a significant public health issue particular with regards to development of babies and children - My business in the area has had no adverse effects - Walton Street and the area is a joy to be in with reduced traffic - It further promotes cycling

					- My only reservation is to ensure those who are dependent on vehicle use for health issues are not negatively affected
26203233	individual	Oxford	Aldrich Road	Support	I am a cyclist [REDACTED] Making a stretch which is access only for cars and shared pedestrian space is perfect for Oxford. I use a bike and trolley to shop and would rather use walton street than Banbury or Woodstock road because it is car free.
26204193	individual	Oxford	Richmond Road	Support	While the closure has undoubtedly increased our vehicle journey time and distance to east Oxford and the shops on Botley Road (10 minutes extra, off-peak from Richmond Road where our family live) it has also in our experience made Walton Street and Jericho pleasanter and quieter, with a better and healthier environment in which to live - we enjoy walking more, and do more local shopping (on foot). Increased vehicle emissions from our car resulting from the extended journeys may be offset as we use it less, and in any event will decline over the next decade as we all move to electric vehicles (once Oxford City Council gets its act together sufficiently to install vehicle charging points for on-street parking in Richmond Road). We have a concern at reduced access for emergency services, but assume that this can be solved by installing a suitable gate or lifting bollard system at the junction with Worcester Street, to allow quick access by emergency services, as has been done elsewhere. In our view the benefits of the closure we have experienced far outweigh the disadvantages and we are strongly in support of it.
26204289	individual	Oxford	Merrivale Square	Support	This closure has much improved the area. Far fewer speeding cars or delivery vans or indeed priavet hire lareg buses or articulated trucks going down Walton Street. No effect on parking as mostly residents only/short-term in any case. Minor inconvenience in having to use roads linking to the Woodstock road (made worse by temporary utility/road works whihc are not related to the project).
26204513	individual	Oxford	Banbury Road	Support	Cars are one of the biggest factor in climate change. All journeys shorter than 10 miles should be taken by bike or public transportation (with exceptions for disabled people, advancely pregnant women, etc). Creating experimental work closures will encourage people to switch away from cars. Also, better air in the city means a better life for its inhabitants.
26204545	individual	Oxford	Kingston Road	Support	As a pedestrian and cyclist, Walton Street feels much safer to me. It's hard to gauge the difference in traffic just beyond the end of Walton Street, as there are major roadworks going on nearby, with lots of sitting vehicles. I'm sure some of these drivers feel frustrated about the traffic, and I wonder to what degree the additional traffic is related to Walton Street versus the major roadworks. Hopefully once the roadworks are finished, we'll get to experience the Walton Street closure in a more normal context.
26204673	individual	Oxford	Nelson Street	Support	While it is technically possible to pass through the barriers with a bike, it would be helpful to have a proper passage that would enable cyclists and reduced mobility scooters to pass through safely. It would also be good to ensure that pedestrians can cross the road safely in the area of the Beaumont/Gloucester juncture.
26204705	individual	Germa ny		Support	As tourist I have been in Ox with and without closure of Walton St. Jericho is wunderful when the road is closed!
26204865	individual	Oxford	Banbury Road	Support	

26205089	individual	Oxford	Boulter Street	Support	
26208033	individual	Oxford	Kingston Road	Support	This is a brilliant initiative that has significantly improved the environment of the neighbourhood. The air quality is better, the road is safer for cycles, pedestrians, cars, even the traffic movement along Beaumont Street is less congested.
26220193	individual	Abingdon	The Chestnuts	Support	The climate crisis must be the top priority of the council and reducing emissions by closing Walton Street is a necessary step for this.
26224769	individual	Oxford	Southmoor Road	Support	As a resident with three young children regularly walking to school, the playground and using the shops in Jericho I greatly support the continued closure of the road. The air quality is far improved, and reducing our reliance on cars is clearly beneficial to our health and the planet.
26240641	individual	Oxford	Observatory Street	Support	Excellent idea Heavy traffic from both Banbury Rd and Woodstock Rd use Observatory st as a way to enter Walton st then enter Beaumont st ?? reason is to miss traffic lights end of St Giles In Observatory st. area the air is polluted as a result, as well. Please tell me why so much traffic comes into Oxford instead of using Ring rd
26242081	individual	Oxford	Duke Street	Support	
26258977	individual	Oxford	Southmoor Road	Support	I broadly support the closure of Walton Street, especially outside Worcester College. It has made the station end of Walton St much easier to cycle and walk. Before it was a continuous traffic jam in the rush hour, and very hard for cyclists, esp with the car fumes. Lots of the business in Walton St (cafes, pubs, deli, cinema) is local and it is much more pleasant that people are going on foot. I have noticed that many fewer cars are parking in Southmoor Road, which suggests that there was a lot of illegal parking before the road closure. I do worry about the perpetual traffic jam in Beaumont St and hope that something will be done to relieve this. It is also a pity that so much traffic now passes through Little Clarendon St. Can something be done to reinforce that 20 miles an hour speed limit in Walton Street, e.g. illuminated speed signs? With less traffic, cars seem to be driving faster.
26261825	individual	Oxford	Kingston Road	Support	Very firmly in support of the measures, which have had made a significant improvement to the neighbourhood.
26264033	individual	Oxford	Cranham Street	Support	I am a [REDACTED] resident of Jericho (10+ years), [REDACTED]. I work in East Oxford and commute via bicycle (when I can) and taxis (when I'm too fatigued.) My 2 cents is that less cars and fumes around our immediate neighbourhood can be nothing but a good thing. Before the barrier was put in place, commuting was extremely difficult due to the long line of stationary cars every morning and afternoon as people try to jump ahead of the traffic on Beaumont Street. It was dangerous for me as a cyclist as the road is too narrow at the town end of Walton Street for me to get by (with parked cars adding to the difficulty) and I have had at least 2 near-misses a year before the barrier was

					<p>put in. I can now cycle easily around my neighbourhood.</p> <p>Taking a taxi to work which I have to do occasionally has also now improved. In the morning I would often sit in the traffic on Walton Street for 5, even 10 minutes. Since the barrier my commute via taxi has been smooth.</p> <p>I am also extremely concerned about the impact on the health of myself and family on stationary car fumes in Jericho. People who drive into Jericho should just be residents, businesses and their customers. I haven't noticed any impact on businesses but understand that there might be hidden impacts.</p> <p>As long as there are permanent measures put in place to allow easy access for emergency vehicles (a removable bollard where the barrier is now that ambulances and firetrucks have a key for, exactly like on Union Street) I am not opposed to the closure. In fact, heartily support it.</p>
26304033	individual	Oxford	Walton Well Road	Support	Cleaner air, less traffic. I support the closure wholeheartedly.
26306881	individual	Oxford	Southmoor Road	Support	
26313857	individual	London	Little Clarendon Street	Support	<p>I pass through this section of Worcester St/Walton St every day Mon-Fri.</p> <p>It had become a rat run and a horrible source of congestion at broadly defined rush hours, especially people rat running to avoid the Randolph route in the afternoons/evenings, when traffic always backed up to Little Clarendon Street and even beyond, causing nasty conditions for numerous cyclists forced onto the wrong side of the road and into oncoming traffic. Air Quality was horrible as it remains on Worcester Street.</p>
26379617	individual	Oxford	Oatlands Road	Support	I often cycle down Walton Street and it is delightful not worry about queues of cars waiting at the Worcester Street traffic lights and frustrated motorists tailgating me because they can't overtake. There are plans for a bus gate in Worcester Street and the closure is a good introductory measure. Why do people need to drive from Jericho to the railway station? Or from Osney Island to the Phoenix Cinema? Madness!
26385633	individual	Oxford	Kingston Road	Support	
26395649	individual	Oxford	Bladon Close	Support	<p>I [REDACTED] on my work commute. The closure at the south end has made the street much safer. In particular there is no longer a tail back from the traffic lights which was there most mornings. The removal of those lights has greatly improved the flow from Worcester Street into Beaumont Street too.</p> <p>I find the claims of businesses that the closure has kept customers away to be dubious. Where do all these customers park their cars? There is hardly any parking in the area. Vehicles can still access Walton Street via St Giles and Woodstock Road. It's hardly a long diversion and those roads are rarely congested. It seems to be a sad fact that businesses always oppose restrictions on traffic.</p>

					<p>Walton Street almost always has more pedestrians and cyclists than motor vehicles (even before the closure) and it is a much more pleasant environment for it.</p> <p>Perhaps a compromise might be to re-open the south of the street to northbound traffic only but I absolutely support in the strongest terms the closure of the street to southbound traffic.</p>
26767873	individual	Oxford	Walton Street	Support	<p>I am extremely happy that the road has been closed. We live on Walton Street and [REDACTED], we live very near some speed bumps, where cars slow down and then accelerate. We have noticed a considerable improvement in air quality and there has been a great reduction of coughing in our household. There is also less traffic making it a less dangerous place for our children. There also seem to be slightly less blocks caused by delivery drivers waiting to pick up deliveries from the hamburger take away. (or at least there were prior to the shutdown).</p> <p>We very much hope that Walton Street will remain closed.</p>
27140577	individual	Oxford	Canal Street	Support	<p>I very much appreciate the closure of the street, the reduction in pollution is fantastic.</p> <p>I am concerned about how folks with less mobility and a need to access public transport will fare - and I hope provision for that is made clear. Overall I consider this a fantastic initiative.</p>
27418401	individual	Oxford	Cranham Street	Support	<p>The current crisis shows more than anything that people's health should be the highest priority. Having a clean air to breathe is a basic need and right of everyone, so I wholeheartedly support Walton Street closure. I don't accept the voices saying that the businesses will loose out because of it, if the council went even further and made a section of Walton Street pedestrian, cafes and shops along it would be soaring with customers. I don't believe many of the customers currently drive to Jericho, it's mostly the locals and their voices should be heard. The substantial amount of traffic through Walton street is cars going through it, not to it. Having a safe, non polluted road would hugely improve the appeal of Jericho</p>
27424257	individual	Oxford	Walton Well Road	Support	<p>I appreciate the pros and cons of the closure, but I feel that the advantages of making Jericho into a quite area where cars no longer route between north and west Oxford are by far the dominant consideration. I walk, cycle and drive around Oxford; as a driver I have no problem with the slightly longer route I must take when heading west, and as a cyclist or pedestrian I highly appreciate the quieter nature of Walton street these days.</p>
27434049	individual	Oxford	Cranham Street	Support	<p>Better air quality. Safer. Quieter. We used to avoid walking down Walton St., but enjoy it now. Please close Little Claredon St. also. Might need to reconsider parking regime to help the businesses.</p>
27570017	individual	Oxford	Bullingdon Road	Support	<p>The future is Low Traffic Neighbourhoods in particularly at a time of a climate emergency and significantly high levels of air pollution.</p>
27599745	individual	Oxford	Kingston Road	Support	<p>I understand that residents seem to prefer the closure of Walton Street and businesses would like to see it reopened. Consequently I have two comments to make;</p> <ol style="list-style-type: none"> 1. If Walton Street is to be permanently closed from 2021 then I would ask that the council finds a way to reduce the speed of traffic down Kingston Road. Very few vehicles (and that includes a large number of food and drinks delivery lorries on a daily basis) adhere to the 20 mph, even though there are flashing signs to remind them. It's a busy road and further traffic calming measures need to be put in place. 2. If Walton Street is to reopen please consider closing off Kingston Rd at the mini roundabout by Longworth Rd and St Bernard's Rd in a similar manner to Hayward Road in order to create a quieter residential area. This

					would allow delivery lorries to access Walton Street from Beaumont St and provide an opportunity to have a turning space at the roundabout. Currently they are reversing into small side streets off Walton Street in order to retrace their route down Kingston Road.
27730081	individual	Oxford	Botley Road	Support	
27740545	individual	Oxford	Kingston Road	Support	Support the closure however the amount of lorries we now get charging down the road is obscene and dangerous. Kingston Road needs to either be closed at one end to stop it being a rat-run if have traffic calming measures as having cars and lorries ploughing down the road at 40mph is not pleasant or safe for residents.
27745857	individual	Oxford	Observatory Street	Support	Less HEAVY traffic in Observatory Street now that Walton Street is closed.
27797889	individual	Oxford	Observatory Street	Support	Observatory Street traffic is often too fast. We need an electronic speed meter to warn speeding motorists. In addition we need more effective traffic calming measures. Once past the chicane at the Woodstock Road end some motorists see the straight stretch ahead and accelerate excessively.
27798401	individual	Bangor	Garth Road	Support	Reducing the volume of cars in the city and giving precedence to cyclists and walkers is clearly a progressive idea and will vastly improve the environment. (Though I don't think that it will lead, unfortunately, as the Save Jericho poster suggests, to eagles flying over Walton Street)
27800225	individual	Oxford	Kingston Road	Support	Such an improvement for pedestrians and cyclists, and we now have a cycle route effectively all the way from north end of Bainton Rd through to the city centre, or out onto Port Meadow, good enough to encourage families to forsake the car for many journeys, and for children to get the cycling habit, either with parents or on their own. All THREE primary schools in the area, and Leckford Place School, would have real leverage then to encourage this for the daily school runs, all for the long term good of their pupils' health, Oxford's air quality and a dramatic reduction in unnecessary short journeys. There is still the occasional heavier vehicle to e.g. Coop, Daisies and local pubs, but the coaches and heavy lorries using Kingston / Walton as a rat run have gone, staying on the main Woodstock / St Giles through route (or else going round on the ring road - hooray!). My suggestion to ease the objections of St Bernard's & Leckford Rds residents would be to reverse the one way in Little Clarendon so as to allow the large number of residents in the southern part of Jericho to get straight out onto the main road without having to drive up Walton St to St Bernard's. Presumably the businesses there wouldn't object to the increased passing trade, as the absence of that seems to be what the Walton St businesses have been up in arms about. Observatory, St Bernard's & Plantation Rds would stay with their existing one way, as they then alternate. I would also recommend making Leckford one way running east, as there are continued clashes with the existing 2 way traffic in a road only wide enough for one car. Farndon one way running west? St Margaret's being wider to remain 2 way? St Bernard's & Leckford Rds residents should remember that the increased light vehicle traffic they have seen since the closure is as nothing to the traffic that Kingston Rd residents have had to tolerate for many decades, as they have not had the heavier goods vehicles / coaches going through like we Kingston Rd residents have had. Stick with the closure, please!
27802593	individual	Oxford	Kingston Road	Support	I think it's revolutionised life in a good way. The air and noise pollution is far lower. The incidence of heavy traffic making the house shake is far lower, so hopefully will lead to lower costs to keep

					<p>the house in good condition. It makes us all think twice before jumping in the car and polluting the city.</p> <p>The community support groups which have sprung up all over the area because of lockdown, to help vulnerable people, have changed the community. We all now know our neighbours and who we can turn to if transport support is needed,</p> <p>Ultimately anything that stops this wonderful city being so polluted it great. And PLEASE can we introduce a congestion charge for anyone driving in? Especially the tourist buses.</p> <p>Thank you to you all, for working on our behalf. Best wishes.</p>
27820161	individual	Oxford	Richmond Road	Support	<p>To my mind the experiment has proved an overwhelming success. The air in Walton St is cleaner, since almost no lorries and coaches and very few vans now travel along it (especially at the south end); and the absence of traffic noise is a revelation. It is true that lack of access to cars at the intersection with Beaumont St can be an inconvenience - I myself have found it so. But that is a very small sacrifice in comparison with the enormous environmental benefits. I remain very much in favour of the scheme, and strongly hope that it can be made permanent.</p>
27821697	individual	Oxford	Observatory Street	Support	<p>Has eased traffic on Observatory Street as taxis no longer use it as a rat run to the station. Due to lockdown it is not yet clear what the impact of traffic having to use side streets to access and leave businesses and residences in Jericho will be however. Beaumont Street is far more pleasant without the continuous traffic jam created by vehicles trying to join the Worcester Street junction.</p>
27845153	individual	Oxford	Venneit Close	Support	<p>prefer road to remain closed to cars</p>
27895841	individual	Oxford	Plantation Road	Support	<p>Its much better closed.Especially for people living in the section from Clarendon St to Worcester.It gets choked and clogs everything up.As for local shops if all us locals supported them by not shopping on line so much it would really help.Plus getting a local bus that everyone uses at least once.No point in bleating if we do not take individual responsibility for our home town too.Some cars really speed down there.Its selfish.They have themselves to blame.People living there have children and pets.Its not a rat run. Sorry but I am fed up with the car drivers bully culture in Oxford.This is our home.</p>
27917985	individual	Oxford	Bullingdon Road	Support	<p>I support clean air; the encouragement of walking and cycling; the opening of public space for people instead of cars.</p>
27918369	individual	Oxford	Nelson Street	Support	<p>I am genuinely torn on this issue; I like Walton St being car free for traffic safety with small children and air quality. However I feel for those on the streets that have become rat-runs and find it painful having to drive such a long way round when I want to go in the Botley Road direction, emissions must be higher overall now. I</p>

					have seen an article today in the Oxford Mail mentioning plans to pedestrianise Little Clarendon Street and part of Walton Street which I think would be even worse. It would either mean forcing all the traffic on the west side of Walton Street to go via Beaumont St, or if you could still get back into Walton St via Juxon St would create more rat-runs for people trying to get around the pedestrianised area. Having also lived in West Oxford until recently I have experience of sitting on St Giles and Beaumont St for long periods of time waiting for the Walton St traffic lights, so would not be happy about only having the south junction open without it being a through road. I think on balance I probably support reopening the junction for the overall lower emissions and for Jericho businesses, but would want further consultation if areas are to be pedestrianised.
27919777	individual	Oxford	Kingston Road	Support	I support the closure as I would like to live in a low traffic neighbourhood, with good air quality and good conditions for walking and cycling. However I am concerned about the effects of the closure in channelling traffic down other quiet residential streets. I would like to see an alternative scheme explored in which Walton Street is partially pedestrianised. This could mean that the current position of the closure point is changed so that residents' cars from the southern end of Jericho are able to leave at the southern end, but are not at the north. I think this could work in conjunction with the planned Worcester Street bus gate. I believe the aim should be to develop Walton Street as a destination area, while also supporting walking and cycling, and preventing rat running which has long been a misery for our street.
27922113	individual	Oxford	Leckford Road	Support	I think the closure of Walton Street makes the whole area far more pleasant and human friendly, plus it saves a lot of traffic in the city centre. Ideally, I think a good portion of it should be paved (from Little Clarendon Street up to Cranham Street? perhaps even from Beaumont Street might be possible) and be open only to pedestrians and cyclists, and it would become the nicest area in town.
27922241	individual	Oxford	Leckford Road	Support	I want Walton Street to be made into a cycle safe way. The cars that come into and out of Jericho need to be made to slow down. Leckford Place school needs to be incentivised to get the teenagers cycling to school. At present there are about half a dozen who do and hoards of parents in big cars dropping off and picking up each day. The park and ride should be used as a drop off for all the private schools on the Banbury and Woodstock road. Make charges for each car and tourist bus that comes down the access roads into Oxford. It is frightening how obvious the changes in air quality have been since lockdown. You know the traffic causes health problems, you have to come up with solutions.
27922305	individual	Oxford	Leckford Road	Support	GREAT idea to close Walton Street. As a [REDACTED] it improves the quality of life. Why not go further - make a small park out of some of the now unused road. I live on a through street (Leckford) but do not notice new traffic. This will strengthen Walton Street businesses and sense of neighbourhood. Excellent, good work city council!
27942881	individual	Oxford	Jericho Street	Support	As a residential suburb, Jericho is a neighbourhood where people expect low noise and clean air. The closure of Walton Street's south entrance to motor vehicles has been exceptional in that respect. We hope that Oxford traffic will continue to be kept out of Jericho, with the streets only being used by residents and professional services.

27943073	individual	Oxford	Walton Well Road	Support	esp. since lockdown!
27943297	individual	Oxford	Walton Street	Support	It has been an excellent measure to calm traffic in Jericho and surrounds. We live on Walton Street and feel much safer cycling and walking on the street. We must put pedestrians and cyclists first.
27949121	individual	Oxford	Leafield Road	Support	
27952705	individual	Oxford	Balliol Court	Support	I would very much like the road closure to continue, it has bought a feeling of a neighbourhood to the area, more wildlife and wonderful for the safety of those on a bicycle which also cuts the pollution levels [REDACTED]
27956673	individual	Oxford	Walton Street	Support	
27956705	individual	Oxford	Walton Street	Support	
27956833	individual	Oxford	Wellington Street	Support	Traffic has been significantly reduced, walking and cycling have increased, pollution is noticeably lower, and there is no need for 99% of people to drive through Jericho, the exits to the North are perfectly adequate particularly as the southern end leads only to the City Centre planned low emission zone anyway.
27956961	individual	Oxford	Juxon Street	Support	
27957665	individual	Oxford	Juxon Street	Support	This closure makes travelling on foot a better option and brings some much appreciated quietness at night.
27959489	individual	Oxford	Juxon Street	Support	The streets have been safer, quieter and less polluted since the closure. There has been NO noticeable drop off in business in any of the local shops. It encourages the use of bicycles for all ages
27959969	individual	Oxford	Walton Crescent	Support	We, myself and partner, support this initiative because of the noticeable improvement in air quality and noise reduction. For the first time in living here [REDACTED], we can not only hear the birds but they are so clear we can distinguish which birds are calling. It's good to see the neighbourhood main street of Jericho becoming more of a community area without the through traffic.
27961665	individual	Oxford	Southmoor Road	Support	Good for the environment Make Jericho a pedestrian zone for all except residents
27963105	individual	Oxford	Plantation Road	Support	The quality of the air in the neighbourhood, even prior to the reduction in the volume of traffic since Covid-19 struck, was much improved, as was the busyness of the streets. Indeed, the safety of children and cyclists has also been enhanced. Sitting outside the various cafes, having a coffee, was so much more pleasant. The consequence of the closure has had an effect on especially those who live in St Bernard's Road and Leckford Road. I thought that the plan was that traffic for Jericho and around was to use St Margaret's Road. This seems not to be happening as much as I anticipated. Maybe more work needs to be done to encourage/ensure that traffic does use St Margaret's Road rather more.
27964321	individual	Oxford	Plantation Road	Support	Even before Covid it made the area quieter and access to the shops on Walton Street easier and more pleasant on foot.

27964769	individual	Oxford	Leckford Road	Support	<p>As a [REDACTED] resident of Leckford Road, I would like to add my support to the Walton Street closure scheme, which has been the most effective improvement in the area for many years. The Walton Street road closure has seen an immense improvement in our environment due to the reduction in traffic in Walton Street. There are still issues though with the amount of traffic using Walton Street as a cut-off route via Little Clarendon Street and Leckford Road and if the benefits of this scheme are to be properly realised then ideally Little Clarendon Street should be closed as well.</p> <p>An unfortunate result of the reduction in traffic is that drivers have increased their speeds through the area significantly, notably in Walton Street, Leckford Road, Walton Well Road, and the smaller side streets generally. The 20mph speed limit is 98% ignored and there is now an urgent need for speed enforcement in the area. As I am writing this now, traffic is using Leckford Road at a rate of approx 500 vehicles per hour and the majority of those are travelling at over 30mph or in some cases much faster.</p> <p>There is a small but vocal opinion from the local traders which is against the closure, however most of the residents I have spoken to about this are now firmly in favour of retaining the closure along with any other measures that can be taken to reduce the volume and speed of traffic in the area. When the closure was first introduced, many residents were against it due to the loss of direct access to Worcester Street, however having seen the benefits of the closure I believe they now feel this is a price worth paying.</p>
27965089	individual	Oxford	Walton Street	Support	
27968449	individual	Oxford	Juxon Street	Support	<p>What I can see is it reduces pollution (noise, air), and facilitates cycling, and walking. It's easy to discount what can't be monetized over what can, but these are crucial factors which need to be considered to understand the true value of closure vs no closure. Lastly, I do not even agree with the claim that the road closure is affecting businesses. Where's the evidence?</p>
27970721	individual	Oxford	Great Clarendon Street	Support	<p>The closure of Walton Street so far has made Jericho so much more open, people walk around more freely, there's less traffic, less angry cars sitting in a queue waiting to crawl down Worcester Street towards the train station. Now most of the cars going round Jericho seem like they're people who actually live here, they drive a bit slower, they're not just rushing through.</p> <p>I know that the people on Saint Bernard's street are upset now that more cars are going through there to get out of Jericho, it might need more traffic calming measures. I mostly cycle anyway so it doesn't bother me.</p>
27970817	individual	Oxford	Leckford Road	Support	<p>As a resident [REDACTED] on Leckford Road, and as a cyclist I welcome the closure. Traffic has diminished and air quality has improved.</p> <p>I accept that Jericho, the Waterways etc require access, but this might be helped by improving east/west access on other streets eg on Little Clarendon Street, or a oneway pairing of Leckford Rd with Farndon Rd.</p> <p>Traffic calming on Leckford Road has long been insufficient, relying on the narrowness of the more westerly</p>

					half of the road. Weight limit restrictions and speed limits are poorly observed. Traffic accelerates on the wider eastern part of the road.
27971329	individual	Oxford	Chalfont Road	Support	<p>The closure has had several positive effects:</p> <ol style="list-style-type: none"> 1. Cycling on Walton Street, and to a lesser extent Kingston Road, is much safer. 2. It's much more pleasant to walk and shop on Walton Street - reduction in noise and pollution. 3. The traffic at the Beaumont Street/Worcester Street junction flows more easily, also making it safer for cycling. <p>The closure also opens up the possibility of widening the pavement and narrowing the roadway outside the cafes and restaurants on Walton Street, so that trees could be planted, tables could be set out, and the area could become a 'destination'. This would be to the benefit of all the local businesses, and many of the residents of North Oxford.</p>
27974401	individual	Oxford	Walton Street	Support	
27974433	individual	Oxford	Walton Street	Support	
27974689	individual	Oxford	Nelson Street	Support	As residents Jericho is vastly better for the closure. The whole environment feels safer and less polluted. The air quality is a lot better and curiously the traffic seems to be flowing better (pre-covid). We very much hope that this will become permanent.
27974721	individual	Oxford	Nelson Street	Support	It is a vast improvement for cyclists who before had to take their lives in their hands. If driving, the detour is minor. Air quality is improved, noise pollution down. I use it every day. I dont see that shops are harmed
27975489	individual	Oxford	Warnborough Road	Support	At first I was concerned about access and the impact on residential roads like Leckford and St Bernards and local shops and restaurants. However, I have found the closure of Walton Street has improved air quality, congestion and road safety. It is difficult to gauge this accurately due to lockdown but am aware that before lock down, traffic and congestion was very heavy on St Giles and Hythe Bridge Street as all traffic was forced to go this way. There is and always has been a serious problem with the junction between Beaumont Street and Hythe Bridge, with cars funneling into a very small channel on their way to West Gate Centre, train station and Waitrose. This needs to be resolved if Walton Street is to remain closed.
27975585	individual	Oxford	Walton Crescent	Support	The closure of Walton Street has been magnificent, creating an oasis of calm, tranquility and safety. This is the most imaginative road scheme that the council has ever done, and has enhanced the lives of all those who live in the district. The air pollution, noise and danger has decreased creating a haven of peace. Well done Oxford City Council.
27977537	individual	Oxford	Wellington Street	Support	Walton Street should remain closed to traffic. The junction by Worcester College has been easier to navigate as a pedestrian and cyclist, and could be improved further with permanent markings and fixtures. In the future the pavements and parking bays should be removed and the road should be used for people, not cars.
27978977	individual	Oxford	Henley Street	Support	*IF* Walton Street must be re-opened, please ensure there is effective monitoring of air quality with real-time data in the public domain. Please also use signage to encourage drivers to turn off engines when queuing in

					stationary traffic, and please empower parking officials to enforce the policy or report non-compliance. Thank you!
27981217	individual	Oxford	Abbey Road	Support	I have spent so much time frustrated with the phasing of the lights on the corner of Beaumont Street as a driver, whereas it seems to work much better now. Walking through Jericho also seems much more pleasant now as there are far fewer cars.
27983265	individual	Oxford	Kingston Road	Support	I support closure in so much it stops the through traffic flow, but it is not a smart solution. I am a supporter of the dont choke jericho campaign as this can achieve the through traffic reduction and more by allowing a better access in/out Jericho for residents and this will be better for business. The dont choke jericho plan might also benefit from street cameras linked to a congestion zone charging system so any through drivers get charged.
27983873	individual	Oxford	Farndon Road	Support	BUT NOT ENTIRELY. This was a knee-jerk decision with no proper consultation, apart from the post-hoc one which closes today. If the traders had been consulted and if vehicle load had been monitored BEFORE and AFTER the closure, we might have had a clearer idea of the impact. As it is, it's now guess work with vehicle load being monitored after closure. Were the shops/restaurants consulted afterwards? It seems not; and they have been effected. St Bernard's Road now has more cars and vans speeding down it (no one pays any attention to the 20mph limit).Leckford Road is also effected while we, in Farndon Road, now have Co-op/delivery trucks rushing down ours - this has just become far worse since the closure - but also we have no protection in the form of road bumps either. The recent signage has been patchy (I contacted [REDACTED] about Farndon Road being missed out altogether in the first run of signs) and unclear. The traffic is not being clearly directed to St Margaret's Road, (which is an A/B road designated for buses and delivery lorries) either from the Woodstock or Kingston road ends. In addition, the division among the residents and shops/businesses that has erupted has not been a positive at all, especially when there is so much anxiety nationally.
27986913	individual	Oxford	St. Bernard's Road	Support	Since the experimental closure the air in the area is much cleaner, the noise pollution is lower, the quality of life much better, more birds in the garden, and, crucially, it is much safer to cycle and walk to my work. Thank you for doing this.
27987073	individual	Oxford	Woodstock Road	Support	Without the traffic it is safe to cycle around (so even less traffic!). I strongly support the closure.
27990497	individual	Oxford	Walton Street	Support	
27991329	individual	Oxford	Charlbury Road	Support	I cycle regularly from my home in Charlbury Road to the [REDACTED] and to the Phoenix cinema. It is much safer since the south end of Walton Street was closed, so I also use that route to get to the station and to Beaumont street now.
27991393	individual	Oxford	Walton Street	Support	We welcome the Council's initiative as similar measures have been adopted in other cities. The air quality in Walton Street has significantly improved. The traffic in St Giles and Beaumont Street appear to be flowing better without the previous traffic lights at the end of Walton Street holding things up. The houses at the south end of Walton Street are old and, previously, the traffic movement of heavy vehicles have caused the houses to shake. This has ceased since the closure of the street at its junction with Beaumont Street. No longer do rugs

				<p>move 12-18 inches a day across the floor, causing falls hazard. Although shops and businesses are understandably concerned, the impact on them is, of course, currently related to COVID-19 pandemic. It is important that shops and businesses are supported by allowing traffic to flow in the north end of Walton Street (beyond Little Clarendon St) - would an option be to reverse the traffic flow on Little Clarendon Street from the current situation? We do agree that imaginative thinking may be required but opening the south end of Walton Street (junction with Beaumont St) to traffic would be regressive and not consistent with the Council's other plans for centre of Oxford. In summary we support the continued closure of the south end of Walton Street at its junction with Beaumont Street.</p>
Email78	group/organisation (Cyclox)	Oxford	Support	<p>The closure of the south end of Walton Street has resulted in a huge drop in motor traffic. The reduced congestion, better air quality, and the perception of safety has resulted in a healthier, safer, cleaner, more attractive environment. It demonstrates the benefits of modal filters to a local community. We are in full support of low traffic neighbourhoods, as we said in our response to the LTCP5, both as an interim measure to support the economic recovery across the county as a whole while social distancing remains the order of the day, and in the long term.</p> <p>Walton Street north of Little Clarendon Street is part of the National Cycle Route 5 and this proposal will result in fewer motor vehicles on the NCN5 route which will be welcomed by all who use the NCN. The route continues to Hayfield Road and Bainton Road which are already quiet roads, so this plan will enhance the whole length of the route from Little Clarendon St and the north end of Bainton Road.</p> <p>We are sorry though to see how divisive an issue this has been for the Jericho community and recognise how difficult the introduction of low traffic neighbourhoods (LTNs) are when communities are not familiar with their benefits. The prolonged closure needed to repair the south end of Walton St resulted in an opportunity to consult on permanent closure, but there were unintended consequences as traffic diverted to residential side roads and businesses complained that the changes impacted on trade. This resulted in considerable opposition. A similar pattern of opposition has been seen in other areas trying to implement radical changes, in particular the experience of Waltham Forest in implementing its first few LTNs, and they have developed the way they consult as a result.</p> <p>Businesses have said that their trade has reduced as a result of the closure before Covid-19 stopped all trade in the street. This may well have been the case in the short term but the evidence from Waltham Forest and elsewhere that most businesses improve their footfall when the traffic is reduced and footfall increases . This is likely to be the case in Walton St as members of the public choose alternative modes of transport. https://wfcycling.wordpress.com/mini-holland/evidence/</p> <p>While we haven't got evidence of the impact of the scheme on journeys, evidence from elsewhere shows that while people can still drive to their destinations, if it is made more difficult they will take other modes , so called traffic evaporation. In a climate emergency we need to support any initiative that will help people move</p>

					<p>to more sustainable modes of transport.</p> <p>We fully support the closure as an interim measure before other opportunities for change emerge. We see it as interim because:</p> <p>Even in the absence of a filter across the south end of Walton Street, the closure of Worcester St north as part of the Connecting Oxford scheme will change the dynamics of traffic flow. However only if a Traffic Control Point ("Bus gate") were eventually to be installed in Worcester Street, 24/7 all-year round [Connecting Oxford only envisages daytime Traffic Control Points] can we support a reopening of that junction. The rat running through Jericho by traffic going to and from the west of the city that used to take place will inevitably reduce, but will continue to make a considerable and unwelcome presence on Walton Street. So the barrier at the south end must remain in place until some other modal filter is in place.</p> <p>Given that it is essential for a modal filter to remain, this raises the question of where that filter should be on Walton St. We are aware of the piece of work being done by Don't Choke Jericho that proposes treating the whole of Jericho and Walton Manor as a low traffic neighbourhood and putting the filters on either end of the shopping and restaurant area, and suggest that that approach will create the wonderful quiet vibrant street that Jericho deserves.</p> <p>We are wholly in support the continued closure of Walton Street.</p>
Email79	individual			Support	<p>I am for the closure of Walton Street permanently as less cars, less pollution.</p>
Email80	individual	Oxford	Great Clarendon Street	Support	<p>My wife and I and [REDACTED] live on Great Clarendon Street, and can honestly say this road closure has made the area feel a lot safer, quieter and a nicer place to live. We are fully in favour of keeping it closed.</p> <p>That said, I can completely understand the concern that others have, especially the older residents that now have to travel further to get to where they need to go. Also, the residents on St Bernards Road, Observatory Street, Leckford Road, etc. who have no doubt seen a significant increase in the amount traffic passing through.</p> <p>What has not helped during this experimental process is the lack of signposts advising vehicles of the road closure, no just on Walton street, but on the Woodstock road side of the roads connecting Woodstock road and Walton street/Kingston road. If these had been in place from the start, I think you would have less resistance to the possibility of having this closure made permanently, as overall I believe we would have seen a lot less cars passing through and then having to turn back. For this reason, recording current flows of traffic without proper signage (what you are doing at the moment) though the whole of Jericho will not give a true reflection of what it would be like with the road closed.</p>
Email81	business [REDACTED]	Oxford		Support	<p>[REDACTED] into this area [REDACTED] including medical goods and prescriptions, coffee, veg boxes, parcels etc including to residents on walton street</p> <p>The road closure has supported our local business and our ability to serve the business's and residents in this</p>

				<p>area. Previously our [redacted] suffered delays due to grid locked congestion by cars dominating the road space and we avoided the area at all costs as our team are paid by the hour on the living wage, every minute counts. Due to parked cars there is no way to filter and it was extremely dangerous. We still served this area in spite of the dangers and its residents. The traffic lights also held us up as they weren't synced up very well at all with long wait times. Now walton street is used as our main route from north oxford to the train station carrying cancer patient and IVF pathology samples twice a day and the team use common ground as a pit stop to get coffee/ use the loo etc and support business's in this area as its more accessible to [redacted] now and we can deliver medication and prescriptions much easier to residents on this street [redacted].</p> <p>I would urge if this road is kept close to allow 1.2m width of space so our much [redacted] can access this area easily - If this is possible we can open up more employment opportunities and you will see a much larger reduction in vans as [redacted] are capable of replacing and delivering much larger items and we can also look at launching [redacted] taxi service in the area in the new year providing more green jobs in Oxford. Lets make oxford a greener, healthier and more sustainable future</p>
Email82	individual	Oxford		<p>I read about the consultation process for the trial closure of Walton Street in the Oxford Mail. I don't know if this is the appropriate outlet for me to express my view on this. However, I read in the article that some older people are taking action to try to get the road reopened because the number 17 bus that they used is no longer running. I wanted to make sure you hear support for the other side of the argument.</p> <p>I cycle through there every day and it has been wonderful since it has been closed. Cycling behind cars and buses in other areas of the city is not very pleasant, I dread to think of what damage it does to our health - I saw something in another article about the air pollution in Oxford being such that living here is equivalent to smoking 150 cigarettes a year.</p> <p>Not only that, but there seems to be far less traffic in Jericho which makes it a much more pleasant place to be not only as a cyclist but as a pedestrian. Clearly, Jericho should not be being used as a rat run when Woodstock road is so nearby.</p> <p>I'm sorry to here of the plight of these older folk who have lost their bus service - perhaps an alternative arrangement can be made. The gentleman organising the action to get the road reopened reported that around 30 OAPs that he knew of are cross about it - not exactly staggering numbers even if that isn't all of them, so maybe there is a viable alternative.</p>
Email83	individual	Oxford	Walton Street	<p>Support</p> <p>First, just to say how much our lives have been transformed for the better since the council closed Walton Street to through traffic. The improvement in air quality and the reduction in noise has just been amazing and I hope very much when the survey is complete and the council can reflect on this that the closure will remain in place. But in the interim thank you!</p> <p>Second, and given how happy we are with the closure I hesitate in raising a problem, however, we now have a</p>

					steady stream (it seems, but certainly this is the case at certain times in the evening) of scooters and motorcycles back and forth outside our house. They pass through the temporary barrier in spite of the new no entry signs that I think only face out of Walton St, and then coming from the Worcester Colege end accelerate up Walton St. So would it be possible in some way to make it more difficult for them to pass through the temporary barrier? I noticed today as I cycled though that part of the barrier had actually been moved, making it more easy for them to pass.
Email85	individual			Support	I'm glad to hear that this continues.
Email86	group/organisation (Green Party)	Oxford		Support	<p>The Green Party supports the closure, which should eventually form part of a Low Traffic Neighbourhood proposal for the whole of Jericho and Walton Manor. Green Party response to consultation on closure of Walton Street at the junction with Worcester Street North and Beaumont Street.</p> <ol style="list-style-type: none"> 1. Oxford Green Party supports the permanent closure of the south end of Walton Street to motor vehicles for the reasons set out below. 2. However we suggest that the position of the barrier may need to be reviewed, provided measures are introduced generally to restrict traffic and improve the area, and depending on the effect of the proposed Worcester Street filter. In particular we would support the creation of a carefully planned Low Traffic Neighbourhood, ideas for which are already being put forward by residents. 3. Between the junction in question (Worcester St/Beaumont St/ Walton St) and the nearest road running into Jericho (Little Clarendon St) Walton Street south is a largely residential stretch, which for years was troubled by noise and air pollution from cars, often queuing to get onto the congested Worcester St/ Beaumont St junction. Residents of this end of Walton Street are mixed, and comprise families with children, retired people and students. On the east side of the south end of Walton St, housing fronts straight onto the pavement all the way to the junction, meaning that air pollution and traffic noise affected homes for many years. This part of Walton St is at the south end of Jericho, a reasonably densely populated area where a high number of residents walk or cycle and do not have cars. Further along Walton St (northwards) are many shops, OUP which is a local employer, The Observatory Quarter which includes a local medical practice with two surgeries, a cinema, and several cafes, restaurants, pubs and takeaways, hairdressers, a bicycle repair shop, and further private residences. Just off the street is a primary school. The area of Jericho is mixed, and is mainly residential with a large church in addition to the school and several pubs which serve food. 4. Connecting Oxford proposes a traffic filter on Worcester Street which will prevent private motorised vehicles from accessing Walton St via the south end junction anyway. Connecting Oxford consultation brought forth an unexpectedly high number of responses from Oxford residents, saying not only are the solutions proposed welcome, but they do

not go far enough.

5. Cycling and walking in this localised area has risen, with children able to play outside in this piece of recently freed-up public space. All policy documents have for many years underlined a commitment to healthy living, including safe roads to cycle on, convenient walking routes, and places for children to safely play out of doors. Pavements in this area are narrow, and the experience of walking and cycling on this stretch of Walton Street has undoubtedly been far more safe and pleasant since the closure of the road. Air quality has been improved for residents, and the street has a peaceful quality it had not enjoyed for decades. Wheelchair users have found it easier to use the road than the narrow, sometimes bumpy, pavements.

6. The issue of 'rat-running' along eg. St Bernard's Road is a serious one, as Jericho is essentially a large cul-de-sac, with limited routes into and out. Some drivers have complained that they now need to drive further and for longer to access local businesses and homes. This issue requires further study to discover where drivers are going and for what reasons. It would be helpful if a survey could be carried out by businesses, asking customers to note how they travelled to their establishment and from where. Further study and the need for effective action may well suggest the creation of a Low Traffic Neighbourhood, especially in view of large lorries using the narrow streets in this area. Ideas for this are already being developed by residents. It would help to have a regular bus service between the City Centre and the JR hospital/Headington, stopping in Jericho at the very least once per hour. People who are driving may well find this more convenient than taking the car if their journeys are essential. From the city centre buses go elsewhere, as they do from Headington.

8. Traders are usually the first to worry when private motorised traffic is limited in movement, fearing for their livelihoods. In cities where pedestrianised areas are created traders have protested the street closures, and felt vindicated when trade has dipped. However this dip is followed by increased trading if the area has improved in quality for people on foot. The Pedestrian Pound, as walkers' spending is dubbed, has been shown to rise by up to 30% on streets with little or no traffic. A local publican gave his view, which is that if anything his trade had gone up since closure, probably because his pub had no carpark, parking on-street is restricted, and the street may have been felt as a more pleasant place to walk, cycle, and indeed to sit alongside. He commented that the local retail and hospitality premises have no dedicated customer parking, which implies that businesses may not be heavily reliant on customers arriving by car.

9. During the lockdown there has been a boom in walking and cycling numbers, as people who usually feel too unsafe to go out other than by car, walk or cycle, because of the unpleasantness and danger in sharing roads with lines of motorised vehicles. Families with young children have been out cycling, and older people, who may be slower, are taking it

					<p>up again. It is clear that in the absence of motorised traffic more vulnerable road users feel able to use the roads. This is to be encouraged and has been one of the interesting and hopeful moves to emerge from the pandemic.</p> <p>10. Finally, we are facing a Climate Emergency of an extremely serious nature due to human dependence on fossil fuel burning. This threatens all of us and all of life as we know it. To date we have seen fires and floods across the globe on an unprecedented scale, and other highly disturbing unsettled weather events. Every year breaks some kind of a record for heat during at least one month of the year. At this time of writing we are experiencing a very hot and dry May which has seen summer flowers bloom early, and a some weeks without rain. It is imperative that we start to break our dependency on the private motor car, which is one of the largest contributors to carbon emissions in the UK. This is likely to mean all of us making changes to the way we live. If we cannot maintain a small and simple street closure, and adapt ourselves around it, then there is no hope that we can adapt to greater changes.</p>
Email87	individual	Oxford	Venneit Close	Support	<p>I just wanted to write and express my thoughts on the road closure of Walton Street. I'm in favour of the closure and I very much hope it will be made permanent. I am both a car driver and a cyclist (living nearby in Venneit Close) and I have found the road closure is not a problem car-wise, as there are better routes than clogging up Jericho. It actually makes it more likely that I will cycle, or walk, and i have been visiting the local shops and cafes on Walton Street an Little Clarendon Street more, not less, since the road was closed.</p>
Email88	individual			Support	<p>Reasons to support closure:</p> <ol style="list-style-type: none"> 1. Children traveling by bike to Swan School – the new secondary school in Oxford, which does not allow drop of by cars – are much safer traveling down Walton Street. <ol style="list-style-type: none"> a. Of the first cohort of 110 Students 15% are traveling that route. Once the school reached full size this will amount to about 200 pupils. 2. Children cannot vote – but are more concerned about sustainability than adults. They are the ones who will suffer most from us not taking the necessary but uncomfortable decisions. 3. We (adults) have to start giving good examples that force us (adults) to use more bikes. 4. Children are by law not using cars – thus they already do the right thing. We have to enable them not to become us. 5. The air and noise pollution was reduced considerably – while the health benefit resulting from this reduction is only visible long-term, the direct impact on persons driving cars is direct, they now have to find alternatives. Unfortunately humans tend to act only towards the short benefits. 6. I understood the first evaluation was about 75% for closure. I hope this still holds? 7. It is argued that some workers need cars – yet seldom I see the argument for carrier bikes. Oxwash – a local shirt-cleaning-company – prospers and delivers more efficiently than those with cars. This is a valid concept for many other companies including music teachers, food delivery, care for the elderly, small building companies.... 8. The local companies are mainly serving locals – I have never seen a person stop in a car to do shopping in any of the shops. People walk to the shops and cafes in the Jericho area etc.

					<p>9. It is impressive to see how the street was taken back by the people/pedestrians walking ideally and enjoying the local wine and book shops. Previously people hurried along, fighting for space on the small (if not tiny) sidewalks. Hurrying because of all the exhaust fumes.</p> <p>10. The street changed so much for the better!</p> <p>I hope you can raise some of my concerns and very much hope we can keep the street closed for safety of children and long term health and prosperity of the local community.</p>
Email89	individual	Oxford	Richmond Road	Support	Most welcome.
Email90	individual	Oxford		Support	<p>I am a resident and home owner in Jericho/Walton Manor and it has made a material improvement to my quality of living, as well as significantly improving the whole neighbourhood in my view. Not only has the closure added more of a community feeling to the area, it has made it significantly safer for pedestrians and cyclists. The reduction in noise pollution has been noticeable too. Walton Street should never have been a cut-through road and cars are now rightly using the better suited Woodstock Road instead.</p> <p>I really can't understand the objections to the road closure, the majority of which I assume come from a minority of the community living on the one or two side streets now affected more (e.g. Observatory Street). I'd assume any additional inconvenience these people are feeling can be mitigated by additional measures or signage.</p> <p>I sincerely hope that the current temporary measures are made permanent and I applaud the Council for taking such bold and proactive measures to improve the quality of life in the city.</p>
Email91	individual			Support	<p>Well done Oxfordshire County Council! This is an imaginative and bold initiative - directing traffic into single flows and removing the merging of traffic at junctions, reducing harmful emissions from stationary cars along Beaumont Street and Walton Street, making Walton Street healthier, safer and a much more pleasant space.</p> <p>Hopefully your research will prove that this plan does have the desired effect in reducing over pollution levels, and has not simply moved them elsewhere, and also has not created rat runs in other parts of north Oxford - maybe traffic should be directed to St Margarets Road as an alternative route, rather than St Bernards Road?</p>
Email92	individual			Support	Great news, hope it goes well!
Email93	individual			Support	<p>basically in favour, but only with sufficient and appropriate additional traffic management in place. I feel that Beaumont Street flows much better since the Walton Street closure, which can only be a good thing for pollution and potentially traffic.</p> <p>However, I am aware that the side roads from Jericho are now plagued with traffic leaving the area, and as such, an additional traffic management solution may be to ensure all traffic heads back out of the area through St Margarets Road or Farndon Road.</p> <p>My concern with these solutions lies around the parking situation at the Junction of St Margarets and</p>

					<p>Woodstock Road due to the school, and occasionally St Margarets and Kingston due to the Church. During certain times of the day (both week and weekdays!), due to drop offs and visits, both ends of St Margaret's become quite congested, with a significant amount of illegal parking (on double yellows, blocking drives and parking dangerously on the corners). Currently, there is very little enforcement of the parking situation in the road and I fear if this were to continue, with an increase in two-way traffic due to the closure, I fear it would only be a matter of time before we see accidents involving vehicles and pedestrians.</p> <p>I would strongly advocate the strict enforcement of illegal and dangerous parking on St Margarets Road it become the only way in and out of Jericho.</p>
Email94	individual	Oxford	Richmond Road	Support	<p>Closing the southern end of Walton Street has made the neighborhood safer and less noisy. [REDACTED] where my front door is located, is no longer a speeding pass through for delivery trucks and cars. The area is much more pedestrian friendly, especially with buses and large vehicles not being able to run up on the curbs. Please continue to keep southern Walton Street closed.</p>
Email96	individual			Support	<p>Whilst I know it's not in our Ward I just wanted to express support for the closure of Walton St, if the decision is reversed I worry we'll never get street closures around schools and other vulnerable areas.</p>
Email97	individual			Support	<p>Thank you for this, this is excellent news</p>
Email98	individual	Oxford	Victor Street	Support	<p>My comment is definitely in favour of longtime closure of Walton Street at the Worcester College end. It has been/continues to be a blessing for those of us living in Jericho. The recent alternative route found for St Giles' fair proves it is unnecessary to send traffic down Walton Street when St Giles is closed.</p> <p>I heard several people propose the following</p> <ul style="list-style-type: none"> - Open Walton St by Worcester College for INCOMING traffic only - Make Little Clarendon an exit street FROM Jericho, thus sharing the outgoing volume of traffic with St Bernards Rd
Email99	individual			Support	<p>I'd just like to say I'm very happy about the road closure on Walton st and I hope it continues to stay shut, I find the whole environment is much nicer, cleaner air, safer for walking and cycling to.</p>
Email100	individual	Oxford	Dove House Close	Support	<p>I would like to add my support for the proposed permanent closure of the street to through traffic.</p> <p>As a resident now of Wolvercote, and until recently of [REDACTED] Road, I use my bike to get around the city, and have greatly appreciated having a good cycle route from north Oxford along Walton Street to the City Centre during the temporary closure. The removal of a lot of the motor traffic and its fumes has made the cycle trip a much safer and more pleasant experience than before. This is important if we are serious about encouraging people out of their cars and on to their bikes (or their feet), which of course we must be, both to deal with Oxford's traffic problems and to combat climate change.</p> <p>I hope that the county council will see sense and make this closure permanent - Covid 19 has shown us how many people would like to be able to cycle if they feel confident in doing so - it has been particularly good to see whole families with quite young children cycling together.</p>

Email101	individual	Oxford	Walton Street	Support	<p>There is a slight inconvenience in having to go to St Margaret's Road in order to access St Giles, Beaumont street and the Botley road but it is far outweighed by the advantages of a peaceful, pollution free, calm Walton Street.</p> <p>The shops don't seem to suffer from the closure.</p> <p>As an [REDACTED] of Walton Street with a car which I use to ferry [REDACTED] around and to shop now and again I am absolutely in favour of keeping the road closed as it is now.</p>
Email102	individual	Oxford	Kingston Road	Support	<p>I ENTHUSIASTICALLY SUPPORT THE PERMANENT CLOSURE OF WALTON STREET.</p> <p>I live in Kingston Road [REDACTED]. In the past we suffered heavy rat run traffic which obviously created noise and air pollution.</p> <p>Although there is still a slight increase of traffic at peak times, life since the closure is much improved. [REDACTED]. It had got to the point where he could not walk down Kinston Road and Walton Street and took detours by the back streets. He is so much better now.</p> <p>We do have a car ourselves, but almost never drive into or through Oxford centre, preferring to walk or cycle though we are [REDACTED]. But if there is a need to drive it causes no inconvenience or delay to go via Woodstock Road and Beaumont Street.</p> <p>Walking and cycling also feel pleasanter and safer, as they must be for the children who attend Phil and Jim and St Aloysious Schools and their carers.</p>
Email103	individual	Oxford	Walton Street	Support	<p>I live on the corner of [REDACTED] and after all the noise and heavy traffic during the building by Exeter College of the Cohen Quadrangle, 2014-18, I can hardly get over the improved air quality we are experiencing now.</p>
Email104	individual	Oxford	Kingston Road	Support	<p>As someone who experiences the traffic every day we leave the house I can personally the traffic reduction is having a huge positive impact on our feeling of the area, pollution both noise and particular matter is evident. Safety is key - less drivers and less people speeding. People do still tear through the streets but there are less of them going more than double the speed limit (20mph).</p> <p>I am all for it being closed permanently, as are all all our neighbours.</p>
Email105	individual	Oxford	King Street	Support	<p>My reaction to the closure is entirely favourable. It makes Jericho safer and more peaceful for residents. But it also significantly improves the flow of traffic at the bottom of Beaumont St, whereas the lights at the bottom Walton Street certainly contributed to slowing down the traffic flow.</p> <p>All the residents I have spoken to have been very positive about this move.</p>
Email106	group/organisation [REDACTED]	Oxford		Support	<p>Just a quick note to say thank you for keeping us informed of this, and to say it's great news!</p> <p>From a health perspective, very much support low traffic neighbourhoods – very much hope this is the first of many in Oxfordshire.</p>

Email107	individual	Oxford	Nelson Street	Support	<p>I live in Nelson Street and am in favour of the reduction of traffic and cleaner air for residents, however believe that a compromise should be considered.</p> <p>There could be a system whereby just the Jericho residents in the corner from Little Clarendon St. could have access through our end of Walton street, by using a method of cameras reading our resident's permit.</p> <p>We are now taking our fumes to other agitated residents in St.Bernards Road etc.</p> <p>If that idea is too much to consider what about a compromise and of access (for residents) in one direction, reducing the excess miles for us to use Botley and Abingdon Roads.</p> <p>There could be real calming effects like tubs of trees stopping anyone doing more than the desired 20 mph.</p> <p>Thanks for your attention with our dilemma down here in Jericho</p>
Email108	individual			Support	<p>This is a very positive outcome for pedestrians and cyclists. The LCWIP audits highlighted both the narrowness of the footways along Walton Street south of Little Clarendon Street to Worcester Street.</p> <p>When I last went through this, there was no gap for cyclists. Has this been remedied?</p> <p>This also gives the opportunity for the creation of a parklet from the junction of Worcester Street to the side entry to Worcester College.</p>
Email109	individual	Oxford	Walton Crescent	Support	<p>Fantastic! Brilliant! Hooooooray!!!!</p> <p>Let's hope this is the beginning of a serious move to take back Oxford for people and bicycles.</p>
Email110	individual	Oxford	Richmond Road	Support	<p>This closure means:</p> <ul style="list-style-type: none"> • Less noise • Less air pollution • No discernible increase in delays in Beaumont Street (in fact it looks like the traffic flows better) • No discernible increase in traffic in Richmond Road <p>AND</p> <ul style="list-style-type: none"> • Many more people gain than lose out. <p>The evidence base of the objectors is threadbare.</p>
Email111	individual			Support	<p>It is excellent to hear that Oxford's first experimental "Low Traffic Neighbourhood" will be going ahead. Will you be monitoring it's effect on the retail businesses?</p>
Email112	individual	Oxford	Cranham Terrace	Support	<p>wonderful news - congratulations on the introduction of the trial period. It should help considerably with air quality in Jericho.</p>
Email113	group/organisation [REDACTED]	Oxford	Magdalen Road	Support	<p>Oxfordshire [REDACTED] strongly supports and also commends the Council's work to reduce traffic flows in Walton Street. The decision to close the street has led to cleaner, safer and quieter communities and has greatly increased opportunities for active travel.</p> <p>Although it might appear that there is opposition to closing the road, our work with local residents working under the Don't Choke Jericho umbrella has demonstrated to us that those opposed are a clear minority, if a vociferous one. The number of Don't Choke Jericho</p>

posters displayed in windows throughout the neighbourhood in support of the closure demonstrates this.

However, we do consider that the closure has been implemented without a clear strategy. Taking advantage of the initial closure brought about by the sinkhole was a good move on a temporary basis, but if the scheme is to be made permanent full consideration needs to be given to long term measures that will optimise the benefits of the scheme for all sectors of the community as far as possible. We believe this is best done by moving forward to a full Low Traffic Neighbourhood that can also bring investment and improvement to the streetscape of the area.

Maintaining the current ad hoc arrangements will in our view continue to damage the area, as they are poorly respected by drivers, give the impression that the area is closed for business, and are creating significantly increased traffic densities on one or two side streets. This has led to local disagreements over the way forward that are preventing matters from moving forward more constructively. What is needed is one single and inspiring vision that the majority of the community can come behind.

We feel that this process is best conducted by the Council co-creating the design of the scheme together with the local community. Traffic issues are not just engineering or mobility problems, they need to take account of wider socio-economic and cultural issues. While the Council will and should be the decision maker on any changes, the opportunity exists to work together with the local community to design a scheme that everyone, or at least the majority, wants. Oxfordshire [REDACTED] is offering to lead on this process working together with Don't Choke Jericho, which is a voluntary group with strong local representation and significant professional experience. For this to work well, we would want to undertake the work under a restricted remit pre-agreed with the Council; and at the same time we would ask the Council to agree to make its own expertise available to us.

We have already embarked on a process of community consultation together with Don't Choke Jericho. They have engaged with the many different residential and business groups in the area and have asked them to contribute their views. This work is based on the two principles that first overall traffic in the area should be reduced, and then it should as far as possible be distributed between the remaining streets; and that the needs of the traders in Walton Street should be recognised as well as the needs of residents. This is because we are confident that ultimately most people in Jericho and Walton Manor want all the same things - a thriving Jericho community and street life; buoyant cafes, restaurants, cinema and shops; clean air; safer streets; and firm steps to address climate change. There is sometimes only disagreement about how to get there.

Don't Choke Jericho have already developed initial proposals for a new scheme. These are available here . These are being discussed with members of the community in a series of Zoom calls in the coming weeks and are being continuously adapted as new views come

				<p>forward or further issues are identified and need to be accommodated. This work is intended to be presented to the Council in late June.</p> <p>Oxfordshire ██████████ strongly supports these new proposals. They involve re-opening the south end of Walton Street, but instead closing the street to traffic higher up where all the restaurants, cafes and shops are. This provides the opportunity to create an attractive streetscape that should increase footfall in the area while at the same time eliminating rat running. Cafes and restaurants will be given the space, if a Council licence is granted, to set up tables in the street. This will initially help them to meet social distancing requirements as they try to get back up and running over the summer, and on the long term will create an attractive street culture. This is similar to the scheme carried out in Orford Road in Walthamstow, which is thought to have led to a 93% increase in visitors and a 17% reduction in empty shops. A workplace parking levy would discourage the 250 or so people with guaranteed parking spaces provided by their employer who drive in to work in the area every day. Although less than 10% of all of those who work in OUP and other workplaces, this is having a big impact.</p> <p>The Don't Choke Jericho scheme is well thought through and addresses the full range of issues that arise from such a complex project and its consultative process is robust. It presents a range of additional options that might be adopted, each taking the restrictions on traffic slightly further. Oxfordshire ██████████ supports the adoption of many of these options and would want to see Jericho and Walton Manor progress to a full Low Traffic Neighbourhood.</p>
Email114	individual		Support	<p>Whilst overall I am in favour of the spirit of the closure, I have many comments in objection and am only in favour of the closure if coupled with other measures, as follows:</p> <p>My objection Suggested mitigation</p> <p>Adverse impact on Kingston Road, which is now the only route out • Pedestrianise Walton Street between Great Clarendon Street and Juxon Street and reopen the Walton Street / Beaumont Street junction. Only allow access to local buses, and access to delivery vehicles prior to 9 am</p> <p>It does not address speeding on Kingston Road, which is a big issue • Significant traffic calming on Kingston Road</p> <p>A proper baseline analysis or alternatives assessment has not been performed • Run this experimental closure like a proper experiment</p> <ul style="list-style-type: none"> • Publish an alternatives analysis with costs, pros/cons etc. • Covertly, using installed cameras, measure round the clock speed of vehicles on Kingston Road to guide future decision making <p>We should not discourage overall car usage until we have public transport framework that allows city navigation in a reasonable time period • Re-establish bus routes through Jericho</p> <ul style="list-style-type: none"> • Develop a tram system strategy and canvass public support

					If the stated aim is a quieter and cleaner Walton Street, then this closure doesn't go far enough • Pedestrianise Walton Street between Great Clarendon Street and Juxon Street and reopen the Walton Street / Beaumont Street junction
Email115	individual	Oxford	Leckford Road	Support	<p>1 I strongly agree with the policy of reducing motor traffic and giving priority to walkers and cyclists.</p> <p>2 The current closure of Walton Street has increased traffic along Leckford Road, where I live, but that is outweighed by the considerable reduction of traffic in Walton Street.</p> <p>3 I would not welcome a return to allowing through traffic along Walton Street and Kingston Road.</p> <p>4 I think that the best option is the pedestrianisation [with cycle lanes] of the stretch of Walton Street between Great Clarendon Street and Juxon Street.</p>
Email116	individual	Oxford		Support	<p>I just wanted to briefly express my support for the experimental closure of Walton Street in Oxford. I live in Jericho and the traffic, pollution and noise has gone down considerably. Cyclists and pedestrians are reclaiming the public spaces and road and it has been wonderful to see.</p> <p>I hope that once the experimental closure concludes the County Council will seriously consider indefinitely extending the closure, the results have been very promising thus far.</p>
Email117	individual	Oxford	Stable Close	Support	<p>As a local resident I'd like to voice my unequivocal support for the south end of Walton St to remain closed to through motorised traffic. The street has been a joy, with walkers, cyclists, wheelchair users and children able to safely get along and be on this now quiet street. It has been a hopeful move in the right direction for reasons of modal shift, Climate Emergency and our need to stop being so dependent on burning fossil fuels, and also in terms of the reclaiming of some public space, especially in highly populated residential areas, for people not in cars.</p>
Email118	group/organisation	Oxford	Stable Close	Support	<p>Oxford [redacted] approves the proposal to make permanent the closure of the junction between Beaumont St/Worcester St and Walton St to through motorised traffic for the following reasons:</p> <p>1) Walton Street is a residential road which for years was troubled by noise and air pollution from cars, often queuing to get onto the congested Worcester St/ Beaumont St junction. Residents are mixed, and comprise families with children, retired people and students. On the east side of the street housing fronts straight onto the pavement, meaning that air pollution and traffic noise affected homes for many years. This part of Walton St is adjacent to Jericho, a reasonably densely populated area where a high number of residents walk or cycle and do not have cars.</p> <p>2) Connecting Oxford proposes a traffic filter on Worcester Street which will prevent private motorised vehicles from accessing the southern end of Walton St as a through road anyway. Connecting Oxford consultation brought forth an unexpectedly high number of responses saying not only are the solutions proposed welcome, but they do not go far enough.</p> <p>3) Walking and also cycling in this localised area has risen, with children able to play outside in this piece of recently freed-up public space. All Local Authority policy documents have for many years underlined a</p>

				<p>commitment to healthy living, including safe roads to walk along, convenient walking routes, and places for children to safely play out of doors. Pavements in this area are narrow, and the experience of walking and cycling on this stretch of Walton Street has undoubtedly been far more safe and pleasant since the closure of the road. Air quality has been improved for residents, and the street has a peaceful quality it had not enjoyed for decades. Wheelchair users have found it easier to use the road than the narrow, sometimes bumpy, pavements.</p> <p>4) The issue of 'rat-running' along St Bernard's Road is a serious one, as Jericho is essentially a large cul-de-sac, with limited driving routes into and out. This requires further study (eg. a survey of driving Jericho residents) to discover where drivers are going and for what reasons. It would help to have a regular bus service between the City Centre and the JR hospital/Headington, stopping in Jericho at the very least once per hour. People who are driving may well find this more convenient than taking the car if their journeys are essential. From the city centre buses go elsewhere, as they do from Headington.</p> <p>5) During the lockdown there has been a boom in people walking, as people who usually feel too unsafe to walk or cycle are out of doors on foot. Because of the unpleasantness and danger in sharing roads with lines of motorised vehicles, people who previously did not go out on foot much have taken to the roads in greater numbers. Walking has been pleasant because there has been more public space, it feels safer, the air has been clean and bright, and birds can be heard calling in streets. The same rise in numbers has been observed for cycling.</p> <p>6) In response to Traders' concerns; when streets are freed of through motorised traffic there is often a short-lived dip in trade, as people adjust to a new state of affairs, followed by a rise in trade. Dubbed 'the 'Pedestrian Pound' studies have shown foot-fall and shopping rise by as much as 30% in streets with little or no through motorised traffic. In a community like Jericho, if people can enjoy and feel safe walking, they will be more likely to walk to local shops, rather than go to the inconvenience of having to figure out a route by car to other shopping destinations, or having to negotiate crowds and queues in town.</p> <p>7) Finally, we have declared Climate Emergency of an extremely serious nature due to dependence on fossil fuel burning. This threatens all of us and all of life as we know it. To date we have seen fires and floods across the globe on an unprecedented scale, and other highly disturbing unsettled weather events. Every year breaks some kind of a record for heat during at least one month of the year. It is imperative that we start to break our dependency on the private motor car, which is one of the largest contributors to carbon emissions in the UK. This may mean all of us making changes to the way we live. If we cannot maintain a small and simple street closure, and adapt ourselves around it, then there is no hope that we can adapt to greater changes.</p>
Email119	individual	Oxford	Leckford Road	<p>Support</p> <p>I live on Leckford road. One of my neighbours is busy pushing us all to be against the road closure. They are quite pushy, claim many half truths and outlandsish financial figures all about the road closure. It reminds me of the £350 million Brexit promise that will never be.</p>

					<p>Be bold, close the road. Just because 2 people want to spend money they should not be able to buy the neighbourhood. Where is the 'Close Walton Street' campaign? It is not a fair process for one neighbour to bother and buy the votes of the whole community.</p> <p>Walton Street is not just for locals – it is for the whole city. In fact, if closed, it will make the shops and businesses more attractive and increase civic interaction.</p> <p>Keep Walton street closed, please.</p>
Email131	individual	Oxford	Walton Well Road	Support	<p>I'm writing to urge you to support the permanent closure of Walton street at the South end. It's made a huge difference to Walton street by cutting out dangerous (in terms of speed) fast moving traffic that uses Walton street as a through route.</p> <p>By reducing cars it has lowered air pollution, the damaging effects of which continue to emerge (https://www.theguardian.com/environment/2020/feb/04/invisible-killer-uk-government-urged-to-tackle-air-pollution)</p> <p>I'd also urge you to think of the broader picture, Oxford is committed to net zero and climate change will only increase, we need to reduce car usage, make it harder to drive and encourage people to walk or cycle - both because its zero carbon and because its healthier. Higher (and faster) traffic volumes also discourage less confident cyclists such as older drivers or parents with children.</p> <p>I hope you will ignore the noisy minority seeking to maintain a car-centric street and instead embrace a bolder vision that makes Walton street safer, cleaner and move liveable for residents and shop owners alike</p>
Email132	individual	Oxford	Walton Street	Support	<p>I write to voice my support for the closure of Walton Street in Jericho.</p> <p>I live on Walton Street, [REDACTED]. I fully support the closure of Walton Street on health and safety grounds, and think the closure adds value to the Jericho community and Oxford community at-large by providing a more placid through-way for pedestrians and cyclists, while reducing our reliance on car movements through discouraging car trips.</p>
Email133	individual	Oxford	Observatory Street	Support	<p>Just to let you know these [REDACTED] of Observatory Street are absolutely delighted that you have closed the southern end of Walton Street to motor traffic. It has reduced the amount of fast moving rat run traffic on our street which impacted us in so many ways, and we feel much safer.</p>
Email134	individual	Oxford	Kingston Road	Support	<p>Thank you so much for closing the bottom of Walton St. It has made SUCH a difference.</p> <p>Walton St and Kingston Road have changed completely in atmosphere now they aren't used as rat runs. The air is cleaner and the stress level of fighting your way down the street has reduced dramatically.</p>

					<p>I am choosing to cycle and feeling much better for it. I can park my bike easily in Jericho and shop - and browse, which was a hard thing to do when you had to search for a parking space and compete for road space and kerb space.</p> <p>Please keep the closure. It's wonderful for locals (and visitors) and gets me out of my car and on to my bike. And the traffic is much freer on Beaumont St without Walton St feeding into the system and blocking the junction.</p>
Email135	individual	Oxford	Observatory Street	Support	<p>: in our experience (pre-Covid), the Walton Street closure was an excellent and inspired measure, which did much to improve life and air quality in Walton Manor. We would strongly support its becoming permanent.</p>
Email136	individual	Oxford	Southmoor Road	Support	<p>In principle I very much welcome the closure, as I am in favour of reducing motorised traffic and limiting through traffic. However, this needs to be accompanied by effective measures to prevent rat-running down side roads.</p> <p>The closure has overall substantially reduced overall motor traffic, creating better air quality and a safer, more pleasant place to cycle and walk, particularly at the south end. The pavements are very narrow in places, so with less traffic it has been easier to step into the street.</p> <p>The rat-running needs addressing. Oxfordshire County Council referred to the closure as creating a low traffic neighbourhood (LTN). I strongly support this concept. But there have been very inadequate attempts to develop a LTN so far.</p> <p>The signs put up to stop people driving down St Bernards Road were generally not very effective. Sometimes they were put in an ambiguous position ie it was not clear if the sign referred to that road or Walton Street. Many drivers just ignored them. Some of the vehicles using small residential streets are large lorries.</p> <p>Some residents are working on ideas for a LTN and this is very welcome. I would very much like to see a professionally developed LTN consulted on.</p> <p>Short term improvements in the context of Covid-19 should also be implemented. We must enable people to walk and cycle safely.</p> <p>OCC should reinstate some form of bus service to the Jericho, particularly for people who are less mobile.</p> <p>Urgent action is needed due to the climate emergency.</p>
Email137	group/organisation (██████████)	Oxford		Support	<p>██████████ supported the experimental closure of the south end of the street and we contributed our views in the previous consultation.</p> <p>We continue to support the closure. However, we recognise that the precise position of the barrier on Walton Street may need to be reviewed. For example, moving the barrier further north on Walton Street could be</p>

considered, if that was proposed as part of a properly developed Low Traffic Neighbourhood scheme.

We recognise that any new proposals, other than temporary measures relating to the Covid-19 crisis, would need further consultation.

The closure has resulted in substantial reduction in motor traffic and this has brought reduced congestion, better air quality and a healthier, safer, cleaner and more attractive environment.

There have been clear benefits to people walking and cycling, and we note that Walton Street is particularly significant as it is part of National Cycle Route 5.

During the 'lockdown' there has been an increase in the number of people walking and cycling and the reduced levels of motorised traffic have made this safer and more pleasant. We need to continue to provide conditions that encourage and enable safe walking and cycling.

Unfortunately, measures to prevent 'rat-running' down side streets during the trial period have generally been lacking or ineffective. As a result, some of residential streets, particularly St Bernards and Observatory Street, have received an unacceptable level of additional traffic since the closure. Some opposition was likely to be inevitable to the closure, but it has been exacerbated by this negative experience.

The County Council used the term 'Low Traffic Neighbourhood' (LTN) when introducing the trial closure, but a successful LTN involves much more than closing one entry point. We support the creation of a professionally planned Low Traffic Neighbourhood, introduced after adequate consultation. Some residents are currently sharing ideas about what type of LTN they might welcome in Jericho as part of the 'Don't Choke Jericho' group.

Some businesses have said that their trade has been reduced as a result of the closure (ie before Covid-19). However evidence from Waltham Forest and elsewhere suggests that when motorised traffic decreases in LTNs and the number of pedestrians increases, the level of trade increases.

The area used to have a regular bus service which has been lost. We support the reintroduction of a service linking the Jericho to key destinations such as the City Centre and Headington/JR Hospital.

The introduction of the traffic filter on Worcester Street, as part of Connecting Oxford, will reduce the potential for rat running down Walton Street. However, even after that filter is introduced, we consider it necessary to maintain restrictions on the traffic entering the Jericho area.

Finally, we would stress the urgency of taking action in the context of the climate emergency. We have no choice but to rapidly and radically reduce emissions linked to motorised traffic.

Email138	individual	Oxford	Walton Street	Support	<p>We have written previously to express our initial support for making closure permanent. The purpose of this last-minute submission is simply to confirm that the benefits to the lower part of Walton Street have been enormous in terms of air and noise pollution. If this were happening at the expense of the businesses and shops to the north, that would be a serious counter-consideration; but vehicle access is no longer a problem – drivers have simply got used to going back the way they came.</p> <p>This in turn makes new demands, we accept, on the residential roads off Kingston Road. But these can surely be managed at a social cost far lower than the daily line of stationary vehicles belching fumes and noise as they wait to get through the Worcester St lights.</p> <p>This experiment has in our view been successful. We have just seen, with some alarm, the depiction of what the 'Don't choke Jericho' campaign means by a 'central car-free strip' of Walton St.</p> <p>If adopted, it will permit – indeed invite - the whole daily southward flow of commuter traffic to turn right from Woodstock Road into Little Clarendon St, then left down Walton St, restoring the former daily pile-up at the Worcester St lights.</p> <p>Nothing will have been gained except a pedestrianised shopping precinct between the PO and the burger bar. The daily jam will once again reach back into Little Clarendon St. and choke the south section of Walton St with the same pollution as before.</p> <p>We hope this one-sided proposal will be firmly rejected.</p>
9719777	individual	Oxford	Hid's Copse Road	Object	<p>The closure serves no purpose and none has been put forward. It displaces all traffic to Beaumont St. and the queues are much longer with correspondingly more air pollution. It makes it almost impossible to visit shops in Little Clarendon St or Walton St or to exit from the side roads off Walton St if one gets there. All traffic that has managed to get to e.g Richmond Rd has to go north, down a small side street to Woodstock Rd, and therefore much longer. The closure has made access to Worcester College more dangerous. It cannot be kept during St Giles' Fair.</p>
10012897	individual	Oxford	Brill Road	Object	
13672449	individual	Oxford	Combe Road	Object	<p>I can see the benefits of the closing of Walton Street but on balance, I am opposed to its closing and would like to see it re-opened. This is for the health of the businesses in Jericho.</p>
19712097	individual	Oxford	Cumnor Hill	Object	<p>The closure of Walton Street is merely displacing traffic and increasing traffic levels on residential side streets, including St Bernard's Road and Leckford Road, as well as on Little Clarendon Street. All these roads are far less suitable for through traffic than Walton Street.</p> <p>If Walton Street is to remain closed then additional measures must also be introduced to tackle the displaced traffic. This would include introducing traffic islands half way along st Bernard's road and Leckford Road so that the roads are split in two and through traffic removed. Merely dissuading through traffic will be futile and</p>

					<p>insufficient.</p> <p>I am also deeply concerned that this consultation is a sham as in the last few months permanent signs have replaced the temporary signs at the end of Plantation Avenue and Leckford Road saying that Walton Street is closed.</p> <p>Before any decision is made it is essential that the findings of the traffic counts are made public and that the decision is based on evidence and not on opportunism.</p>
20605761	group/organisation	Oxford	Belvedere Road	Object	
22563393	individual	Oxford	West Way	Object	<p>A better solution would be to fix the timing on the lights at the junction of Walton/Worcester/Beaumont streets to reduce traffic jams here.</p>
22646305	business	Oxford	Watlington Road	Object	<p>Oxford Bus Company OBJECTS to the closure of Walton Street.</p> <p>The closure of Walton Street has made it impossible to route the Pick Me Up demand-responsive service into this area of Jericho. As there are no fixed bus services running through Walton Street, this leaves quite a large area without any bus service at all.</p> <p>Oxford Bus Company OBJECTS to the use of an Experimental Order to close Walton Street. The way this closure was carried out, at short notice using an Experimental Order, is likely to have led to a loss of revenue as Pick-Me-Up services were expected to resume in this area. OBC believes that notice ought be given of closures so that we can plan what services to run and advise our customers accordingly.</p> <p>The use of a bus gate would make it possible to serve this area of Jericho with buses while excluding general traffic. OBC believes that the use of a bus gate would have contributed to support for Pick-Me-Up and that the cumulative effect would have been to greatly improve the prospects for Pick-Me-Up which as a service is well-liked by those who are able to use it.</p>
23169153	individual	Oxford	Kingston Road	Object	<p>I object to the closure because there appears to have been a total lack of planning and absolutely no consideration for traffic in Walton Manor. If you are planning on closing Walton Street why did the council not install electric charging points with a view to assisting residents of terraced houses to go green. Walton Street from Little Clarendon Street to the junction closure could have provided enough charging points for any of the Jericho cars to be electric and also provided a potential out charging service. Closing the end of Walton Street is forcing lorries to either travel along Little Clarendon Street and turn left to deliver their goods or to come down Kingston road and Walton Street deliver their goods and then reverse back to one of the side streets and reverse. The first situation requires adjustments to the parking along Little Clarendon Street in order to allow lorries a large enough turning circle, it also means that having any parking along Little Clarendon Street is making the street too narrow for safe cycling on the cycle path - on Fridays the garbage truck causes a blockage along the street for 10 to 15 minutes even when Walton Street was open. The second option for lorries driving</p>

					<p>down Kingston road and reversing back and turning opposite Freuds is making the streets impossible for cyclists to cycle safely between approximately 5:30 and and 7 am. ([REDACTED] [REDACTED]). Residents from Jericho are are using Leckford Road, Plantation Road and St Margarets road to access their properties. This is increasing traffic in Walton Manor considerably at certain times of the day. Therefore why has the council not made Walton Street one way from the end of Little Clarendon Street to Freuds. Jericho residents would therefore only be able to affect Walton Manor 50% of the time (on exiting their houses). If Walton Street was one way in the area I have specified you could replace the 'lost' parking spaces from Little Clarendon Street by creating a parking zone on the Freuds side of the street (perhaps with more electric charging points. It would also mean that those few houses in Jericho that are benefitting from the street closure also have slight hardship on their accessibility without all the negative affecting Walton Manor - Jericho residents would only have access to their properties along Little Clarendon Street - rather than all of the Walton Manor Access points. As you come into Walton Manor why not make Lector Road from the Kingston Road end to the Leckford Place (Doverbroechs) junction one way from Kingston road outwards - traffic inwards could travel along Plantation Road which is already one way. There traffic along this road is huge at the moment and many drivers are not considerate of others waiting. This would also prevent the larger lorries coming along Leckford road - they would have to use St Margarets road or Little Clarendon Street. The problems that have been caused by closing Walton Street without any planning are dangerous - particularly dangerous to cyclists at certain times of the day and to all cyclists at any time of day trying to turn right out of Walton Street infront of Worcester College where you literally take your life in your hands trying to get out many cyclists are actually cycling on the pavement to get to the pedestrian crossing to assist with crossing the road - the closure is ill conceived and is longterm causing more pollution - especially for us residents on the edge of Jericho/ Walton Manor. If the closure is to be made permanent then clearly the one section of Road that you have not resurfaced needs to be resurfaced immediately (top section of Kingston Road - Grogg Shop area) because the impact on congestion here is great with the highest traffic usage and the only area without a new road surface, there should be bollards that are bus and emergency service reactive and some kind of consideration for people who live in this area who need to drive - I only drive when my children can't access a bus or cycle - my need to drive has increased 70% with this closure - due to unreliable bus services as well as due to the fact they cannot cycle safely [REDACTED] [REDACTED] . I think the actions of the council are totally irresponsible, badly thought through and serving only a small minority of the residents.</p>
23186881	individual	Witney	Townsend Road	Object	Traffic has been terrible since the closure
23545153	individual	Oxford	Broad Street	Object	You can't just close roads indiscriminately, like you have done here. People have to be able to move about. And if you are going to do it, you need to improve public transportation routes FIRST and not as an after thought.
24651873	individual	Oxford	Rutherway	Object	This closure was done in a very hasty manner, taking advantage of road works, and without full consultation or data collection. It reduces traffic at the Worcester St end of Walton St only and big trucks and buses still go up and down the rest of Walton St. It displaces traffic for longer routes, causing more pollution and jams, e.g. on St Giles and Beaumont St, and it makes access to and from Botley Road much more difficult. For people living

					to the west of Woodstock Road and especially for the old and disabled, anyone who cannot cycle and for emergency vehicles longer, slower and thus more polluting journeys are the result (we no longer have a bus). Access to Jericho, including St Barnabas school, from e.g. Abingdon is now far more difficult too, as is travel to the station, Abingdon or west Oxford from where I live. It would have been possible to ban or restrict heavy traffic on Walton St instead. Hasty and bad thinking on the council's part, and now the Worcester St traffic layout is being changed yet again, apparently back to what it was previously, at considerable further cost. .
24653889	individual	Oxford	Walton Street	Object	<p>We now spend more time in our car - this means we pollute more - partly because the travel distance is longer but also as we are now stuck in traffic both going out and coming in to town for meetings as well as childrens sports activities.</p> <p>Our children school bus stop has moved [REDACTED] which means a longer walk and dangerous crossing for them to get to their school every day. [REDACTED] uses this buss this school year.</p> <p>We since the close have had to over the phone guide deliverables and some just don't who up.</p> <p>How much more time and petrol does the garbage collection lorries need?</p> <p>There is no way to measure traffic or air impact as no data was collected before the closure.</p> <p>To many who not actually live in Jericho but merely generally seems to be allowed to be speaking on our behalf.</p>
24655073	individual	Oxford	Nelson Street	Object	<p>The closure is causing longer journeys, using more fuel and increasing costs. No bus service covers Jericho. Disabled people are penalised as the cost in time, fuel and inconvenience has not been considered. The residents of Jericho are cut off from the west of Oxford, including the rail station. Emergency vehicles take longer to reach Jericho as they have further to travel. Residential streets are having to accommodate large numbers of vehicles including lorries for which they were not designed for. Taxi journeys cost more now which again penalise the elderly and disabled. A huge amount of money was WASTED in resurfacing Walton Street, when all it can now be used for is pedestrians and cyclists ie: physically able people.</p>
24666497	individual	Oxford	St. Bernard's Road	Object	<p>Walton Street is the natural southern route into and out of Jericho.</p> <p>I prefer to use it when driving in and out of town towards the west and south.</p> <p>I enjoy Jericho as it is and very much sympathize with the business and restaurant owners in Jericho who have been adversely affected by the closure.</p> <p>As a resident of St Bernard's Road and a cyclist, I have been annoyed by the increase in traffic since the closure of Walton Street, but was quite content with the traffic level as it was before the closure.</p> <p>I would not like to see a 'No right turn' from Walton St into St Bernard's Rd. The answer to the current traffic problem is simply to re-open Walton Street.</p> <p>Thank you.</p>
24666593	individual	Oxford	St. Bernard's Road	Object	<p>The experimental road closure has created a low traffic area in the business areas of Jericho and created a high traffic area including lots of business and commuter traffic in the small residential streets of Walton Manor.</p> <p>There are safety concerns for residents and their property (particularly children and parked cars).</p>

					The Oxfordshire County Council need to urgently introduce further measures to prevent roads like St Bernards Road and Leckford road being main roads for exit from Jericho. They are residential streets.
24673345	individual	Oxford	Cranham Terrace	Object	<p>There seems to be a large number of vehicles now using St bernards Rd , how can you expect people living and owning houses in St Bernards Rd to now have to put up with more traffic this has had an affect on there house price and people's house up the end of Walton street have increased . This is unfair if you have in recent times bought a house on St bernards . Also the junction at the Victoria pub roundabout is very busy . It's only a matter of time when someone will get knocked over or off there bike on this junction .</p> <p>There seems to me to be no difference in traffic along Walton street especially the Kingston Rd end . And how the pro site can keep harking on about people happily walking on the Rd at the closure end is nonsense when there is still plainly local traffic using the Rd .</p> <p>The Rd should have been left open with proper surveys carried out with after which the closure could have been made with then further surveys .</p>
24680737	individual	Oxford	Merrivale Square	Object	<p>The closure may improve the traffic at the Worcester College end but it has moved the traffic to St Bernards Road, Leckford Road and to Little Clarendon Street.</p> <p>It also means that we from Merrivale Square must drive further to get out of Oxford via Botley Road. All it does is to move a problem elsewhere which is never a solution.</p>
24705345	individual	Oxford	Albert Street	Object	<p>I worry about emergency service response. A recent FOI shows that response times for fire and rescue on Walton Street are on average 3 min longer. I worry that I am driving further and causing more pollutants. I will eventually have an electric vehicle, but until I do more emissions are going into residential neighbourhoods. Businesses are noticing a loss in trade. The little high street makes Jericho great and cutting it off from the city is harming those businesses. This closure is a tax on the poor, elderly, disabled, working class that now have to pay more in taxis to get to doctors appointments and other social events. It's affecting all of our mental well being.</p>
24708321	individual	Oxford	Walton Crescent	Object	<p>This has caused my commute out of Jericho to be longer, adding to the pollution as I have to drive further to get out of Jericho everyday to work.</p> <p>It has added traffic to Little Clarendon St and all other sides roads which I never took before but now have to use all the time to exit the area.</p> <p>I know of almost 4 women who have almost been attacked near near the bottom of Walton St, because there is no longer traffic or people making it a dead zone. Very unsafe for women walking at night. This might be one reason why the police objected originally.</p> <p>Almost all of the local businesses object and have lost trade. They are the heart of this area and why people visit. The road closure is killing them before Covid even happened.</p> <p>Traffic will only increase as people will use cars not public transport due to Covid fear. We have already seen examples of increased car use in other countries. Most people will not feel safe on public transport.</p>

24720225	individual	Oxford	Cardigan Street	Object	<p>Did the council even consider asking the residents of Jericho it will affect or our school which is affected by the traffic as well as the other smaller roads which have now become busy, and as for the environment my journey to work has increased as I need my van and tools also the traffic will just divert elsewhere it doesn't just disappear that's just common sense, a mini roundabout or similar would have been a better option typical council let's spend a ton of money then not use the road that says it all, how you keep your jobs I don't know if I fitted you a brand new bathroom and then said you can't use it though I'd be out of work still you will do what you want anyway as per usual.</p>
24720705	individual	Oxford	St. Bernard's Road	Object	<p>I live on St Bernard's Road and have been badly affected as a direct result of this traffic scheme by significantly increased road traffic - with its associated noise, air pollution, congestion, and risks to safety. This is a strange outcome for a scheme that purports to be about reducing pollution and congestion.</p> <p>I dread the end of the current coronavirus lockdown, when traffic on St Bernard's Road can once again be expected to regain its previous volumes - only this time in the summer period, when there is a need to open windows on the street side of our house.</p> <p>The scheme appears to have been introduced at the whim of one County Council member, with no advance planning - even the bus stop bay had been repainted at the bottom of Walton Street shortly before the closure was announced. It was accompanied by a very short, cosmetic consultation exercise, which I only heard about by word of mouth shortly before it was due to close. To this day I do not recall receiving any direct communication from the Council about the scheme.</p> <p>A scheme of this kind, with complex ramifications for traffic flows, should never have been attempted without securing good data on traffic and pollution in a wide area, so that its effects could be objectively measured. No such data were ever collected, and the closure has remained in force even though this fatal flaw in the scheme has been pointed out repeatedly.</p> <p>The Council appears to have realized only belatedly what was blindingly obvious from the start - that traffic on St Bernard's Road in particular would increase significantly as a result of the scheme, because it had suddenly become the primary point of exit for all traffic in the Jericho area - in addition to a large part of the existing traffic in the Waterside and Walton Manor areas.</p> <p>Attempts to mitigate the effects on St Bernard's Road have consisted of a series of untidy, makeshift obstacles and signage - all of it introduced without any consultation with residents. Temporary signage has been blown over or moved at intervals. The more permanent signage now in place is largely ignored, with the added hazard of some northbound traffic on Walton Street now illegally cutting across the right turn into St Bernard's Road, further endangering pedestrians, cyclists and other road users.</p>

					<p>If the current mitigation measures are to remain in place permanently, it is essential that the Council makes clear how it intends to enforce them. Without that they will rightly be perceived by residents as a sham.</p> <p>Ref: AK.12.6.320/Walton Street ETRO – Experimental Prohibition of Motor Vehicles, Walton Street</p> <p>I wish to register my objection to the trial closure of the southern end of Walton Street. I set out below the principal details of my objection.</p> <ul style="list-style-type: none"> • The closure was based on the suggestion of a couple of people and not the result of a study which demonstrated any need for closure. • There was inadequate consultation for local residents before the closure was enacted. • There is a worrying shortfall in both traffic and air quality data to allow a before and after study to assess the impact of the trial. • No detailed study/report of the trial has been made public and circulated to residents. • The closure goes against the advice of the emergency services which have stated concerns about the closure leading to increased response times and difficulty in bringing specialist equipment into Jericho and Walton Manor (as per FOI). It also removes the only alternative route for fire vehicles to reach North Oxford. This will have serious safety implications during events such as St Giles Fair. • The lack of forethought for the closure has led to many detrimental consequences for local people, many of which go against the stated aims of the closure. • The closure has led to increased traffic in residential side roads. • The total lack of forethought of the consequences of the closure and its impact on local side streets has been demonstrated by multiple failed attempts to counter the impact side road traffic with temporary signs. • The signs which now say "Residents only access beyond this point" are unenforceable and attempting to ban traffic from a public highway is unworkable – will you be asking the residents of these roads to fund all repairs and maintenance of what you are attempting to make a private road? • Permanent signs have been erected saying Walton Street is closed when it is not, which will impact on businesses. • You state in your consultation leaflet of February 2020 that the closure would enable Walton Street to return
24721441	individual	Oxford	Albert Street	Object	

to a quite residential Street. Whilst there are homes at the southern end, this is totally misleading given that the majority of Walton Street is a business district with a significant proportion of what was formally houses converted for education purposes.

- The closure has severely impacted on local businesses trading (a separate survey demonstrating this has been submitted by Jericho Connections and was conducted before any impact of Covid 19 would have been realised). Without local shops and services, you will destroy the community, impacting particularly heavily on those in greatest need to such facilities such as the elderly and vulnerable.
- The suggested benefit for cyclist and pedestrians does not consider detrimental impacts away from Walton Street e.g. Junction of Little Clarendon and St Giles where traffic competes for space with pedestrians and cyclists.
- You state that the scheme will prevent rat running but you have not provided any clear evidence of this. Notwithstanding this, people taking alternative routes is usually down to trying to avoid traffic elsewhere. With the recent simplification of the junction of Hythe Bridge Street/Worcester Street, traffic will flow more freely and therefore reduce the likelihood of rat running.
- Permanent closure will remove any opportunity to reintroduce bus services (either timetabled services or on demand services).
- You are using this as a trial to be seen as forward thinking without fully assessing the need for it or the detrimental effects that result.
- You are failing to undertake any assessment work to a level of detail that would be expected by a private developer. The local authority should lead by example and not work to a lesser standard than any other individual or group. Without any pre-closure baseline data, I would not expect such a proposal to be accepted by a planning inspector.
- Whilst undertaking traffic surveys post closure of Walton Street, the right turn lane from Walton Street to St Barnards Road was coned off if an attempt to prevent this manoeuvre. This will have distorted the surveyed traffic flows thereby making the data unreliable.
- As part of your justification of the increased traffic levels on St Barnards Road resulting from the closure being acceptable, your engineers cite guidelines on assessing safe walking routes to school which classifies flows of up to 400 vehicles per hour as low traffic flows. Data from the only pre closure traffic survey (Walton Street traffic survey April 16th to 22nd 2018 - Location approximately at Richmond Road junction) shows a peak two-way flow of 354 vehicles per hour (based on a 5-day average). By these guidelines a pre-closure

					<p>Walton Street would be considered a safe route for children again proving that the closure was rushed, not fully considered and not justifiable.</p> <ul style="list-style-type: none"> • The new "dead end" of Walton Street by Worcester College is circa 140m in length without adequate turning facility for larger vehicles including delivery, refuse and emergency services. This exceeds guidance of maximum reversing distances for both refuse collection and fire services increasing risks for operators and residents.
24735233	individual	Oxford	Observatory Street	Object	<p>The closure has created nightmare traffic situations in St Bernard's Road, Observatory Street and Leckford Road. It is extremely dangerous, as these streets are unable to accommodate all this traffic. They are residential streets, with children now facing more danger. Walton Street is a commercial street whose businesses have suffered because of this ludicrous scheme. It should be changed immediately.</p>
24738721	individual	Oxford	Leckford Road	Object	<p>This is a dangerous and unacceptable street closure made with no public consultation, wreaking of self-interest from Jericho council members. The businesses on Walton St are starving. [REDACTED] and it is worse from countless diesel cars idling or simply waiting for other cars to pass, using up precious parking spaces and polluting our air. Our road was not intended as a rat run and now, because of the Walton Street Closure, we are choking with traffic. . We have far too many heavy vehicles on our street, ignoring all signs that have weight restrictions. If you want to restrict traffic then do the smart thing and set up congestion charges - make money instead of killing me. The fact that money was spent on a glossy A4 notice to "sell" this closure is a despicable waste of public money. It's MORE DANGEROUS to cycle on our street and the other linking roads now; I can't get to town unless I go on Woodstock Road even by bicycle because there are no adequate traffic lights at the end of Walton Street, which by the way, was NEVER a "quiet residential street" - just look at the photos from over 100 years ago. This is clearly in the self-interest of someone on the city council because it sure the hell doesn't improve anyone's life in Walton Manor. Walton Street was NEVER a "quiet residential street" - just look at the photos from over 100 years ago. There even a sign on a building on Kingston Road from a former commercial baker there, and Kingston Fruit and Veg still operates. This is clearly in the self-interest of someone on the city council who wants to rewrite history for their own interest, and not for the greater good. I wonder what I'd find if i looked into who started this, who benefits, and why this was done without asking anyone.</p>
24742817	individual	Oxford	Richmond Road	Object	<p>With the consultation period closing tomorrow, I wanted to express my dismay at how this has been handled. The Walton Street junction was kept closed (following the road repairs) with no prior consultation with residents and no data having been taken on the use of the junction before the closure making any later data comparison impossible.</p> <p>Now much of the closure to date and the consultation period has happened under the shadow of the pandemic which has stopped almost all traffic and no doubt significantly reduced the objections of residents who have been dealing with more pressing issues. Issues which for me have included shielding my [REDACTED] [REDACTED] d to be near me for my assistance. To get to her I have had to travel north up Walton Street a considerable distance to access St Giles in order to head south again to get to her- an extra pointless two miles added to my journey if I obey the council signs to use St Margaret's Road. I fear that</p>

					<p>emergency services will have also been delayed in getting to residents in Jericho.</p> <p>If a key benefit as stated is to reduce the use of Walton Street as a rat run then to reduce the inconvenience to local residents could the closure mechanism:</p> <p>be timed (e.g. rising bollard that closes the road before 09:30 and after 17:00 Mon-Fri) and/or allow resident access rather than blocking all traffic?</p> <p>Overall, I feel that closing Walton Street is not the right priority: keeping tourist coaches out of the city centre, and restricting non-residents' vehicles more generally (electric vehicles only, or a congestion charge type mechanism) would address the root cause of just too many people driving through the middle of Oxford, along streets that are not designed for that much traffic.</p>
24747233	individual	Oxford	Plantation Road	Object	<p>It is true that the lower slopes of Walton Street are wonderfully quiet, safe and unpolluted as a result of this closure. I am also in favour of promoting cycling and walking in the city, as opposed to car use. However, I feel this closure has occurred in a haphazard way, without thought for the residents nearby who are affected by the access issues. Ironically, at the weekend, when the OUP and Blavatnik Schools are closed, Walton Street is deserted, but the residential roads further north, Observatory Street and St Bernard's Road, are busier, with cars, vans and delivery vehicles needing to use these streets to access Jericho and the west side of the canal. Would it not make more sense to partition the street further up, separating Walton Street and Kingston Road, i.e. outside The Victoria Pub? This would also cut off through traffic along Walton Street and Kingston Rd, but would mean fewer cars needed to use Little Clarendon Street and Observatory Street (whose one way system could be reversed) to access Jericho. Access via St Bernard's Road would also reduce, as this route would service a much smaller residential area, than at present.</p>
24749345	individual	Oxford	St. Bernard's Road	Object	<p>The experimental closure of Walton Street has caused increased traffic in all of the narrow residential roads leading from Walton Street and Kingston Road to Woodstock Road. The cost of repairing Walton Street, using tax payers money, was a waste considering the road was closed immediately after being re-surfaced. Walton Street is the only two way road into the area and is the main link between the area and the south and west of Oxford. Alternate travel routes to the south and west of Oxford require increased travelling distances and are therefore worse for the environment. The closure has been detrimental to the many businesses in the area. Given that the Covid-19 pandemic will forever change the way in which people work, with more staff working from home, this will naturally reduce traffic volumes everywhere. Walton Street should be opened immediately and this will also give the businesses in the area a chance to adapt and survive as the lockdown restrictions are lifted. As the post pandemic new world becomes clearer, due diligence and a thorough assessment of traffic in the area should be undertaken.</p>
24752129	individual	Oxford	St. Bernard's Road	Object	<p>With the incessant increase in traffic in St Bernard's Road during the experimental road closure and the failure of the Council to find any workable solutions to reduce the rise in traffic in St Bernard's Road, I am in favour of reopening Walton Street.</p>

24763137	individual	Oxford	Leckford Road	Object	<p>I object as the consultation is poor due to:</p> <ol style="list-style-type: none"> 1. Lack of pre closure data. 2. It is not part of a considered wider scheme of traffic management. 3. Ad hoc changes have been made to signs in St Bernard's road and others responding to residents complainants but this has not been afforded to residents in all roads. 4. The closure has increased the traffic volume in Leckford Road often causing drivers to get stuck in the narrower end of the road. 5. Overall the council must do better by way of informed consideration by traffic engineers and planners to inform full and meaningful consultation.
24763393	individual	Oxford	Leckford Road	Object	<p>The road closure is having an effect on local businesses, creates more pollution by forcing cars on longer journeys, creates more traffic on the roads north of Little Clarendon St. (St. Bernard's, Observatory, and Leckford Roads...where there is a school), creates more pollution in these roads, prompts individual car users to exhibit road rage, abuse both verbal and physical intimidation, and hampers the ability of emergency services to take the shortest route to what may turn out to be a critical incident. I should add that that I have lived at this address for [REDACTED] and rode my bike everywhere until [REDACTED]. Your experimental scheme has been a disaster from day one, and it only gets worse every day that it is permitted.</p>
24770817	individual	Oxford	St. Bernard's Road	Object	<p>It is well known that this is a fake 'experiment'. There was no collection of baseline data, and the initial consultation was restricted to those most likely to approve, excluding those adversely affected. It all happened because the closure of Walton Street was seized by the XR fraction as an early move in the total banning of cars from Oxford. Now they discover that simply sliding an issue along the map produces more problems than it solves. Leckford Road is the latest domino to fall. And there are now four empty storefronts at the North end of Walton Street. Comparing this fiasco (reminiscent of the Port Meadow 'Colditz' development) to the exemplary 'Red Zone' scheme must be a very painful embarrassment to all those responsible.</p>
24771553	individual	Oxford	Leckford Road	Object	<ol style="list-style-type: none"> 1. The closure of Walton Street without any prior consultation flies in the face of the democratic process. The fact that this random decision was taken without any consultation or research into the actual traffic flows or impact of closing a main highway and the subsequent diversion of heavy traffic onto narrow residential streets has caused untold damage to businesses and created huge divisions within the community beyond mere traffic issues. 2. The closure of Walton Street will have little impact on the number of car owners in Jericho and Walton Manor or on the number of journeys. The traffic has just diverted so that the journeys made are now longer, as residents are forced to travel north to St Bernard's Road, Observatory Road, and Leckford Road to enter or exit the area which leads to greater car use and increased pollution. 3. The council's stated objective is to encourage more public transport and reduce car pollution. Closing Walton Street fails on both counts. There is no public transport north of Beaumont Street and West of the Woodstock Road. The bus service was cut a few years ago and the Pick Up Service stopped driving into Jericho after Walton

				<p>St was closed because of the delays to the service. Residents with mobility issues are left isolated without public transport and are faced with much higher taxi fares for any journeys they make.</p> <p>4. Observatory, St Bernards and Leckford Roads have seen huge increases in traffic including articulated lorries and vans, which they are not designed for. The traffic survey earlier this year showed this with Leckford Road experiencing the biggest impact. Since then, signage has been erected on Observatory and St Bernard's Roads stating that these roads are 'Residents' Access Only'. The result has been to increase even further the constant stream of traffic on Leckford Road which now has a sign stating 'Access to Walton Street, No through Road South' suggesting it is the main artery into and out of Jericho, which is exactly what Google maps now shows.</p> <p>5. The Councillors responsible state that Leckford Road is a two way street. Only the eastern end of the road is; it is a one lane road at its western end. Since closure, before lockdown, gridlock was regular daily occurrence between Juxon Road and Tackley Place and along Leckford Road because of the existing traffic calming measures that narrow the road on either side of the roundabout at the Walton St/Kingston Road intersection, so only once car can pass in each direction. The result was traffic jams, idling engines, road rage and not a few prangs.</p> <p>6. Leckford Road has become increasingly hazardous for cyclists. Cars are not slowing down and cyclists are honked at and are being forced off the road or need to weave between cars that are at a standstill at the intersections. It is no longer safe for children to cycle on the road.</p> <p>7. D'Overbroecks School is at the junction where Leckford Road narrows. Since the closure of Walton Street up until lockdown, it is increasing dangerous for the children crossing the road or riding their bikes to and from school. During the school day, the cars with idling engines wait directly in front of the school as they wait their turn to go down Leckford Road.</p> <p>8. I agree that a consultation of road use in the area should take place, but this should be based upon fact and data showing the impact on the flow of traffic of different measures. I fully support the council's ambitions to reduce the number of car journeys, create more and safer cycle routes and improve air quality and have responded to the earlier consultation .</p> <p>9. For Walton Street, there is room for compromise with many alternative options that should be considered, such as limiting access at the southern end of Walton St at peak times. But narrow side roads were not designed as highways and should not bear the brunt. In the case of Leckford Road, the western end of the road is single lane and consideration should be given to making it one way, as with the other single lane side streets.</p>
24773377	individual	Oxford	Walton Crescent	Object I have not seen any baseline data about traffic flow and air pollution prior to the closure and therefore, am not confident that an improvement could be measured appropriately.

					<p>I do understand the need for cities to deal with traffic issues but I am not of the opinion that cars need to be banned. If I didn't want to be around the hustle and bustle of a city, I would move outside of it.</p> <p>If Oxford wants to be a city that is car-free, it certainly needs to improve the transit systems in place. I have some minor mobility issues that makes cycling not ideal. [REDACTED] to work because I would prefer transit. The 3A service does not go that frequently and the Pick Me Up was providing a good alternative. With that service now cutting out Jericho from their route (I understand I can order from Woodstock Rd. but software works on algorithms and in short, my journey could end up being longer so I would say, with this change, they have made it an unsuseable service for me), my commute options are limited.</p> <p>My final point is a fairly selfish one, though equally as selfish as what I'm hearing from people who 'like the road less busy'. Without the through traffic on the road, I do not feel safe walking down Walton Road at night because, without passing vehicles, it feels too barren to be safe. There had been some drug activity on the smaller streets in the neighbourhood in the past. This closure seems to have created an inviting place for bad behaviour.</p> <p>I know the council will make whatever decision they see fit and trust they really will take into account all of the arguments for it. I have to admit, if the road stays permanently closed to zero traffic, it might make it a place where I can't choose to live any more. And that makes me sad because it feels like this closure was done a whim, without thinking of the wider consequences.</p> <p>Provide me with concrete evidence this is making an improved difference other than people's anecdotal 'this feels nicer' and 'this smells nicer' and I would be happy to concede. In the end, if transit continues to be what it is, I may have to buy a car to commute to work anyway. Though even then, I'll be driving out of my way and creating more pollution by having to drive around. Certainly, this is the opposite of what the closure was supposed to do?</p>
24773505	individual	Oxford	Observatory Street	Object	<p>The closure of the southern end of Walton Street causes more problems than it solves. Living on Observatory Street we have seen a marked increase in traffic using this route into Jericho as a 'rat run'. This is forcing more traffic down a side street which is considerably smaller/narrower than Walton Street with all the expected effects of noise, pollution, danger of speeding vehicles (there are plenty of young children in the street) etc etc. I wholeheartedly oppose the current changes and would strongly suggest that things previously were probably the 'lesser of the two evils'.</p>
24774625	individual	Oxford	Observatory Street	Object	
24775777	individual	Oxford	Leckford Road	Object	<p>There is no doubt that Jericho and Walton Manor (and Oxford in general) have a traffic problem that requires an urgent solution. However, the closure of Walton Street is not the much-needed solution.</p>

				<p>This ill-conceived scheme has increased the volume of traffic on our street (Leckford Road) to an unbearable level. The street simply cannot cope with the number of cars, vans, and lorries pushed into it from both ends; there is nearly constant noise, pollution, honking, idling to let oncoming traffic pass, and aggressive acceleration and braking. Our correctly parked [REDACTED] driver swerving to avoid a collision.</p> <p>I am sure you will hear similar stories from residents of Observatory Street and St. Bernard's Road, but I nonetheless feel that Leckford Road has been worst affected. The reasons are twofold. First, Leckford Road is the only road where traffic moves in both directions. Second, Leckford Road is the only road without traffic calming measures, and many drivers therefore prefer to use it. Cars travelling north on Walton Street often avoid St. Bernard's Road and instead turn right into Leckford Road, encouraged by the kerbed build-out on Kingston Road. All existing traffic control measures seem designed to funnel traffic into Leckford Road.</p> <p>We ask ourselves: Whose peace and quiet on the south end of Walton Street trumps the quality of life of many more in the side roads who are now choking in traffic? Travel distances and times from the station to Jericho have increased dramatically for everyone, with a further negative impact on traffic, noise, and pollution.</p> <p>The following measures would seem better suited to provide relief in a fair and equitable manner.</p> <ol style="list-style-type: none"> 1. A congestion charge levied at the ring road to keep cars out of the centre. 2. Re-opening Walton Street but controlling access to Jericho and Walton Manor with electronic gates (cameras), similar to the plate recognition system that monitors the London charging zone. This could be done easily, as there are only 7 access points: Walton Street; Little Clarendon Street; Observatory Road; Leckford Road; Farndon Road; St. Margaret's Road; Polstead Road. Free access for residents (or perhaps a small fee per journey to discourage car use, in the same spirit as the 5p carrier bag charge); heavy charges or fines for non-residents to eliminate rat-running. An electronic system would also allow the 7.5 t weight restriction on Leckford Road to be enforced. It is now flaunted daily by HGVs making deliveries to Walton Street and beyond. 3. Re-thinking the placement of 'traffic-calming' measures and the one-way system, to distribute the unavoidable traffic more equitably among all roads. 4. Closing Walton Well Road and Longworth Road to car traffic, and providing a new vehicular access route to the Waterside development (William Lucy Way and Rutherway) exclusively from Botley Road via Castle Mill. At present, all that traffic is congesting our streets, too.
24781569	individual	Oxford	St. Bernard's Road	<p>Object</p> <p>This experimental road closure directly affects those living in our street as it is the first exit from the system towards the north/east of Oxford, which people now have to drive to in order to exit the town. So the volume of traffic on our street has increased (having already increased because of the new development at the old</p>

					<p>Lucy's plant etc.). But even more important is the fact that the bus service has now withdrawn from Walton St./Jericho, meaning those without cars are disadvantaged. And there will be more car driving rather than less as everyone from this area of town has to go a very long way round in order to get out towards the south and west. This is a short-sighted proposal which has not been properly thought through and does not seem to have been based on research or baseline data. It should be cancelled immediately and the route restored.</p>
24783233	individual	Oxford	St. Bernard's Road	Object	<p>The Experimental Road Closure on Walton Street has already significantly increased the traffic using St Bernard's Road, which is unsuitable for such traffic for both the noise and danger it brings to what should be a quiet and safe side street. It is the first available route for traffic from Walton Street and surrounding streets to reach the Woodstock Road from the south.</p> <p>This street is a narrow one-way, single lane road with car parking on one side only. The side used for parking alternates with short sections with no parking allowed. The space between the alternating sides of parked vehicles for the traffic to switch over to the other side is very tight. Other traffic calming features include physical barriers ("chicanes") each halfway across the road at two points where the side used for parking changes. There are no traffic surveillance cameras installed at any point in the street, nor are there any speed cameras.</p> <p>During the night of [REDACTED] about 20 yards from one of the chicanes, were [REDACTED] severely damaged by an unknown vehicle, almost certainly being driven too fast to negotiate this part of the road safely. Had there been a surveillance camera installed it would have been possible to trace the hit-and-run driver. It is fortunate that no-one was injured. I predict that this sort of incident will be repeated.</p> <p>Furthermore, it the much increased volume of traffic and its speed has made it dangerous for pedestrians to cross this road during busy periods. There are no pedestrian crossings. Were these outcomes considered when the decision to put this Experimental Road Closure into effect?</p> <p>The closure of the south end of Walton Street has simply moved traffic down into narrow streets which are not suitable for heavy traffic or large vehicles.</p> <p>A traffic survey should be carried out as soon as possible to monitor the traffic flows in St Bernard's Road and surrounding streets.</p>
24955425	individual	Oxford	St. John Street	Object	<p>It appears to have been overlooked that when St Giles' is closed residents of St John Street will have no way of returning to their homes by car. Similarly St John Street will be inaccessible to bulders, tradespeople and visitors. You will understood, therefore, why we object to this closure, which also has the effect that cars that would ordinarily travel south along Walton Street will be forced into St Giles', where traffic can already be extremely slow. Please withdraw this particular closure.</p>

24959713	individual	Oxford	St. John Street	Object	<p>I am greatly in favour of introducing significant traffic controls on Walton Street, but ONLY if other measures are introduced simultaneously on Beaumont Street, St John Street, St Giles, and Little Clarendon.</p> <p>As a resident of St John Street, I can very assuredly say that, on its own, the current proposal will turn Beaumont Street and St John Street into a zoo (as it has become since the current road works on Walton Street have begun). Cars intending to head north past Worcester College to Jericho, will now be rerouted onto Beaumont Street, resulting in a significant increase in traffic, which will of course bring increased noise pollution, much poorer air quality (already an enormous issue), and a much greater probability of traffic accidents. This is a very serious health and safety issue. And as such, it needs to be taken very seriously by the Council.</p> <p>And because of the increase in traffic on Beaumont Street, many drivers will divert to St John Street and attempt to access St Giles via Pusey Street. This "shortcut" is already a very big problem for the residents of this area, with drivers speeding up St John Street as if it were a motorway. The new Experimental Road Closure will only exacerbate this problem.</p> <p>Also, what is the intended west-east traversal point into Jericho? Little Clarendon? That street is already a dangerous mess, with double-parked lorries, bicycles travelling in both directions, fast-moving motorcycles coming up the bike path from Wellington Square, substantial foot traffic, and so on. Has the new plan taken this into account? And, further north, what will happen on Observatory Street? Or, for west-east traffic movement, on St Bernard's? The proposed plan is a disaster in the making.</p> <p>So, again, introducing the proposed Walton Street closure needs to happen simultaneously with other measures. One important measure (among many others) is that access to St John Street--particularly for cars turning north (left) onto St John Street as they travel east on Beaumont Street--needs to be restricted, and with very stringent enforcement (with cameras and police on foot patrol). Only local residents should be able to make this left turn. There should be severe penalties for using St John Street/Pusey Street to "beat the traffic" on Beaumont Street. Without such enforcement, we will see an exacerbation of the already serious health and safety issues that residents of St John Street and the surrounding area (Beaumont Buildings and Wellington Square, for example) need to deal with, day in and day out.</p> <p>No one who resides in the affected neighbourhood would ever dream up this plan. There are innumerable problems with it, and all of them are glaring. For sure, the plan will have a deleterious effect on all of us who make our lives in this part of Central Oxford. It should be rescinded immediately until proper measures can be taken so that area residents are not harmed in any way.</p>
25050369	individual	Oxford	Cardigan Street	Object	<p>1) It is unacceptable that a road closure for so long (18 months) was made without *prior* consultation with residents that would be affected.</p> <p>2) I go to work in [REDACTED] everyday and now it takes 15 minutes longer in my commute.</p>

					<p>3) Not only are many other Jericho residents are affected, but forcing residents to drive the long way round actually increases distance driven and therefore emissions from cars.</p> <p>4) At the very least, during these 18 months a system needs to be in place so that Jericho residents can use the Walton St / A4144 junction for access.</p>
25050401	individual	Oxford	Cranham Street	Object	It makes it really hard to get the west of the city. Pushing traffic down Little Clarendon Street and the street next to The Victoria. A trip to Botley now takes 1 hour or involves going to the Ring Road.
25050433	individual	Oxford	Walton Street	Object	<p>I object to the closure because I now have to drive through St Bernards road, Woodstock Road, St Giles and Beaumont Street to get anywhere south or west of Oxford rather than going straight down Walton Street. This must be the same for anyone living in Jericho, Walton Manor or Kingston Road, as well as delivery lorries to the many shops and restaurants in Walton Street. The residents of lower Walton Street have expressed approval of the closure but residents further north do not appear to have been consulted.</p> <p>Cyclists can still pass the road block, which is good, but restricting traffic on what has been a main thoroughfare for many years seems to be a negative step.</p>
25062561	individual	Oxford	Walton Street	Object	<p>I have lived in Jericho all my life (██████████), it has always been very community minded and friendly, this closure has caused consternation and disquiet, for what, pollution problems? they just get moved elsewhere. Less traffic on Walton Street more traffic on side streets. Where is the advantage?</p> <p>Disadvantage :- Mainly to the business's that are needed (No buses in Jericho) they are a life line to older residents, The shop owners etc deserve respect from the council not troubles, they pay high business rates and keep the economy going</p> <p>Please open Walton street, give Jericho back to the people who have made this section of Oxford popular and well sort after, a good revenue for the City</p>
25121185	individual	Oxford	Observatory Street	Object	<p>My objection is around</p> <p>1) The road has been closed for months before the experimental traffic order. I know that there was a sink hole, but it was repaired months ago and then never reopened. I receive a letter about the experimental road closure weeks/months later.</p> <p>2) The measure is ineffective and pointless or at least the point hasn't been communicated to people who live and work in the area. The road when it was open was not busy. As a resident who has to live in the area traffic has gone down now the road has been closed but there are still plenty of cars driving up and down the road. All the road closure has done is remove traffic from one junction and lead to disruption to people living in the area.</p> <p>3) Traffic from the junction has been transferred to smaller roads. I have noticed more traffic on my road, and myself have to now drive up and down some of the smaller roads 8 or 9 times a day. Some of the roads off Walton Street are one way so it is a hand full of the smaller roads that now receive all the traffic. I have been stuck in traffic on some of these smaller roads something that never happened previously. To make matters worse some of these smaller roads also have closed for a few days (St Bernards) which has meant even more traffic down Leckford Road. For residents wishing to get onto the Woodstock Road this has meant we have had to make a detour of an extra 10mins before we even start the journey.</p>

					<p>2) Disruption to life with no benefit:</p> <p>We already have a number of roads near by which also close such as St Giles. It closes for st giles fair and some times for Xmas lights, Oxford town and gown etc.</p> <p>I frequently have to visting [REDACTED] in West oxford. On occasions I haven't been able to get back home via the botley road. For example a few months ago the bridge near the station was closed over night. I have had to drive out to wytham and come back via north oxford.</p> <p>It is really disruptive having to make such a large detour.</p>
25130273	individual	Oxford	Leckford Road	Object	<p>The closure of Walton Street was implemented without any proper consultation with residents to the north of Jericho and without any baseline measurement of traffic flow in the area. There was no consideration of the negative impact of the closure on the traffic burden in those streets to the north that remain open.</p> <p>Leckford Road has been particularly badly affected as it is now the preferred route both in and out of the area. The road has a school, and a substantial section that is single track. The road is frequently blocked by opposing traffic, precipitating incidents of road rage. The eastern section of Leckford Road is wider and the 20mph speed restriction, and the 7.5 tonne weight traffic are routinely ignored.</p> <p>Measures to limit traffic in Walton Street need to be properly designed and considered. The Walton Street closure should be removed while traffic surveys are undertaken, the impact of the other traffic measures in the area considered and an equitable and carefully designed solution proposed.</p>
25148609	individual	Oxford	Great Clarendon Street	Object	<p>As a driver, the closure of walton street makes it harder to leave and reach my property in Great Clarendon Street. [REDACTED] every day and the shortest way into Great Clarendon Street from the South of Oxford is now Little Clarendon Street from St Giles. The Street is very narrow and also has a bike lane which is very dangerous for both drivers and bike riders. The alternative is to go further north. This closure is doubling the time it takes to go from great Clarendon to Abingdon road.</p>
25196513	individual	Oxford	Walton Well Road	Object	<p>This is a terrible idea and has not considered people living in the area. I understand traffic is bad but that's Oxford for you. This really limits residents being able to get out to the west of the city. We will have to use small side roads which are not really designed for two way traffic when cars generally park either side. I don't believe this is about pollution either as will just shift the pollution to st Giles road. Then what happens when St Giles Fair closes the Road. We cannot get out of the city. Are you cancelling st Giles fair?</p> <p>Since the closure I am still objecting but thought a compromise may be had. The traffic is slightly better now that you don't have two lanes of traffic trying to get on Beaumont Street, however as you are doing more roadworks (Why can't you just get this right in the first place and not close it every year) on the junction with Hythe Bridge Street it is quite difficult to say. The pedestrian crossing also needs to be reopened by those lights as it is dangerous to try and cross there. The compromise I am proposing is that traffic is limited at peak hours where cars cannot turn at those traffic lights i.e. 8-9.30 and 3.30-5.30pm as this will stop the commuters but</p>

					<p>will have less of an affect on residents and businesses.</p> <p>I also object to Bernard Road being closed to residents only - this is a one way street and the easiest access to woodstock road if you want to get to Beaumont Street so it doesn't make sense. Additionally Leckford Road is not one way but you can only get one car through at a time because of the parking so this creates blockages quite a lot of the time.</p> <p>The same applies to Observatory street as this can't be residents only as you have to turn left out of Bevington Road and therefore to get to Jericho you must turn right into Bevington Road otherwise you have to go to Little Clarendon Street which is a very tight road with lots of pedestrians which would mean that more likely for accidents to occur.</p> <p>The bin collection also needs to be looked at as I have been stuck behind two bin lorries where one is going up Kingston Road and the other is going up Leckford road so then both ways of getting out of jericho are blocked. This has caused considerable traffic jams.</p> <p>Please also remove the cones at the top of Walton Street as they are not stopping anyone turning into Bernard Road and are just a nuisance.</p>
25209121	individual	Oxford	St. Bernard's Road	Object	<p>I live in a road that has been hugely impacted by the closure of Walton Street. Traffic that used to use Walton Street - a main road - now uses St Bernards Road, a residential side road. I am all for measures that reduce traffic and congestion levels, but just shifting the traffic from one unsuitable road road to another (even less suitable road!) is not the answer. IF the council can propose measures that make sense all round then great, but Walton Street cannot sensibly be closed until then. .</p>
25309025	business	Oxford	Walton Street	Object	<p>As a small business, struggling with the opening of the Westgate, dramatically increased parking charges, reduced footfall, councils NOT helping small business by for example reducing rates etc. Now closing the main entry to Walton street is possibly the straw that broke the camels back!</p> <p>Since the closure, footfall is dramatically down, car volume is dramatically down which means only one thing, less customers!</p> <p>The closure is (what it looks like) in favour of the Oxford University Colleges which line the bottom end of Walton Street. There has been NO consultation with small business and NO compensation of any kind. Clearly a lot of favours being done under the table, this is what I see and hear.</p> <p>One minute the street is damaged, the next it's closed for this "test" of pedestrianisation.</p>
25411713	individual	Oxford	Observatory Street	Object	<ol style="list-style-type: none"> 1) All vehicle users living adjacent to the closure must travel north to St Bernard's Road in order to get to all points west and south of the city - including the rail station, increasing total emissions 2) The resulting pressure of traffic and emissions on St Bernard's Road, a narrow residential street is inappropriate 3) Vehicles coming from the south and west must access Jericho via Little Clarendon Street increasing traffic and emissions in a once pleasant shopping and cafe street


					<p>4) The temporary state is dangerous, as large vehicles 3-point turning to exit Walton Street at the Worcester College end, over-sail the narrow pavements, and pose a significant risk to pedestrians</p> <p>5) The temporary state is dangerous because there are no 'road closed' signs at appropriate points on Walton Street - leading to too many vehicles getting caught unawares and posing a danger to pedestrians, by 3 point turning at the Worcester College end, to exit Walton Street</p> <p>6) The travel time for fire appliances accessing Jericho is increased</p>
25437825	individual	Oxford	Walton Well Road	Object	<p>The closure of Walton Street forces all Jericho and Waterways resident who wish to travel to South or West Oxford to route via Woodstock Road, St Giles and Beaumont Street, rather than use the direct route to Worcester Street via Walton Street.</p> <p>This just displaces congestion to one location/route.</p> <p>The problem is exacerbated by the changes to the timing of the traffic lights at the junction of Worcester Street and George Street: There is now a rotation of lights to allow cyclists to go straight ahead from Hythe Bridge Street to George Street rather than follow the 'all traffic' turning left into Worcester Street - thereby preventing a full flow of traffic from Worcester Street (North) onto George Street, lower Worcester Street or Hythe Bridge Street. Blocking access from Walton Street doesn't solve anything, just causes more problems in St Giles and along Beaumont Street. Please provide traffic flow data/analysis to justify this unwarranted closure.</p>
25499681	individual	Oxford	Albert Street	Object	<p>There was an assessment of traffic flow in the neighbourhood BEFORE the Experimental Road Closure was put into place. Request that information is made transparent and accessible to Jericho residents.</p> <p>Why was it that only residents of Walton Crescent and Richmond Road were notified of the temporary road closure?</p> <p>As a resident of Jericho, I see that there are several vehicle counting devices around: at least one on Walton St, and then a few outside of Jericho (one on St Bernards and another on Observatory). It is important to gather this data, but how will it be compared to the previous data that has been collected? For example, the tailback at the intersection of Walton and Beaumonts streets in June (before the road closure) were often due to roadworks down the line (ie, before Hythe Bridge), and also the very short traffic light changes at that particular on Walton/Beaumont. How will that be accounted for in the analysis?</p> <p>All of the information gathered in the past and present must be presented in a clear and transparent manner, and publicise where the information will be easily accessible to all.</p>
25502465	individual	Oxford	Albert Street	Object	<p>I would welcome some kind of congestion charge for driving within Oxford, but it would have to be consistent and fair. Also the public transport system could do with upgrading and the car parks at the park and rides could be better. On site security would be a good start, I have heard a few stories of cars being vandalised or broken it to. I think the main problem here is the way this has been carried out. As many have mentioned there are issues arising from the closure that have not been taken in to account. A full and proper consultation with residents should have taken place first, it seems no one has thought about the elderly or less abled residents and how this affects them, cutting off vital access to such vulnerable people, some of whom are not lucky</p>

					<p>enough to have friends or family to rely on. Then there is the issue of all the traffic being pushed on to the smaller side streets, making these more dangerous with increased traffic. Some have mentioned the way this has affected the Worcester Place area, which has always been a dark and dingy area of Jericho, it is now barren and will be rife with crime and drug dealing again in no time. The businesses on Walton St should have been consulted also, they have reported a fall in trade, which is obvious as you walk down the street now and see how quiet it has become. What happens to the area if cafes, restaurants, shops and bars start closing? Loss of jobs, deterioration of the area. There is the issue of emergency service response times, no one would wish an extra 2 or 3 minutes on a vehicle on route to save life. Yes residents journey times have increased, but not just resident's, anyone using St Giles and Beaumont St has noticed the build up in traffic. Not all of us use our vehicles because we are lazy, I personally cycle or bus to work, I use my vehicle when [REDACTED] [REDACTED] medical appointments as they have mobility issues and we need to take the wheelchair. What should have happened was obtaining baseline data such as pollution levels, traffic levels of surrounding streets, local business income, emergency response times and much more BEFORE the closure, so there was something to statistically compare it to. Also alternatives need to be thought about with regards to the needs of residents, especially the ones who are less abled. I'm sure there are also many valid points for Pro closure but things should be done fairly and transparently.</p>
25503169	individual	Oxford	Great Clarendon Street	Object	<p>I strongly object for the following reasons -</p> <ol style="list-style-type: none"> 1. The traffic has now moved to other parts of Jericho including my street. The closure has made the situation worse, in other residential areas. 2. There is decreased access to emergency services for our street and other parts of town. e.g. Worcester College 3. Rat-running etc which were cited as reasons for the closure are still happening, just in other parts of Jericho. 4. You cannot simply close a major street providing access to West Oxford, this whole situation has caused a lot of inconvenience. For example, my drive to shops in West Oxford has increased by 20 minutes each way.
25504353	individual	Oxford	Woodstock Road	Object	<p>Environmental reasons - causes greater emissions due to longer journeys to the station and exit routes to West of Oxford. Leads to bigger tailbacks on St Giles</p> <p>Congestion reasons - greater congestion and more traffic on the Woodstock and Banbury roads</p> <p>Logic reasons - this has been a thoroughfare for hundreds of years into the centre of Oxford. Why (apart from the location of Alex Hollingsworth's residence on Canal Street) should this road be pedestrianized above other arterial routes into the city?</p>
25505025	individual	Oxford	Great Clarendon Street	Object	
25513825	individual	Oxford	Godstow Road	Object	<p>The road closure creates so much extra driving - [REDACTED] and I now have to go a much longer way around to get to her which creates much more traffic and fumes in residential areas. She also finds it difficult to get to her usual shops on the Botley Rd now and finds herself using shops much further away while</p>

					on other outings as local shopping is now just too difficult so this much be having an impact on local businesses. Also, it seems eerily quiet in the evenings - [REDACTED] walking around there at night as there is no traffic/buzz/people around anymore - feels like the spirit and excitement has left Walton Street and it's now just a quiet dead end street with no life. Please open the street again - this really isn't working for the locals and regular visitors. Thank you.
25519617	individual	Oxford	Ewin Close	Object	This closure is causing huge problems in terms of getting to the Jericho and/or the train station, in particular, especially because it creates a lot of traffic on Beaumont street. It is unacceptable to not being able to use one of the main roads in Jericho.
25520833	individual	Oxford	Ewin Close	Object	It is worsening traffic conditions in the vicinity of one of the most challenging routes in Oxford. This results in delays but also to increased emissions.
25547297	individual	Oxford	St. Bernard's Road	Object	The closure, which is causing considerable inconvenience, has been opportunistically sprung on residents with a fashionable appeal to the moderation of climate change (but no provision for electrically powered public transport) and on the assumption that everyone can change at will to cycling or walking irrespective of age, physical condition, or heaviness of load; it appears to be a modified revival of an earlier proposal that the Council shelved but explicitly did not abandon, which suggests that there was all along a hidden agenda of making the closure permanent.
25651201	individual	Oxford	Hart Street	Object	Air quality may well have improved in wide 'airy' south Walton St as a result of the closure as is evidenced by data collected from 'lamp post 18' but I'm sure data from smaller 'tight' roads subsequently clogged with traffic needs to be taken as well (St Bernard's Rd, Observatory St, Leckford Rd) and will doubtless show a marked deterioration. When will this data be available?? Not to mention the inconvenience caused to residents who live Jericho central/south side having to add distance to their journeys to detour to accommodate this closure. I know for a fact that taxi drivers are very unhappy with this closure.
25736129	individual	Oxford	Ouseley Close	Object	This council is obsessed with closing roads across Oxford. This is not stopping me driving: I will just drive longer distances to get to the same destination. Pack it in.
25761953	individual	Oxford	Oatlands Road	Object	I fully support making Walton Street access only so that vehicles cannot use it as an alternative way of getting to North Oxford. However, I am not in support of a completely closure. For getting to destinations on Walton St [REDACTED] from my home in West Oxford, I need to go up and then round Little Clarendon Street, and then back down St Bernards Road - these streets are even less capable of taking heavy traffic than Walton Street, and I feel it's disruptive to pedestrians and traffic fumes to have cars driving down these tiny streets, and involves a much longer journey than I would have taken otherwise. Unfortunately driving is unavoidable at times as I have been heavily pregnant and then had a newborn. I would therefore support it being access only (a bit like the road through Old Marston - and with occasional police spot checks that this is valid). As an aside, at the moment the closure is insufficiently wide to get through with a bike trailer, so if this could be widened, it would be much appreciated.

25763233	individual	Oxford	Kingston Road	Object	
25764833	individual	Oxford	Rutherway	Object	<p>Closing Walton Street causes me unnecessary extra carbon emissions when I go to the Botley Road for shopping [REDACTED]</p> <p>It has also caused a corresponding increase in traffic in the side roads linking to the Woodstock Road. The proposal to install bollards in St Bernards Road is daft as it will just shift more traffic to the other side roads and just increase CO2 emissions</p>
25837313	individual	Oxford	Leckford Road	Object	<p>Since the closure of Walton Street the traffic in Leckford Road has massively increased, this has now been made even worse by the prevention of a right turn into St Bernards Rd. An almost constant stream of traffic including trucks and coaches which ignore the 7.5 ton limit knowing there will be no penalty. Effectively the Walton St end of Leckford Rd is single track often causing log jams leading to many examples of road rage. There has to be a better way of sharing the traffic load.</p> <p>[REDACTED]</p> <p>Update.</p> <p>I wish to further raise my concerns arising from the closure of Walton Street to through traffic. Reducing traffic flow is of course a good idea, but unfortunately in the case of this closure people are still driving, just using other routes as their cut-through. This often includes large trucks flaunting the Leckford Road 7.5 ton limit. Leckford Road is the first possible wider turn if you are coming from the south to access Jericho, Lucy's Iron Works and the Waterways, it is picking up a lot of the diverted local traffic as well as the deliveries to the shops and restaurants on Walton Street. This often creates chaos.</p> <p>Briefly my following observations may help to explain the situation.</p> <p>To strangers and GPS followers Leckford Road looks easy to navigate from the Woodstock Road, but in fact narrows drastically into a single lane road halfway along. This leads to traffic jams at either end of, or indeed within the constricted part, resulting in engines running outside homes and the school, together with frequent incidents of road rage. These conditions create impatient drivers who seldom give any quarter to cyclists making it a dangerous place to be on a bike.</p> <p>We also have a school on our street which in itself creates some traffic problems during term time, with parents dropping off and collecting, as well as the buses and minibuses taking pupils to their sports fields off-site. Add this to the traffic using the road as a cut-through and you turn a quiet residential road into a chaotic main route. There are also safety concerns as the constriction point happens outside the school just where students cross the road. Drivers don't pay attention as they are waiting for their 'chance' to make a dash down the narrow part.</p>

					In summary I am asking you to let me and the other residents know what you plan to do to mitigate these problems. Leckford Road should not be made to bear the lion's share of the extra traffic and I hope you didn't intend it to be so. What practical steps will you take to deter drivers from using Leckford Road as a cut-through and where will you send the traffic that wants to access Jericho if you keep the closure on Walton Street? The traffic isn't going to vanish so presumably there is a plan?
25846977	individual	Oxford	Cranham Street	Object	My wife is largely [REDACTED] pain which drastically limits her sitting time, which has been the case for most of the [REDACTED] in Jericho. On the few occasions each year that she is well enough to leave the house, we often have just enough time to get to where we're going and back again. Our [REDACTED] goes to a drama group on the Botley Road. The road closure has significantly increased our journey time, making it unlikely that my wife will be able to come to future performances (not to mention my journey time taking our daughter there and back each week, which is awkward as my wife's carer; I do sometimes [REDACTED] [REDACTED] The closure, made without consultation or seemingly without thought for people who rely on their cars for reasons of illness and disability, has made us feel shut out of our own city. It is a horrible feeling.
25847233	individual	Oxford	Rutherway	Object	Reasons: 1. Creates more pollution by causing people to drive longer around and through the city (via St Giles and Beaumont St) rather than directly down Walton St and out onto Hythe Bridge St 2. Creates rat runs through much narrower streets e.g. Observatory St. with higher possibilities for accidents I am also unhappy with the lack of consultation on, or even communication about the Experimental road closure. Local people were not properly informed. The roadwork blocks look a mess and have no signage to say what is happening. It seems very much an afterthought - and after presumably a lot of tax money was spent on repairing Walton Street.
25961185	individual	Oxford	Richmond Road	Object	I did not receive any notice of the consultation period by letter or email, despite being a resident who was impacted. I object to the experimental road closure, as my travel travel is exponentially increased with no benefit. The traffic is worse than it was before the road closure. It is inappropriate of the council to use what was originally intended to be a temporary closure for road works as an 'experiment'.
25985025	individual	Oxford	Kingston Road	Object	I have noticed no significant change in the volume of traffic at the top of Kingston Road and the closure has caused inconvenience. I am concerned for the retailers and other businesses in Jericho which are affected by the closure and in some cases have lost 20% of their business - at a time when retail is already suffering. If the closure is aiming to reduce air pollution - why on earth doesn't the council introduce a congestion charge with higher rates for the most polluting vehicles - far too many SUVs in north Oxford!
26019457	individual	Oxford	William Lucy Way	Object	Never had an issue with number of cars on the street. Would argue it now just creates more traffic on the A4144 and in St Giles. I also [REDACTED] in Oxford and

					<p>as I use my own vehicle, I don't use any blue lights and adhere to normal traffic speeds and rules. Having access denied through Walton St has severely restricted the access to the City Centre and Eastern side of the City, and as such I am now unable to attend life threatening calls on the eastern side of the city in time due to having to route around the closure.</p> <p>Severely Object to the Road Closure.</p> <p>Kind regards </p>
26024769	individual	Oxford	Rutherway	Object	<p>In principle I would support limiting the impact of traffic but in it's current form the closure cannot be supported as it moves rather than limits congestion and limits the use of sustainable transport creating serious issues for vulnerable residents in Jericho and Walton Manor. For example some roads, less able than Walton Street to take traffic flow such as St. Bernard's are now much busier, as traffic is diverted. And the lack of a scheduled or pickme up bus service, together with increased taxi fares due to the diversion is creating issues for our elderly or less physically able neighbours and visitors using the bus and train station.</p> <p>If this plan is to be made more permanent I would support it if it included the introduction of bus gates at the Walton Street intersection with Beaumont Street, especially if only electric buses and taxis could use them in future and a local run around or pickme up service was reintroduced. And I would also make a plea for resident access for all blue badge holders and potentially for other residents cars capable of electric only drive. All of these measures would encourage a shift of habit to more sustainable journeys and maintain the quieter street in Walton Street if that is a real issue... compared to other local roads it never seemed particularly busy apart from cars queuing at lights at the junction with Beaumont Street.</p>
26042273	individual	Oxford	St. John Street	Object	<p>Since Walton street has been closed the traffic has gotten much worse on little Clarendon Street and St John Street. As these are smaller roads that used to be quiet and residential it is much more inconvenient than traffic on walton street is when it is open. For one there are no designated crosswalks, because theyre supposed to be residential, so at rush hour it can be difficult to get across, even though these streets are tiny. The cars also dash through at a speed that is quite dangerous, especially considering both St John street and Little Clarendon see a lot of pedestrian traffic, including children. The traffic on Walton street was never very busy, the road is wider, and there were lots of available crosswalks, so it seems that the closure is removing a street that can accomodate traffic well and putting pressure on streets that are too small to accomodate that level of traffic, and actually making that area feel more congested than less.</p>
26163777	individual	Oxford	Victor Street	Object	<p>A good idea but in practice it creates more problems than it solves</p> <p>I am a cyclist and occasional driver.</p> <p>As a cyclist or pedestrian there is little benefit. The reduction in traffic is mostly Little Clarendon Street to Worcester college only, with many cars needing to turn around.</p> <p>The traffic is reduced only moderately, not sufficient for it to be a pedestrianised zone.</p>

					<p>As a driver it almost doubles my journey distance to the Botley Road . Increasing the traffic on Walton Street, worsening my carbon foot print and pollution.</p> <p>Changing the direction of Little Clarendon Street would help the flow through Jericho but worsen the junction at St Giles.</p> <p>The medicine is worse than the disease</p>
26163905	individual	Oxford	Merrivale Square	Object	<p>This closure is means I am driving further. This increases my carbon emissions.</p> <p>Furthermore, the streets I now drive on to get to town from where I live are smaller, residential streets (St. Barnards, Leckford, etc.) which are not great for increased traffic. Also, I see that a number of businesses on Walton are suffering.</p>
26166241	individual	Oxford	Merrivale Square	Object	<p>Since the closure, the ability to move freely from Jericho to the Botley road has been severely constricted. In my view it severely reduces the freedom of residents in the area.</p>
26175073	individual	Oxford	Kingston Road	Object	<p>Walton Street Closure</p> <p>I think the closure premise and the process are both flawed and that it is the wrong solution to a poorly analysed problem.</p> <p>The premise of the consultation that the closure "enables Walton Street to return to a quiet residential street" is flawed - only the southern section between Little Clarendon Street and Beaumont Street is wholly residential. The northern section between Little Clarendon Street and St. Bernard's Road is mixed commercial and residential. I understand that many of the small businesses in this section rely in part on passing trade. Anecdotally, businesses tell me that their footfall and takings are down as a result of the closure.</p> <p>I believe the experiment itself is flawed for three reasons:</p> <p>Firstly, I see that traffic counters have been installed in Kingston Road and St. Margaret's Road but not in Walton Street or Little Clarendon Street. Moreover, as there were no traffic counters before the closure, there are no useful comparisons to be made.</p> <p>Secondly, I believe the closure has led to a significant increase in heavy goods traffic through Little Clarendon Street although I have no evidence to support or contradict this view (nor, I suspect in light of my previous comment, do you).</p> <p>Thirdly, my own impression of the traffic issue in Walton St. was that the botched remodelling of the junction of George St., Worcester St., and Hythe Bridge St. led to a build up of southbound traffic in Walton St. unable to navigate the (currently closed) junction with Beaumont St. because of traffic queueing in Worcester St. These queues often also impeded northbound vehicles with wider vehicles unable to pass each other as Walton Street has on street parking and is quite narrow in this section.</p> <p>I think a more holistic view of the junctions at both ends of Worcester Street is required in order to form a view of the best way forward.</p>

					<p>Remodelling of the George St. / Worcester St. junction currently underway will alter the dynamics of the Walton St. / Beaumont St. junction, probably to reduce the queueing in Walton St. if the road were to be re-opened. I note in this context the future proposals to add a bus gate to Worcester St. would change the situation yet again.</p> <p>An alternative approach could be to make the southern section of Walton St. (from Beaumont St. to the junction with Little Clarendon St.) one way in the northerly direction. This would stop the queueing of traffic on Walton St. whilst allowing commercial traffic free access to Walton St. (it would also incidentally require making both Richmond Rd. and Worcester Place one way in an easterly direction).</p> <p>Slightly wider afield, I have always thought that converting the group of roads around the Worcester St. car park (Hythe Bridge St., Worcester St., and Park End St.) into a one way circulatory system with a roundabout at the Worcester St. / George St. junction. This would resolve a lot of issues and simultaneously provide the much needed bus turning route much discussed and never implemented.</p>
26178177	individual	Oxford	Plantation Road	Object	You write "...enables Walton St to return to a quiet residential street" while failing to mention that it has turned Observatory St and St Bernard's Road into major thoroughfares.
26187233	individual	Oxford	Woodstock Road	Object	
26187457	individual	Oxford	Harbord Road	Object	Traffic on Beaumont street is much worse and riskier to cross the road safely.
26194401	individual	Oxford	Arthur Street	Object	<p>The fact the road has closed means it is more difficult for us to do the [REDACTED], but also driving [REDACTED] in Jericho</p> <p>Traffic was much fluid when you had two options to get towards/from the train station to north oxford</p>
26199649	individual	Oxford	School Court	Object	<p>The closure means that I have to travel much longer distances via small side roads to reach destinations such as Botley Road. This must have an impact on the residents of those streets (St Bernards Road, Leckford Road, Kingston Road and St Margarets Road).</p> <p>The closure is causing difficulties for deliveries in the area particularly for larger lorries not suitable for small side roads.</p> <p>The emissions for Walton Street before the closure were well below WHO levels and those for some other areas of Oxford but there is no proposal to close those areas.</p>
26199777	individual	Oxford	Frenchay Road	Object	<p>I would like to understand why this experimental road closure was implemented.</p> <p>I believe it is negatively impacting trade in Jericho without the benefits that one would hope from a change in traffic routing.</p> <p>In many cases it appears to either result in heavy traffic on Little Clarendon Street and St Bernards Road etc or be resulting in more traffic miles for residents/shoppers/restaurant visitors being asked to enter and leave the street via the top end of Kingston Road.</p>
26200865	individual	Oxford	Leckford Road	Object	Thank you for the glossy flyer trying to explain your thinking behind the Walton Street closure. The leaflet states that "restricting access enables Walton Street to return to a quiet residential street." This is tendentious

					<p>nonsense, and proof of your stubborn determination to impose a dysfunctional scheme against better knowledge. Walton Street never was "a quiet residential street." It is and has always been a commercial street with many pubs and restaurants, a cinema, shops, small and large businesses (OUP!), NHS surgeries, and a large university department (Blavatnik School of Government). All the access and delivery traffic to these venues (and to hundreds of residences in Jericho, Walton Manor, and Waterside) is now forced into the actual residential streets. How can you ignore this reality so wilfully?</p> <p>Update 31 March 2020: Many streets (Observatory Street, Plantation Road) suddenly have signs on Woodstock Road stating "Access for Residents Only beyond This Point". There is no such sign at the intersection of Woodstock and Leckford Roads, suggesting that residential Leckford Road is being turned into a major traffic artery.</p> <p>To make matters worse, the right turn from Walton Street onto St. Bernard's Road (a one-way street!), has now also been blocked, pushing even more eastbound traffic into Leckford Road.</p> <p>When will this insanity end?</p>
26201601	individual	Oxford	Observatory Street	Object	<p>Traffic has gone up in many other parts of the area, and people have to drive long detours to get in and out of Jericho. Residents living between Observatory Street and St Bernards Rd, for instance, have to cope with hugely increased traffic, especially during rush hour both in the morning and in the evening, not only in number of vehicles, but also in size of these vehicles (many more Lorries). Neither the streets nor the buildings are in any way build for that, and the increase of noise pollution is enormous.</p>
26201697	individual	Oxford	Chilswell Road	Object	
26202593	individual	Oxford	Rewley Road	Object	
26203713	individual	Oxford	Observatory Street	Object	<p>I am strongly against this closure because does not do anything for pollution, makes traffic in my street much worst, to go to the train station and to Botley road there is now always a lot of traffic and it takes up to 1 hour, it is undemocratic to close a street of this importance prior and without a proper consultation.</p> <p>I want to add that after the lockdown for covid-19 yesterday (13th May 2020) already the traffic in Observatory street has worsened due to the partial reopening of the movement of people. It is madness to make Observatory street a traffic though road for Jericho and Walton Manor.</p>
26231425	individual	Oxford	Merrivale Square	Object	<p>Every sane person supports the reduction of traffic in cities. However there has been no analysis of traffic flow or the impact of traffic diverted into other smaller streets as a result of this random undemocratic closure. There was no consultation. As far as I am aware, we don't live in a dictatorship. The rationale for this closure seemed to be "goodness me, as a result of closing Walton St owing to repairs, there is less traffic going down Walton Street and the junction is now running faster". How about randomly closing St Giles or Beaumont St? Or Moreton Road? There would be less traffic there too but more on Staverton etc. . How about putting a dam in the river at Wolvercote to reduce flooding in Botley? Don't you think the water might go somewhere else?</p>

					<p>Currently the traffic in Oxford is a zero sum game. There needs to be: (1) proper traffic flow analysis looking at impact on St Bernard's Rd, Beaumont St., St Giles, Observatory St, Pusey St. Canterbury Road, Woodstock Road, etc. (2) proper analysis of closing St Giles AND Beaumont St and/ or Walton St to traffic (3) proper alternative infrastructure in place for getting to the station for disabled and elderly from Jericho (why not trams down St Giles/Beaumont St,/Walton St). Botley Road is not functional</p>
26260545	individual	Oakley	Sun Crescent	Object	<p>I occasionally used Walton Street, accessing from Beaumont Street. Walton Street is and always has been an intrinsic part of the road network of Oxford. In an emergency [or during the 1/2 marathon] this road is a lifeline for us embattled motorists. I can only consider with horror what effect the closure of this road will have on local traders. Council's pay lip service to helping local businesses, at the same time as trying their best to destroy them. I strongly urge you to reconsider your decision to close this road at the Beaumont Street junction. Societies mad rush to zero emissions and efforts [well intended] to reduce air pollution will end in tears. I understand that central London's pollution is worse than ever. Learn from their mistake</p>
26263521	individual	Oxford	Ouseley Close	Object	<p>I object to the rich telling the poor what's best for them. Cut them off and make them pay. Who's idea was it to not reopen this road?</p>
26277985	individual	Spelsbury	Church Lane	Object	<p>We [REDACTED] off Walton st. There is now a marked increase in traffic, taxis, commercial and private in St. Bernards rd.since the closure of Walton st.This narrow, residential street is not suitable for the new volume of traffic (finding a way through) some of which travel at high speed and regard the chicanes as merely entertainment to demonstrate their driving" skills".Large lorries get stuck, noise has increased a lot, and its new mantle is both dangerous and polluting for the people that live there.Whilst the reduction of traffic in Walton st is environmentally beneficial, the whole concept is not practical as it stands. St, Bernards rd. has regrettably always been a "rat run"... now , much much worse. i note also how quiet the businesses have become.in Walton st.too.</p>
26282497	individual	Oxford	Canterbury Road	Object	<p>1. When the Oxford Strategic Road Plan was introduced some years ago, traffic flow through and across the centre of Oxford was funnelled through very tight routes. The resultant congestion centres on several central pinchpoints, one of which is that on Beaumont Street/Worcester Street. The closure of the Walton Street junction to this area has removed the pressure 'relief valve' which previously alleviated queues of traffic backing up Beaumont Street and St Giles, sometimes as far as St Giles Church at the Banbury Road/Woodstock Road junction. As a local resident I have never known such congestion, and this I attribute largely to the closure of the Walton Street junction. 2. As there is now no passing traffic along Walton Street, the commercial premises north of the junction with Beaumont Street are suffering significant and damaging reductions in footfall which threaten the closure of</p>

					many retail outlets. The Oxford Times quotes commercial revenue falls of up to 30% in Walton Street which are unsustainable and compromise the viability of Jericho as a shopping and community centre.
26291457	individual	Oxford	Lonsdale Road	Object	<p>The experiment has resulted in a terrible bottle neck in Beaumont Street and down towards the station resulting in a far greater level of pollution caused by idle traffic with running engines in a street of particular architectural significance and interest in Oxford.</p> <p>In addition it has then sent all the traffic which once went down Walton street through all the very narrow streets linking up to the Woodstock road. This is very bad for cyclists in the side roads and has simply pushed the traffic and their pollution elsewhere. [REDACTED]</p> <p>The previous arrangement at least provided a smoother flow of traffic without engines left constantly running in traffic and the resultant pollution.</p>
26295361	individual	Oxford	Kingston Road	Object	<p>While the calm of the S end of Walton St is undoubtedly an advantage for those living there, the N end of Walton St is paying for it. On Kingston Rd we are seeing a big increase in traffic and consequent noise/pollution. As a frequent cyclist who only uses a car for work, I am sympathetic to the principle behind the closure but not to the way in which it has been arbitrarily enforced.</p> <p>The traffic flow issues at the Walton St/Beaumont St/Worcester St junction have been of concern for years, now, but this seems a drastic solution. I would prefer to see a mini roundabout rather than the appallingly badly timed traffic lights which used to be in service.</p> <p>It is deeply frustrating to see OCC wasting money on ill-thought-through decisions such as this one - and continuing work on the Worcester St/George St junction which directly affects it - when the roads in our beautiful city are racked with potholes and scattered with unnecessary signage. Disappointing stuff.</p>
26298497	individual	oxford	Cranham Street	Object	<p>It doesn't really reduce traffic in the area, it merely diverts it. Emissions wise, it just pushes the problem a few hundred metres north. It's inconvenient for residents who are car owners. It is seeming to harm local businesses. And as for one statement along the lines of 'children can now play in the street', I've yet to see it and even if they did they would more than likely be menaced by billigerent cyclists.</p> <p>Why not make the area accessible by car to residents and local businesses only via number plate recognition? Or another solution would be to reconfigure the siting, number (5 sets within a couple of hundred metres) and coordination of the traffic lights at the end of Walton St to improve traffic flow so that there are fewer cars idling waiting to enter the queue trying to get out of Oxford via Worcester St. It may even be more effective to close Hythe Bridge Street and driect all traffis via Worcester St. into Park End St,</p>
26303009	individual	Oxford	Wytham Street	Object	<p>I have a friend who lives in Kingston Road and am a member of the Phoenix cinema. I therefore frequently need to drive down Walton St. as there are no convenient public transport alternatives from South Oxford where I live. Since the closure, I have to drive up to St Giles and down Little Clarendon St - which really should not have to take a lot of extra traffic. When I leave the cinema to go home, I now have to take the opposite direction and drive out of my way to get back onto the Woodstock Road. I have been driving down St Bernard's</p>

					Road, but I see that that has now been blocked off to all but local residents - which I can understand perfectly, but makes my return journey even longer. I cannot be alone in this inconvenience which also extends driving time and therefore pollution in the area.
26305281	individual	Ringwood	St Bernards Road	Object	The stated aims Improving air quality, Reducing traffic congestion Helping to create a safer environment for Cyclists and pedestrians Reducing "rat running" do not solve the underlying issues of pollution, congestion and rat runs. Closing Walton street shifts pollution, congestion to the side streets. There is a significant increase in traffic in the side streets rather than solve a problem it has moved it from one street to another. I strongly object to this proposal. There are better ways to solve Traffic issues in Oxford
26307361	individual	Oxford	Merrivale Square	Object	This lengthens my commute to work considerably, and forces me to drive through the city centre, and then through the smaller rat run streets to get in and out of Jericho... it has definitely made the smaller streets of Jericho much busier (St Bernard and Observatory) are now the only way in and out of my own suburb... And I have to go South, so it's kinda silly to just close the only entrance to the south of the suburb.
26332833	individual	Oxford	St. Baranabas Street	Object	It will kill all the lovely local businesses that make our neighbourhood what it is. Especially in the current circumstances with coronavirus, we must do everything we can to preserve jobs and protect our businesses, before they are replaced by generic chains. I see no benefit to the closure of Walton Street and seriously doubt that the impact in reducing pollution is worth the huge costs to our area. Unless we want our neighbourhood to be barren, devoid of bespoke services and the charm that makes Jericho so special, it must be reverted. The decision also makes it harder for emergency vehicles to reach our area, and unnecessarily lengthens accessible trips to the train and bus stations, diverting traffic to St. Bernard's Road. It also makes no sense to close the road after spending so much money in maintaining it.
26369633	individual	Kennington	Simpsons Way	Object	I currently work in Jericho and so drive [REDACTED] Since the closure my journey is longer in the morning as I now have to drive around onto Woodstock Road and then down the side roads to reach the parking, so an additional ten minutes in the morning. This to me increases strain on the smaller residential roads whereas the wider Walton Street can take it. On the other hand, it is much easier leaving at the end of the work day as traffic flows past Worcester College without joining traffic from Walton Street trying to force its way in and block the road. In light of this I think there is a third way that never appears to be seriously considered, which is making the road one-way with entry into Jericho. Traffic could flow easily in both directions this way without the joining traffic creating the gridlocks that can arise and which are what most people object to. With only a single directional flow of traffic through Jericho as well, rather than both sides, the overall volume of traffic would be reduced which would address some of the concerns of those people who point to the roads being crowded and not enough room for cyclists (which there would be).
26372353	individual	Oxford	St. Margaret's Road	Object	I am very concerned about the effect this closure will have on the road I live in - St Margaret's Road. I am anxious that there will be a huge increase in the traffic coming down this road. This will not be helped by the fact that Polstead Road (our neighbouring street) can't be accessed from Kingston Road, so is effectively a no-

					<p>through Road. There are plenty of children and elderly people in our street, and an increase in traffic - with drivers often driving erratically and too quickly - is a potential danger.</p> <p>If the Walton Street closure is to be permanent, I would ask that some thought be given to ensuring that diverted traffic is somehow split equally between the streets that connect Woodstock Road and Walton/Kingston Roads, ie, Little Clarendon Street, Observatory Street, St Bernard's Road, Plantation Road, Leckford Road, Farndon Road. St Margaret's Road and Polstead Road.</p> <p>Many thanks.</p>
26387137	individual	Oxford	Rutherway	Object	<p>I want us to find ways of reducing traffic and pollution but we need an overall strategic approach. The current closure of Walton St has caused more problems than it solves.</p> <ol style="list-style-type: none"> 1. The middle section (rather than the Worcester St end) is busier as traffic doubles back. It is worse at some times than others. 2. Vehicles doing U turns and 3 point turns because of the dead end have nearly knocked me off my bike [REDACTED] 3. Beaumont St where I work has definitely seen a significant increase in traffic, often idling and therefore polluting. 4. More traffic on side streets, which are more difficult to go past and more dangerous to cyclists, connecting to Woodstock Rd. 5. Concern by traders who all which I frequent report have reported reduced footfall. <p>The one benefit is no traffic congestion at the end of Walton St but the price without further measures taken as part of a strategic plan is too high.</p>
26387585	business	Oxford	Beaumont Street	Object	<p>Please stop making ad hoc and sloppy decisions based on unproven, undefined, undemocratic long term goals and ignoring short and middle term real negative consequences for the ordinary community who live and work in this area.</p> <p>Cycling to work along Walton Street has become dangerous.</p> <p>Heavy vehicle local delivery journeys in Walton Street have been increased with the need for u turns and doubling back.</p> <p>Emergency and necessary local car journeys have been dramatically lengthened and inconvenienced.</p> <p>Waiting traffic in Beaumont Street has increased and may be more polluting.</p> <p>Walton Street traffic, especially delivery traffic, has increased.</p>

					<p>We need a proper assessment and plan before taking decision.</p> <p>Why has number plate recognition not been adopted for all residents?</p>
26388609	individual	Oxford	Nelson Street	Object	<p>As a student [REDACTED] this road closure has affected me greatly, and has a larger impact on students like myself, and visitors to the college, than on anyone else.</p> <p>I live in [REDACTED] on Nelson Street, and am driven there at the beginning of every term, and back home at the end, with large amounts of luggage. As well as this, family members and others will occasionally drive up to visit me for various reasons. Practically and geographically, this is by far the easiest solution for us (and, I believe, the vast majority of national students).</p> <p>Now, thanks to the road closure, these journeys involve a 10 minute drive to the car park and back, rather than the 1 minute it would have taken before. Besides the extra time added to an already hectic process, this only increases pollution, especially totalling up all the other cars doing the same thing.</p> <p>I understand the desire to make Oxford car-free; but the way I see it, that's still a long way off, and in the meantime the best you can do is to minimise the journey times (i.e. pollution) of the cars that do need to come, rather than adding to them. If there are any tangible benefits to this road closure, I'm genuinely curious to know – please email me.</p>
26389665	individual	Oxford	St. Margaret's Road	Object	<p>Dear Oxford County Council</p> <p>I have significant concerns about the road closure at the end of Walton St and would like to see the Council's evidence that, overall, this would be a positive development if made permanent.</p> <p>The reasons for my view are that:</p> <ul style="list-style-type: none"> • The Council is designating St Margaret's Road as the "preferred route" at present, but what evidence is this based on? There are good reasons why St Margaret's Road would be a particularly poor choice for such a designation compared with other local roads <ul style="list-style-type: none"> o There is a primary school at one end of the road. Already a considerable number of children run in the road at drop off and pick up times o St Margaret's Road hosts a church frequent services, which a good number of elderly and frail people attend, as well as families. Having more traffic will increase the probability of one of them being hit o Similarly, the road is a key route to and from school for pupils of Phil & Jim school, and many of their parents park on the road when on the school run • This is compounded by the fact that Polstead Road has been closed to through traffic for over 13 years now, so already St Margaret's Road takes the brunt of traffic as a result, including those cars who want to cross Aristotle Bridge • What is the evidence that having a preferred route is the optimal way of dealing with a road closure? Surely it

					<p>would be much better to have the resulting increase in traffic spread between the larger roads e.g. Farndon Road, Leckford Road. I appreciate that Observatory St and St Bernard's Road are not suitable for additional traffic, but these larger roads are.</p> <p>Before closing the road, how much did the Council consult with local businesses who would be affected? I've spoken to a couple of local shopkeepers who have reported a significant drop in their earnings, at a time when local independent stores are already under severe threat, both from wider economic forces (the decline in retailing, excessive business rates, the COVID 19 virus) as well as local economic forces (e.g. the impact of the Westgate Centre, which had a major impact on local cafes and restaurants; there is data for this; please let me know if you'd like to see it).</p> <p>I am sure there will be many residents in the immediate vicinity of the closure who will be strong supporters. They will experience a reduction in noise and disturbance - and benefit from a significant and unexpected boost in the value of their houses! It will be interesting to see whether the positive arguments these residents put forward for maintaining the closure outweigh the downsides.</p> <p>I look forward to the above factors being considered in the overall debate. Oxford has to play its part in cutting road journeys, but this needs to be done in the least damaging way, without offloading all the additional traffic onto one highly unsuitable road.</p> <p>With kind regards</p> <p>██████████</p>
26391233	individual	Oxford	Plater Drive	Object	<p>Closure of Walton Street restricts traffic movement that is highly prohibitive to the neighbouring areas. It puts heightened burdens to the other roads (that were not built for high traffic flow) for people living in Jericho to exit, and make these roads impassable at certain parts of the day and is dangerous for cyclists.</p>
26391297	individual	Oxford	Plater Drive	Object	<p>Closing the road has forced traffic onto other roads that are not well equipped to manage 2 way traffic. Cars now need to travel out to Banbury/Woodstock road to get down to Walton street. It is causing a lot of hassle. The Walton street road was typically never that busy, so I do not see the benefit to closing the road. Reducing pollution in one small section of the city which benefits only a few residents (also there are no restaurants cafe's or businesses in that part of the city so no benefit to talking down there) is causing more traffic and higher pollution in other parts of the city. Your comments about reducing the impact of climate change are not accurate as you are creating more traffic elsewhere. This road closure is also more dangerous for cyclists as the roads to get out to Banbury and now heavily used by cars.</p> <p>I would seriously ask you to consider the population of the entire city and not just one small section on one street as you make your decisions.</p> <p>Thank you for the opportunity to input into this process.</p>

					Best regards, [REDACTED]
26431777	individual	Oxford	Cranham Street	Object	The closure of Walton Street at Worcester college junction is damaging businesses in Jericho. I propose that a ONE way system traveling north as far as Little Clarendon st . This allows traffic to enter Jericho from Beaumont street. After Little Clarendon Street and beyond is two way. With thanks, [REDACTED]
26574593	individual	Oxford	Plater Drive	Object	<p>I can see that there have been some benefits to the closure and that there are times when traffic flows more freely. However, the closure is too inflexible and it is causing difficulties for families who live on Waterside who need to travel by car to get to work (I [REDACTED])</p> <p>When I leave for work, I have go either go down St Bernard's Road - and I feel very sorry for the residents - or go left down Kingston Road to get to St Margaret's Road, forcing more traffic onto a road with a primary school on it. This seems madness. Kingston Road is not suitable for that level of traffic flow, as there are chicanes, parked cars both sides and traffic calming measures, and it can't accommodate 2 lanes of traffic, with frequent deadlock situations which are very difficult to deal with.</p> <p>The system is also hugely inflexible when there are any roadworks in town (there seem to be constant tweaks on Hythe Bridge Street / by the station) causing terrible traffic jams. My commute to work in the first two weeks of March regularly took an hour, when it really shouldn't be longer than 30/35 minutes.</p> <p>I am also really concerned about how much longer it would take an ambulance or fire engine to get to Waterside.</p> <p>I would suggest one of the following</p> <ul style="list-style-type: none"> * If closure continues, address traffic capacity on Kingston Road- parking banned so that you can get two lanes of traffic down at all times * Put rising bollards in at the top of Walton Street - allow traffic from Jericho out between 7.30 and 9am, and then in between 4.30 and 6pm. Weekdays only. Emergency services can override bollards. * St Bernard's Road and Leckford Road switch to one way only - Bernard's Road running West to East, Leckford East to West. To be honest, this needs to be done anyway as, again, there are some quite nasty deadlock situations here at times (similarly Walton Well Road).
26983073	individual	Oxford	Rutherway	Object	I believe that the local businesses in Walton Street, which give Jericho its unique character, are suffering as a result of the closure as trade has dropped off markedly for all in Walton Street. The City is already struggling

					<p>with retail and businesses closing and the prospect of empty businesses in Jericho would be a sad sight and an important aspect of every day life would drain from the area.</p> <p>These businesses are also suffering doubly because of the Coronavirus shutdown which is compounding their losses - of course, they are not unique in the detrimental affect on business that corona virus restrictions. Of course, a reduction in traffic is to be welcomed and perhaps a balance could be reached by allowing access between core business hours only or even making access one way only?</p>
27136929	individual	Oxford	Woodstock Road	Object	<p>The closure of Walton Street has already had a visible impact on the community. Even before the Covid-19 lockdown, there were far fewer people around the Walton Street area. The number of large lorries going down the street and having to turn round was ridiculous.</p> <p>Even if the lockdown is ever lifted, I expect that if the closure of Walton Street will mean that Jericho will never fully recover. Therefore I feel that it is only fair to all the hard working businesses along there that you reopen it, to at least give them a chance to recover.</p>
27261281	individual	Oxford	Farndon Road	Object	<p>This proposed closure has upset and affected many people who live in Jericho and beyond. Shops are suffering financially with deliveries becoming more difficult. The route south is much longer and traffic has greatly increased through St Bernards Rd, Leckford Rd, Farndon Rd, St Margrets etc. This also poses a threat to pet cats who are used to crossing normally quiet roads. Perhaps worse of all the people of Jericho [REDACTED] feel their community and way of life has been violated. The proposed road block at the end of Walton St may allow better traffic flow in Beamont St - but at a price to many. I believe a flat "virtual" roundabout without traffic lights would be a better solution than closure - similar to the Broad St/Catte St junction which works wonderfully. The same can be said for St Friedswides square.....</p>
27303521	individual	Oxford	St. Bernard's Road	Object	<ol style="list-style-type: none"> 1. All the traffic that used Walton St to exit Jericho (2,500 cars/day - the Little Clarendon St to Station rat runners) now uses St Bernards Rd to exit the area. 2. St Bernards Rd already took its fair share of the traffic. 3. Having our pre-existing traffic + the Walton St traffic has made our lives completely awful. You have the data, but the traffic is far far too much. Psychologically we are destroyed by the traffic 4. There is no rest or tranquillity in St Bernards Rd. I understand that many 1000s of cars/day now use our road 5. The proposed mitigation is very welcome (and many thanks to all those who have worked for this) - no right turn for Jericho traffic from Walton St into St Bernards Rd, roadworks to alter the Walton St/Kingston Rd/St Bernards Rd junction to prevent right turn, and no right turn at the top of St Bernards Rd 6. The problem with our mitigation is that not only has it not happened, but it has been delayed, with no timetable for introduction.

				<p>7. Another problem with our mitigation is that the senior elected official in interviews feels the St Bernards Rd problem has been solved. It has not been solved at all, it remain awful (except with lockdown, of course, things changed. But afterwards all the traffic will return)</p> <p>8. A further problem is that senior politicians have not publicly or privately committed themselves to mitigation. This is a very serious issue, and leads to questions about trust.</p> <p>9. In particular, we have no documentation of any form concerning either details of mitigation, or the Councils commitment to this.</p> <p>10. At this stage therefore I am uncertain about whether mitigation will occur.</p> <p>11. In the absence of mitigation, Walton St must re-open</p> <p>12. Moving (dumping) traffic from one road (Walton St) and putting it in another (St Bernards Rd) is not 'creating a low traffic neighbourhood', 'implementing a green agenda', 'developing a low emission zone'. It is favouritism of the worst sort and quite unfair. It creates a paradise in one area while moving the problem in its totality to another. It does nothing to solve the traffic problem, it merely shifts it elsewhere. It allows the tyranny of a very small majority to entirely dictate policy without recognition of others needs or rights.</p> <p>13. The shutting of Walton St has been phrased as an important landmark policy to drive forward other, important, agendas locally, and that if it fails, the future safe green, environmentally friendly future of the city is at stake. The phrasing of the shutting of Walton St in these grander political terms is a classic example of gaslighting. (https://en.wikipedia.org/wiki/Gaslighting).</p> <p>14. Gaslighting opponents of the Walton St closure is wrong.</p> <p>15. Elected politicians are also in two minds (opponents would use the phrase hypocritical) about the low traffic neighbourhood. Having not addressed local traffic, rather, having moved it, they also refuse to countenance measures to reduce overall Jericho traffic (which should include removing all non-resident parking, including free, street meters, business, and banning school traffic). They prefer the access rights of non-residents over the environmental rights of residents. This is certainly not creating a low traffic neighbourhood. Nor a low emission zone. Nor reducing the dependence on the car. This is why it is so important for elected politicians to really understand the overall problem, and publicly commit themselves to mitigation. They need to talk about the downside of the closure as much as the upside. When they don't do this, those affected most about the closure become very worried about whether adverse impacts will be solved</p>
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					15. To summarise, dumping all the Walton St traffic on St Bernards Rd has moved the problem, not addressed it at all. Mitigation must be implemented soon.
27371745	business	Oxford	St. Bernard's Road	Object	This closure has made St Bernard's Road a rat run for Jericho traffic. We are in strange times because of CV19 and the lessening of usual traffic. However despite the clear signs saying residential traffic only at the entrance on Walton Street this is generally being ignored especially by taxis and domestic traffic from the city side of Walton Street Whoever designed these changes clearly does not live in the locality!
27400993	individual	Oxford	St. John Street	Object	Closure has caused problems for businesses in Walton St and emergency vehicles and would raise very serious problems for the latter when St Giles is closed eg St Giles Fair. Walton St also provides an important route for all vehicles when St Giles is closed. The problem of rat running through Walton St could be reduced and the flow of vehicles in Beaumont St could be greatly improved from the situation before closure by altering the phasing of the lights at the junction of Walton St/Worcester St / Beaumont St so that the time given to vehicles exiting Walton St is greatly reduced. Walton St was given much more time than the volume of traffic justified making it an attractive route for rat running. . NO major changes to routes in the City Centre should be made piecemeal. The total impact of this proposal should be examined together with that of Connecting Oxford and the ZEZ. so that there is a coherent approach and the City does not grind to a complete halt and those businesses which survive the lock down.killed off completely.
27436417	individual	Oxford	Observatory Street	Object	This closure has generated substantial rat-running by traffic crossing from Woodstock Road to Jericho which adversely affects my street. It creates more noise, more fumes and pollution, some traffic clearly exceeds the speed limit and is unsafe.
27537441	individual	Oxford	St. Bernard's Road	Object	The experimental closure of Walton Street has (at least until the Coronovirus) significantly increased the traffic in St Bernards Road. The closure of Walton Street has apparently diverted most traffic leaving Jericho down our street, resulting in increased noise and fumes, especially during rush hour periods. One suggested mitigation for this would be to alter the junction at the entrance to St Bernards Road in order to reduce the traffic by directing it to other 'escape routes' to the Woodstock Road, or by limiting use of the road to residents only. I would be in favour of the Walton Street closure as long as such measures were also undertaken to reduce the traffic flow along St Bernards Road. However, in the absence of such measures, I must oppose the Walton Street closure. I think the best solution for the area's traffic issues would be to open Walton street but to limit access to Jericho and Walton Manor residents using a traffic camera and penalty enforcement (similar to the Highstreet system). Such a system would deter cars from using Walton Street as a rat-run to bypass the traffic lights on

					their way to Woodstock Road - thereby relieving the noise and pollution suffered by Walton Street residents - while preserving access for buses and local drivers.
27541857	individual	Oxford	St. Bernard's Road	Object	I would like Walton Street to remain open as the traffic using St Bernard's Road, is in abundance as well as vehicles do not have respect for the speed limit. I think the shops, restaurants and businesses are suffering and soon enough will close and we will have empty buildings which will ultimately affect Jericho.
27550849	individual	Oxford	St. Bernard's Road	Object	
27569793	individual	Oxford	St. Bernard's Road	Object	I travel South to Abingdon on a regular basis which will be badly affected by a closure which will benefit the University to the detriment of the residents of this area. The queue on to St Giles' from the north (before Corona virus lockdown) normally stretches into both Banbury and Woodstock Roads. St Bernard's Road itself risks becoming not just a rat run for the entirety of Jericho, Walton Well, and Kingston Road areas, including the retail premises in Walton Street itself, but the regular access route. The air I breathe will be polluted so as to lessen the motor fumes in the Worcester College zone and for the University houses at the southern end of Walton Street. The Council has already made St Bernard's Road into a road suitable only for light, residential use, with tree planting, humps and chicanes. There is also necessary residential car parking along its kerb which will be at risk from increased traffic. The only justification I've received for my complaint in the past is that the few must suffer for the good of the majority. I object strongly to this arbitrary judgement being made to the detriment of my health and wellbeing. In any case, a possibly greater number of people will be adversely affected in the roads around St Bernard's Road than those who will benefit on the southern end of Walton Street by this closure. No account has been taken in all this of the inadequacy of the A34 to accommodate the present flow of traffic from here northwards, a dangerous situation which will only become worse with the northwards development which is planned.
27688001	group/organisation	Oxford	St. Bernard's Road	Object	I support many of the local government's initiatives in Oxford, including low traffic neighbourhood, lower emissions, and better quality of living. The closure of lower Walton Street has achieved these things for one section of that road, but it has shifted AND concentrated the traffic, noise, and air pollution further north to small, 100% residential side streets such as St Bernard's Road, which has become the main exit route out of Jericho (as well as Walton Well Road) for entities including St Barnabas School, Oxford University Press, Blavatnik School of Governance, other local businesses, residents from Jericho and some from Waterways, and any other visitors and suppliers to the area. The quality of life on St Bernard's Road deteriorated with the dramatic rise of road traffic, noise, night time light pollution and air pollution, to the point it was simply unbearable, and relentless, including night times and weekends. It also became nearly impossible, and dangerous, for children and elderly residents to cross the street at peak times. In addition, many vehicles drive way too fast above the current speed limit of 20 mph down the street, with no means of holding them accountable for their reckless behaviour. Measures to complement the experimental order, made at an attempt to deter vehicles from turning right at the mini roundabout from Walton St into St Bernard's Road, namely the fixed yellow residents access only signs (I am grateful for council's trying), has produced little impact as vehicles simply ignore them and continue to use St Bernard's Road as a through road.

					<p>As much as I dislike the Covid-19 situation, the lockdown has brought St Bernard's Road peace. But it serves as a constant reminder of how awful the quality of living here had become since Walton Street was closed and before the lockdown.</p> <p>There is no equity or fairness in this current set up of having Walton Street closed and St Bernard's Road served up as the sacrifice. Surely the residents on this street are equally deserving of the better quality of life as the people who have benefitted from the closure.</p> <p>Walton Street needs to be re-opened. The principle must be that we eliminate as much from the area as we can, and the remaining traffic needs to be shared equitably - Walton Street needs to take its fair share of the traffic, being a much wider and double lane road, not 100% residential, and with its new road surface.</p> <p>And once the Zero Emission Zone and Bus Gate extend to cover Beaumont Street, Worcester Street and Hythe Bridge Street, there will be no need to keep Walton Street shut anyway.</p>
27706689	individual	Wheat ley	Farm Close Road	Object	<p>Not enough notice given to store holders to give them a fair notice. No enough notice given to users to finding an alternative route.</p> <p>One is assuming that the loss of trade as determined by short notice closure and extended will be reflected by the reduction of all council and business rates.</p>
27729569	individual	Oxford	Leckford Road	Object	<p>I am writing to you to raise a concern I have about the closure of Walton Street to through traffic. While I think it is a good aspiration to reduce traffic flow, unfortunately the knock-on effect is that people are still driving, just using other routes as their cut-through. Leckford Road, as the first possible wider turn if you are coming from the south to access Jericho, Lucy's Iron Works and the Waterways, is picking up a lot of the diverted traffic, as well as the deliveries to the shops and restaurants on Walton Street. Our road is not suitable for two reasons:</p> <ol style="list-style-type: none"> 1) It looks easy to navigate but in fact narrows drastically into a single lane road halfway along. This leads to traffic queuing at either end of the constriction, engines running, outside homes and a school. I've also had the experience of impatient drivers heading straight for me when I'm on my bike in this section, forcing me off the road. There is no room for a bike and a car to pass safely. 2) We already have a small secondary school on our street. There is a high flow around the school during the terms with parents dropping off and collecting, as well as the buses and minibuses taking pupils to their sports fields off-site. Add this to the traffic using the road as a cut-through and you turn a quiet residential road into a busy route. There are safety concerns too as the constriction point happens outside the school just where students cross the road. Drivers don't pay attention as they are waiting for their 'chance' to make a dash down the narrow part. <p>I am therefore writing to ask you to let the residents know what you plan to do to mitigate these problems. Leckford Road can't bear the extra traffic and I hope you didn't intend it to do so. What practical steps will you take to deter drivers from using Leckford Road as a cut-through and where will you send the traffic that wants to access Jericho if you keep the closure on Walton Street? The traffic isn't going to vanish so presumably there is a plan?</p>

27729793	individual	Oxford	St. Bernard's Road	Object	The closing of Walton Street has resulted in the degradation of the environment in other neighbourhoods. Air is polluted, and there is noise and congestion from the diverted traffic. The residents who are adversely affected were not properly consulted at the early stages of the project.
27735233	individual	Oxford	Leckford Road	Object	Children are choking on diesel, cars are fighting to get out of our street, lorries exceeding the 7.5 tonne limit routinely use the road. Vans of workman idle with engines running. I asked what they thought - they hate the Walton St closure because they have to burn more petrol and diesel to do jobs in Jericho. No one is against clean air, but all this did was shove dirty air up north, where a school, elderly people, and NHS workers live. This is not a solution, it's just a new problem.
27735649	Rather not say	Oxford	Longworth Road	Object	Can't cycle or walk to work. Honking horns and cars all day and night. Worse here, not better. Speeding too! We need Walton St back!
27737057	individual	Oxford	Leckford Road	Object	
27747105	individual	Oxford	Observatory Street	Object	The closure of Walton Street is ludicrous. If one really wants to improve pollution in Oxford there are many other better solutions. Closing the bottom of Walton Street simply moves the pollution a few hundred yards away to other streets.
27752065	individual	Oxford	Worcester Place	Object	I strongly object to the closure of Walton street. This closure makes the connection with Botley and Abingdon road more difficult for Jericho and does nothing for the pollution in the area. Pollution has simply been lifted to other areas but the total pollution has remain the same. In fact now St Giles/ Beaumont street have a terrible level of pullution. I am also very worried about the access of emergency vehicles in my area. I had a fire some years ago and the house was saved by the promp intervention of the fire brigade. At today with this closure I am not sure of the same promp intervention due to the extra time it takes to emergency vehicles to access Jericho.
27779329	individual	Oxford	Walton Street	Object	This a disaster for the future of Walton Street as a lively "Hugh Street" in Jericho. Rhode living close to the closure are in reality living in the city center, the walk to S:t George Street is shorter than the walk to Jerichos lively area. When they ask to close of the traffic flow - often disrupted by bad sequencing of the traffic lights at that crossing and at the Hythe Bridge/S:t George Street - it strangles the supply of necessary customers to restaurants in Jericho. They can't live on locals only. If they cease the area will become a full residential area and business move out of Oxford. Jericho residents might be able to sustain a couple of pubs, but no restaurants, and that will make it a student drinking area at nlights but not the socially mixed and lively spot it is. If there has been rat running from Oxford north there must be better ways to stop it than destroying the atmosphere in Jerichos High Street. The closure has increased slightly the traffic north of Observatory Street as all traffic entering The area has to drive all the way to S:t Bernhards Str or beyond. All those living in the vicinity of the closure has to leave home the same way, so thee is a concentration we haven't seen before. And you have noticed by your measurements after the closure that the circulation on S:t Bernhards Str, narrow and one way almost reach the measures on Walton Street both way before the closure.

					Btw during the lockdown when cars have been heavily reduced we pedestrians have more of a problem with cyclists rat running through Walton Street than cars. They are cycling almost as fast but with lesser respect for pedestrians trying to cross the Street.
27795937	individual	Oxford	Observatory Street	Object	<p>As soon as the Walton Street closure was made we noticed a marked increase in traffic volumes in Observatory street. This is a narrow street with parking on both sides. Sometimes it can take me a few minutes to cross the road due to the volume of traffic.</p> <p>Also I now have a much longer journey to work as I have to go north, past Wolvercote, in order to get onto the A34. I used to go via Walton Street, Oxpens and the Abingdon Road, but the Walton Street closure causes a traffic jam on St Giles and what used to take 10 minutes across the city now takes 30 minutes. This is costing more in petrol and causing a longer journey twice a day.</p>
27798753	individual	Oxford	Southmoor Road	Object	<p>I wish to express my dissatisfaction with the way in which the matter has been handled by Oxfordshire County Council. Before the closure was made on 18 November 2019 the Council conducted a two-week consultation under which 200 letters were delivered on 4 October to properties in the immediate vicinity of the proposals. A two-week consultation was far too short, and the number of residents affected was many more than 200 (for example, a total of 1,083 Resident Parking Permits were issued by the Council in 2019 to persons living in Jericho and Walton Manor).</p> <p>Before the closure, traffic flows were controlled by traffic lights at the junction of Walton Street and Beaumont Street. Apparently no information was collected by the Council on traffic flows in the neighbourhood in the period before the closure, so it is difficult to see how the 'experimental closure' can be evaluated on a scientific basis.</p> <p>The effects of the closure have been negative:</p> <ul style="list-style-type: none"> o Mileage and journey times have been increased for residents in Walton Manor and Jericho wishing to travel to southern and western parts of the City of Oxford. o In my case, the journey by road to public transport hubs (Oxford's train & bus stations) has been increased by 0.5 km (via St. Giles instead of Walton St)*. o Congestion has been transferred to surrounding roads. o Response times for emergency services have been increased. o Longer journeys have amplified CO2 emissions, with a negative impact on health. o Local shops, facilities and public services in Walton St have suffered from reduced access and loss of demand. <p>I am not aware of any significant improvement to the local environment resulting from this experimental closure.</p> <p>In conclusion, I consider that Walton Street should be re-opened, with appropriate traffic controls (e.g. traffic lights) re-introduced at the junction of Walton and Beaumont Streets.</p> <p>* The Council normally closes St Giles and roads in the area for three days during St Giles' Fair. With the closure of Walton St, this requires a detour of about 5 km (via the Ring Road) for persons needing to travel from North Oxford to West Oxford.</p>

27800289	individual	Oxford	Observatory Street	Object	<p>1. I am very much in favour of reducing the pollution from traffic for us all. However I am not in favour of reducing it for one part of the town at the expense of increasing it for others. The increase in traffic in Observatory Street, St Bernard's Road and Kingston Road is a serious consequence of closing Walton Street. Jericho residents who need to go to the railway station, now need to drive onto Walton Street, to get to the Woodstock Road they need to turn right - and the shortest distance is via St Bernard's Road – drive down the Woodstock Road, St Giles and Beaumont Street. For people living in the depth of Jericho, this entails an extra 2 miles on a return journey (this is a measured result). We are polluting with increased emissions, Observatory Street, St Bernard's Road, Kingston Road, Woodstock Road, St Giles and Beaumont Street at the expense of having reduced traffic and reduced pollution in Walton Street.</p> <p>2. I am a life-time cyclist. However age and visual impairment means I am no longer able to cycle safely. Very little thought seems to have been given to the needs of the elderly and disabled population of Jericho.</p> <p>3. A simple solution might be to have a number plate recognition gate at the Southern end of Walton Street which would recognise residents' cars - as they would all have Jericho parking permits. This would stop the rat run, reduce pollution, but enable Jericho residents to move about the city freely and, most importantly, not increase pollution from vehicle emissions in other parts of the city,</p> <p>4. One of the most serious results of the Walton Street closure is the division of the Jericho residents into two camps, those in favour and those against. This is not helpful for community cohesion as well as friendly neighbourhood discourse. The County Council may well need to provide mediation to help the community return to its previous friendly neighbourhood, unfractured by division.</p>
27800353	business	Oxford	Plantation Road	Object	<p>Since the closure was implemented, despite being a one way street, Plantation Road has been used daily as a cut through from Kingston Road, with people driving the wrong way up it! Think how far you are now making people travel.</p> <p>██████████. For me to get to the station or anywhere West or South by car adds significant time, energy, aggravation and pollution.</p> <p>The old system worked brilliantly once when you got rid of the traffic lights by Worcester College. It was the inefficiencies of these that caused the traffic blockages as was proven by the significantly improved flow once the traffic lights were turned off. This was despite there being roadworks going on at the time</p> <p>Too much theory and not enough recognition of practicalities, culture and human nature.</p> <p>Finally remember that Walton was never a peaceful enclave. Why pretend?</p>
27800993	individual	Oxford	St. Bernard's Road	Object	<p>Walton Street is a two way B road with primarily University accommodation and a variety of shops, businesses and the University Press located along its length. It is also fed by the new Jericho housing developments. To close this historic route and force all the traffic generated by the area onto Walton Manor's residential streets which are largely one way with parking, is dangerous and polluting to the residents and has already caused many accidents. Just this week while St Bernard's road was partially blocked by refuse collecting trucks a</p>

					<p>motorbike sped down the road to the Woodstock rd on the pavement! The plan to prevent a right turn out of St Bernard's rd onto Woodstock rd is going to make any trip to the station to collect relatives or visitors or to the businesses on the Botley rd hazardous, requiring turning in adjacent streets to drive down Woodstock rd in the required direction. Connectivity is one reason we residents are willing to pay the high Council tax to live in the city. It is difficult to appreciate who gains other than small number of people living at the Worcester college end of Walton Street by this closure, pollution is just being shifted onto residential streets away from a largely commercial street whose businesses require the passing traffic. Is this community benefit?</p>
27804065	individual	Oxford	Leckford Road	Object	<p>I am the owner [REDACTED].</p> <p>In recent weeks I have seen an alarming surge in road traffic using Leckford Road. This includes a marked increase in taxis, commercial vans/lorries and parcel delivery services. This is despite the significant drop in road traffic in other areas of central Oxford due to the virus pandemic restrictions. Many of the taxis and delivery vans park indiscriminately at available space in Leckford Road, including regularly blocking the entrance to my drive, even though no deliveries are being made at the time.</p> <p>I have no doubt that this entirely unacceptable situation is a direct result of the Council's 'experiment' in the closure of Walton Street. It appears that Leckford Road has now become the main entrance and egress of choice for the Jericho area for all commercial vehicles. Let me tell you why this cannot continue.</p> <ol style="list-style-type: none"> 1. You do not solve traffic congestion problems by alleviating them from one area and dumping them on another. It is short-sighted and undeniably unfair on the newly afflicted area, particularly considering the total lack of consultation. You are mandated with protecting all residents, not just the ones who shout loudest. 2. A long stretch of road along the western half of Leckford Road is very narrow, and vehicles may only enter and exit from one direction before the road can accommodate vehicles from the opposite direction. I have already noticed stand-offs and instances of road rage as drivers are unwilling to give way. 3. You are redirecting heavy traffic along a narrow road, past a school. This is simply insane. 4. Close-quarter pollution will unquestionably increase in Leckford Road. [REDACTED] When I bought my home I took particular care to avoid heavily used roads for health reasons. Your actions directly endanger my health and well-being. 5. My residence in Oxford, after [REDACTED] will shortly be ending. Naturally, I plan to sell my home here. There is ample evidence to show that house prices in busy roads are measurably less for the same size and standard of property than less busy ones. If on selling my home, once the pandemic has passed, I find that I suffer a financial disadvantaged due to the councils ill-advised decision to effectively redirect traffic to Leckford Road, contrary to the wishes of the majority of it's house-owners, will have no

					<p>option but to take appropriate action against Oxford City Council for consequential damages following material change of circumstances.</p> <p>This is the first and only time I have expressed my views on any topic to Oxford City Council. I have paid my council tax in a punctual manner and have abided by the Council's regulations. I cannot, however, accept the current state of affairs. It is grossly unreasonable and I feel let down by the very people in whom my trust has been placed to speak on my behalf. I fervently hope that the Council will reconsider this rash proposal.</p>
27848321	individual	Oxford	Leckford Road	Object	<p>The closure of Walton street means the traffic is getting re-routed down smaller roads. This has now reached Leckford road, which is also not suitable for all the traffic going into Jericho.</p> <p>We have the school with all the kids and parents dropping them off in cars already. In addition, the road gets suddenly narrow after the school and becomes single lane.</p> <p>Sorry to be pitching problems and not solutions, but closing Walton off is just causing each street to complain and pass the buck to the next, so another solution is required.</p>
27866657	individual	Oxford	Leckford Road	Object	<p>While I think it is a good aspiration to reduce traffic flow, unfortunately the knock-on effect is that people are still driving, just using other routes as their cut-through. Leckford Road, as the first possible wider turn if you are coming from the south to access Jericho, Lucy's Iron Works and the Waterways, is picking up a lot of the diverted traffic, as well as the deliveries to the shops and restaurants on Walton Street. Our road is not suitable for two reasons:</p> <p>1) It looks easy to navigate but in fact narrows drastically into a single lane road halfway along. This leads to traffic queuing at either end of the constriction, engines running, outside homes and a school. I've also had the experience of impatient drivers heading straight for me when I'm on my bike in this section, forcing me off the road. There is no room for a bike and a car to pass safely.</p> <p>2) We already have a small secondary school on our street. There is a high flow around the school during the terms with parents dropping off and collecting, as well as the buses and minibuses taking pupils to their sports fields off-site. Add this to the traffic using the road as a cut-through and you turn a quiet residential road into a busy route. There are safety concerns too as the constriction point happens outside the school just where students cross the road. Drivers don't pay attention as they are waiting for their 'chance' to make a dash down the narrow part.</p>
27876801	individual	Oxford	Observatory Street	Object	<p>Stop large heavy vehicles using a 'Galibo' otherwise leave things alone. Stop wasting time and money.</p>
27879969	individual	Oxford	Nelson Street	Object	<p>Reasons for objecting:</p> <ul style="list-style-type: none"> >There was inadequate consultation for local residents before the closure was enacted. >No detailed study/report of the trial has been made public and circulated to residents. >The closure has led to increased traffic in residential side roads. >Failure to undertake any assessment work to the level of detail that would be expected by a private developer.

27890113	individual	Oxford	Leckford Road	Object	<p>Whilst not against the closure of Walton Street I believe that the effects on surrounding roads needs to be counteracted. I live on Leckford Road which as a result of the closures is becoming a rat run with many load, speeding vehicles especially motor cycles and lorries. Could this be counteracted by lowering the speed limit on the road or making the road one way? The second approach would make the road far safer, both when travelling to school in the morning and walking in the evening as currently cars are a liability to residents. Thanks for your time.</p>
27896353	individual	Oxford	Leckford Road	Object	<p>Traffic management is crucial for safety and health, and I appreciate the idea behind the closure. Unfortunately the details do cause unintended problems, some serious. So the final scheme needs to address these. There are 3 particularly serious ones in our street:</p> <ol style="list-style-type: none"> 1. The presence of the school has not been taken into account. The effect of the scheme, accompanied by signage to say "Access to Walton St" has been an increase in heavy vehicles, many of which break the 20 mph limit, endangering the children 2. The street is narrow for half its length, and the heavy vehicles in particular do not stop for bicycles. This is an accident waiting to happen. There are also often "stand offs" between vehicles. Consider one way. 3. The increased traffic at speed is dangerous for the elderly (from the street and from care home in adjoining street). My elderly neighbour is now scared of crossing the street. <p>This does not mean we could not have the road closure on Walton St. But it does mean that it would have to be done more carefully. Appropriate signage would help, but it may mean we need more of the streets to be one way (as we are now the last street coming up from the centre of town that is two way, the effect is to create a rat run in a street which is double unsuited for it, with a school, and a single lane for half its length). It is difficult to solve this, but one option that might work is to make the single lane part of the road one way. There is plenty of ability to turn into either Warnborough Road or Leckford Place. I am not saying this is the only or best option, simply that the Scheme must take into account the risks of accident, and at present I would say that these risks have been significantly increased.</p>
27919585	individual	Oxford	Walton Well Road	Object	<p>The road closure is utterly ridiculous. It forces residents to squeeze their cars through tiny side streets in order to get out to work in the morning and back home in the evening. Who ever thought it's a great idea - think again. If the City Council forces all cars out of this area, make sure you're calculating the risk of loosing all the council tax payers with cars who can afford to live here. We all want to protect the environment but channeling traffic through tiny streets by closing the only proper road in this area is nonsense. The least you can do is opening Walton Street for all residents in this area - forcing people to take detours in order to reach their home just adds to pollution and traffic, what's the point in that?</p>
27921729	individual	Oxford	Leckford Road	Object	<p>Very substantial increase in traffic on our residential road after the closure of Walton Street and the subsequent restrictions on Observatory St and St Bernard's. Large lorries ignoring the weight restriction, delivery vans, hard acceleration, honking, aggression, road rage. THIS HAS TO STOP!</p> <p>The arrangements are simply not fair. The North of the area has to cope with all the access traffic to the South.</p> <p>Alternatives need to be developed and discussed, as part of an integrated traffic plan.</p>

					<p>Reasonable solutions include:</p> <ol style="list-style-type: none"> 1. Reopening Walton Street and regulating access with a licence plate recognition system. 2. Keeping Walton St closed but putting a second barrier north of St. Bernard's Road. This provides greater fairness: access traffic to the South goes through the South while access traffic to the North goes through the North. At the moment, the North gets everything.
27921793	business	Oxford	Leckford Road	Object	<ol style="list-style-type: none"> 1. The closure of Walton Street without any prior consultation flies in the face of the democratic process. The fact that this random decision was taken without any consultation or research into the actual traffic flows or impact of closing a main highway and the subsequent diversion of heavy traffic onto narrow residential streets has caused untold damage to businesses and created huge divisions within the community beyond mere traffic issues. 2. The closure of Walton Street will have little impact on the number of car owners in Jericho and Walton Manor or on the number of journeys. The traffic has just diverted so that the journeys made are now longer, as residents are forced to travel north to St Bernard's Road, Observatory Road, and Leckford Road to enter or exit the area which leads to greater car use and increased pollution. 3. The council's stated objective is to encourage more public transport and reduce car pollution. Closing Walton Street fails on both counts. There is no public transport north of Beaumont Street and West of the Woodstock Road. The bus service was cut a few years ago and the Pick Up Service stopped driving into Jericho after Walton St was closed because of the delays to the service. Residents with mobility issues are left isolated without public transport and are faced with much higher taxi fares for any journeys they make. 4. Observatory, St Bernards and Leckford Roads have seen huge increases in traffic including articulated lorries and vans, which they are not designed for. The traffic survey earlier this year showed this with Leckford Road experiencing the biggest impact. Since then, signage has been erected on Observatory and St Bernard's Roads stating that these roads are 'Residents' Access Only'. The result has been to increase even further the constant stream of traffic on Leckford Road which now has a sign stating 'Access to Walton Street, No through Road South' suggesting it is the main artery into and out of Jericho, which is exactly what Google maps now shows. 5. The Councillors responsible state that Leckford Road is a two way street. Only the eastern end of the road is; it is a one lane road at its western end. The result is traffic jams, idling engines, road rage and not a few prangs. 6. Leckford Road has become increasingly hazardous for cyclists. Cars are not slowing down and cyclists are honked at and are being forced off the road or need to weave between cars that are at a standstill at the intersections. It is no longer safe for children to cycle on the road.

					<p>7. D'Overbroecks School is at the junction where Leckford Road narrows. Since the closure of Walton Street up until lockdown, it is increasing dangerous for the children crossing the road or riding their bikes to and from school. During the school day, the cars with idling engines wait directly in front of the school as they wait their turn to go down Leckford Road.</p> <p>8. For Walton Street, there is room for compromise with many alternative options that should be considered, such as limiting access at the southern end of Walton St at peak times. But narrow side roads were not designed as highways and should not bear the brunt. In the case of Leckford Road, the western end of the road is single lane and consideration should be given to making it one way, as with the other single lane side streets.</p>
27922209	individual	Oxford	Leckford Road	Object	No consultation, no common sense, no forward planning, no thought for residents,.
27929761	individual	Blewbury	Church Road	Object	I am against the closure of Walton Street because of the knock-on effects on surrounding residential roads, in particular Leckford Road [REDACTED] We are often unable to cross the road safely as the traffic is going too fast and causes dangerous congestion at the section of the road that is single carriageway. There is also a school on the road and the same concerns must apply to children trying to cross the road. The closure should be reversed and the entire system for traffic handling be looked at again.
27930081	individual	Oxford	St. Bernard's Road	Object	The closure has led to unacceptable levels of traffic using St Bernard's Road. It has also created a more dangerous junction of St Bernard's Road / Woodstock Road / Bevington Road. The former junction at Worcester College is now dangerous for cyclists wishing to turn out of Walton Street as there is no traffic light control for them. Moped users are disregarding the prohibition of traffic at the end of Walton Street. If Walton Street is not to be re-opened to traffic, a prohibition of right hand turns out of St Bernard's Road could be a good compromise. Cyclist traffic light control at Worcester College would also be helpful.
27939105	individual	Oxford	Observatory Street	Object	<p>After the closure traffic in Observatory Street was immediately worse than before. This is a narrow residential street, most houses give straight onto the pavement. Walton Street is designed as a major thoroughfare. The Observatory Street iron bollards supposed to restrict large vehicles are increasingly being broken, even in lockdown.</p> <p>As a result of the closure of Walton Street new signs have been placed to ban through traffic but nearly all the traffic is through traffic.</p> <p>Closing the end of Walton Street forces traffic to go elsewhere. From Observatory Street one now has to make a lengthy detour through yet more residential roads in order to reach east of Oxford.</p>
27940833	individual	Oxford	Leckford Road	Object	The closure has resulted in considerably increased traffic up Leckford Road, which is now used as a rat run, particularly from Jericho and Waterside. This adversely affects the safety of the street, of particular importance as there is a school in the road. It also has an adverse environmental impact on the road. Safety is further compromised by three factors: firstly, cars do not adhere to the speed limit often driving extremely fast, secondly there are frequent incidents of road rage, including during lockdown, and thirdly, heavy vehicles drive up the road despite the sign banning them. Signage is inadequate. Both St Bernard's Road and Plantation road have signs indicating only residents can enter. There is nothing telling motorists not to use Leckford Road or

					directing them to St Margaret's Road, which has been the road used for transit between Walton Street/ Kingston Road and Woodstock road for many years.
27942465	individual	Oxford	Leckford Road	Object	I am concerned that the closure of Walton St is displacing traffic on to Leckford Road (indeed, using it as a through road for access to Jericho seems to be the Council strategy), and that this will only worsen as the coronavirus lockdown is eased. I have already noticed more goods vehicles coming down the street, which is already too narrow, with street parking, to take more than vehicle. This is a major quality of life issue. I can see the benefit for residents at the lower end of Walton Street. But it is being secured at the cost of traffic and air pollution increases on Leckford Road and St Bernard's Road. The Council should rethink, remove the barriers at the bottom of Walton St, and instead introduce disincentives for non-residents to drive into Jericho.
27946561	individual	ABING DON	Abbott Road	Object	As someone who works in Jericho [REDACTED], public transport access is limited to buses, which are slow and inappropriate for carrying home sometimes large amounts [REDACTED]. I therefore drive to [REDACTED] where I have worked for [REDACTED]. I do not object to the closure on my own account, although it has made my journey more awkward, but on behalf of those who live in Jericho, [REDACTED] Access for emergency vehicles has been severely hindered by barriers that are not readily movable by emergency staff. Traffic has been significantly rerouted through small residential streets that are not designed or able to cope with such volumes. Businesses have suffered (even before lockdown) from misleading signage and the erroneous perception that Walton Street is closed. If restricting traffic is the aim, then there should have been due process before the opportunistic closure. Comparative studies of traffic levels, pollution levels etc would have made the case for the closure much clearer. Other measures might have been useful, such as perhaps only closing Walton Street to outgoing traffic (continued failure to properly address traffic management on the Beaumont Street junction and other junctions leading to Botley Road had made that a very difficult congestion point), as allowing traffic to access Walton Street from Beaumont Street would only reduce traffic on the main junctions. Another improvement that never happened would have been to replace the layers of ugly barriers with something like a gate that emergency vehicles could then access more easily. In short, I object to both the principle of closing the end of Walton Street and to the practice, ie. the way it has been done.
27951585	individual	Oxford	St. Bernard's Road	Object	The closure of Walton Street was done without consideration to the residents in the area who are now most affected by the closure. A massive increase in traffic to the side streets such as St Bernards Road has been experienced since the closure and other roads such as Leckford Road are also being severely impacted. Walton Street needs to be opened being the main 2 way route into Jericho from Botley and Abingdon Road. With the Coronavirus situation, it is likely that traffic will remain subdued in the future and therefore the reasons for the experimental closure are now obsolete. Open Walton Street and save the local businesses in the area and return to how it was before the closure.
27952257	individual	Oxford	Combe Road	Object	Rat runs are being created elsewhere. [REDACTED] My taxi home to Jericho from the rail station now has to go right up to Observatory Street, taking twice as long and with about twice the mileage.

					<p>People in Observatory Street and Little Clarendon Street are seeing many more car journeys as people are forced to go a much longer way round.</p> <p>Walton Street has never been a side street where children play in the road. It's a fairly ugly major traffic artery and needs to be used as such. For Jericho people, its closure necessitates much longer journeys, literally all round the houses-and I don't see any benefit.</p>
27956641	individual	Oxford	Leckford Road	Object	<p>I am a longstanding [REDACTED] and probably [REDACTED] resident of Leckford Road. I have difficulty in simply attempting to cross the road, since the 'temporary' closure of Walton Street and before the lockdown, given the frequency and speed of the traffic. The new surface is a guarantee of total failure to observe any speed limit. The situation can only deteriorate. [REDACTED], but I do feel that a degree of security should be available to all residents. This is extremely unlikely unless the experimental road closure is abandoned. Furthermore, the safety implications for the school should be obvious.</p>
27956769	individual	Oxford	Victor Street	Object	<p>For me this has been a real issue. [REDACTED] who currently commutes out of the City and this closure adds an additional 5mins to my journey in the morning and evening, which doesn't sound a lot, but I now have to drive all the way up to St Margarets, only to turn right at the end, and I'm now forced down Woodstock road, through St Giles, to turn right and drive past the Ashmolean. This increases by distance traveled by at least a mile or two per journey. So let's say I drive to and from work 5 days a week for a year (minus annual leave), so 46 weeks, that's an extra 460 miles a year. I know a lot of people have been forced down St Barnards, so you've 'closed' that, but it's not really closed and makes a bit of a mockery of your sign posts and cones. It seems like you're trying to cut off Jericho completely. It could be at least one way there, so you let people out of Jericho (or in from Hythe bridge road), but I don't think there was a problem before, so I don't know why you've done this. Some people have said it was to do with traffic flow, but I think it's just forcing the queuing elsewhere. It seems insane and like you don't want people to live in Jericho any more which really upsets me. It's been a real inconvenience. I guess it's been thought up by people who don't live in Jericho. I know there's a strong feeling in the community.</p>
27957473	individual	Oxford	Plantation Road	Object	<p>As a resident of one of the neighbouring roads, I strongly object to the continued closure of Walton Street. It is forcing a large amount of traffic down side roads and Walton Street is an essential artery road through Oxford. It should therefore be reopened.</p>
27957601	individual	Oxford	Plantation Road	Object	<p>Strongly oppose unless traffic calming measures and diversions are introduced to prevent cars using Plantation Road, Leckford Road, St. Bernards Road as alternative routes into the Walton Street, Kingston Road and Jericho area.</p>
27959265	individual	Oxford	Leckford Road	Object	<p>The road closure was made 'permanent' without any proper consultation or process, following the personal wishes and preferences of a few individuals who benefit from it.</p> <p>The road closure has caused major damage to many businesses in Walton Street, eg Daisies, Barefoot, Frog Orange. Illyria Pottery shop has this week closed its doors, and the vintage clothes shop next to it failed.</p> <p>Traffic going south has been displaced on to St Giles which in non-pandemic circumstances had become</p>

				<p>completely ridiculously blocked up.</p> <p>Traffic trying to get to and from Jericho including numerous residents, people from all over the city wanting to access Port Meadow, and huge delivery lorries all now use Leckford Road. The traffic load has changed dramatically, no one keeps to the speed limit, and there are routinely road rage incidents outside the school where the road narrows.</p> <p>People are having to drive longer and further than they were before to access Jericho and Port Meadow, creating more congestion and more emissions.</p>
27963713	individual	Germany		<p>My [REDACTED] where (pre and post lockdown) I remain a frequent visitor. I am very concerned about the disastrous effects of the Walton Street closure on:</p> <ul style="list-style-type: none"> a) local businesses b) traffic levels and increased pollution on the resulting lengthy detours into and out of Jericho and Walton Manor b) the health and safety of residents, pedestrians and other road users in Leckford Road. <p>The effects of the Walton Street closure have not been properly evaluated, and indeed have not been evaluated at all since restrictions were placed on St Bernard's Road and Observatory Street. The County Council has no scientifically founded concept for dealing with the traffic problems in Jericho and Walton Manor. Instead, a series of ill-considered, piecemeal interventions have led to long traffic detours and increased drive times into and out of Jericho and Walton Manor. In particular, traffic and pollution have been shunted from a large commercial, university and residential area into a few residential streets. The situation in Leckford Road is particularly acute, and no account has been taken of the increased flow of traffic expected there when lockdown ends and D'Overbroeck's School reopens. Speed and weight restrictions in Leckford Road are being ignored, and the sudden narrowing of the street to one lane at the level of the school results in frequent road-rage incidents – a situation that will worsen when the school reopens.</p> <p>A serious accident is waiting to happen. Pedestrians and cyclists are particularly vulnerable in this dangerous situation - the very people who are actively mitigating traffic congestion and pollution in Oxford.</p> <p>The County Council must go back to the drawing board..</p>
27963745	individual	Oxford	Plantation Road	<p>Strongly oppose unless traffic calming measures and diversions are introduced to prevent cars using Plantation Road, Leckford Road, St. Bernards Road as alternative routes into the Walton Street, Kingston Road and Jericho area.</p>
27964033	individual	Oxford	Walton Well Road	<p>I live on Walton Well Road and it is now difficult for residents like me to leave the Jericho area to travel to the south and west side of Oxford (past station to Botley Road) as we have to exit through a residential road such as St Bernards Road or Leckford Road then join Woodstock Road and St Giles and Beaumont St, which is a long way around. This road closure has increased traffic pressure from local residents and delivery vans in these</p>

					<p>surrounding narrow residential roads - especially Observatory Street (entry into Jericho) and St Bernards Road, Leckford Road, Farndon Rd, St Margarets Road for entry and exit. Some new yellow signs have been put up saying 'residents access only' but cars are ignoring these signs as they are not enforceable. Even if this was somehow enforced eg with rising bollards, the traffic has to leave Jericho SOMEHOW. People with cars do actually live here! The road closure has therefore just moved the bottlenecks to other parts of Jericho which are narrow and not suited to two-way traffic.</p>
27965665	individual	Oxford	Walton Street	Object	<p>While the road closure draws traffic away from the south end of Walton Street, it does nothing to actively reduce the number of cars on the road, merely drawing the traffic up towards the north end and funnelling it down the side streets. In addition, it has meant we lost our sole means of mass transport - the PickMeUp bus - that now has cut Jericho from its route. This means that residents or visitors are more likely to drive or taxi into the area rather than taking the bus. I have heard some people arguing that more people should cycle, but this is thoughtless and discriminatory as not everyone is physically able to do so - and now, if they cannot and do not own a car, they are forced to pay for a taxi. The businesses in Walton street are also suffering from the decrease in foot traffic, which is not aided by the misleading signs that have been erected saying 'Walton Street closed'.</p> <p>I am also very unhappy with the way the entire experimental road closure has been conducted. I live on Walton Street itself and I was not officially informed of the decision to keep the road closed - I only heard about it via word of mouth. The whole process has come across as thoroughly undemocratic and appears to be more of a case of 'NIMBY' thinking than a thought-through piece of traffic control.</p>
27966241	individual	Oxford	Observatory Street	Object	<p>In the [REDACTED] I moved to Observatory Street the volume of traffic using this narrow one-way street has increased to a dangerous level to the extent that it can be difficult for drivers and passengers to leave their cars through the road-opening doors as well as to unload shopping because of the number of vehicles coming through, often at speed, and not giving way. The speeds at which vehicles often travel down the road between the chicanes also make it difficult for any resident to cross the road on foot particularly at peak times. The street has several disabled parking spaces; their users and the users' carers face particular difficulties because of this heavy traffic. Delivery vehicles and other types of lorry and large van also cut through the street, causing queues whose exhaust fumes have a potentially dangerous impact on air quality.</p> <p>In my view the continued closure of Walton Street, once the current 'lockdown' period ends can only make this situation worse, as drivers of all types of vehicle seek ways into and through the city. The Kingston Road / Walton Street approach to the city has the advantage of carrying two-way traffic, unlike some of the side-roads they serve.</p> <p>Similarly the roads feeding into Kingston Road - for example St Margaret's Road, also carry two-way traffic. Those more northerly roads, which might benefit from a Walton Street closure, also tend to have much more expensive houses and better off owners, although it's to be hoped that this doesn't carry any weight in the consultation.</p>

					<p>There is also the highly emotive perception of the ghetto-isation of parts of, if not the whole of, Jericho.</p> <p>Please keep Walton Street open.</p>
27967521	individual	Oxford	Albert Street	Object	<p>It affects services for elderly and disabled due to no bus services running in the future causing extra cost for taxis which the majority cannot afford.</p> <p>Affects Emergency Services access too much.</p> <p>Affects the Business Community by drop in trade:delivery lorries/trucks using the smaller streets to go round in a circle to exit Walton Street after drop off or reversing dangerously onto pavements to turn round and exit.</p> <p>More traffic on exit and entry roads.</p> <p>Longer traffic journeys causing more pollution e.g when someone needs to go from Jericho to GP Surgeries (of which there are at least 2) on Beaumont street they have to go all the way down to near the train station and return up Beaumont Street,St.Giles etc to get back to Jericho (again,a LOT more cost if they have to go by taxi,especially OAPS on a state Pension only. Not every elderly or disabled person get extra benefits to cover these sorts of costs)</p> <p>There are a lot of people in Jericho on low incomes which this will have a disproportionate affect on.</p>
27967809	individual	Oxford	Plantation Road	Object	It has caused a large increase in traffic on smaller side roads, which is strongly objected to in the neighbouring area.
27967841	individual	Oxford	Plantation Road	Object	
27969857	individual	Oxford	Hart Street	Object	I would suggest that a good compromise would be to restrict traffic at the Oxford end of Walton Street by making the final stretch 'one way' and only permitting traffic to enter Walton Street from the Worcester / Beaumont Street junction. This would ease traffic congestion in the centre of Oxford, preventing traffic from leaving Walton Street at this junction would reduce the emissions from the queing vehicles that are usually waiting to join Worcester / Beaumont Street.
27969889	individual	Oxford	Plantation Road	Object	I am unhappy about the additional traffic in St Bernards, Leckford, Kingston and Plantation Roads. The closure is adversely affecting local businesses.
27973345	individual	Oxford	Kingston Road	Object	<p>The current experimental closure means almost all Walton Manor and Jericho traffic should enter and leave the neighbourhoods via the wholly residential St Margaret's Road and Kingston Roads. The vast majority of the heavy traffic serving the supermarkets and other commercial properties on Walton Street, the university colleges and Oxford University Press needs to travel through a wholly residential area.</p> <p>Surely, many fewer residents would be disrupted if Kingston Road was closed to vehicular traffic near the intersection with Leckford Road and all heavy traffic could serve the commercial properties from the southern end of Walton Street. If a through road needs to be created, Leckford Road is wide enough to be the route out onto Woodstock Road and has a significant number of properties set back from the road that the smallest number of residents will be disturbed by through-traffic?</p>
27973537	individual	Oxford	Cranham Terrace	Object	It is inconvenient to have to drive through the centre of Oxford when I want to go to the supermarket on the Botley Road. By having to go through the centre of Oxford, along St. Giles, I am adding to the congestion there.

					I am also causing more pollution than there is already by being stuck in the traffic. It is also costing me more in petrol. Additionally, when I travel to work I use the bypass, but when there are problems with traffic holdups there I want to be able to go via the Botley Road without having to go along St. Giles and past the Randolph. I need to be able to get to work on time, as does everyone I know, but surely, one of the benefits of paying the council tax that I pay living near the city centre, I should be able to benefit from the quickest, most convenient, most cost effective and least polluting route.
27974753	individual	Oxford	Chalfont Road	Object	One of the best things about living in Jericho is the fantastic range of small businesses in the area, especially the cafes and restaurants. These businesses are already threatened by COVID-19, so I am strongly opposed to any measure that would further threaten their continued viability.
27974913	individual	Oxford	St. Baranabas Street	Object	Formal letter sent to Cllr Cook and Pressel, cc'd to the Christian Mauz
27975937	individual	Oxford	Nelson Street	Object	
27976129	individual	Oxford	Leckford Road	Object	
27976385	individual	Kidlington	Green Road	Object	
27977569	individual	Oxford	Denton Close	Object	I live in Botley and cycle into work every day on Walton Street. [REDACTED] [REDACTED] As a bike user, the closure has made my daily commute a little easier, without having to work my way through traffic queues coming up to the lights and without so many vehicles clogging up Walton Street. One safety concern I do have is that now that the lights have been removed, turning right off Walton Street or left onto it can be dangerous, as you have to turn across the flow of traffic without any right of way. However, I share the residents' concerns about the way this closure has been carried out, without any baseline data to support it. There is less traffic along Walton Street but I wonder if some of it has just been diverted to other smaller streets, perhaps meaning longer driving routes and more pollution in general. It seems an ad hoc decision rather than something properly planned and I don't think a main thoroughfare should be closed like that without more information to support. I also think that a lot of the traffic queues coming up to the lights on Walton Street were caused because the lights were out of sync with the other ones towards the station, so there might be a simpler solution to the problem. I would suggest that the road is opened for at least another year while further data is collected about the real environmental and social impact.
27979489	individual	Oxford	Leckford Road	Object	I am appalled at the effect this closure has had on Jericho and Walton Manor road traffic without any overall assessment of the whole area. It was inevitable that more traffic would be generated on Walton street to Woodstock roads to the north of Jericho. After representations St Bernards road has been made difficult to enter so that Leckford Road is the main choice of all traffic entering and leaving the area. Thus the only road which has a school in it is now the main

					<p>route in and out of Jericho.</p> <p>In my view all roads should share the burden of local traffic without enabling Walton Street / Kingston road to be a "Rat Run:" to avoid traffic in Beaumont street / Woodstock road. This could be achieved by making the junction at Walton Street / Beaumont Street "No Entry" or opening Lt. Clarendon St. to East bound traffic. Without these measures Leckford Road requires more road calming measures than it already has. Currently there is a 7.5Ton restriction which is regularly flouted on a daily basis and therefor not enforced..</p>
27979681	individual	Oxford	Leckford Road	Object	<p>This experimental closure of Walton street has now been in place for months.</p> <p>There has been a significant increase in traffic accessing both residential, business and university areas in the Jericho area . This traffic has of necessity diverted through the side roads of north Oxford from the Woodstock road to obtain this access. Initially this was via the lower roads of the area , st. Bernard's road , observatory street and plantation road .</p> <p>Action has been taken already to help reduce traffic flow down these roads with a knock on effect of a high level of traffic now passing both up and down Leckford road .</p> <p>As a resident i feel that we are being subjected to an unfair level of traffic now down a road which has substantial narrowing approximately halfway down the road very close to a school and causing a hazard to both cyclists using this road and to pedestrians, especially school children, not to mention an increase in pollution in a residential road.</p> <p>Leckford road has signage for a 20 mph speed limit and a weight restriction of 7.5 tonnes (except for access) The speed limit is clearly never enforced and much traffic regularly flouts this limit . The weight restriction is clearly not enforced as we daily have heavy Co-op delivery lorries and large construction vehicles struggling to pass down the end of Leckford road with ensuing traffic chaos .</p> <p>I fully realise that if you go ahead with the plan for Walton street to be permanently blocked off, then some roads will have to bear the brunt of additional traffic.I think this needs to be urgently considered, with consultation as to the fairest way for this to be done .Possibly with a one way system backed up by road calming measures such as build outs, as exist already on Kingston road.</p>
27982881	individual	Oxford	Great Clarendon Street	Object	<p>I would like to suggest that the junction of Walton Street and Beaumont Street / Worcester Street be re-opened for ENTRY into Jericho, but NOT exit from Jericho. This would reduce unnecessary mileage and emissions for people entering Jericho from the south and west, without bringing back the problems of stationary traffic queuing southbound along Walton Street (and causing air quality problems).</p> <p>Potentially this "entry only" idea could be limited to people 'turning left' (though it is almost going straight on) as they come up through the lights at Worcester College. That is the primary need - to reduce unnecessary mileage and emissions from people travelling into Jericho from the south and west. There is less need to enter Walton Street by turning right from Beaumont Street at that point, as relatively few journeys make that approach necessary; people coming from the north and east will mostly have entered Jericho via St Margaret's Road, Little Clarendon Street or Observatory Street.</p> <p>It could include road narrowing to make Walton Street single lane just at the junction point, with cycle lanes</p>

					<p>either side for both entering and exiting Jericho.</p> <p>I would like to ask whether the council has considered this approach, and to strongly recommend it for consideration if not. If it has been considered (and rejected), I think it would be helpful to publish notes from the discussion to explain why it was not considered feasible. Generally more information sharing directly from the council to local residents would be so helpful. As I'm sure you know it became a really toxic issue and the cause of a lot of divisions within the community - really sad to see and I hope it might be possible to manage next steps with more transparency?</p>
27983745	individual	Oxford	Merrivale Square	Object	<p>Dear Madam/Sir,</p> <p>I object to the experimental road closure of Walton Street as it achieves the opposite of one of the goals, i.e. "Connecting Oxford". It affects me personally as it makes our [REDACTED] about 1 mile longer extra time which also contradicts the goal of a "Oxford Zero Emission Zone". This will become even worse once the closure of St Bernard's Rd is enforced.</p> <p>While I appreciate that climate change and health issues are very important, a permanent road closure seems counterproductive. A regulated road closure that would allow local residents to take the shortest route across town, for example by granting permits based on residents' address.</p> <p>I would like to comment, based on my own experience, that the traffic congestions on Beaumont, Worcester, and Hythe Bridge Street are due to the pedestrian traffic lights along that route are not synchronised, and not the "confluence" of Walton, Beaumont, and Worcester Streets.</p> <p>On the schedule for this ETRO you state: "February 2020 onwards - Delivery of measures to complement the trial". Please could you elaborate on these measures, I couldn't find any information on the web site, in fact the information given on the website for this ETRO is minimal and poor.</p> <p>Related, the schedule proposes to continue the road closure for another 12 months without any further consultation after today. From this it is obvious that the council applied the maximum length an ETRO grants without consideration of the wider public. As this is an "experimental" road closure I expect there to be a plan for taking data to demonstrate or test your hypothesis of the impact on residents, businesses, and the environment. Looking at the Walton Street ETRO website this seems not to be the case. Please can you provide me with this plan?</p> <p>Yours sincerely, [REDACTED]</p>
27986753	individual	Oxford	Leckford Road	Object	<p>This is ruining the neighborhood I love. There is too much traffic and pollution. A child is bound to be killed soon. A terrible idea which I believe will have terrible consequences.</p>

27987137	individual	Oxford	Walton Street	Object	<p>The lack of forethought of the closure has led to many detrimental consequences for local people.</p> <p>The closure has led to increased traffic in residential side roads.</p> <p>Concerns about emergency services access.</p>
27990977	individual	Oxford	Cranham Street	Object	<p>This MAY be sensible, but my objection is to the way it has been done: the closure is the accidental by-product of the sink holes which appeared at the south end of Walton Street. THIS IS NOT THE WAY TO TAKE MAJOR DECISIONS. Prior to the closure there were no proper traffic counts on any of the relevant roads, Walton Street itself and its northerly continuation, or the east-west roads which link those north-south roads with the Woodstock Road. Not only was it essential to establish baseline, pre-change figures for all these roads; it would also have been advisable to carry out an origin and destination survey. As it is, we simply do not know whether the time/fuel/ pollution/congestion caused by forcing traffic to divert exceeds or is exceeded by the benefits resulting from the closure. There are established ways of doing this kind of cost-benefit study, and in a city like Oxford we should not be relying who shouts louder between the strongly-held views on either side. We especially should not be taking a decision like this after a quite abnormally quiet period for traffic (Covid-19 lockdown)</p> <p>Or, to put it more simply, where have the cars which used to clog Walton Street from Great Clarendon Street to the Beaumont Street junction gone? Where else are their fumes polluting? What is the increase in distances travelled (and thus of fossil fuel use) as a result of the diversion?</p> <p>There are other questions - for example, where will traffic be diverted when the Oxford Fair closes St. Giles? But these are secondary to the appallingly bad procedure.</p>
27991073	individual	Oxford	Plantation Road	Object	<p>As a [REDACTED] living in the neighbourhood, I regret that we no longer have either a bus service or the use of the "Pick me Up" service, both having stopped because we're considered to be too far off main routes. I feel our needs and our use of community facilities are being ignored in favour of people who are able to get about easily by bike or on foot.</p>
27991169	individual	Oxford	Walton Street	Object	<p>This has directed an unacceptable amount of increased traffic past my residence, increasing exposure to air and noise pollution.</p>
27991457	individual	Oxford	Lonsdale Road	Object	
27991809	individual	Oxford	Walton Street	Object	<p>I am concerned by the detrimental effect the closure has had on our local businesses even before the Covid crisis. I have lived here for [REDACTED] and feel the lively area; pleasantly bustling day and evening will become dead and soulless. I do not run a business myself but fear for the livelihoods of my neighbours. I noticed that the Frog Orange shop had a To Let sign on it today.</p> <p>The number of cars travelling down St Bernard's Road ([REDACTED]) has increased dramatically. The "Access to property owners only" signs have made no difference.</p>
27991841	individual	Oxford	Walton Street	Object	<p>We have lived on Walton Street for [REDACTED] and on or off Walton Street for over [REDACTED]</p> <p>We feel sorry for this businesses who are suffering terribly since the street was closed at the south end, We feel very sorry for the residents of St Bernards and Leckford Roads for whom these streets have become</p>

					<p>incredibly busy rat-runs. We think that the special atmosphere of Jericho is being lost. We think it is appalling that the road was closed in such an arbitrary fashion with no consultation.</p>
27991937	individual	Oxford	Southmoor Road	Object	<p>The effects of the closure of Walton Street have been negative: Mileage and journey times have been increased for residents in Walton Manor and Jericho wishing to travel to southern and western parts of the City of Oxford. In my case, the journey by road to public transport hubs (Oxford's train & bus stations) has been increased by 0.5 km (via St. Giles instead of Walton St) Congestion has been transferred to surrounding roads. Response times for emergency services have been increased. Longer journeys have amplified CO2 emissions, with a negative impact on health. Local shops, facilities and public services in Walton St have suffered from reduced access and loss of demand.</p> <p>I am not aware of any significant improvement to the local environment resulting from this experimental closure.</p> <p>I consider that Walton Street should be re-opened, with appropriate traffic controls (e.g. traffic lights) re-introduced at the junction of Walton and Beaumont Streets.</p>
Email1	individual	Oxford	Cardigan Street	Object	<p>Cutting off access to Walton Street (Oxford) is already making it very difficult for us. We have to make about a mile more journey 2 or 3 times a day, at least, to access [REDACTED].</p> <p>All the traffic going up towards Kingston Road causes road blocks. The traffic queues in St. Giles are atrocious and many times we have to sit in it. As for Observatory Street, very slow access as bikes are going up and down the street, very dangerous.</p>
Email2	individual	Oxford	Kingston Road	Object	<p>It seems to me that the new-found peace and quiet benefiting residents at the south end of Walton Street is being bought at the expense of those of unfortunate enough to live on the few remaining routes out of Jericho. So I sympathise with St Bernard's Road residents who had suddenly faced more traffic on their road, but at least the additional traffic on their one-way street tended to keep moving. As you will be aware, we have a series of pinch points along Kingston Road, to moderate the speed of the traffic while protecting cyclists (and rightly so). Not only do are you now funneling all outbound Jericho traffic past the front doors of those of us who live between St Bernard's Road and St Margaret's Road but, because of the pinch points, some of it lingers while facing off oncoming traffic. My understanding is that the rationale for the closure of Walton Street is to reduce queuing at Beaumont Street and Worcester Street, thereby reducing NO2 and particulates there. A fine objective. Except, effectively, you have moved NO2 and particulates from a non-residential area to a residential area where many people of us are at home for much of the day, and therefore disproportionately exposed. I wish to register my objection in the strongest possible terms.</p>

Email3	individual			Object	<p>If this has been decided what reassurance are the County Council providing to ensure emergency vehicles can access the road and the big lorries manoeuvring around a first school.</p> <p>I would also like to understand how this is environmentally better it has literally just moved the problem. I have to drive to work unfortunately that's the career I chose and this has added on more fuel usage and time.</p> <p>Crossing the road now at the south end is treacherous. I chose to reside in Jericho for the convenience now every time I have to go anywhere it's an absolute nightmare whether walking or driving!</p>
Email4	individual			Object	<p>Excuse me, but this is an absolute sham! You have hardly conducted a consultation, preliminary or otherwise, and most of the local residents know nothing about it because this has all been sneakily done under our noses! The council should be ashamed of itself, it has no idea what it is doing or the impact on local residents. We pay thousands of pounds a year in taxes to help pay for these roads, we need to use them and they should not be turned into 'private roads' for a few. No wonder the Labour Party leader has been compared to a Soviet dictator, Labour-led councils like this one act like dictators with no regard for the people they supposedly represent!</p>
Email5	individual	Oxford	Kingston Road	Object	<p>There seems to have been no consideration of the impact on other streets in the area.</p> <p>Today there were 3 very large coaches parked along Kingston Road waiting for tourists to continue their tour. This not only blocks the road but is dangerous on many levels.</p> <p>The roundabout where St Bernard's, Kingston and Walton meet has now become a turning point for buses and lorries, many of which take several manoeuvres to turn due to their enormous size.</p> <p>Traffic along Leckford and St Bernard's appears to have increased with little understanding that these are residential streets.</p> <p>I appreciate that for the residents of the lower section of Walton Street the closure is wonderful - however for those of us further up the street it is making our quiet area dangerous. I also believe that the opinions of far more people should be ascertained rather than those residents who will benefit financially by a closure</p>
Email6	individual	Oxford	Observatory Street	Object	<p>1. I am very much in favour of reducing the pollution from traffic for us all. However I am not in favour of reducing it for one part of the town at the expense of increasing it for others. The increase in traffic in Observatory Street, St Bernard's Road and Kingston Road is a serious consequence of closing Walton Street. Jericho residents who need to go to the railway station, now need to drive onto Walton Street, to get to the Woodstock Road they need to turn right - and the shortest distance is via St Bernard's Road – drive down the Woodstock Road, St Giles and Beaumont Street. For people living in the depth of Jericho, this entails an extra 2 miles on a return journey (this is a measured result). We are polluting with increased emissions, Observatory Street, St Bernard's Road, Kingston Road, Woodstock Road, St Giles and Beaumont Street at the expense of having reduced traffic and reduced pollution in Walton Street.</p>

					<p>2. I am a life-time cyclist. [REDACTED] Very little thought seems to have been given to the needs of the elderly and disabled population of Jericho.</p> <p>3. A simple solution might be to have a number plate recognition gate at the Southern end of Walton Street which would recognise residents' cars - as they would all have Jericho parking permits. This would stop the rat run, reduce pollution, but enable Jericho residents to move about the city freely and, most importantly, not increase pollution from vehicle emissions in other parts of the city,</p> <p>4. One of the most serious results of the Walton Street closure is the division of the Jericho residents into two camps, those in favour and those against. This is not helpful for community cohesion as well as friendly neighbourhood discourse. The County Council may well need to provide mediation to help the community return to its previous friendly neighbourhood, unfractured by division.</p>
Email7	individual	Oxford	Great Clarendon Street	Object	<p>I have just seen the proposals made by 'Don't Choke Jericho' group and would like to voice my concern about them and make it clear that I oppose them. Their proposals would move traffic off Walton Street and direct it through the quiet residential back roads of Jericho, not to mention just next to a children's play area and school on Great Clarendon Street!</p> <p>The Walton Street closure has been excellent for residents. A much safer, quieter and pleasant place to be thanks to reduced number of vehicles. As mentioned in my previous email, I live on Great Clarendon Street with my wife and [REDACTED] and would be very angry if more cars started using our road as a rat race to get around a pedestrianised Walton street. I chose to live in this area because it was quiet and safe. We would prefer them to reopen Walton street than start directing traffic next to our children's play area and school and would urge the council to proactively contact all local residents before making any decisions. Perhaps also come and take a look at Great Clarendon Street at around 9am and 3pm and you will see a lot of young school children walking to/from school by themselves.</p>
Email8	business [REDACTED]	Oxford	Walton Street	Object	<p>I am writing to oppose the above prohibition of motor vehicles in Walton Street. Businesses in Jericho and elsewhere are still feeling the effects of the monster that is the Westgate Centre. I hear that Boswells is closing next year. Please don't let this happen to businesses in Walton Street – we need as much support as we can get from our City Council and closing Worcester Street to traffic is making trading noticeably difficult for us all. I have either lived or run businesses in Jericho for over three decades and know it well. Walton Street has always been a mixed use city fringe street. It's vibrant and cosmopolitan – a very special place. There is not an excessive amount of traffic, drivers are considerate and there seems to be a mutual respect between drivers, pedestrians and cyclists. We all rub along very well.</p> <p>ALL businesses on Walton Street strongly oppose the proposed closure as does every resident who I have spoken to. We were all horrified when the road closed due to road works so you can imagine the despair we felt when we heard that the Council is arbitrarily trialling a closure with a view to it possibly being permanent. How can this happen in a so called local democracy?</p> <p>Westgate Shopping Centre</p> <p>Many independent businesses have seen a drop in trade since the Westgate opened. Many are still finding trading difficult. I hear that one in eight shops in the city centre is empty in what was previously prime retail</p>

				<p>space. Closing Worcester Street with the aim of restricting flow and access into Jericho will undoubtedly have a negative commercial impact – encouraging traffic through Oxford to the car park at Westgate but not allowing customers to drive to Jericho. It's adding insult to injury.</p> <p>With increasing globalisation, homogenised businesses and growing internet trade we should be valuing small, independent bricks and mortar business and the contribution they make to the community in Jericho. █████ is very definitely a neighbourhood restaurant and █████. Not to mention the rates we pay and the employment we create.</p> <p>Deliveries</p> <p>Some of our deliveries come in 7.5 tonne lorries. These are not HGVs but they are unable to access Jericho businesses via Little Clarendon Street or Observatory Street. We have a number of deliveries which come via the Botley Road (or are from companies based on the Botley Road). Currently they have to go via the ring road or Little Clarendon Street to get to us. Little Clarendon Street, Observatory Street, Pusey Street and St John's Street will all get more traffic. I've certainly been using Little Clarendon Street more.</p> <p>Shutting Worcester Street would create pinch points elsewhere in the city, more travel miles and more pollution – particularly for those vehicles who have to go via the ring road and sit in traffic there. This makes the proposal less green than it initially might seem.</p> <p>In summary, the closure trial has come at completely the wrong time when many businesses are already struggling and adjusting to significant structural challenges. It's very much an anti-business proposal. Walton Street is full of life and the businesses along it are very much part of this. We are not a city centre street but very much a neighbourhood and a community. We love Jericho how it is.</p>	
Email9	individual	Oxford	Leckford Road	Object	<p>I am a resident in Leckford Road and would like to express my concern and unhappiness at the detrimental impact that the closure of Walton Street from Worcester College has had on the street in which I have lived for some time. The closure has resulted in considerably increased traffic up Leckford Road, largely traffic coming from Jericho and Waterside. This adversely affects the safety of the road, a factor that is even more important as there is a school in the road. Cars often drive very fast, well in excess of the speed limit. There are frequent episodes of road rage, and these have continued during lockdown, where the traffic is now at a steady stream, rather than a torrent as before. Heavy vehicles, including colossal lorries, use the road, despite the sign banning them, setting off car alarms, and sometimes damaging the parked cars. The increased traffic inevitably has a negative environmental impact on the road, again a factor that needs particular consideration with a school playground in the street. The signage is woefully inadequate: while there are now signs prohibiting entry to St Bernard's Road and Plantation Road to all cars other than those of residents, there is nothing to deter cars from using Leckford Road as a rat run between Woodstock Road and Jericho, which is what it has become by default. I do hope that you will listen and take note of the concerns of the Leckford Road residents. There is a great deal of frustration and concern in the street at the lack of transparency on the part of the council, and at the apparent disinterest in and disregard for the views of the residents of this street.</p>
Email10	individual	Oxford		Object	<p>Please consider re-opening the street post-lockdown to collect proper baseline measures of traffic and pollution against which the council can compare and measure the impact on traffic, pollution and trade of any subsequent closure.</p>

				<p>As a resident of Jericho I am concerned about traffic and pollution levels in the neighbourhood and I welcome measures to reduce these. But at the moment there is no evidence that the closure of Walton Street is reducing overall levels of road traffic: indeed as a resident of St Bernard's Road, prior to lockdown I noticed a clear increase in traffic - especially during rush hours - which has made me wonder whether the closure has simply redistributed unchanged traffic volumes along side roads. St Bernard's Road was not designed to take such a constant stream of lorries, vans, taxis (often seeming to be breaking the speed limit) and other commercial traffic: presumably the traffic calming measures along the road were intended to prevent precisely this.</p> <p>Some years ago now the council gave planning consent to large new developments on the former Lucy's site, in addition to the Waterside estate, whose only point of access is via the two single-lane canal bridges over Walton Well Street and Aristotle Lane. These developments have dramatically increased the traffic in Jericho over the years: it makes no sense to now close one of the main roads in and out of the area at the corner of Worcester Street. If the council plans to permanently close this junction then it must find an alternative route in and out of the area for traffic: perhaps through the University's campus area next to the Observatory.</p> <p>As a Jericho resident I also enjoy the vibrant community of local businesses in the area and I take seriously the concerns they express that the road closure is harming trade and jeopardising their futures.</p> <p>Finally, please consider that the data collection exercise I believe the council is now undertaking will be in no way representative during the lockdown period.</p>
Email11	individual	Oxford	Object	<p>As a resident of North Oxford I am very much against the closing of Walton Street Firstly, on the grounds that small businesses will not be able to continue. They are already suffering with the effects of Covid-19 & permanent closure of Walton Street will mean they continue to lose customers. Is this what the CountyCouncil finds acceptable?</p> <p>And secondly, creating rat- runs in small side streets only adds to air pollution & reduces the quality of life for local inhabitants. Is this what the County Council considers good practice?</p>
Email12	individual	Oxford	Object	<p>I should like to point out one further problem with the closure of the southern end of Walton Street. On both sides of Beaumont Street, west of Gloucester Street/St John Street, are GP surgeries which serve the local area. On the southern side of that section of Beaumont Street, there are blue-badge disabled car parking spaces, which were a great help to me as a blue-badge pensioner, when visiting my GP at number 19 Beaumont Street. I could park right outside the surgery and, after my appointment, could travel west down Beaumont Street and queue at the traffic lights in the right-hand lane, in order to turn right (north) up Walton Street and continue home. Now, with that route blocked off, if I park outside my GP surgery I am forced to travel to Frideswide Square before I can find a place to turn in order to travel east and then north up St Giles and Woodstock Road, a precarious manoeuvre. An alternative would be to make a U-turn in Beaumont Street itself, also quite a</p>

					<p>dangerous gambit, given the increased level of traffic. Otherwise I have to park in Gloucester Street, on the double yellow lines, having first had to turn the other way, facing out towards Beaumont Street, always supposing I can find a space to park in the first place. All that wasn't such a problem when we had the number 17 bus, as I could just about manage to walk from its stop near the bottom of Walton Street to my GP surgery (although a bus stop actually in the west end of Beaumont Street would have been more helpful). Since that bus was axed, however, I'm forced to drive or else pay for a taxi. Since my age and infirmities require me to make regular visits to the GP surgery, which I'm sure must be the case for many other local residents, this barrier to access amounts to real discrimination against older people with decreased mobility.</p>
Email13	City Cllr	Oxford		Object	<p>I made an objection to this closure in November 2019.</p> <p>In the six months since I made that response, my opinion has been crystallised by the views of local residents, local businesses, and my own experience as a Walton Street shopper/cyclist.</p> <p>My concern now is that the Worcester St/ Walton St junction should be kept open as far as Jericho St so that Jericho residents and visitors have easy access to Jericho – currently there are traffic problems, particularly in St Bernards Road and Leckford Road by people trying to enter/exit Jericho.</p> <p>I support the closure of Walton St from Jericho St/Cranham St (the old surgery) to the chicanes south of St Bernards Road. This will provide opportunities for pavement cafes and stalls, which will be particularly beneficial for retail, wine bars and restaurants during what could be a prolonged period of social distancing, especially through summer and autumn. This could help to ensure the survival of these businesses, which are very much under threat from the combination of the Walton St closure and covid.</p> <p>I would support the creation of a central cycling lane down the centre of the pedestrianized stretch of Walton St for cyclists and deliveries by bike (these are advising that the closure of Walton St is making their journeys much longer). Also vehicle deliveries to businesses before 10 a.m. and after 6.30 p.m. (in line with the Cornmarket arrangements).</p> <p>I have read the proposal from the 'Don't Choke Jericho' community group, and fully support their vision of how Jericho could be changed for the better. This is very much in line with the City's objective of creating a cleaner, greener Oxford.</p>
Email14	individual	Oxford	Plantation Road	Object	<p>Mine (and my wife's) is that Walton St should not be closed. Jericho is a wonderfully lively area, and, furthermore, the shops there are going to need all the help they can get, for obvious reasons.</p>
Email15	individual			Object	<p>I am against the closure of Walton Street because the knock-on effects on surrounding residential roads. It has not been properly thought through and the desire to close part of Walton Street seems to outweigh the health of residents and children attending local schools. The scheme does nothing to reduce traffic in the area - merely shuffles the problems elsewhere.</p> <p>When I visit my daughter and her family in Leckford Road, my wife and I (in our 70s and early 80s) find it difficult to cross the road safely or go for a local walk as the traffic is going too fast, then slams on the brakes and causes congestion at the section of the road that is single carriageway. The speed limit never seems to be enforced although the traffic parking attendants seem quite zealous about less dangerous matters. The situation has deteriorated over time and I can see it only becoming worse.</p>

					<p>There is also a school on the road and the same concerns must apply to children trying to cross the road. What is the logic of halting traffic, engines running, while they wait to navigate the narrow stretch of Leckford Road. this will increase air polution and could have longer lasting effects on the children's health. I thought the modern thinking is to reduce traffic in the vicinity of schools.</p> <p>On the wider issues of planning why have the large residential developments at former Lucys industrial site and the estates at Plater Drive area been permitted if then it is proposed to restrict access by closure of part of Walton Street? Why was the opportunity not taken to have an access road to Jericho not taken when the old Ratcliffe Infirmary site was redeveloped?</p> <p>The answer is not to restrict access to Jericho and thus making it necessary for traffic to be diverted into unsuitable resident streets.</p> <p>The closure should be reversed and the entire system for traffic handling be looked at again.</p>
Email16	individual	Oxford	Cardigan Street	Object	<p>This is to reiterate and reinforce more vehemently still my original objections. I raise all the objections already raised by the anti-closure local group/s,</p>
Email17	individual	Oxford	Victoria Road	Object	<p>I am writing to seek reassurance that in any plans for Walton Street the needs and interests of residents with severe mobility problems are sensitively dealt with.</p> <p>My son has drawn my attention to a blog entry written by his friend since school days at https://thecatchpoles.net/2020/04/14/trapped-with-and-without-covid-19/. I would very much hope that the Catchpoles and/or their more local neighbours have made their own direct representations to you and the Council about the impact of the current scheme. I have no reason to suppose that their interests will not be catered for in the longer term. However, in the short term I have great sympathy with their distress, more than just inconvenience but physical pain, caused by the combination of the closure of Walton Street at the Beaumont Street junction and long-standing traffic-calming measures, especially speed humps, on the other route out of Jericho.</p> <p>Where I live, [REDACTED] we benefitted many years ago from a scheme intended to prevent our and surrounding roads from being used as a rat-run, with which you will be very familiar. We are in a 20mph zone, a limit mainly observed, with a small number of raised junctions. The scheme works pretty well and broadly met its original aim without creating serious problems for residents (or their visitors) with mobility problems. Obviously Walton Street and Jericho present an entirely different set of challenges. I suspect that had one been starting from scratch in creating measures to stop through traffic, calm the speed of remaining traffic, create pedestrian zones etc, the interests of residents like the Catchpoles would have been much more smoothly taken on board, for instance in using alternatives to the current speed humps.</p>

Email18	individual	Oxford	Observatory Street	Object	<p>As a resident of Observatory Street, I am writing to strongly support the re-opening of Walton Street.</p> <p>The closure of Walton Street has had a severely detrimental impact on Observatory Street.</p> <p>The volume of traffic has increased considerably. Not only more cars, but also a large number of extremely large goods vehicles now come down Observatory Street. These are barely able to squeeze past the bollards (frequently knocked down) and the parked cars in this very narrow street.</p> <p>The increased volume of traffic strongly suggests that the traffic is not confined to residents and that drivers are ignoring the street sign at the beginning of the road restricting the traffic to residential access.</p> <p>The pollution of so many exhaust fumes in this narrow street, where so many houses open onto the street must be considerable.</p> <p>I urge the council to re-open Walton Street.</p>
Email19	individual	Oxford	Leckford Road	Object	<p>In recent weeks I have seen an alarming surge in road traffic using Leckford Road. This includes a marked increase in taxis, commercial vans/lorries and parcel delivery services. This is despite the significant drop in road traffic in other areas of central Oxford due to the virus pandemic restrictions. Many of the taxis and delivery vans park indiscriminately along any available space in Leckford Road, including regularly blocking the entrance to my drive, even though no deliveries are being made in the road.</p> <p>I have no doubt that this entirely unacceptable situation is a direct result of the Council's 'experiment' in the closure of Walton Street. It appears that Leckford Road has now become the main entrance and egress of choice for the Jericho area for all commercial vehicles. Let me tell you why this cannot continue.</p> <ol style="list-style-type: none"> 1. You do not solve traffic congestion problems by alleviating them from one area and dumping them on another. It is short-sighted and undeniably unfair on the newly afflicted area, particularly considering the total lack of consultation. You are mandated with protecting all residents, not just the ones who shout loudest. 2. A long stretch of road along the western half of Leckford Road is very narrow, and vehicles may only enter and exit from one direction before the road can accommodate vehicles from the opposite direction. I have already noticed stand-offs and instances of road rage as drivers are unwilling to give way. 3. You are redirecting heavy traffic along a narrow road, past a school. This is simply insane. 4. Close-quarter pollution will unquestionably increase in Leckford Road. [REDACTED]. When I bought my home I took particular care to avoid heavily used roads for health reasons. Your actions directly endanger my health and well-being.

					<p>5. My residence in Oxford, [REDACTED], will shortly be ending. Naturally, I plan to sell my home here. There is ample evidence to show that house prices in busy roads are measurably less for the same size and standard of property than less busy ones. If on selling my home, once the pandemic has passed, I find that I suffer a financial disadvantage due to the council's ill-advised decision to effectively redirect traffic to Leckford Road, contrary to the wishes of the majority of its house-owners, will have no option but to take appropriate action against Oxford City Council for consequential damages following material change of circumstances.</p> <p>Mr. Mauz, this is the first and only time I have expressed my views on any topic to Oxford City Council. I have paid my council tax in a punctual manner and have abided by the Council's regulations. I cannot, however, accept the current state of affairs. It is grossly unreasonable and I feel let down by the very people in whom my trust has been placed to speak on my behalf. I fervently hope that you and the Council will reconsider this rash proposal.</p>
Email20	individual	Oxford	Walton Well Road	Object	<p>This makes it increasingly difficult to get out of Jericho to the west of the city with a car which we use often [REDACTED]</p> <p>It also means that we have to use the small side roads which are unfair on residents and would not decrease pollution just disperse it.</p> <p>I would like to raise our objections formally</p>
Email21	individual	Oxford	Wellington Street	Object	<p>, I am a [REDACTED] I have lived in Jericho [REDACTED]. The closure of Walton Street has made a terrible difference to many people including myself. [REDACTED]. So I have to get a taxi now because there is no bus anymore. I cannot walk very far. Now I have to take a longer route by taxi which costs more on my pension. I wish the road would at the very least open for taxis, buses, ambulances and fire brigades. I am very angry about how your decision to close Walton Street has badly affect my life and reduced what I can afford to live on. Shame on you all. I am very angry with you and I will never vote for any of you again. Not one of you Councillors have shown your face in Jericho, to care for us elderly about how we are so deeply and financially affected by the closure. You all disgust me. My friends in the neighbourhood who are elderly too feel the same way.</p>
Email22	individual	Oxford	St. Bernard's Road	Object	<p>My vote is to re-open Walton Street.</p> <p>I am a local resident, having lived in St Bernards Road since [REDACTED] I do not belong to any local group. I am very concerned about the closure of Walton Street as I think that it was not carried out with any prior consultation or sound reasoning, and that there is a range of reasons why it does not make sense to continue it in terms of the impact on the local community and environmental concerns.</p> <p>The initial decision to close Walton Street was taken only as a result of the road repairs, and in fact took place following the completion of actions clearly designed to be able to reopen it (bus lanes on the tarmac). There were no data available or consultation with local people as far as I am aware to justify the closure before it</p>

took place. At the very least there should have been a proper setting up of an experiment were there genuine concerns. Instead, this was imposed suddenly on local people without as far as I am aware any consideration of alternative solutions to whatever problems were thought to exist.

I should say that I can see that for residents at the end of Walton Street closest to the closure having queues of cars outside their doors waiting at the traffic lights could cause air pollution problems. Of course, as noted below, this benefit is offset by the displacement of the problem elsewhere. However, even leaving this aside - and the shift towards hybrid and electric vehicles, which lessens the problem anyway as engines are not ticking over - the solution to this is not to close the road, which creates many additional problems, but to improve the flow of traffic in the area, and the phasing of traffic lights at that junction and the next one, in order to avoid this problem. Given the lockdown, any traffic data from before and after the closure are unlikely to be typical and therefore to use them in relation to the decision as to whether to maintain the closure would not seem sensible.

The reasons why I am opposed to the closure of Walton Street mean that I am not engaging in the discussion about alternative mitigating measures.

The closure of Walton Street does not result in any overall environmental gains in my view (I have dealt with the more local issues above). Jericho residents wanting to leave the area to drive south are now having to make a round trip which is much longer and therefore results in more pollution overall, whichever street they decide to use as an alternative. It is implausible in any case that Walton Street was being used as a rat run previously, given the speed bumps, narrowness at various points and pedestrian crossings etc. In addition, this contradicts the evidence about queues of stationary traffic at the southern end, which were being given as the reason for the environmental concerns. Supporting the closure of a road because it looks as though it stops cars moving about so easily does not make sense; it has to be thought through, in terms of the overall impact of the decision, rather than its value as a symbolic gesture.

The closure results in greater difficulties for anyone who finds it hard to get about and does not have a car because there is no possibility of a through transport service. I have heard that a bus was arranged to pick up people as a special arrangement but this is different from having a normal transport service in the form that existed previously, with buses of course being particularly important for those on low incomes and with restricted mobility. So the closure is likely to reduce the use of public transport, which does not seem to be consistent with environmental concerns, and also to increase the difficulties of those without their own transport in terms of getting to other places within or outside Oxford.

I know that local businesses are concerned about the closure, as I have spoken with several of them. Delivery access is clearly affected.

The emergency services are of course affected in terms of access, making it more difficult for them to reach houses at that end of Jericho. It is possible that temporary access could be given when this is known about in advance, or with special technical arrangements. But in itself this would not deal with the other issues set out above.

I should add that my response to this consultation is not primarily motivated by concerns about my own situation in St Bernards Road, although clearly the increased traffic caused by the closure has affected us (with

					<p>St Bernards Road already being used as a rat run by the new residents in the Lucy's development having increased it already, and since the closure about 200 vehicles an hour going past our window); in addition, any mitigation measures would affect us in terms of (eg) being unable to turn right at the end of the road, and therefore having to take a detour, thus once again increasing the environmental impact of our vehicle use. We have had no direct communication as the residents perhaps most affected from the County Council either about the closure or about the road furniture to divert traffic or about any potential mitigating measures. We only heard about the preliminary consultation earlier this year by word of mouth.</p> <p>Please ensure that this response is taken into account when the continued closure of Walton Street is being considered. I would urge you to reopen Walton Street and consider alternatives to any problems that you consider exist.</p>
Email23	individual	Oxford	Southmoor Road	Object	<p>I wish to express my dissatisfaction with the way in which the matter has been handled by Oxfordshire County Council. Before the closure was made on 18 November 2019 the Council conducted a two-week consultation under which 200 letters were delivered on 4 October to properties in the immediate vicinity of the proposals. A two-week consultation was far too short, and the number of residents affected was many more than 200 (for example, a total of 1,083 Resident Parking Permits were issued by the Council in 2019 to persons living in Jericho and Walton Manor).</p> <p>Before the closure, traffic flows were controlled by traffic lights at the junction of Walton Street and Beaumont Street. Apparently no information was collected by the Council on traffic flows in the neighbourhood in the period before the closure, so it is difficult to see how the 'experimental closure' can be evaluated on a scientific basis.</p> <p>The effects of the closure have been negative:</p> <ul style="list-style-type: none"> o Mileage and journey times have been increased for residents in Walton Manor and Jericho wishing to travel to southern and western parts of the City of Oxford. o In my case, the journey by road to public transport hubs (Oxford's train & bus stations) has been increased by 0.5 km (via St. Giles instead of Walton St)*. o Congestion has been transferred to surrounding roads. o Response times for emergency services have been increased. o Longer journeys have amplified CO2 emissions, with a negative impact on health. o Local shops, facilities and public services in Walton St have suffered from reduced access and loss of demand. <p>I am not aware of any significant improvement to the local environment resulting from this experimental closure.</p> <p>In conclusion, I consider that Walton Street should be re-opened, with appropriate traffic controls (e.g. traffic lights) re-introduced at the junction of Walton and Beaumont Streets.</p> <p>* The Council normally closes St Giles and roads in the area for three days during St Giles' Fair. With the closure of Walton St, this requires a detour of about 5 km (via the Ring Road) for persons needing to travel from North Oxford to West Oxford.</p>
Email24	individual	Oxford	Walton Manor Court	Object	<p>I would like to inform you about the fear older residents of Walton manor court have with the access for an ambulance the closure has made it very difficult for transport to reach us quickly , before the Corona virus the</p>

				<p>air pollution was increased concidably because lorries came down from st Margaret's rd to get to the far end coop madness one eg of the increase of traffic this end I had to buy an air purifier then there has been the fear of an ambulance taking a long time to get here during the lockdown . I find the closure of Walton st a total disaster ,</p>
Email25	individual		Object	<p>Here is an idea for an experiment. At the moment, much of the delay on Walton Street is the result of the timing of the two traffic lights. Especially at peak periods, when the light goes green there is no space for cars from Walton Street because of a red light at the other end, and they must squeeze in somehow. That’s why only two or three vehicles at most can cross on each cycle. It should not be beyond the wit of the engineers to co-ordinate the lights, so that access to Worcester Street from Beaumont Street was delayed long enough for the queue there to move on, or even to get started, and thereby enable a reasonable number of vehicles from Walton Street to move across. I am sure that this idea has been realised and applied elsewhere; at the moment I am call it ‘the car sluice’. The possible drawback that cars would then rat-run down Little Clarendon Street has been addressed in my previous letter.</p> <p>I should put it on the record that it seems possible to me that all this ‘traffic impedance’ on Walton Street is not accidental but deliberate, all in the cause of fighting Climate Change by making private transport unattractive. If that be so, then I urge strongly that it be made clear so that residents are treated like citizens and not subjects.</p>
Email26	individual		Object	<p>I wish to register my objection to the trial closure of the southern end of Walton Street. My reasons follow-</p> <ul style="list-style-type: none"> • The closure goes against the advice of the emergency services which have state concerns about the increased response times and difficulty bringing specialist equipment into Jericho and Walton Manor (as per FOI). It also removes the only alternative route for fire vehicles to reach North Oxford. This closure will have serious safety implications during future events which close Woodstock Road and St. Giles. • The new “dead end” of Walton Street by Worcester College is approximately 140m in length without an adequate turning facility for larger vehicles including delivery, refuse and emergency services. This distance exceeds guidance of maximum reversing distances for both refuse collection and fire services. • You are failing to undertake any assessment work to a level of detail that would be expected by a private developer. The local authority should lead by example and not work to a lesser standard than any other individual or group. Without any pre-closure baseline data, I would not expect any planning inspector to accept such a proposal. • The Council states in your consultation leaflet of February 2020 that the closure would enable Walton Street to return to a quiet residential street. While there are some houses, this is misleading given that the majority of Walton Street is a business district with a significant proportion of what was previous housing converted for education purposes. I refer to resident [REDACTED] who has lived in Jericho for 75 years and said Walton Street was always a business street. • The closure impacts local business trading (Jericho Connections combined with the Jericho Traders Association submitted the survey before any impact of COVID 19.). Without local shops and services, you will destroy the community, impacting particularly heavily on those in greatest need to such facilities such as the

elderly and vulnerable.

- Oxfordshire County Council closed Walton Street without any traffic assessment or study that included the entire neighbourhood of Jericho. Instead, it relies on one counter at the southern end of Jericho in 2018.
- Oxfordshire County Council sent only 200 letters informing the closest residents about the closure ignoring all the residents, property owners, workers and businesses.
- No detailed study/report of the trial has been made public and circulated to residents.
- The closure has led to increased traffic in residential side roads. We live on Albert Street and noticed an immediate increase in July when Walton Street was initially closed. We tolerated it because we knew the work closing it would end shortly and it would reopen in August. You kept the road shut and the trucks continued to rumble down our tiny residential streets until the Covid-19 lockdown.
- The total lack of forethought of the consequences of the closure and its impact on local side streets has been demonstrated by multiple failed attempts to counter the impact side road traffic with signs and by blocking a right turn lane from Walton Street onto St. Bernard's Road.
- The signs which now say "Residents only access beyond this point" are confusing to those visiting the area either with business such as carers and delivery drivers, friends, family, and customers for the many commercial concerns.
- Oxfordshire County Council erected permanent signs that start, "Walton Street is Closed" when it is not. This impacts on local businesses and the potential to bring s bus service back to Jericho.
- You state that the scheme will prevent rat-running, but you have not provided any clear evidence of this. Notwithstanding this, people taking alternative routes is usually down to trying to avoid traffic elsewhere. With the recent simplification of the junction of Hythe Bridge Street/Worcester Street, traffic will flow more freely and therefore reduce the likelihood of rat-running.
- All residential and business traffic leaves Jericho by a tiny residential road, St. Bernard's Road. Lorries simply turn right from the left-hand lane ignoring the coned off lane.
- As a cyclist, I don't see the benefits of the road closure. Cars coming from Woodstock road now speed around the corner of Beaumont Street and Worcester Street onto Hythe Bridge Street. There are no lights to exit to turn right on. I must take a chance in gaps if I want to turn right from Walton Street during the morning rush hour. Similarly, Little Clarendon street has become much more dangerous, squeezing more traffic into a smaller road. Several times I've had to get off my bike and pull it onto the pavement to avoid being hit by a car or truck which is driving in the bike lane.
- Permanent closure will remove any opportunity to reintroduce bus services (either timetabled services or on-demand services).
- There is a worrying shortfall in air quality data throughout Jericho to allow a before and after study to assess the impact of the trial. Air quality might be better at the southern end of Walton Street. However, the northern end near St. Bernard's road must have gotten worse. Although according to the countries standards the air quality at the southern end was $27\mu\text{gm}^{-3}$, much better than the countries lowest target of $40\mu\text{gm}^{-3}$
- As part of your justification of the increased traffic levels on St Bernard's Road resulting from the closure being acceptable, your engineers cite guidelines on assessing safe walking routes to school which classifies

					<p>flows of up to 400 vehicles per hour as low traffic flows. Data from the only pre-closure traffic survey (Walton Street traffic survey April 16th to 22nd 2018 - Location approximately at Richmond Road junction) shows a two-way peak flow of 354 vehicles per hour (based on a 5-day average). By these guidelines, a pre-closure Walton Street would be considered a safe route for children, again proving that the closure was rushed, not fully considered and not justifiable.</p> <p>I wish to object to AK.12.6.320/Walton Street ETRO. Experimental Prohibition of Motor Vehicles, Walton Street as it is more detrimental to the entire neighbourhood as a whole and the County Council have failed to undertake the reasonable and expected steps to fully assess the need for the closure and report these to the public in a fair and balanced manner.</p>
Email27	individual	Oxford	Kingston Road	Object	<p>There seems to be some sloppy thinking about this.</p> <ul style="list-style-type: none"> • Blocking the South end of Walton Street is not going to do anything to reduce the total amount of traffic is it? Nor the amount of pollution generated by traffic. It is simply going to re-route that traffic and its pollution from one place to another. At the moment, despite efforts to avoid it, this is down St. Bernard's Road. Assuming those efforts succeed, this will be right past my front door and that of my neighbours. • So there will be no overall benefit: any "return to a quiet residential street" at the South end of Walton St. will be offset by a loss of amenity, specifically loss of quietness and increase in pollution in remaining routes. Any improvement in "impact on health" in Walton Street is going to be matched by a damaging "impact on health" in those remaining routes. • The only reduction in the volume of vehicular traffic would arise from <ul style="list-style-type: none"> o reduced vehicular use. o additional exits to/from Jericho. (But this scheme does nothing to address this, and the canal, Worcester College, Lucy's, would make that impractical.) o Improvements in Public Transport to an from Jericho. (But the only change here has been to withdraw the former bus service around Jericho.) <p>I applaud the aims but I cannot see how the proposed means deliver. If you have complementary schemes in consideration that, together with this proposal, make more sense, they all need to be presented together, rather than piecemeal, as at present.</p> <p>Meantime, please register my strongest possible objection to the continuing closure of the South end of Walton St.</p>
Email28	individual	Oxford	Chalfont Road	Object	<p>I am writing to object to the proposal to make the temporary closure of the lower part of Walton Street to motor vehicles permanent.</p> <p>I already object to the temporary closure on three grounds.</p> <ol style="list-style-type: none"> 1. For such a sudden and radical change in local traffic regulations to be introduced without any previous consultation of those likely to be affected (who are not only the residents of Walton Street and adjoining streets) appears arbitrary and profoundly undemocratic. The idea of introducing this closure of Walton Street

					<p>to road traffic appears to have been opportunistic, exploiting an interruption of traffic over several weeks by road works, rather than one based on serious analysis and consultation of all interested parties.</p> <p>2. The supposed benefits of this road closure, in terms of reducing the volume of road traffic, congestion, pollution, noise and other nuisances in Walton Street, will only be gained by adding to those same nuisances in other adjoining streets. Any attempt to deal with these important problems should be based on a coherent and comprehensive plan for limiting road traffic in North Oxford rather than isolated and uncoordinated initiatives like this one.</p> <p>3. This sudden change in conditions of road access to Walton Street from the North and South is already having an impact on a number of small businesses in the upper part of Walton Street which give Jericho its distinctive character, including restaurants, cafés, specialist food shops and the Phoenix cinema. Life will be difficult enough for such businesses in the coming recession without having to deal with such an ill-prepared and poorly justified change in their working environment.</p>
Email29	individual			Object	<p>I would like to express my disappointment and disagreement with the closure. For the people like me, who lives in Jericho and needs a car for going to work, it has been extremely annoying and makes our life much more difficult. The closure has brought more traffic jams in the city center (St. Giles, Beaumont Street, Worcester Street, Hythe Bridge Street, etc.) with the corresponding consequences: more pollution, inability to forecast travel time accurately in the mornings, stressed and frustrated drivers, road rage, traffic blocked for emergency services and more congestion in secondary roads.</p> <p>I hope you could reconsider the decision and open again Walton Street, at least for all the residents of Jericho.</p>
Email30	individual	Oxford	St. Bernard's Road	Object	<p>I am writing in connection with the issue of the closure of Walton Street, and in particular with the effect that this has had on other streets in the area having to bear the brunt of increased traffic from Jericho unfairly. I live at the Kingston Road end of St Bernards Road and although notices have been placed, not easy to see, saying that the road is for residents use only, I have to report that this is totally and completely ignored by drivers. I want to ask how the Council would propose to enforce this restriction.</p> <p>In addition, our house is [REDACTED] and (until it was shut because of the coronavirus) we have been seriously disturbed by professional drivers waiting to pick up passengers and leaving their exhaust running. I would have thought that the clean air necessary for residents in Walton Street should also apply to us. Obviously, arrangements have to be made for delivery vans and emergency vehicles.</p>
Email31	individual	Oxford	St. Bernard's Road	Object	<p>I want to reiterate that the closure of Walton Street at the Worcester College end has led to an unacceptable increase in traffic in St Bernard's Road, from early in the morning until after midnight, not just during the working day. With lockdown measures being eased this week, the traffic level is increasing again.</p> <p>The signage efforts and removal of the right turn into St Bernard's Road have had little impact. If the Council is unable to come up with a better rearrangement that would lead to a more equitable sharing of the exiting Jericho traffic then the best option is to reopen Walton Street.</p>

Email32	individual	Oxford	St. Bernard's Road	Object	<p>I have been advised to contact you regarding my complaint of the unacceptable increase in traffic in St Bernard's Road as a result of the closure of Walton Street at the junction of Beaumont Street.</p> <p>St Bernard's Road is now functioning as an arterial road which the lay out was not designed for. Despite the 20mph limit cars regularly speed well beyond this restriction, man in white van and taxis being particular culprits.</p> <p>An increase in pollution and noise levels are of course another byproduct of this closure.</p> <p>This closure would appear to have been activated without any consultation of local residents. I appreciate Oxford is blighted by traffic issues, but to close a main road without making provision for compensatory access for a large domestic area of the city, here I'm referring to Jericho and workers at OUP as well as Walton Manor is, in my opinion, bad planning.</p> <p>If the council are considering plans to alleviate the situation please let me know If you are not involved with this issue I'd really it appreciate if you would forward it to the relevant colleague.</p>
Email33	individual	Oxford	Combe Road	Object	<p>I believe it has harmed businesses in the area. I am a cyclist, and so I see the benefits of less traffic for those of us who live in Jericho. However, on balance, I believe that it is better for the road to be re-opened in the hope that the businesses, damaged by covid, have a better chance of surviving.</p>
Email34	individual	Oxford	Leckford Road	Object	<p>I object strongly to how the residents of Leckford Rd, and the school, have been treated in the Walton St closure fiasco, and to the impact on Leckford road.</p> <p>I submitted a neutral response last year, asking what consideration had been given to the side-roads between Walton St/ Kingston Rd and Woodstock Road.</p> <p>It now seems that in protecting all the other roads in the area from the 'environmental impacts of motor traffic' the County Council is prepared to see Leckford Road become a major route out of and into Jericho, Walton St and Kingston Road and all the 'new' housing off Walton Well Road.</p> <p>Apparently all traffic leaving or entering Jericho and so on will have to use Leckford Road, as the side-streets to the south have signs forbidding through traffic.</p> <p>There is a school in Leckford Road as I assume you are aware.</p> <p>The increase in traffic in Leckford Rd is very noticeable, and in some cases dangerous. Far from protecting us from the environmental impact the plan exposes us to far greater impacts than heretofore.</p> <p>Instead of alleviating traffic problems the plan moves them elsewhere, it seems.</p>
Email35	individual	Oxford	Cranham Terrace	Object	<p>I oppose the total closure of Walton Street, but I would be happy to see a partial closure, whereby northbound traffic could continue, meaning that a section of Walton Street South of Little Clarendon Street would be one way. This would still improve air quality significantly, while allowing much needed access to & from Jericho for businesses & for buses and taxis, in particular, for the elderly & disabled.</p> <p>I feel that closing both directions creates inevitable 'rat-runs' on the small streets running east-west, and it would also negatively impact the shops and businesses along Walton Street, which are already going to be severely impacted by the pandemic and lockdown.</p>

				Otherwise I think it's a great idea to reduce traffic and aim for a greener Jericho! Ultimately, if it's a binary choice between total closure or no closure, I would opt for total closure.
Email36	individual	Oxford	Cranham Street	<p>I'm writing to you to register my profound dismay at the closure of Walton Street at one end. I've been a resident of Jericho for decades, [REDACTED] and am now trapped in my corner of Oxford.</p> <p>I've put off taking part in this government consultation because frankly what has happened - this hasty, appallingly thought through closure under the guise of roadworks - has been so distressing I find it very hard to engage with. I cannot go to my [REDACTED] Road, or visit Binsey or the Ashmolean [REDACTED] anymore. It is clear disabled people were not considered in the first place, and I have zero faith any attention will be paid to us now. I went to school [REDACTED] and university in Oxford [REDACTED]). This city has become more and more closed to me over the past 20 years and it seems worse is to come. The plan to make Oxford as anti-car as possible will push / keep me and many other disabled people out.</p> <p>I have written about how this has affected me, and rather than force myself to rehash it all I'm copying and pasting it below. It's also in the public domain here https://thecatchpoles.net/2020/04/14/trapped-with-and-without-covid-19/</p> <p>I do not want to write this post – there is literally nothing I want to write about less. This is not about the coronavirus, which is pretty much all that feels relevant right now.</p> <p>A lot of us are isolated, and feel trapped. Because the whole country, and much of the world is under lockdown. But on top of that, I've been trapped in my area of Oxford for months now, and am likely to remain so after the lockdown finishes. Getting out to the rest of this beautiful city is now much harder and more painful than it was before. They've shut the main road to cars at one end, and the impact on my life has been massive.</p> <p>I understand the appeal of pedestrianising cities and discouraging cars, and the reasons behind it, I was able-bodied once. People probably imagine that there is some sort of provision made for disabled people, for wheelchair users like me who have to travel by car. There is not.</p> <p>I wrote this initially as an instagram post and it sat in my drafts ever since. I looked back at the photos I've posted on there, of the painfully precious [REDACTED] – so many of those places I won't realistically be able to go now. In a life that was already so restricted it is crushing.</p> <p>It is very difficult to talk about this. When I first became disabled [REDACTED] it wasn't too bad – as a disabled driver I could get to most of the city. Since then more and more of Oxford has been made off-limits to cars. And so, to me. Trying to explain to able-bodied people can be frustrating and upsetting. Honestly, I've stopped trying on the whole. There's a reluctance to believe it's true. They want details, make suggestions, refuse to believe there aren't solutions.</p> <p>So I'm not going to give details, and I'm afraid I don't want suggestions. There are many admirable disabled people out there who patiently and doggedly document the access problems they face, put in official</p>

complaints, and fight. I can't tell you how much I admire them. The truth is I can't think of anything that'd make me more miserable. As a disabled person you're constantly entreated to "look for the positive". (Which is a thoroughly patronising thing to say btw. Don't.) I enjoy my life enormously, despite its restrictions – [REDACTED]. Documenting every access problem – every time you can't do something – is the exact opposite of that.

So I wonder how many, like me, are largely invisible. Who find another precious trip they used to make is no longer possible and don't have it in them to fight. Because it is too much, too painful, to beg and be dismissed. The city council, or whoever makes these decisions, will never know about us.

There's a familiar gesture and tone that people use when this subject is broached – surprise, confusion, and dismissal with one sentence and a wave of the hand. Oh but you're not the target, and I expected you to be with us, their tone says. Yes the target is overarching and something that threatens everyone – climate change. And this is one reason this is so uncomfortable for me, it's got nasty locally around this issue – people against the closure are being written off as trolls. No, disabled people are not the target, but it hits us nonetheless. We're the collateral damage for a greater cause, and we're meant to accept that with good grace.

These anti-car measures are meant to be time-consuming, awkward, difficult – that is literally the point, to either ban or discourage car use. But if it's awkward for you – eg slowing down and bumping over traffic calming measures – it is agonisingly physically painful for me. If it adds half an hour onto your journey it does the same to mine, and in doing so moves it from a do-able trip with planning and rest to essentially impossible. Many, many other disabled people are in a similar position. Disabled people with stamina and no pain do exist – I married one – but are in the minority.

If you were to ask local politicians they'd probably claim there will be some system in place for us. But this has already happened – the road is already closed and has been for months (initially for roadworks – then somebody had the bright idea of keeping it that way). There is nothing. They might point to an ill-thought through scheme like mobility scooters to rent, the sort of scheme which is relevant to almost no real-life disabled person for so many reasons. Or a phone number you can apparently call for permission to drive to a local playground (rising bollard issues). These things are diversions to help able-bodied people feel better about the situation. Including the people who make these decisions, who I'm sure are thoroughly good, well-meaning people. We are just not on their radar, and if we are, the real life implications of disability are poorly understood. (Or we're just a sacrifice for the greater good.)

I remember when I first became disabled, and rang the number I'd seen proudly displayed on all the train timetables for years, right next to the wheelchair symbol. Here, I had no doubt, would be the answers – a specialist disability access helpline, I imagined naively. It led to the main desk. And believe me, they were not interested. I was appalled but also frankly begrudgingly impressed. It's like the huge banners all over supermarket websites right now, proclaiming that given Covid-19 they're keeping their slots for the most vulnerable. They aren't there for us – those signs. Try to actually access some of this supposed help and you find that out quickly. They're there for you. To make all the able-bodied people feel better. And from what I remember pre-1998, it works.

If you're reading this as an able-bodied person it might be impossible to understand. But this is how it is. Every

				<p>bit of my emotional and physical energy could be eaten up with fighting the myriad barriers. I can't live that. I can't face how insignificant I am to this city I love, how easily I'm excluded. It's too painful.</p>
Email37	individual		Object	<p>I object to the ongoing trial mainly because it has had adverse affects on buisness in the area before covid 19.</p> <p>Since covid has been in effect one could say your results cannot be acurate too.</p> <p>Diverting traffic the way it has been done has made emergency services less accessible and also for food or delivery to local buisnesses and schools. The elderly now have less chance of getting a local bus if funding did become available too.</p> <p>In the future when 0 emissions rule will be in effect we also worry that parking in Jericho will become a problem.</p> <p>On that note making lower emissions around Oxford and forcing people to drive further to get to a destination (around the city) in many peoples senses contradicts one another. Could you please clarify the scientific evidence?</p> <p>I am all for electric cars and 0 emission however the reality is most people cant afford this for another 10/12 years or longer.... this is a huge issue the council, environment agency and transport for Oxford should be working on with some kind of budget even maybe include contacting the mini factory?</p> <p>Capitalism has to change at somepoint and has been shown over this period of time more then ever. Oxford wants to be at forefront of everything including space developments. Why not travel?</p> <p>Is this bridge next to the ice rink really needed being built by the council? there's one already there! I don't mean to go off subject but they are all linked!</p> <p>On going arguments in support of the closure have used political positioning and one even now being investigated by TVP for misuse of data using peoples details to spam their opinions! Not to mention false petitions of people signing from outside of the local area in support of this so I've heard.</p> <p>I hope all of myn and others concerns are met with reasonability in this time and foremost the message of budgetting in support for people on low wages to use electric vehicles with support across the board! (Forward to appropriate departments only if needed)</p>
Email38	individual		Object	<p>I want to see Walton Street reopened to traffic. When lock down is over and the traffic volume is restored to normal, the side streets will suffer from increased traffic, with its noise and pollution. The side streets are where most people live, I live in Observatory Street. We have more than enough as it is. A few years ago we</p>

					<p>tried to get traffic calming, but drivers still go down too fast. We don't need more. Please take the needs of residents into account.</p>
Email39	individual	Oxford	St. Bernard's Road	Object	<p>I object to this experiment as the traffic up St Bernard's Rd has increased a lot. Some mornings the queue to cross Woodstock Road ends at my door . The increased amount of trucks, taxis, and cars that have to now use St Bernard's Rd makes it unsafe for the elderly, children and pets plus the added pollution. St Bernard's is a narrow road and should not be used as an exit to wherever.</p>
Email40	individual	Oxford	Beaumont Street	Object	<p>Although I have no particular issue with the temporary closure of Walton Street I do strongly oppose the permanent closure as now proposed. This is notwithstanding the fact that I do support taking action to mitigate (1) air pollution and (2) the effect of excessive traffic in Walton Street which are the reasons given as justification for the proposed closure. It is important that the traffic problems of Oxford are dealt with in a rational evidence-based and holistic manner fully utilising the tools available rather than on a simplistic, piecemeal and amateurish basis, especially as major city wide changes are already proposed and under consultation in relation to the two problems mentioned above. The problem of (1) air pollution was the initial and main justification put forward by the residents of the Southern end of Walton Street but this problem will be resolved by the introduction of the low/zero emissions zone currently proposed which will in due course cover the Southern end of Walton Street. I support this. Furthermore the problem of (2) excessive traffic up and down this section of Walton Street will be resolved by the introduction of the traffic restriction Worcester Street which is now being proposed in conjunction with other restrictions. It is likely that this would eliminate much of the traffic leaving from and entering into the Southern end of Walton Street without the need for additional measures. This is because the bulk of the traffic from Walton Street has always turned right onto Worcester Street and the bulk of the traffic entering Walton Street comes from Worcester Street as opposed to Beaumont Street. No doubt you are fully aware of this from your analysis of the Oxford traffic. Of greater concern to me is the failure to approach these problems in a logical, coherent and evidence-based manner. The installation of the ANPR system will provide a system of great sophistication and flexibility in the control of traffic flows not only by reference to time of day and date but even by reference to individual motor vehicles. In particular this will enable the Highways Authority to refine the restrictions applicable having regard to relevant evidence. The bulk of the traffic problems in Oxford arise from people commuting to and from work. Accordingly the obvious starting point should be to discourage work commuting whilst seeking to minimise adverse consequences for those for whom vehicle transport is essential, eg: plumbers, electricians etc etc. In this regard excluding the central and Eastern parts of Oxford from the Workplace Parking</p>

					<p>Area Levy is not rational. If one is serious about discouraging commuting to work by car in favour of Park & Ride bus travel why are these large areas excluded? What purpose is achieved by compelling residents of central areas of Oxford to travel to nearby parts of Oxford via a lengthy detour whilst continuing to permit unrestricted access by commuters to the same central areas.</p> <p>In conclusion I oppose the permanent closure at this time. When the city-wide scheme of restrictions, incorporating the nearby restriction in Worcester Street, has been running for an appropriate length of time it will be possible to examine the evidence and take informed decisions as to what additional long term restrictions, if any, are reasonably required at the southern end of Walton Street.</p>
Email41	individual	Oxford	Cumnor Hill	Object	<p>I am writing to object to the trial closure of the southern end of Walton Street for the following reasons.</p> <p>1. The closure was not part of any planned transport policy and only came about because the road had to be extensively repaired following the appearance of sink holes There was no consultation with residents, businesses and other regular users of the road. The impact on businesses has been considerable, with 85% reporting that they had been adversely affected, based on figures prior to the Covid-19 lockdown. Elderly and vulnerable residents report difficulties with accessing the city centre and the west of Oxford, with increased costs to use taxis due to the extra distance to be travelled and no bus service</p> <p>2. No impact study was conducted before closure on how traffic would enter and exit the Jericho area Inappropriate roads are being used to access and exit the Jericho area. Little Clarendon Street is a one-way single carriage way with a contra-flow cycle lane. At the junction with St Giles there is a pedestrian pavement on the north side only, with bollards on the south side to mark the carriage way. As a result, cars entering Little Clarendon Street are confronted with pedestrians and cyclists on the road. There is also the added problem of large vehicles servicing businesses with no means of passing them, resulting in vehicles reversing out of Little Clarendon Street into the traffic on St Giles. Observatory Street is a one-way residential road with parking bays on both sides of the road, a narrow single carriage way and traffic calming measures. The road can be blocked by emergency and service vehicles with no means of passing them. St Bernard's road is the first exit road when leaving Jericho. A residential road, this has parking on both sides of the road, speed bumps and chicanes. As with the entry roads, the road can be blocked by large vehicles servicing the properties.</p> <p>3. The use of Kingston Road Traffic signage during the closure has directed traffic to exit the Jericho area via Kingston Road, this, however, makes a nonsense of the assertion that one of the reasons to close Walton Street was to deter the use of Kingston Road as a rat-run. Far from alleviating traffic on this road, all traffic is now expected to travel along</p>

Kingston Road to St Margaret's Road and then to travel back along St Giles and Beaumont Street to access Worcester Street, the rail station, bus station and the west of the city

4. The need to return Walton Street to a quiet residential street, improve safety for pedestrians and cyclists and to reduce pollution

Historically Walton Street has never been a 'quiet residential street', having been a main access road for Jericho from the early 19th century. The southern part of Walton Street is not purely residential, with buildings having been converted for academic use by the university.

Walton Street had a traffic flow of less than 400 vehicles per hour, considered to be a safe route for pedestrians and children accessing school.

Figures for accidents involving pedestrians, cyclists or motor vehicles, were not forthcoming when I submitted a FOI request, so no judgement can be made as to the improvement in safety. Anecdotal reports of 'near misses' for cyclists, however, could be made for the majority of roads in Oxford.

Baseline data for pollution levels was not considered before claims were made that 'the air smelt cleaner'. The available data from the diffusion monitor on Walton Street shows that the measured level of NO₂ in 2017 was 27µgmg-3, and in 2018 was 26µgmg-3, both well below the target limit of 40µgmg-3 set by Oxford City Council. Unfortunately, the levels of pollution in the small narrow roads now being used to access the Jericho area will have risen and with the need to travel extra distances there will be additional use of fuel.

Queuing traffic at the junction of Walton Street and Beaumont Street at peak times were caused by the changes made to the junction at Hythe Bridge Street, George Street and Worcester Street. Four-way traffic lights at this junction, plus a pedestrian crossing and incorrect phasing of the traffic lights contributed to the queues of traffic in Beaumont Street and Walton Street. Assertions that the closure of Walton Street has alleviated the queues totally ignores the fact that there is now only traffic from Beaumont Street or Worcester Street passing by the Walton Street junction. Cyclists now have to negotiate this junction with no lights to assist them.

Parking is still allowed in Walton Street, with double yellow lines being disregarded, which means that cars driven into the 'closed' area need to execute turns across the road to enable them to exit. Heavy goods vehicles use the area outside Worcester College to turn so that they can exit. This is not safe for cyclists.

5. Impact on access by emergency services

It has been asserted that there were no objections to the closure by emergencies services, but a FOI document shows that the ambulance service had concerns; there have been incidences of the temporary barriers being removed by paramedics, helped by the public, to enable access. The fire service would have difficulties in accessing the north of the city when St Giles is closed due to the annual fair.

Whilst I appreciate the need for pollution to be reduced and traffic in the city to be further controlled, the emergency closure of Walton Street cannot be considered part of a planned programme to achieve these aims. The closure was opportunistic with no thought given to the impact it would have on those who live or work in

				<p>Jericho and those who come to the area to access the wide variety of independent businesses. Jericho is now effectively cut off from the city centre, with difficult access to bus and train services. Cyclists may well have benefitted from the closure, but they will have to navigate narrow roads with heavy traffic to access a few hundred yards of low traffic in Walton Street.</p> <p>The experimental closure of the southern end of Walton Street must be ended so that the necessary data can be collected, a properly conducted consultation undertaken and a decision made that takes into account the needs of residents and those who need to access the area for work and to support businesses.</p>
Email42	group/organisation	Oxford	Object	<p>All of the businesses below have been negatively impacted by the road closure and are against it. The impact of the road closure has been recorded entirely separately from that of the Westgate Centre opening and Covid-19.</p> <p>Al Shami – long established (41 years we are told) Lebanese restaurant. The owner, Mimo, is horrified by closure and very strongly against it.</p> <p>Ali’s Jericho Stores – very strongly against the closure as their business has been badly hit by it. They are involved with Jericho Connections and have had a petition in the shop to reopen the road.</p> <p>Barefoot Bakery – owned by Fraser and Emily Lloyd Jones. They are on the JTA Committee. Their business experienced a sudden decrease in turnover when the road closed – sales of occasion cakes slumped as customers could not easily reach them to collect (too heavy / bulky / fragile for a bicycle or on foot). Deliveries to Botley Road customers take longer with times often increasing by around 20 minutes. Strongly against the closure.</p> <p>Branca Restaurant – owned by Paul Petrillo and Bernadette Evans. They are on the JTA Committee. Paul has been in the hospitality business since the late 1980s. The road closure has hit Branca with a noticeable drop in turnover the moment the road closed. This is backed up by feedback from customers who ‘don’t want to bother’ to make their way into Jericho. Strongly against the closure.</p> <p>Brasserie Blanc – JTA has spoken to their Property Director, Jeremy Brown, who is appalled by the closure. They are strongly against it and turnover has decreased as a result of it. Walton Street needs cornerstone businesses like Brasserie Blanc and it would be devastating for our business community if they do not survive.</p> <p>Central Living – owned by Geoff Taylor (former owner of Taylors Delicatessen) who has decades of retail knowledge and is strongly against the closure. He says trade has dropped off hugely as a direct result of the closure. Geoff is on the JTA Committee.</p> <p>Cowboy Mod & Son – James Salter, the owner, has been badly affected by the closure. He is very much</p>

involved with the campaign (on the JTA Committee) to reopen the street and has posted regularly on social media showing photos of an entirely deserted Walton Street.

Crawford Construction – they are furious at the road closure and would like it reopened.

Daisies Flowers – Richard and Sheila Bailey are members of the JTA Committee. Richard has green leanings and can appreciate the reasoning behind the road closure but says it has affected his flower shop hugely in terms of footfall and also the difficulties now encountered with making deliveries. He is angry that he is forced into creating more emissions by making more lengthy journeys on a daily basis.

Duke of Cambridge Pub – this is owned by Julian Rosser (who also owns the Anchor Pub at the bottom of Kingston Road). He is a very experienced entrepreneur (owning several other businesses over a number of years) is strongly against the road closure and feels betrayed by OCC.

Frog Orange Party – Becky Lee Allen is on the JTA Committee. Her shop has been in Jericho since as long as many of can remember (previously as Party Mania). She has been hit by the road closure with a noticeable decline in footfall the moment the road closed.

Illyria Pottery – when JTA first spoke to them they were against the road closure (but understood the reasoning behind it) and as time went on they became angry as they realised that it was suppressing trade.

Jamal’s Restaurant – owned by Ali Azmed. Another long-established Jericho restaurant. When JTA visited Ali in December he did not know why the road was closed and said that it had affected his business hugely. He was extremely angry and also worried about the future.

Jhoot’s Pharmacy – JTA visited them twice and on each occasion spoke to a different pharmacist. They were genuinely worried and said that the road closure had badly affected their business with deliveries not arriving on time, the result being that customers then lost confidence in them and used other pharmacies. They said they had also lost business from customers coming from Botley. Two of their pharmacists now had a much longer route (adding on up to 20 minutes each day) to work.

JC Penny Estate Agents – completely furious at the road closure and feeling unsupported by OCC.

Jericho Café – against the closure.

Jericho Grill – owned by Melih Tanyeri who has actively supported the JTA. His business has been badly affected by the road closure.

Londis – JTA visited them twice. This store has been in Jericho for many years and they have weathered several storms but none as bad as this. Satpal and his daughter, Nancy, said that their takings ‘went off a cliff’ the day the road closed. They would normally have late night trade but the street is deserted.

Love Jericho Bar – strongly opposed to the closure.

Lucy Property – Ian Ashcroft (Property Director) said that he would not support the road closure as it ‘suppresses trade in the street’. They own the freehold of the former GP surgery in Walton Street and are including retail units in the redevelopment which will need tenants.

Mind Charity Shop – they are ambivalent about the road closure but say it has greatly affected the number of people dropping off large donations. They now have to ship more in from other shops.

Mamma Mia – John Ellse is a Jericho resident and does not support the road closure as it has meant fewer customers to his restaurant. John is an experienced restaurateur and also owns the Perch in Binsey and Mamma Mia in Summertown.

Manos Café – against the road closure.

North Oxford Property Services – against the road closure.

Opera Café – owned by Saleh Elmasri who is young and hardworking. He is on the JTA Committee and is horrified by how the street has changed since the road closure. Walton Street is now often deserted outside his café.

Peppers Burgers – owned by Ali Ashraf (and assisted by his sons when they are home from university), Peppers has been in Jericho for several decades. They have lost late night trade particularly with the street being very quiet (no through traffic) compared to before the road closure. They have a petition to reopen the road in their shop.

Raoul’s Bar – this is owned by Matthew Davies who also owns the Victoria Pub in Jericho (among other local businesses). He is very much against the road closure and believes that OCC has entirely overlooked us. He says that many of his customers would have come via the Beaumont Street junction but the barricade gives the message that Jericho is closed.

Rickety Press Pub – against the road closure.

Robin Swailes Design – against the road closure.

				<p>Sylvia Hair – when JTA visited this hair salon Soraia did not know why the road was closed and believed it was because there were still sink holes. She emphatically said that the road closure has affected her business and was very anxious.</p> <p>The Anchor Pub – see Duke of Cambridge.</p> <p>The Grog Shop – another long-established Jericho business. They are very much against the road closure and business dropped off immediately it closed. Many people would ‘pop in’ while on their way through.</p> <p>The Last Bookshop – this shop is in the closed section of the street. Previously they got trade from passing cars who would ‘drop in’ on their way through but they have said that trade has dropped enormously since the closure. They are devastated by it – looking out onto ‘tumbleweed’.</p> <p>The Post Office – they are strongly against the closure due to the significant drop off in trade – again customers cannot just ‘drop in’ to post a parcel when they’re passing in their cars – it takes a long detour to get into Jericho.</p> <p>The Standard Restaurant – this is owned and run by Kawsar and his family who live in Jericho. This is another long-established restaurant – many decades in Jericho. Kawsar is also against the closure.</p> <p>Thomas Merrifield Estate Agents – they are very much against the closure and say some prospective home buyers are put off by it. It affects their day to day ability to carry out viewings etc having to build in extra time for journeys. Dan Onion (one of the negotiators) say that their emissions have increased due to the extra time spent in cars.</p> <p>Victoria Pub – see Raoul’s</p> <p>Zheng Restaurant – they are strongly against the road closure. It has affected the number of diners eating in and also greatly affected their ability to carry out deliveries with some customers in Botley Road now not using them as food is cold when it arrives. They have lost a lot of customers.</p>
Email43	individual	Oxford	Mount Street	<p>Object</p> <p>I am writing to you because I am quite concerned about the Walton Street closure. While I guess everyone sees the positives of the closure due to less traffic from vehicles which are just using it to bypass traffic on Woodstock Road, it is a real nuisance for residents of Jericho. [REDACTED] twice a week and to drive there from Mount Street, we are now supposed to drive all the way north to St Margaret’s Road and down again on Woodstock Road (due to the additional “closure” of St Bernard’s Road). This adds around 15 minutes each way to our journey and we are going twice a week which can’t be good for the environment either. On top of that it will lead to decreasing house prices in the area which I am equally</p>

					<p>concerned about.</p> <p>Why isn't it possible to keep Walton Street closed but open to residents? Why isn't there a trial period for this where signs are used and traffic is recorded on all streets affected? These are also St Bernard's and Observatory Street and of course Little Clarendon Street which is much much less safe since the closure because it is actually not made for traffic especially with bicycles allowed to pass both ways. However, with Walton Street closed, there must be a route for residents that doesn't require them to drive all the way north before coming south again which is against everything the Walton Street closure stands for. We are the ones paying for it while this adds many more miles to our bill and there are just some journeys that we can't do by bike [REDACTED] to cycle nor do I think it is safe to cycle down [REDACTED]).</p> <p>I am really concerned about the whole situation and I don't think that the voice of the residents is heard so I am reaching out to you, hoping that you can add this point of view to the discussion.</p>
Email44	individual	Oxford	Observatory Street	Object	<p>I object very strongly to the closure of Walton Street. You have simply moved the pollution and congestion toothed streets. It is a half baked measure. If you really wish to improve traffic and pollution in Oxford, you need a more radical and holistic approach.</p>
Email45	individual	Oxford	Walton Street	Object	<p>As a resident of Walton Street, I would like to offer my objection to the experimental closure of the street. Living further north on Walton Street, this has directed an unacceptable amount of increased traffic past my residence, exposing myself and others around me to increased levels of air and noise pollution. Thank you for taking the time to hear the opinions of local residents.</p>
Email46	individual	Oxford	Cranham Terrace	Object	<p>I oppose the continued total closure of Walton St for the foreseeable future. I propose it would be better to allow northbound traffic to continue, but stop all traffic going towards town. This would still improve air quality significantly, while allowing much needed access to & from Jericho for businesses & for buses and taxis, in particular, for the elderly & disabled.</p> <p>This change has been done in an underhand way, discussed and planned without consultation, and then when nominal consultation eventually did take place, only those businesses & residences situated actually on Walton St were informed, not the whole of Jericho, whom it would obviously impact seriously. What happened was, after the the sinkhole was discovered & the street remained closed as a result, someone decided that the traffic congestion at Beaumont St could easily be solved by keeping it closed, & tried to make that a fait accompli.</p> <p>But the traffic lights have been badly timed at that intersection for a very long time, and that was not even considered as a cause of the congestion. And yes, having cleaner air is a good idea, but no one measured traffic or air pollution before & after the closure, or factored in the ill-timed traffic lights.</p> <p>There is a high proportion of elderly & disabled people living in Jericho, who as a result of the Council's actions</p>

				<p>have lost their bus access to shopping in town, and very importantly, access to the buses to the centre in order to catch buses to hospital appointments elsewhere. Local businesses have also suffered as a result, and property values have dropped on St Bernard's Rd due to forcing people to have to cut through there by cutting out ALL traffic on Walton St. Taxi services are also really suffering & serving Jericho less because it is so difficult to get to there to pick up a fare. This also affects elderly & disabled having access to transport much needed by them. And borrowing the bus from the Baptists once a week doesn't solve that situation.</p> <p>Not only will businesses, homeowners, & elderly & disabled residents suffer if you push this through without proper investigation of the causes of congestion or the consequences of closure, but the way the City Council initially tried to push it through without proper consultation, & still without proper investigation of the causes of traffic congestion, leaves a very bad taste in the mouth. Do a proper investigation of the causes of the traffic congestion & the consequences of the closure, and consider a compromise, please.</p>
Email47	individual		Object	<p>I think that this "experimental" closure should be halted immediately. The council's experiment has been extremely poorly communicated and has failed to give any of the thousands of residents who are directly affected any opportunity (because of the lack of communication) to express their views. A great deal of taxpayers' money has already been spent on resurfacing Walton Street with a road that Lewis Hamilton would be happy to drive down and yet it is closed. It is a ludicrous situation. Surely it is obvious that if an improved flow of traffic around Beaumont Street and the Worcester College area is needed, then the evidence of what might be a sensible solution is nearby to that area. The introduction of mini-roundabouts at the Royal Oxford Hotel end of Hythe Bridge Street and the railway station has improved the flow of traffic in that area enormously. It is still very busy but there is, at least, a traffic flow. A great deal of the traffic pollution in Oxford is from stagnant traffic – if traffic flows, then there is less pollution because exhaust fumes are more easily dispersed. Why can't mini-roundabouts be introduced outside of Worcester College at the end of Beaumont Street and George Street/Hythe Bridge Street? At least then traffic could flow more easily and with properly marked pedestrian crossings it would also be safe for the walking public. When Walton Street was open and the traffic lights stopped working outside of Worcester College it was noticeable that traffic flowed far more freely in the area than when the lights were working! This morning walking my short distance to work I witnessed a dozen cars streaming from the closed Walton Street end down St Bernard's Road. Large delivery vans were already in Walton Street delivering supplies to the local pubs and restaurants. There is no option for any commercial vehicle delivering in the area other than to U-turn in Walton Street and head North, and potentially down St Bernard's Road (which is the first available one-way street leading from Walton Street to Woodstock Road) to get out of Jericho. When Walton Street was open at least the commercial vehicles and other traffic could head towards Beaumont Street and escape the confines of the area that way. Please will all of the councillors copied into this e-mail reconsider this insanity? The current situation makes no sense and from previous e-mails I gather that this is a "consultation" that might lead to a 6 month experiment which might lead to an 18 month consultation period. The intention of the council when Walton Street was resurfaced was to open it immediately after the work was completed. I know that the discovery of a sink-hole delayed the completion of the work, but surely it has been already closed for long enough.</p>

Email48	individual			Object	I am against the closure of Walton Street because of the knock-on effects on surrounding residential roads, in particular Leckford Road where I frequently [REDACTED]. We are often unable to cross the road safely as the traffic is going too fast and causes dangerous congestion, particularly where the road is only a single carriageway with cars parked on both sides. There is also a school on the road and the same concerns apply to children trying to cross the road. I suggest that the closure be reversed and the entire system for traffic handling be looked at again.
Email49	group/organisation [REDACTED])	Oxford		Object	(see email here)
Email50	individual	Oxford	Frenchay Road	Object	<p>I strongly object to the closure to traffic or partial pedestrianisation of Walton Street.</p> <p>It seems to me that those campaigning for this closure are being extremely selfish on two counts:</p> <ol style="list-style-type: none"> 1. Businesses that were being affected by the closure prior to the lockdown will be even more affected by now. Any measures to continue or further restrict access to the street will only cause them greater difficulties – and indeed possible bankruptcy. It is nonsense, as one campaigner has it, to suggest that partial pedestrianisation would allow restaurants etc to open ‘safely’ with tables outside. The likelihood is that they will never open again. This is pie-in-the-sky thinking from those who live happily within walking distance of these facilities. Utter selfishness. And remember that there is no public transport to Walton Street. 2. There are not just shops and restaurants on/near Walton Street. There is the Jericho Health Centre – also the NHS clinic on Albert Street. There is no easy way of reaching either except by car. Yes, from where we live we could take the No 6 bus and, in winter, walk across the ice-strewn steppe to the health centre. But that is not easy at the ages of [REDACTED]. And heaven knows how one would get to the clinic on Albert Street – which I have had to get to, [REDACTED]. Again, there is no public transport. Those who want a nice restaurant quarter in walking distance of their homes are ignoring the health issues for others. <p>I do not believe that reopening Walton Street will lead to a vast increase in through traffic. I, for example, would never drive that way from North Oxford to Hythe Bridge Street. It is a dodgem-run, and the road surface would disgrace a suburb of Marrakesh.</p> <p>As a resident of [REDACTED] But I would not be self-centred enough to campaign for it to be stopped.</p>
Email51	individual			Object	<p>The reason for the Order is said to be because of "concerns over safety and the adverse environmental impacts of motor traffic on Walton Street, Kingston Road and neighbouring residential roads", but this makes no sense because the closure has actually made things much worse for most local people, except for the residents of the southern part of Walton Street.</p> <ol style="list-style-type: none"> 1. I’m not aware that, prior to the closure, there was any particular safety issue with the roads mentioned, nor was there any unusual adverse environmental impact from traffic on these roads when compared with most other roads in the City (except when St. Giles is closed, for example at the time of St. Giles’ Fair). Is there any

				<p>evidence of unusual accident figures, or traffic counts showing high volumes of traffic, or evidence from air pollution monitoring showing unusually high levels of pollution in these roads? If so will you please publish it, together with the results of the current monitoring exercise which you say is being undertaken.</p> <p>2. The effect of the Order is actually to increase the risk of road accidents and to worsen environmental conditions in many other roads because motor vehicles will still need to access Jericho. Vehicles now have to use very unsuitable roads, such as Little Clarendon Street, Observatory Street, Plantation Road, St. Bernards Road, Kingston Road, Leckford Road, Tackley Place, Farndon Road, etc. None of these roads are in any way capable of taking increased traffic flows and cannot be seen as acceptable alternative routes to Walton Street. If, because of this, OCC then decide to bring forward proposals to prevent motor vehicles from using these minor roads, then all traffic will have to use Kingston Road and St. Margarets Road. This will not only have a severe impact on living conditions of local residents in those roads, but will also increase even more the distances that vehicles have to travel to access Jericho, which is not helping climate change or air pollution in Oxford.</p> <p>It's clear that the decision to close Walton Street was promoted by local Councillors with no transport planning knowledge or qualifications. OCC officers should have pointed out the obvious difficulties and adverse impacts which would inevitably result from the closure. Rather than being brought forward in this opportunistic way, any proposals for closure should be considered in the context of the overall strategies currently being formulated for restricting all traffic in and around the city centre and further afield. Ill-considered one-off actions like this will not help the efforts of County and City Councils in trying to bring forward sensible, acceptable, and well-justified proposals for restricting vehicular traffic in the city and promoting alternative forms of transport.</p>
Email52	individual	Oxford	St Bernards Road	<p>Object</p> <p>Many thanks for taking the time to reply to my email last month opposing the above closure for that it grossly marginalises the welfare and rights of the residents on St Bernard's Road.</p> <p>The flow of traffic down our street has continued to be constant and starts very early in the morning, throughout the day and stretches into the early hours of the morning, including weekends. It's often times unbearable and when [REDACTED] we are assaulted by the fumes. It's terrible.</p> <p>I make a plea that the experiment does not last another 5 months. It does not need 6 months to assess the noticeable and significant negative impact the closure has had on our street, for example, especially when there is no County traffic measurement being set up to monitor the traffic type and volume here. The County can use this time more wisely and equitably by trying out different closure or traffic direction measures in the whole Jericho and Walton Manor area that can show feasibility or otherwise within few weeks.</p> <p>I would be most grateful if you could please alert the consultation manager to this plea, to consider a more</p>

					proactive, equitable and useful experiment by trying out different traffic measures in the whole area now, not in 5 months' time.
Email53	individual	Oxford	Victor Street	Object	<p>I have found this to be a massive inconvenience. Reasons are:</p> <ol style="list-style-type: none"> 1. There have been HUGE QUEUES trying to get out of Oxford along St Giles (I'm sure you have seen from CCTV - going south on St Giles and turning right). So as far as I can see, traffic is just being halted at a different location, rather than flow being improved. 2. I travel into [REDACTED]. A taxi ride home now costs me £1-2 more to follow the detour and I'm not happy to walk home late at night on my own. I'm sure this is affecting [REDACTED] live in Jericho. From March I will be commuting [REDACTED], and therefore may have the same issue late at night. 3. It is not clear whom this benefits. I have been told that the residents in the area of the closure are delighted as there is no traffic going past their house, but that seems slightly selfish. Perhaps they could contribute an extra £2 to me for my taxi fare every time I come home from the station?!
Email54	individual	Oxford	School Court	Object	<p>Walton Street has always been a busy commercial street from [REDACTED], and long before. Jericho has always had a strong sense of community.</p> <p>The way the Council have closed Walton Street has angered the community and caused much arguments, destroying the sense of spirit. And we hear from the Walton Street traders that they felt immediate falls in their business. This was directly relating to the closure, not the lockdown that came a long time after.</p> <p>I am disgusted by the way you have treated the community. You did not consult us once. This is not a proper consultation - you cannot do something and then hold a consultation afterwards. You should have consulted with us all first, and then only done what we chose as a majority. We are the residents here, not you. You do not live in our community, you know nothing about us, our streets or the way anything works here.</p> <p>Do you Councillors ever think about the people that vote you in? It has cost us more in taxis to town or the doctors. You are not satisfied just shutting Walton street, you expect us to go right to St Margaret's Road. That costs us more in taxis to get to our GPs, to have our normal social life visiting friends.</p> <p>It takes the Emergency Services longer to get to Jericho and it also makes Jericho a new rat run.</p> <p>We lost the Pick Me Up Bus service through the closure. What chance have we got to ever get a bus service for Jericho with the main road closed. Also the people that make the decisions do not live here. I will never vote again. I am utterly disgusted with you all.</p>
Email55	individual	Oxford	Albert Street	Object	<ul style="list-style-type: none"> • The closure was based on the suggestion of a couple of people and not the result of a study which demonstrated any need for closure. • There was inadequate consultation for local residents before the closure was enacted. • There is a worrying shortfall in both traffic and air quality data to allow a before and after study to assess the

				<p>impact of the trial.</p> <ul style="list-style-type: none"> • No detailed study/report of the trial has been made public and circulated to residents. • The closure goes against the advice of the emergency services which have stated concerns about the closure leading to increased response times and difficulty in bringing specialist equipment into Jericho and Walton Manor (as per FOI). It also removes the only alternative route for fire vehicles to reach North Oxford. This will have serious safety implications during events such as St Giles Fair. • The lack of forethought for the closure has led to many detrimental consequences for local people, many of which go against the stated aims of the closure. • The closure has led to increased traffic in residential side roads. • The total lack of forethought of the consequences of the closure and its impact on local side streets has been demonstrated by multiple failed attempts to counter the impact side road traffic with temporary signs. • The signs which now say “Residents only access beyond this point” are unenforceable and attempting to ban traffic from a public highway is unworkable – will you be asking the residents of these roads to fund all repairs and maintenance of what you are attempting to make a private road? • Permanent signs have been erected saying Walton Street is closed when it is not, which will impact on businesses. • You state in your consultation leaflet of February 2020 that the closure would enable Walton Street to return to a quiet residential Street. Whilst there are homes at the southern end, this is totally misleading given that the majority of Walton Street is a business district with a significant proportion of what was formerly houses converted for education purposes. • The closure has severely impacted on local businesses trading (a separate survey demonstrating this has been submitted by Jericho Connections and was conducted before any impact of Covid 19 would have been realised). Without local shops and services, you will destroy the community, impacting particularly heavily on those in greatest need to such facilities such as the elderly and vulnerable. • The suggested benefit for cyclist and pedestrians does not consider detrimental impacts away from Walton Street e.g. Junction of Little Clarendon and St Giles where traffic competes for space with pedestrians and cyclists. You state that the scheme will prevent rat running but you have not provided any clear evidence of this. Notwithstanding this, people taking alternative routes is usually down to trying to avoid traffic elsewhere. With the recent simplification of the junction of Hythe Bridge Street/Worcester Street, traffic will flow more freely and therefore reduce the likelihood of rat running. • Permanent closure will remove any opportunity to reintroduce bus services (either timetabled services or on demand services). • You are using this as a trial to be seen as forward thinking without fully assessing the need for it or the detrimental effects that result. • You are failing to undertake any assessment work to a level of detail that would be expected by a private developer. The local authority should lead by example and not work to a lesser standard than any other individual or group. Without any pre-closure baseline data, I would not expect such a proposal to be accepted by a planning inspector.
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					<ul style="list-style-type: none"> • Whilst undertaking traffic surveys post closure of Walton Street, the right turn lane from Walton Street to St Barnards Road was coned off if an attempt to prevent this manoeuvre. This will have distorted the surveyed traffic flows thereby making the data unreliable. • As part of your justification of the increased traffic levels on St Barnards Road resulting from the closure being acceptable, your engineers cite guidelines on assessing safe walking routes to school which classifies flows of up to 400 vehicles per hour as low traffic flows. Data from the only pre closure traffic survey (Walton Street traffic survey April 16th to 22nd 2018 - Location approximately at Richmond Road junction) shows a peak two-way flow of 354 vehicles per hour (based on a 5-day average). By these guidelines a pre-closure Walton Street would be considered a safe route for children again proving that the closure was rushed, not fully considered and not justifiable. • The new "dead end" of Walton Street by Worcester College is circa 140m in length without adequate turning facility for larger vehicles including delivery, refuse and emergency services. This exceeds guidance of maximum reversing distances for both refuse collection and fire services.
Email56	individual	Oxford	Walton Crescent	Object	<p>As [REDACTED] in Walton Crescent, I object strongly to the idea that Walton Street should remain closed. It causes not only considerable inconvenience and expense to residents, but has adversely affected traders, some of whom will simply not survive.</p> <p>We are part of an unusual, strong, and thriving community, and we matter to each other enormously.</p>
Email57	individual	Oxford	Waterside	Object	<p>I object to its continued closure.</p> <p>We live on Waterside and regularly need to use Walton Street to access the Botley Road for shopping, our allotment, and to visit family and friends.</p> <p>Closure of Walton Street forces us to go via side streets to the Woodstock Road and Beaumont Street. This uses more CO2 and therefore causes more pollution than going via Walton Street now it is closed near Worcester College. So the scheme will add to the pollution I cause.</p>
Email58	individual	Oxford	Chalfont Road	Object	<p>I would like to say that I do not agree with the proposed closure or the potential traffic restrictions in Walton Street and Kingston road for the following reasons:</p> <ul style="list-style-type: none"> - I live in Chalfont road and am very concerned by the negative impact that the Walton Street /Beaumont Street closure is having on the local shops, restaurants, cinema and other businesses.. - this collection of shops and restaurants is at the heart of Jericho. Depriving them of custom, even more so at this particularly challenging time of closure caused by the Corona virus seems misguided. Jericho, deprived of this commercial heart will become yet another collection of suburban streets rather than the lively centre that animates this charming part of Oxford. - the closure to traffic under the guise of unfinished road works became an "experimental closure" which has caused adjoining streets to add their own individual signs of "closure to traffic". What is claimed as a reduction of pollution by traffic can only mean a transfer and concentration of pollution to other residential areas of

					<p>Oxford.</p> <p>In other words this unplanned "closure" appears to be encouraging an uncontrollable rash of "nimby-ism". Local streets are refusing access to other members of the public of their own streets but expecting the same access as before to other streets in Oxford.</p> <p>- this cannot be the way to sort out problems.</p>
Email59	individual			Object	<p>This is disappointing...how will you manage Little Clarendon Street, Observatory Street, and St. Bernard's Road? The first and second are one way going east to west, the third being one way west to east. How is the Coop lorry going to manage? How will the flower double trailer lorry cope? Leckford Road has a weight limit of 7.5 tons. The Coop lorry is 18 tons, the flower lorry even more.</p> <p>Increased danger to cyclists from drivers executing three point turns on Walton Street and Kingston Roads.</p> <p>And will you bring back the bus service along Walton Street/Kingston Road? I notice that a number of bus stops have been painted on the road during the recent work on Walton Street.</p>
Email60	group/organisation [REDACTED]	Oxford	Richmond Road	Object	<p>We are opposed to the closure of Walton Street and hope that it will be re-opened. Situated as we are in Jericho, the Walton Street closure affects us and our [REDACTED] directly. For the younger members who are able to walk or cycle, it is not as problematic, but many of our members are elderly and need to use cars or public transport to get here.</p> <p>Since the closure, and directly because of it, Pick-me-up buses no longer serve Jericho. Taxis now have to drive further and take longer to get here, costing members who are on restricted incomes more to attend [REDACTED]</p> <p>While reducing traffic is a laudable aim, my observation would be that the closure has not diminished traffic, merely displaced it, causing longer queues in other places (and therefore more emissions and traffic fumes) and causing annoyance to residents on all of the side roads that are now experiencing levels of traffic far in excess of what they were designed for and of what was the case before the closure.</p> <p>I am also concerned that in the event of an emergency (fire, medical or a security incident) at the [REDACTED] emergency vehicles would take longer to get here, which could potentially cost lives. As I'm sure you are aware, security is sadly a concern for the [REDACTED] and something we cannot afford to ignore.</p> <p>I hope you will give these concerns serious consideration</p>
Email61	individual	Oxford	Observatory Street	Object	<p>As a resident of Observatory Street in Oxford I have been badly affected by the increased flow of traffic caused by the closure of Walton Street. While I support the reduction of traffic in and around the centre of Oxford I and my neighbours strongly oppose the Walton Street closure as it is constituted. Unless and until you can totally mitigate the traffic rat running down Observatory St and other streets connecting Woodstock road and Jericho this is a disastrous move. Please reverse the closure immediately.</p>
Email63	individual	Oxford	Leckford Road	Object	<p>correspondence expressing our great concern about the impact of the huge increase of traffic on Leckford Road as a result of the closure of Walton Street.</p> <p>I fully appreciate that the residents of Observatory Street and St Bernard's Road have been similarly affected.</p>

					<p>However, since the 'Residents' Access Only' signs have gone up on those streets, and the 'Access to Walton Street' sign has gone up on Leckford Road, the already constant stream of traffic has increased dramatically on a road that is not wide enough for two way traffic at its western end and not designed for such heavy traffic. And we are still in lockdown. We are dreading the return to more normal traffic flows as schools and shops reopen and the risk of someone getting injured goes up.</p> <p>I am writing to ask you what is the plan to mitigate these problems. Leckford Road can't bear the extra traffic and I hope the council didn't intend it to do so. What practical steps will it take to deter drivers from using Leckford Road as a cut-through and where will the traffic be sent that wants to access Jericho if the closure on Walton Street is kept? The traffic isn't going to vanish so presumably there is a plan?</p>
Email64	individual			Object	<p>I write to object to the closure of Walton Street Due to the fact that Walton street needs to have vehicle access, there is not reason to block it at one end. This seems to only cause more problems with turning at the Beaumont St end. Not to mention the traffic going north along the small residential roads of St Bernards and Leckford roads.</p> <p>If the road could be completely closed it might be a different matter, but this is not the case.</p>
Email65	individual	Oxford	St. Bernard's Road	Object	<p>Thank you for writing about the Walton Street plans. As a resident, I am supportive of efforts to reduce traffic and its unwanted effects and look forward to the city making electric transport possible for those that live in terraced housing in Jericho and Walton Manor and cannot charge cars conveniently. However, your current plan just move the problem with queuing traffic from the junction outside Worcester college to St Bernard's Road.</p> <p>The Walton Street closure has caused major increase in traffic volume along St Bernards Road (a narrow one way resident street with many houses opening directly onto the street). This is particularly noticeable at rush hour and all hours of the evening. Taxis are particularly noisy when the pubs close. There was a road traffic accident last weekend at about 11pm-midnight which led to damage to two parked cars and the driver does not appear to have left a note (and we are suspicious that alcohol may have been involved). No residents were injured. The closure of Walton Street at Worcester College however, may be putting St Bernards Road residents at risk of injury from road traffic as the accident caused a car to be pushed onto the pavement by the size of the impact.</p> <p>The Walton Street closure at Worcester College appears to have been decided upon by the Oxford County Council without much time for consideration for the safety of the residential streets which are bearing the burden of the redirected traffic out of Jericho. The first road out of Jericho is St Bernards Road and the effects on our road are very marked. Leckford Road may also be affected. In order to prevent further damage to property and to reduce risk of injury to the residents I urge the council to institute an urgent review of the effect of the Walton Street closure on the small residential streets which now serve as Jericho's major traffic outlets (and particularly St Bernards Road) in order to assess whether the closure is safe, and what traffic calming measures need to be introduced with urgency to improve the safety of residents and to protect their property.</p>

					<p>For example, St Bernard's road could have lower speed limits and extra traffic calming measures (current measures have little effect). Additionally, the County council could give consideration to the direction of the one way restrictions on Observatory Street, St Bernard's road etc. Some of these could be reversed, and restrictions made on the direction of turn at the end of each street.</p> <p>Please can we be made aware of your plans to mitigate the major pressure the closure of the junction outside Worcester college has put on St Bernards Road?</p>
Email66	individual	Oxford	Observatory Street	Object	<p>I am a resident in Jericho and write to oppose the closure under the current circumstances. I am very concerned about the extra traffic this creates in Observatory Street where I live as well as in other roads as vehicles enter and exit Jericho and Walton Street. I agree with traffic control around the centre of Oxford but the existing arrangement does not resolve the rat running problem which we see every day, even in the lockdown. This will get much worse as it is eased.</p> <p>Please reconsider this plan by either opening the south end of Walton Street again or placing much better controls on vehicle flows.</p>
Email67	individual	Oxford	Butler Close	Object	<p>At present due to roadworks in Walton Street the junction by Worcester College is closed.</p> <p>This has consequences for anyone living to the west of Woodstock Road who wants to travel westwards to the station or beyond. The only way they can now do it is to turn right into the stream of traffic in Woodstock Road.</p> <p>At the Worcester College junction there are traffic lights so when Walton Street is open there is no problem getting into the stream of traffic.</p> <p>When Walton Street is closed, turning right into Woodstock Road there are no traffic lights or mini-roundabouts, just a T junction with the driver not having right of way. As Woodstock Road is at certain times of day very busy, turning right into it can become quite impossible.</p> <p>The only thing the driver can do to proceed with his journey is to turn left instead of right into Woodstock Road, then turn right into the next residential road and reverse there, coming back to turn left into the stream of traffic on Woodstock Road. This takes a certain amount of time and also, I would think, is disturbing for the people living in the residential roads between Woodstock Road and Banbury Road.</p> <p>What I would ask then is that, until the roadworks in Walton Street are completed, the junctions on the west side of Woodstock Road could be turned into temporary mini-roundabouts or have temporary traffic lights.</p> <p>I hope this or something of the sort can be arranged quite soon. The problem has existed for some weeks.</p>

Email68	individual		<p>I believe no road should be closed without consulting the residents of the area before. As a resident of Jericho I believe I should have the opportunity to say my view. I thought the consultation final date was next year.</p> <p>██████████ and I would be happy with most run closures as I feel cars are awful and pollute our world. Causes negative impact on health and environment.</p> <p>We could close most roads in Jericho or even Little Clarendon Street. But I believe the Walton Street closure is a poor decision. I believe the closure is causing discontent in the community, a negative impact on quality of life, as an ██████████ human we have no public transport and this is wrong as vulnerable people with disabilities and the old community of Jericho are left isolated. I believe Walton Street should be open for public transport like taxis and mini buses. I believe the closure is causing a negative impact on trade further north on Walton Street. I believe to my knowledge the closure is a concern on emergency services. The ambulance may be able to get to my flat from Headington, north. The 24/7 fire engine on Rewley Road has to take a significant detour because of this poor, shortsighted decision. If I burn alive it is all on Oxfordshire County Council and I would like my family to take legal action against this closure. I'm not too sure a fire engine could comfortably get down those roads from the east of Jericho from Woodstock Road. In an emergency it's all about time. A minute can save a life. I'm not too sure where police are dispatched from. If it's St Aldates, another significant detour. North, Kidlington it's okay. Has this decision been thought out? I've ██████████ and can see flaws.</p> <p>If we look at a map, we can clearly see no entrance to the west of Jericho due to the canal. And now we closed the only south entrance to our community Jericho. The decision makes no logical sense. Walton Street is the main road through Jericho. It's ludicrous. Scandal there was no democracy. This road closure is worse than Brexit for the people of Jericho.</p> <p>Majority of the people in Jericho shouldn't drive. It's like twenty minutes walk to the Carfax. Why does one need to drive? I see plenty of cars on the side street. These middleclass types are thick. "Don't choke Jericho" but probably owe a Land Rover. Typical hypocrite. Why do they need to owe a car when you can walk to the two Co-ops? The students should have no say on the matter. Barely here in the year. Don't understand local or real issues. Like the fire engine getting to my house. Or trade. Logistics.</p> <p>This Walton Street closure is poor. We should be closing Little Clarendon or any of the little side streets or even Canal St in Jericho first. I would be happy if the council got all these cars off the side streets so I can walk in the middle of the road. My proposal is we should have a referendum on the matter. If it's need to be closed it should be a gate with cameras for green public transport, emergency services, can use. Oxfordshire Council County could make a pretty penny from all these dumb middle class types who would drive through the invisible gate with fines like the gate on High Street, Oxford.</p>
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Email69	individual	Oxford	Richmond Road	Object	<p>I am most concerned at the danger represented by the closure of this street at the junction with Beaumont Street for the next 18 months.</p> <p>The several barriers would be difficult to move in the event of a fire or need for an ambulance as they are weighted down with sandbags. Vital minutes could be lost either by taking time to remove the barriers or by going round in the traffic by St Giles and Little Clarendon Street.</p> <p>Such delays could be dangerous and lead to catastrophic results for people and their homes. I am surprised that these two services have apparently agreed to this temporary closure.</p>
Email70	individual	Oxford	Observatory Street	Object	<p>I am a long-term resident of [REDACTED] and would like to record my objection to the closure of Walton Street at Worcester College, because it increases the amount of traffic in my street and neighbouring ones. Thank you for your consideration of my point of view.</p>
Email71	individual	Oxford	St. Bernard's Road	Object	<p>(see email here)</p>
Email72	individual	Oxford	Observatory Street	Object	<p>I live in Observatory street and I am against this closure for several reasons.</p> <p>First the closure has been prolonged for 6 months from November after works in the summer/autumn but without a proper consultation of the neighbourhood of Jericho. Walton street it is a very important road for Jericho because it connects this area to the station and to Botley road and Abingdon road. Apparently the Council/County has done it to limit pollution in the lower part of Walton street, but the result is that now that traffic has been redirected in Clarendon, Observatory and St Bernard street. The people of Jericho have somehow to come in and go out of the neighbourhood.</p> <p>The overall pollution has not improved because the same number of cars comes and goes out of Oxford with this action. The traffic is worst. The junction at St Giles and at the end of Beaumont street is as bad as before and worst at rush hours. Streets that before were quiet, like Observatory, Clarendon and St Bernard, now have a constant flow of traffic.</p> <p>A main closure as this one should have been done after a proper and democratic consultation. I would like to have my street closed to traffic, but it is not reasonable. Other actions then closing roads are required to limit pollution in Oxford. A better and cheaper bus and train transport to start with!</p> <p>This is a closure that has made life more difficult for all the people of Jericho and also for all the people that have to cross over from North to South for work or daily life.</p> <p>The problem is not "don't choke Jericho" , the problem is to find a way to have less pollution every where around Oxford.</p> <p>I would start from areas that are really polluted because of buses every 10 minutes going to or coming from London. What if the return train ticket to London would cost the same as the bus ticket to London and so you could limit the travel by roads to London?</p>

					What about limiting those open buses for tourists going around the city centre at all hours, empty most of the time?
Email73	individual	Oxford	St. Bernard's Road	Object	<p>Following receipt of your paper notice dated 08 November 2019, I hereby send you a summary of my reasons for objecting to the above proposal. I would add that, using the website, I was unable to open the three documents listed at the foot of the general information page for this proposal. However, you have already received emails from my neighbours and me, so this is just to confirm and reiterate the problems I perceive with this Order. I shall list them in numbered paragraphs, for clarity.</p> <p>1. Information The Order prohibits traffic at the southern end of Walton Street, and Jericho residents have been kept fully informed. However, the result of the Order is to move the traffic problem to just north of Jericho, i.e. Walton Manor. Walton Manor residents have, until this notice of yours dated 8th November but not delivered until 16th November, officially received no information at all, although I gather that the initial experimental closure period and invitation for comments began on 4th October and closed on 18th October. Why were only Jericho residents contacted and kept informed, and Walton Manor residents ignored?</p> <p>2. Pollution and Costs Starting in July 2019, Walton Street was excavated and resurfaced, starting with the north end and, a fortnight later, following with the southern end. During the latter exercise, I'm told large and deep sink holes were discovered, but no information was passed to Walton Manor residents. Eventually these were dealt with, filled, and the whole street was then resurfaced to a high standard. It is a street broad enough to take reasonable amounts of two-way traffic, with parking on either side, and had been carrying not only cars but lorries, commercial vans, including brewery deliveries to pubs and restaurants and furniture vans for people moving house in the Jericho/Walton Manor area. The cost of resurfacing and repairing the infrastructure of Walton Street could not have been negligible. Nevertheless, the above Order was introduced, initially on an experimental basis. Presumably the idea was to keep traffic moving, rather than idling at the traffic lights, thereby emitting a high level of pollution. However, the closure has forced westbound and southbound traffic in the Jericho area (needing access to Botley Road, or Abingdon Road), as well as traffic travelling south down Kingston Road, and traffic from the Walton Well Road/Plater Drive/Southmoor Road area, to use a much longer route in order to reach the traffic lights near Worcester College, at the western end of Beaumont Street. Instead of using the newly surfaced southern end of Walton Street, all the traffic, of both residents and businesses or visitors, now has to use St Bernard's Road or other points north. These are narrow residential streets – more later. The route from the Jericho/Kingston Road area now involves travelling east up St Bernard's Road, turning south into Woodstock Road, travelling along Woodstock Road to St Giles, south down St Giles, then (after a queue at the traffic lights which involves traffic idling) turning west down Beaumont Street, in order to access ways of leaving central Oxford by western or southern routes. The resultant increase in pollution is obvious, apart from the inconvenience.</p> <p>3. Inappropriate use of Residential Streets Routing all the Kingston Road, Walton Street, and Walton Well traffic down St Bernard's Road has made quiet</p>

residential life impossible. There is a similar detrimental effect to the other local Walton Manor streets that are now the only escape for traffic in the area that needs to access Woodstock Road. St Bernard's Road is narrow, one-way, with terraced houses only a couple of metres from the roadway. A few years ago, traffic calming measures were fitted (speed humps and bollards, at awkward angles), in order to discourage the street from being used as a rat-run. Now, all of a sudden and without any warning to residents, it is expected to carry all the weight of the two-way traffic in Walton Street and Kingston Road, including commercial vehicles, that needs to leave the Jericho area. The pollution, right on our doorsteps, is very noticeable, and the volume and speed of the traffic at times is quite dangerous to pedestrians and cyclists.

4. Dangers in Beaumont Street

The western half of Beaumont Street, from Gloucester Street and St John Street, is the 'Harley Street' of central Oxford, with GP surgeries on either side serving local residents and also students. Along the southern side of this section of Beaumont Street, there are designated blue-badge disabled parking bays. These enabled people with [REDACTED] to access their GP surgeries easily and safely and to leave safely after their appointments. Living where I do, my route after my appointment was west down Beaumont Street, to the right-hand lane of the traffic lights at Worcester College, then right (north) up Walton Street and back home ([REDACTED]). Now, parking in one of those designated disabled spaces, the escape choices afterwards are vastly more inconvenient and also unsafe, i.e.

- a) Travel all the way to Frideswide Square and then attempt to make a complete turn in order to travel back east to Beaumont Street, Woodstock Road, etc.
- b) Attempt a U-turn in Beaumont Street, against the much-increased volume of traffic; or
- c) Park in Gloucester Street, if there is a space, having first done a 3-point turn to face Beaumont Street, so as to turn right against the traffic.

This is no way to treat [REDACTED]

5. Lack of Public Transport

The small local number 17 bus was convenient, bringing especially elderly and infirm people from Cutteslowe to Oxford city centre, for shopping and socialising. That was pleasant. However, there is a really crucial loss since the bus was axed, and that is its connectivity to Summertown and the 700 bus to the hospitals. Amongst other medical things, [REDACTED] I cannot drive to outpatient appointments, [REDACTED] it is not safe for me to drive home – quite apart from difficulty in finding a parking space. I am unable to walk to the Banbury Road in order to catch the number 14 or 14A to the hospitals, or the 2 (a, b or c) to Summertown. I used to take the number 17, from the stop in Kingston Road just near where I live, to Summertown; then cross over the road and connect with the 700 which dropped me right outside the Eye Hospital. Now, with no bus connection, I am, in effect, taxed: a taxi there and back costs little short of £20. This is manifestly unfair. If the reason for the Order is to reduce pollution at the southern end of Walton Street, then there really ought to be a viable bus service, at, say, half-hourly intervals, all the way from Cutteslowe to the Westgate area, using the currently closed junction at Worcester College. That route ran east up Beaumont Street, south into Magdalen Street East, then West down Broad Street and George Street. The proposal for several bus gates that is now being considered will be yet another way to imprison

					Jericho and Walton Manor residents, although any scheme to reduce commuter traffic into Oxford would be helpful. Unless there is a reliable, cheap, and regular system of public transport, however, the bus gate project will simply be unfeasible.
Email74	individual	Oxford	Observatory Street	Object	<p>I object to the proposals and I have the following comments:</p> <ol style="list-style-type: none"> 1. The current closure of Walton Street is good in that it is preventing drivers, that do not want to stop in Jericho, from using Walton Street merely to avoid congestion in St Giles and Beaumont Street. However, it is increasing car journey distances for the residents of Jericho. Some are walking or bicycling instead, but there are many elderly and disabled people in Jericho, who have to use their cars or Taxis and return journey distances for them to Frideswide Square and beyond have increased by 2 miles, adding to pollution. 2. I suggest that, in the place of the current barrier in Walton Street outside Worcester College, there is a 'bus gate', with number plate recognition similar to the one in the High Street, which could allow any vehicle with a Jericho resident's parking permit to pass unhindered but would fine drivers of other vehicles. Suitable arrangements could be made for buses, delivery vehicles and taxis similar to those in the High Street. 3. More needs to be done to prevent non-residents' vehicles using St Bernard's Road. I suggest that signs prohibiting motor vehicles except for access (similar to the signs at the ends of Elms Drive in Marston) are put at the entrances to St Bernard's Road and enforced by number plate recognition for those without St Bernard's Road resident's parking permits. 4. A more radical suggestion is that No Entry signs are put at both ends of St Bernard's Road, so that it can only be accessed from Leckford Road or Plantation Road via Leckford Place. A similar arrangement, whereby Southmoor Road has No Entry signs at both ends and access is only via Southmoor Place, has worked well for very many years. 5. Observatory Street also has an increase in the number of non-residents' vehicles using it, including large lorries. It too could have signs prohibiting motor vehicles except for access or No Entry signs at both ends with access only via Adelaide Street. 6. It would help if the data on emissions, air quality and traffic volumes before Walton Street was closed was published, together with the location where the measurements were taken. 7. When new road signs are put up, I suggest staff should stay and watch for a few hours to see how drivers respond. For example, the cones put up at the junction of Walton Street, Walton Well Road, Kingston Road and St Bernard's Road have resulted in car drivers going immediately round them and therefore going the wrong way round the mini-roundabout! Every time that I have been in St Bernard's Road (about 3 times per week) I have seen vehicles driving the whole length of the road without stopping. 8. A good way of improving the air quality in Jericho would be to give help to residents to use electric cars including providing charging points compatible with any provider.
Email75	individual	Oxford	Leckford Road	Object	<p>I have registered my objection to the scheme as the consultation is poor due to:</p> <ol style="list-style-type: none"> 1. Lack of pre closure data. 2. It is not part of a considered wider scheme of traffic management for the area. 3. Ad hoc changes have been made to signs in St Bernard's road and others responding to residents complaints

					<p>but this has not been afforded to residents in all roads.</p> <p>4. The closure has increased the traffic speed and volume in Leckford Road often causing drivers to get stuck in the narrower end of the road.</p> <p>Overall the council (City and County) must do better by way of professional consideration by traffic engineers and planners to inform full and meaningful consultation on the wider impact of road system changes.</p>
Email76	individual	Oxford	St. Baranabas Street	Object	<p>I am deeply concerned by the way in which the Walton Street ETRO has been implemented and the impact that it is having on residents – especially the elderly and disabled – and local businesses alike (pre COVID-19). I note a strong feeling among residents that they are being heard but not listened to by the Council. This only serves to harm the zero carbon emission cause and further erode trust in local and national politicians – this is depressing to witness. I am particularly dismayed to observe the animosity that exists between the two sides of the debate, especially given the majority want the same thing - a reduction in traffic, cleaner air, a more pleasant neighbourhood. As [REDACTED] professional, it's clear to me that this division has been created due to the flawed way implementation approach:</p> <p>(1) Create a vision that residents can buy into. The stated aims of this scheme are sensible, however, the ways in which the ETRO achieves them are unclear and the vision opaque.</p> <ul style="list-style-type: none"> o Reduce pressure on Oxfordshire roads due to housing and jobs growth – How does the road closure relate to this aim? o Reduce vehicle emissions, aim for zero emissions – The closure is counter intuitive as it does nothing to disincentivise traffic coming into Oxford while it extends journey distances for Jericho residents (2.5 vs. 0.9 miles from my house to reach the Botley road). Therefore, the only impact can be increased emissions. A number of other more sensible and impactful measures should be taken: e.g. designing for electric cars – Jericho residents can't buy one as there are no charging points; or, fully subsidised park and ride with extended hours, paid for via a congestion scheme – Oxford is a hub for a rural community reliant on cars. o Reduce particulate emissions, improving air quality – It will clearly improve air quality on the lower end of Walton street. However, without a reduction in overall traffic volumes, this just moves the particulates elsewhere. Further, queuing traffic was isolated to certain times of the day and there are number of alternatives measures that could have a material effect on traffic with a lesser impact on residents: <ul style="list-style-type: none"> § traffic light sync – it always felt like this was the major issue § Residents, busses and taxis only junction – kill the rat run § Restricted hours § Strategic redesign of the junction and traffic flow system through Jerichoo Improved environment for local residents and businesses – the majority of Jericho residents who live south of Kingston Road have been adversely impacted:

				<p>§ Increased taxi costs – particular issue for elderly / disabled, § Closure of the ‘pick me up’ bus service § Increased traffic and pollution in Kingston road, St Margaret’s road and Little Clarendon Street – noticeably less pleasant (and likely safe) § Reduction in footfall and revenues for local businesses § heavy traffic on unsuitable streets performing unsafe manoeuvres o Low traffic neighbourhood, improving the experience of pedestrians and cyclists § Cyclists: As a cyclist, I’m baffled as to why cyclists think this closure is so beneficial. It was never particularly dangerous to cycle down Walton Street and there are two clear alternatives – canal, St. John’s street. § Pedestrians: There appears to be no plans to transform the road into a pedestrianised zone. Meanwhile, Little Clarendon street, is now more dangerous when it would have been more suited to such a closure. (2) Ensure stakeholder buy-in. The communication strategy has been poor. This was a radical change and required an effective engagement strategy. Effort should have been made to collate a range of views before the closure and feedback provided as to the rationale for any decision taken coupled with meaningful ongoing engagement. (3) Baseline existing performance and build a case for change. A lack of robust data has led to this becoming a debate of opinions not facts. Before the ETRO was implemented, a qualitative and quantitative assessment should have been completed, including: Resident and business surveys, traffic volume analysis, pollution measures, accident statistics. This is not hard to achieve – I completed such a study as a GCSE student! (4) Assess impact and track benefits – the council have stated that during the trial period they are measuring the impact on residents, businesses, visitors, road users. With no baseline, what are the comparators for the impact assessment and what qualitative and quantitative samples are actually being taken? How will results be communicated? I would welcome your response to the points raised, specifically: o What was the hypothesis on how the ETRO would achieve the stated objectives? o What steps will be taken to improve engagement and reduce division? o What baseline data exists and where can this be viewed? The Council need to take the heat out of the debate, pulling it back to a reasoned fact based discussion that addresses genuine concerns and assesses alternative proposals. In the meantime, the street should be open.</p>
Email77	individual	Oxford	St. Bernard's Road	<p>Object</p> <p>DETRIMENTAL IMPACT ON ST BERNARDS ROAD</p> <p>We noted the highly detrimental impact of the closure of Walton Street. St Bernards Road is the first exit from Jericho now that Walton Street is closed and therefore all traffic that used to depart the Jericho and Walton Manor area using the major 2 lane Walton St south instead goes up the small side street of St Bernards Road.</p>

This small sidestreet has now become the main highway out of Jericho and Walton Manor and this is quite unacceptable

Traffic in St Bernards Road is now at an unacceptably high density, there are often 12 or more cars bumper-to-bumper travelling down the road. Hour in hour out there are vast numbers of cars and vans and lorries passing through the street. Traffic disruption goes on for a really long period of time, often to the early hours of the morning. Cars slow down over speed humps and then throttle hard to the next hump, speeding, then brake hard and repeat the process. This produces excess noise from engines and tyres and squealing of brakes. The road has become a racetrack.

There is now great physical danger in the street to pedestrians (and cats) and cyclists are put off cycling. Elderly residents often have to wait for 10 or more cars to pass before they can cross, some become impatient and dangerously rush out between cars when it is unsafe to do so. We feel it is only a matter of time before there is a serious injury to a pedestrian.

There is noise pollution that is very excessive, exhaust pollution, a loss of tranquillity. In particular we seek to highlight the pollution caused by non-electric vehicles particularly diesel pollution. The physical atmosphere is now really quite toxic.

Those with roadside facing bedrooms have very disrupted sleep with terrible consequences. Late at night or the early hours of the morning not only is traffic density too high for undisturbed sleep but often cars are blaring music at high-volume, all of which is quite unacceptable

I myself have become quite phobic about my own street and find myself experiencing palpitations when I return home or when I sit in my living room as I listen to the road noise from vast numbers of cars vans and lorries passing by at all hours of the day and night.

DETRIMENTAL IMPACT ON JERICHO

■ mentioned the local impact of closing Walton Street with lorries unable to depart the Jericho area via Walton St now turning into the sidestreets of Jericho as they are unable to turn in Walton Street and they seek a way out so disrupting ■ neighbours peace and tranquillity.

Not infrequently there are stand-offs as lorries approach each other from different directions. The increase in delivery and lorry traffic ■ sidestreets is clearly quite unacceptable. ■ mentioned that before Walton Street closure children used to play in the sidestreets of Jericho, and that is clearly a good thing but is no longer possible as it is unsafe with the increase in commercial vehicle traffic. This is clearly to be deplored.

DETRIMENTAL IMPACT ON WALTON STREET BUSINESSES

■ also mentioned the impact on the businesses in Walton Street and that they had suffered financially as their deliveries had been impaired by the Walton Street closure - some were losing considerable sums of money with a consequence they felt their rates should be cut

POSITIVE RESPONSE BY COUNTY COUNCIL

We were pleased to hear that these consequences were being taken very seriously by the County council and that the current situation was not tenable for the future.

We understand the local issues and we are pleased to hear the county perspective on these..

We understand that this is an experiment and I think all of us agreed that this phase of the experiment could now be concluded as it had not been a success.

We discussed the way forward:

1. We understand the county council may wish to make a number of other adjustments and experiments to see how different possibilities settle in. I will send you a separate email with my proposals. We would certainly wish to engage fully with these proposals and understand the nature and complexity of the problem
2. It was the view of the group however that the first step in providing a solution to this problem is that we should move back to where we were – that is the reopening of Walton Street before doing anything else. Partly in our mind this is to prevent the closure of Walton Street bedding in and being impossible to dislodge as this is so clearly against the interests of many residents of Jericho, Walton Street (other than those few benefiting from the closure) and of course massively St Bernards Road. Partly it is because the problems are complex and need careful consideration which will take time and partly it is to acquire baseline data as if there is a sequence of experiments then it needs to start from having data on the baseline (that is the position before the closure of Walton Street) and then the consequences of each experiment should be carefully assessed with data
3. We discussed a number of solutions to the traffic problem

REQUEST for FIRST STEP BY COUNTY COUNCIL

We made the request that the first next step by the County council should be to re-open Walton Street.

At this stage we understand that you are having a meeting with county road planners tomorrow. We look forward to further information following this.

We would all like to thank you very much with the cordiality and open mind with which you have received us

					and with your considerable consideration of the problems generally but in particular the most terrible impact on St Bernards Road
Email129	individual	Oxford	St. Bernard's Road	Object	<p>as a resident of St Bernard's Road I am writing again to register my concerns with the current arrangement for managing traffic, following the opportunistic and ill thought through closure of Worcester Street, that has left St Bernard's Road taking the bulk of traffic leaving Jericho.</p> <p>I appreciate the most recent attempts to assist with the concerns ie a sign directing traffic to St Margaret's Road and blocking the right turn lane into St Bernard's Road, however this is not proving highly successful. As groups of concerned residents are meeting together there have been various schemes proposed, as you are no doubt already aware, eg a set of emergency barriers to manage traffic through St Bernard's Road, Leckford Road etc. to push the flow of traffic to St Margaret's Road, the council's preferred option. I myself would also suggest making Walton Well Road one way in, so traffic leaving the canal side housing developments are forced to leave via Longworth Road and then to St Margaret's Road, that would also allieviate some of the local pressure.</p> <p>My main message, you have a team of traffic flow experts at your disposal, why can't you come up with a better scheme that that is now blighting St Bernard's Road. Why not reopen Worcester Street for now and consult with local residents now on a long term solution before you alienate us all. I would definitely want to be involved to solve the issues, but right now, the current solution is inadequate.</p>
Email141	individual	Oxford	St. Bernard's Road	Object	<p>I am a local resident, having lived in St Bernards Road since [REDACTED] I do not belong to any local group. I am very concerned about the closure of Walton Street as I think that it was not carried out with any prior consultation or sound reasoning, and that there is a range of reasons why it does not make sense to continue it in terms of the impact on the local community and environmental concerns.</p> <p>The initial decision to close Walton Street was taken only as a result of the road repairs, and in fact took place following the completion of actions clearly designed to be able to reopen it (bus lanes on the tarmac). There were no data available or consultation with local people as far as I am aware to justify the closure before it took place. At the very least there should have been a proper setting up of an experiment were there genuine concerns. Instead, this was imposed suddenly on local people without as far as I am aware any consideration of alternative solutions to whatever problems were thought to exist.</p> <p>I should say that I can see that for residents at the end of Walton Street closest to the closure having queues of cars outside their doors waiting at the traffic lights could cause air pollution problems. Of course, as noted below, this benefit is offset by the displacement of the problem elsewhere. However, even leaving this aside - and the shift towards hybrid and electric vehicles, which lessens the problem anyway as engines are not ticking over - the solution to this is not to close the road, which creates many additional problems, but to improve the flow of traffic in the area, and the phasing of traffic lights at that junction and the next one, in order to avoid this problem. Given the lockdown, any traffic data from before and after the closure are unlikely to be typical and therefore to use them in relation to the decision as to whether to maintain the closure would not seem sensible.</p> <p>The reasons why I am opposed to the closure of Walton Street mean that I am not engaging in the discussion about alternative mitigating measures.</p>

				<p>The closure of Walton Street does not result in any overall environmental gains in my view (I have dealt with the more local issues above). Jericho residents wanting to leave the area to drive south are now having to make a round trip which is much longer and therefore results in more pollution overall, whichever street they decide to use as an alternative. It is implausible in any case that Walton Street was being used as a rat run previously, given the speed bumps, narrowness at various points and pedestrian crossings etc. In addition, this contradicts the evidence about queues of stationary traffic at the southern end, which were being given as the reason for the environmental concerns. Supporting the closure of a road because it looks as though it stops cars moving about so easily does not make sense; it has to be thought through, in terms of the overall impact of the decision, rather than its value as a symbolic gesture.</p> <p>The closure results in greater difficulties for anyone who finds it hard to get about and does not have a car because there is no possibility of a through transport service. I have heard that a bus was arranged to pick up people as a special arrangement but this is different from having a normal transport service in the form that existed previously, with buses of course being particularly important for those on low incomes and with restricted mobility. So the closure is likely to reduce the use of public transport, which does not seem to be consistent with environmental concerns, and also to increase the difficulties of those without their own transport in terms of getting to other places within or outside Oxford.</p> <p>I know that local businesses are concerned about the closure, as I have spoken with several of them. Delivery access is clearly affected.</p> <p>The emergency services are of course affected in terms of access, making it more difficult for them to reach houses at that end of Jericho. It is possible that temporary access could be given when this is known about in advance, or with special technical arrangements. But in itself this would not deal with the other issues set out above.</p> <p>I should add that my response to this consultation is not primarily motivated by concerns about my own situation in St Bernards Road, although clearly the increased traffic caused by the closure has affected us (with St Bernards Road already being used as a rat run by the new residents in the Lucy's development having increased it already, and since the closure about 200 vehicles an hour going past our window); in addition, any mitigation measures would affect us in terms of (eg) being unable to turn right at the end of the road, and therefore having to take a detour, thus once again increasing the environmental impact of our vehicle use. We have had no direct communication as the residents perhaps most affected from the County Council either about the closure or about the road furniture to divert traffic or about any potential mitigating measures. We only heard about the preliminary consultation earlier this year by word of mouth.</p> <p>Please ensure that this response is taken into account when the continued closure of Walton Street is being considered. I would urge you to reopen Walton Street and consider alternatives to any problems that you consider exist.</p>
Email142	individual		Object	<p>First, I wanted to thank you for taking the time to read and reflect on the wishes of the community. I know this must be very difficult and that people can be very hurtful when they are passionate about an issue. You have a very tough job, and unfortunately, 100% of the people will never be satisfied.</p>


Ref: AK.12.6.320/Walton Street ETRO – Experimental Prohibition of Motor Vehicles, Walton Street

I wish to register my objection to the trial closure of the southern end of Walton Street. My reasons follow-

- The closure goes against the advice of the emergency services which have state concerns about the increased response times and difficulty bringing specialist equipment into Jericho and Walton Manor (as per FOI). It also removes the only alternative route for fire vehicles to reach North Oxford. This closure will have serious safety implications during future events which close Woodstock Road and St. Giles.
- The new “dead end” of Walton Street by Worcester College is approximately 140m in length without an adequate turning facility for larger vehicles including delivery, refuse and emergency services. This distance exceeds guidance of maximum reversing distances for both refuse collection and fire services.
- You are failing to undertake any assessment work to a level of detail that would be expected by a private developer. The local authority should lead by example and not work to a lesser standard than any other individual or group. Without any pre-closure baseline data, I would not expect any planning inspector to accept such a proposal.
- The Council states in your consultation leaflet of February 2020 that the closure would enable Walton Street to return to a quiet residential street. While there are some houses, this is misleading given that the majority of Walton Street is a business district with a significant proportion of what was previous housing converted for education purposes. I refer to resident [REDACTED] who has lived in Jericho for 75 years and said Walton Street was always a business street.
- The closure impacts local business trading (Jericho Connections combined with the Jericho Traders Association submitted the survey before any impact of COVID 19.). Without local shops and services, you will destroy the community, impacting particularly heavily on those in greatest need to such facilities such as the elderly and vulnerable.
- Oxfordshire Country Council closed Walton Street without any traffic assessment or study that included the entire neighbourhood of Jericho. Instead, it relies on one counter at the southern end of Jericho in 2018.
- Oxfordshire County Council sent only 200 letters informing the closest residents about the closure ignoring all the residents, property owners, workers and businesses.
- No detailed study/report of the trial has been made public and circulated to residents.
- The closure has led to increased traffic in residential side roads. We live on Albert Street and noticed an immediate increase in July when Walton Street was initially closed. We tolerated it because we knew the work closing it would end shortly and it would reopen in August. You kept the road shut and the trucks continued to rumble down our tiny residential streets until the Covid-19 lockdown.
- The total lack of forethought of the consequences of the closure and its impact on local side streets has been demonstrated by multiple failed attempts to counter the impact side road traffic with signs and by blocking a right turn lane from Walton Street onto St. Bernard’s Road.
- The signs which now say “Residents only access beyond this point” are confusing to those visiting the area either with business such as carers and delivery drivers, friends, family, and customers for the many commercial concerns.
- Oxfordshire County Council erected permanent signs that start, “Walton Street is Closed” when it is not. This

				<p>impacts on local businesses and the potential to bring s bus service back to Jericho.</p> <ul style="list-style-type: none"> • You state that the scheme will prevent rat-running, but you have not provided any clear evidence of this. Notwithstanding this, people taking alternative routes is usually down to trying to avoid traffic elsewhere. With the recent simplification of the junction of Hythe Bridge Street/Worcester Street, traffic will flow more freely and therefore reduce the likelihood of rat-running. • All residential and business traffic leaves Jericho by a tiny residential road, St. Bernard’s Road. Lorries simply turn right from the left-hand lane ignoring the coned off lane. • As a cyclist, I don't see the benefits of the road closure. Cars coming from Woodstock road now speed around the corner of Beaumont Street and Worcester Street onto Hythe Bridge Street. There are no lights to exit to turn right on. I must take a chance in gaps if I want to turn right from Walton Street during the morning rush hour. Similarly, Little Clarendon street has become much more dangerous, squeezing more traffic into a smaller road. Several times I've had to get off my bike and pull it onto the pavement to avoid being hit by a car or truck which is driving in the bike lane. • Permanent closure will remove any opportunity to reintroduce bus services (either timetabled services or on-demand services). • There is a worrying shortfall in air quality data throughout Jericho to allow a before and after study to assess the impact of the trial. Air quality might be better at the southern end of Walton Street. However, the northern end near St. Bernard's road must have gotten worse. Although according to the countries standards the air quality at the southern end was 27µgm-3, much better than the countries lowest target of 40µgm-3 • As part of your justification of the increased traffic levels on St Bernard’s Road resulting from the closure being acceptable, your engineers cite guidelines on assessing safe walking routes to school which classifies flows of up to 400 vehicles per hour as low traffic flows. Data from the only pre-closure traffic survey (Walton Street traffic survey April 16th to 22nd 2018 - Location approximately at Richmond Road junction) shows a two-way peak flow of 354 vehicles per hour (based on a 5-day average). By these guidelines, a pre-closure Walton Street would be considered a safe route for children, again proving that the closure was rushed, not fully considered and not justifiable. <p>I wish to object to AK.12.6.320/Walton Street ETRO. Experimental Prohibition of Motor Vehicles, Walton Street as it is more detrimental to the entire neighbourhood as a whole and the County Council have failed to undertake the reasonable and expected steps to fully assess the need for the closure and report these to the public in a fair and balanced manner.</p>
Email143	individual	Oxford	Chalfont Road	<p>Object</p> <p>I am writing to object to the proposal to make the temporary closure of the lower part of Walton Street to motor vehicles permanent.</p> <p>I already object to the temporary closure on three grounds.</p> <ol style="list-style-type: none"> 1. For such a sudden and radical change in local traffic regulations to be introduced without any previous consultation of those likely to be affected (who are not only the residents of Walton Street and adjoining streets) appears arbitrary and profoundly undemocratic. The idea of introducing this closure of Walton Street

					<p>to road traffic appears to have been opportunistic, exploiting an interruption of traffic over several weeks by road works, rather than one based on serious analysis and consultation of all interested parties.</p> <p>2. The supposed benefits of this road closure, in terms of reducing the volume of road traffic, congestion, pollution, noise and other nuisances in Walton Street, will only be gained by adding to those same nuisances in other adjoining streets. Any attempt to deal with these important problems should be based on a coherent and comprehensive plan for limiting road traffic in North Oxford rather than isolated and uncoordinated initiatives like this one.</p> <p>3. This sudden change in conditions of road access to Walton Street from the North and South is already having an impact on a number of small businesses in the upper part of Walton Street which give Jericho its distinctive character, including restaurants, cafés, specialist food shops and the Phoenix cinema. Life will be difficult enough for such businesses in the coming recession without having to deal with such an ill-prepared and poorly justified change in their working environment.</p>
9744385	individual	Oxford	Barberi Close	Neither	<p>I am indifferent to the closure, but the closure barrier *must* be better managed if cycles are intended to be able to bypass the closure.</p> <p>For cycles exiting Walton Street, turning right into Worcester Street. the loss of the lights has been treacherous - it has quickly become the most hazardous part of my 4.5-mile commute. There is currently no way to position correctly on the right-hand side of the left-hand lane, and traffic on Worcester St doesn't expect joining traffic to come from that direction.</p> <p>I rarely turn right from Beaumont Street into Walton Street, but I can see that the same issue must exist, as the only entrance into the left hand lane is a tight turn that caters to traffic turning left from Worcester Street.</p> <p>The junction must be set up better to allow cycles in and out, and to join the traffic - particularly queuing traffic - without danger.</p>
10064033	individual	Kennington	Otters Reach	Neither	<p>I do not think the road should be completely closed. I think it would be better if traffic was allowed to turn left from Walton Street (major road) into Walton Street (minor road) and to turn left from Walton Street (minor) into Beaumont Street. But NOT to allow traffic to turn right either from Beaumont Street into Walton Street (minor) or from Walton Street (minor) into Walton Street (major).</p>
23172353	individual	Oxford	Merrivale Square	Neither	<p>Although the area is more pleasant without cars there are significant issues with the feeder roads: 1. Because both LCS and Observatory St feed into Walton St they operate reasonably well, but the pinch point is outside Peppers - the only way out- is frequently blocked by deliveries. Virtually everyone uses Plantation Road because:</p> <p>Leckford Road is a scary nightmare... it is a 2way street with single traffic.</p> <p>Farndon Road is like a farm track it has so many trenches.</p> <p>It is a long way out going North to go South. Why not reverse LCS traffic? And allow ingress from the South only</p>

					<p>at Beaumont St. Plus cyclists seeking to cross the road at Worcester St have no safety... the traffic will be continuous and faster after the junction mods. What will happen when St Giles fair is on or you have serious traffic works in that area?</p>
24931137	individual	Oxford	Bridge Street	Neither	<p>I think the closure of Walton Street has undoubtedly improved traffic flow through Beaumont Street and Worcester Street, which is a good thing. But I have every sympathy for the residents and businesses of Walton Street and Jericho who are seriously inconvenienced; and who haven't been consulted prior to the closure. It will be detrimental to the whole city if businesses in the area go under because of the fall in foot-fall and trade; and people don't want to live in Jericho because it's so inconvenient to access.</p> <p>The council should take the time to look at a solution that might work for residents, business owners and road traffic. It's not beyond the wit of man (or council) to employ modern technology and put traffic restrictions (ie. a camera-gate) on Walton Street for residents / business only traffic.</p>
24952897	individual	Oxford	Meadow Lane	Neither	<p>I support the environmental objectives of this experiment, but have concerns about the alternative routes into Jericho available at the moment which are not addressed in your consultation posting.</p> <p>Firstly, obviously traffic at the Worcester/Beaumont/Walton junction is a persistent problem, but I'm concerned that if the Walton Street entrance is closed, traffic that would have used this route will instead access Jericho via a small side street such as Little Clarendon, at least in the short term. I don't believe Little Clarendon is built to cope with such a surge in numbers, ultimately just creating more traffic in the centre of town itself. What are the current plans to deal with traffic that would normally enter at the south end of Walton Street?</p> <p>Secondly, if the entrance to Walton Street is blocked off, what is the recommended route for ambulances and other emergency vehicles?</p> <p>Thirdly, as I mentioned before, I am in favour of limiting car transport into city centres as an environmental objective, but is there a plan to make public transport into Jericho easier from the other side of town?</p> <p>Finally, and this is more of a point than a question, as an Oxford resident I am not overly impressed that this consultation has only been posted 11 days before the intended 18 month experiment, when the end of the road has been blocked off for several weeks before this point already. When was this experiment suggested, and why is it that it is only being advertised widely now?</p> <p></p>
24976673	individual	Oxford	Leckford Road	Neither	<p>I am concerned that the new arrangements will exacerbate the existing traffic and pedestrian problems at D'Overbroeks school drop off and collect times at the junction between Leckford and Warnborough Roads.</p>

25095905	individual	Oxford	Kingston Road	Neither	IT IS COMPLETELY INCONVENIENT AND COUNTERPRODUCTIVE
25384033	individual	Oxford	Kingston Road	Neither	<p>As a resident of Kingston Road, [REDACTED] the top of Walton Well Road, I have not noticed much difference in passing traffic. Equally, when driving, I have not noticed much change in journey time to get onto Botley Road.</p> <p>However, I'm usually on my bicycle and have experienced some problems. Please make it easier and safer for cyclists. There are two main issues.</p> <ol style="list-style-type: none"> 1. At the moment, only the gap in the temporary barrier on the west side is wide enough for bikes to pass through, which means bikes coming out of Walton Street cross to the west (wrong) side, risking head-on collision with bikes entering Walton Street from the main road. I experienced this problem again yesterday. 2. The traffic lights used to give some protection to bikes emerging onto the main road to head west from Walton Street. Now, when the main road is busy, it's difficult to cycle safely across. Please don't suggest getting off our bikes to use the pedestrian crossing. We shouldn't have to, and of course most cyclists won't. <p>Thank-you.</p>
25736641	individual	Oxford	Observatory Street	Neither	<p>I understand the reasons for the experimental road closure. Kingston Road and Walton Street had become a rat run during rush hour as traffic attempted to short-cut the traffic lights and related queuing at the junction of St Giles and Beaumont Street.</p> <p>However, the consequence of closing Walton Street has been that much more traffic seeking access to Jericho (lorries delivering to shops, members of the public seeking access to the synagogue, Worcester College, Phoenix cinema, restaurants etc) is now kettled down Little Clarendon Street and Observatory Street. Similarly, when that traffic tries to depart from Jericho it is forced down St Bernards Road and Leckford Road.</p> <p>In short, although traffic flow in Walton Street and Kingston Road has improved overall, it has worsened in Observatory Street, Little Clarendon Street and St Bernards Road, which are much narrower streets that are not suited to taking a lot of traffic.</p> <p>Whilst the flow down St Giles and Beaumont Street has also improved as a result of the experimental closure, the four way traffic lights at the junction of Worcester St, George St and Hythe Bridge Street continue to create a log jam.</p> <p>Without proper base line data at all of these traffic points, it is difficult to demonstrate that the experimental closure has had an overall beneficial impact. I note that some measurement has recently commenced, but it is not clear how the before and after will be measured.</p> <p>Other ideas should also be considered in conjunction with this - for example, restricting HGV access to certain times of the day, improving signage to highlight the weight restriction on Observatory Street more clearly, closing off Walton Street at the junction with Worcester Place (so that access to the bottom of Walton Street and Worcester College can still be achieved from Worcester Street).</p>
25746561	individual	Oxford	Albert Street	Neither	I cannot be for or against the closure until a proper consultation is undertaken and all the facts are presented.
26258433	individual	Oxford	Leckford Road	Neither	I support measures to decrease traffic in Oxford. The closure of Walton St could help with this but only if it part of a co-ordinated effort with other roads surrounding the closure. As a resident of Leckford Road, I have noticed increased traffic, particularly of delivery vans and lorries (including an articulated lorry!!) along our

					road following the closure of Walton Street. Leckford Road is unsuited to this sort of traffic being single carriage way for half its length with parking either side. I would support the closing of the road at the Kingston Road junction. Alternatively, the junction at Woodstock Road could be made less "appealing" to go down by narrowing or putting some sort of restrictions in place.
26302145	individual	Oxford	Cranham Street	Neither	I am trying to ascertain if it will be helpful to the overall reduction of traffic in Oxford. If so, then I would be generally supportive.
27340321	individual	Oxford	St. John Street	Neither	Of course, any stats taken during the lockdown will be unreliable and I hope that will be taken into account. Before the lockdown, this was causing quite a bit of congestion in Beaumont Street at rush hours, which gives rise to increased emissions: much better for traffic to move. There was an increase in traffic turning into St John Street and doing u turns to try another route, causing some problems to pedestrians there, especially as some people park near there on market days, mostly with disabled stickers. There is an increase in traffic down Little Clarendon Street, which can be impatient and not really mindful of the bikes going both ways and of pedestrians at the junction.
27611393	individual	Oxford	Leckford Road	Neither	I do not object to the experiment. But I do object to the fact that no results from it have been made public - e.g. re traffic flows, air pollution etc. And I fear that a decision may be made for the permanent closure of Walton St., before there is opportunity for discussion of the matter in the light of evidence from the experiment. Walton St has historically been a thoroughfare and Leckford Road a residential street. A decision to in effect reverse their uses would require strong evidential support. I made my initial response on the understanding that the consultation was about the desirability or otherwise of an experiment. Now it seems this is the only opportunity to give a view on the question of whether or not Walton Street should in fact be permanently closed, and I fear that responses favouring, or not objecting to, the experiment -- such as mine -- will be taken as referring to this quite different question. I would ask for reassurance on this point. The view to which I am now coming is that the experiment was little more than a cover-up for a decision to which some influential councillors, both county and city, already had a commitment. My own city councillor has failed to respond to emails simply asking for information - i.e. on when will the results of the experiment be made public, when, and exactly by whom will a decision be made, and what further opportunities for representations by those most affected will be available. Unless answers to these questions are forthcoming, I can only conclude that what we have here is a travesty of local democracy,
27950465	individual	Oxford	Kingston Road	Neither	By closing Walton street it has forced all large delivery lorries down Kingston Road. This has made it very busy and noisy, particularly from 4am onwards. Whether Walton street opens or remains closed, please consider finding ways of improving traffic calming measure down Kingston Road because very few people drive at 20mph.
27974561	individual	Oxford	Leckford Road	Neither	The Decision whether to keep Walton Street closed must be accompanied by a full review of the implications of this for the other streets in Walton Manor and the neighbourhood as a whole. As a result of the closure, on Leckford Road we are experiencing increased road rage involving verbal abuse and physical confrontation;

					Trucks over 7.5 t driving unlawfully down our street; damage to parked cars; traffic speeding above the 20m limit; cyclists being intimidated by cars; and increased volume of cars and delivery vans who are being directed by google maps. We would like our street to become a priority cycle lane; more speed calming measures to be put in place to protect children at the school; and the routes of access along Kingston Road and St Margaret's Road that are in the City Plan being encouraged. I strongly support Walton Manor being turned into a place that wasn't dominated by cars, where pedestrians and cyclists were prioritised, as well as there being communal pedestrianised areas.
27974817	individual	Oxford	Alexandra Road	Neither	I would also like to see the experiment include closure of the south end of Walton St in one direction only, i.e. allow traffic either to exit Walton St onto Worcester St or Beaumont St, or to enter Worcester St or Beaumont St from Walton St, but not both. The reason for this is that absolute closure is sure to increase traffic on the smaller roads further North on Walton St, such as Observatory St or St Bernards Road and these streets are not suitable for increased traffic. A one way solution at the South end of Walton St would achieve improvements with less resulting negative impact on these smaller streets.
27978113	individual	Oxford	Plantation Road	Neither	I have found that Experimental Road Closure has meant that the traffic at the Beaumont intersection flows much better, making it much quicker and less frustrating to get to the train station and over to Botley by car when going around via St Giles and Beaumont. Walton Street is also more pleasant to walk on. I am aware, however, that the closure is negatively affecting businesses on Walton Street, and the businesses on Walton Street are the life of the Jericho community.
27978657	individual	Oxford	Plantation Road	Neither	As residents on Plantation Road, it's been very difficult for us to assess the impact of the Walton St closure, as the majority of the time given to us assess matters has been during lockdown, with its temporary and artificially low levels of traffic.
27978849	individual	Oxford	Plantation Road	Neither	It is difficult to come to a conclusion about the closure, due to the lockdown. In many ways, it did seem to improve the traffic situation - very slightly - at the cruch point outside Worcester College. It is lovely to have Walton Street so tranquil. In terms of the closure, we are generally lucky that Plantation Road is one-way road which points in the Walton street direction. If we lived in St Bernard's we would be really distressed, and when we do drive we have to go down St Bernard's now regularly to get anywhere South. So while it's a good idea in some ways, I don't think the impact on our neighbouring side streets has been sufficiently thought through. Leckford Road is also suffering particularly as it has two way traffic. One particular unthought-through risk of the closure is that there is a significant risk that a large amount of traffic may attempt to 'shortcut' by driving down Leckford Road towards Woodstock Road, then turn right down Leckford Place, cross Plantation Road, and then continue on St Bernard's. Leckford Place is narrow, hilly, and has a nursery school on the Plantation Road corner and no pavements. This is an accident waiting to happen.
27986721	individual	Oxford	Warnboroug h Road	Neither	I presume the main reason for wanting to keep the Walton St/Beaumont St roadblock in place is to improve east/west traffic flows - especially at Christmas time. However, the current roadblock is clearly having an adverse effect on businesses in Jericho.

					<p>Perhaps a partial block would be a solution to the problem: allow traffic to enter Walton Street from the direction of Frideswide Square & Worcester St - but not from St Giles and Beaumont St.</p> <p>Bearing in mind the altered traffic flows when the St Giles Fair is in town (when cars make use of Walton St to bypass the Fair), instigating a partial roadblock would allow this diversion for motorists on Fair days AND when there are other reasons for traffic to be diverted away from St Giles - such as St Giles road resurfacing, the Remembrance Day service and when some kind of emergency arises in St Giles/Beaumont Street.</p>
27991009	individual	Oxford	Richmond Road	Neither	<p>Closure of Walton Street reduces pollution for many residents of Jericho; but it does not reduce overall pollution, in fact marginally increases it. It simply creates winners and losers in Jericho as the traffic and pollution are moved from one place to another. The only thing that will make a real difference is to dramatically improve management of the traffic moving between north/south/west Oxford. This could most obviously be done by reverting to the well proven solution of a one way loop around Park End and Hythe Bridge streets, with elimination of the traffic light obsession. Alternatively new congestion style restrictions could solve the problem. The closure - or otherwise - of Walton Street is largely irrelevant in my view.</p>
27991105	individual	Oxford	Leckford Road	Neither	<p>If Walton Street is closed then a proper traffic review Needs to be done for the whole Walton Manor area. Leckford Road is currently taking the brunt of traffic as Observatory and Saint Bernards roads have signs that they are residents access only. It is appalling that despite the truck restriction and the school we have been seen as the major route out of Walton Street and the Council has not protected our street by also making it residents only. As a result, Leckford Road has become a rat run. The result is that on Google Maps Leckford Road is now the favoured route which is very difficult to change and increases the amount of traffic coming through.</p> <p>This is contrary to the town plan that cars should go up Kingston Road and St Margaret's which are wider and better suited to large vehicles. We have a school and a 7.5 ton restriction on our street but we are finding that there are increased numbers of big trucks, delivery vans and cars speeding along our very narrow road which has parking on either side. There has been damage to parked cars, cyclists are intimidated by speeding cars and there is increased road rage with verbal insults and physical threats.</p> <p>We would welcome making our road a cycle lane street and exploring whether we can block off the entrance to Walton Street to cut down on the traffic. I am very keen to cut down the amount of cars in this area but I do not appreciate this being done piecemeal without understanding the implications that it has for individual streets and the area as a whole. I hope that the council does a clear review of the options there are and consults with the community in an engaged and responsive manner, before coming to a final decision.</p>
27991681	individual	Oxford	Leckford Road	Neither	<p>I neither support or object to the road closure.</p> <p>However I would like to register my objection to the very poor scheme consultation process. I am concerned in particular about the way in which this road closure is not part of a considered wider scheme of traffic management for the area.</p>

					Overall the councils (County and City) must do better by way of obtaining professional consideration by traffic engineers and planners to inform full and meaningful consultation on the wider impact of road system changes and options.
Email95	individual	Oxford	St. Bernard's Road	Neither	<p>I am not against the closure itself, but it has caused a significant increase in traffic using St Bernard's Road, where I live, to access Woodstock Road from Jericho (and perhaps also from Kingston Road). The Council has trialled some interventions at the Walton St end:</p> <ul style="list-style-type: none"> - 'Residents Access Only' signage at the entrance to St Bernard's Road, - Some barriers to deter vehicles from making the right turn into St Bernard's Road, - A sign encouraging traffic to use St Margaret's Road to access Woodstock Road. <p>These measures have had no discernible effect. I have stood on the corner of St Bernard's Road and Walton Street and watched vehicle after vehicle ignore all of it and make the right turn. The taxis, local traffic, tradesmen and delivery drivers are fully aware that St Bernard's Road is their most convenient access to Woodstock Road and they will continue to use it unless it is made physically less convenient for them than the alternatives.</p> <p>Perhaps a physical barrier of some sort down the centre of Walton Street to prevent the right turn, or perhaps some sort of one-way system?</p> <p>May I also draw your attention to the fact that 'No Right Turn' signage by itself is ineffective. One only has to look at the way in which the signage at Bevington Road junction with Woodstock Road is routinely ignored by both motor vehicles and cyclists.</p>
Email120	individual	Oxford	Nelson Street	Neither	<p>Whereas the idea is well-meant --we all know how bad the traffic had been at the Beaumont Street junction-- and we would all appreciate a quieter Jericho--it may cause considerable inconvenience to south Jericho residents who will no longer have easy access to the station. We will have to go all the way up to St Bernard's Rd to cross to Woodstock Rd. This may be particularly inconvenient for senior citizens and those with mobility issues (if only in the increased taxi fares).</p> <p>It seems to me that the purpose would be equally well-served by blocking off Walton Street earlier at its junction with Little Clarendon Street/Walton Crescent (at the pedestrian crossing-see attached map). Then no through traffic will come down Walton Street but Jericho residents can still exit on to Beaumont/Worcester Street by going up Richmond Road. The amount of traffic reaching the present junction of Walton Street, Beaumont St and Worcester St would be considerably decreased. Then possibly rather than the present traffic lights a mini roundabout could be installed. There could be a sign saying "No through route - Jericho residents only".</p> <p>I hope you will consider this suggestion seriously.</p>
Email121	individual			Neither	I've been getting grief for cycling through the road closure, with people shouting at me that the road is closed. I was under the impression that the restriction does not apply to bicycles, but only to motor vehicles; if that's

					correct, might it be possible to have an 'except cycles' sign attached to the existing 'no motor vehicles' signs? It might help.
Email122	individual	Oxford	Rawlinson Road	Neither	<p>I can tell you that the impact of the closure extends well beyond St Bernard's Road. Waterside and Eagle Works residents are affected. The same is true of residents in Southmoor Road, Kingston Road, and side roads on the eastern side of Kingston Road, all the way up to St Margaret's Road, as they are attracting the diverted vehicles. I've seen the very inconsiderate drivers going down St Bernard's Road. Therefore, I wonder whether, as joined up thinking about the same scheme, St Bernard's could have very clear signs to stop people going along it, indicating that St Margaret's Road is the designated B or C road.</p> <p>In addition, as part of the same experiment, could St Bernard's Road actually be closed to through traffic at the junction to Leckford Place? In this way, vehicles wanting Banbury Road would have to go along Plantation or Leckford Roads, which would be a massive deterrent, with Plantation Road one way back to Kingston Road and Leckford Road always chaotic at its junction with Kingston Road.</p> <p>Residents like [REDACTED] in the western end of St Bernard's Road would have to go to Leckford Road to get onto Banbury Road, but I would be astonished if drivers from outside the area would continue to go past their houses once they experienced the detour, resolving the most immediate problem.</p> <p>Would such a simple experiment be possible as part of the same scheme? I hope so.</p>
Email123	individual	Oxford	Nelson Street	Neither	<p>The one huge lacunae in the 'debate' about the closure of the street has been the absence of facts. There have been few, indeed nearly none. Plenty of assertions, some bile. Time to remedy this with a serious fact sheet. Who has empirical data/ facts on</p> <p>A. CONSULTATION.</p> <p>i. When the original informal one was? How many participated? Where from? Results?</p> <p>ii. The formal one. How many have so far participated? Where from? Results to date?</p> <p>B. TRAFFIC STATS</p> <p>i. How much traffic was there on Walton Street and Kingston road in the last OCC survey? What was the breakdown of type, frequency and peaks?</p> <p>ii. How much traffic has there been since the closure? Breakdown of same</p> <p>iii. Similar for Observatory street, Little Clarendon Street and St Bernard's road</p> <p>iv. Similar stats for Beaumont Street and St Giles?</p> <p>v. Do we have any destination data for the vehicles/drivers?</p> <p>C. AIR QUALITY INDICES</p> <p>i. Anybody been measuring air quality in the pre and post period?</p> <p>ii. What figures are there for the streets above-Walton, Kingston, Observatory, LCS and St Bernards</p> <p>D. ANY OTHER RELEVANT FACTUAL INFO INC LEGAL STEPS</p>
Email124	individual	Oxford	Observatory Street	Neither	<p>While I don't object to the closure of Walton Street and generally support the reduction of motor traffic around the centre of Oxford, I and my neighbours do object to the knock-on effect of more traffic using</p>

				<p>Observatory Street to access Jericho and other parts of Walton Street. I am sure you and your colleagues know that closing one major through route to north Oxford is bound to have effects on traffic flow patterns and I am sure the increased traffic along Observatory Street is one of them. Not only can one observe more vehicles using the street but it is significant that there are a substantial number turning left from Woodstock Road into the street, in other words coming north from the centre of Oxford and then turning down Observatory Street where they would have previously used Walton Street. This is unpleasant and environmentally harmful in terms of noise and fumes in what is a very narrow residential street.</p> <p>Can I propose that you make wider changes to the access and flows around Walton Street and Jericho in order to eliminate this 'rat running' along the side streets between Woodstock and Walton Street? You and your fellow traffic team members know that traffic flows are a part of a system and that adjusting one point in that system does not eliminate traffic but simply shifts it to other routes. Further, I am confident your intention was not to encourage these negative traffic spillovers, so please do something to rectify this.</p>
Email125	individual	Oxford	Neither	<p>If Walton Street was made one-way from the Worcester Street direction, this would not hinder the traffic situation at that end. Then Little Clarendon Street could be made one-way from the Walton Street direction to St Giles to avoid the need to travel the whole way through Jericho.</p> <p>I was just wondering if this option had been considered</p>
Email126	individual	Oxford	Neither	<p>I drive down to an office off Walton Street most days and the traffic flow does seem better in the morning. The evenings are more congested with the pelican crossing being re-established along side traffic backing up from the current Botley Road roadworks.</p> <p>I wondered if in your consultation whether you'd considered:</p> <ol style="list-style-type: none"> 1) allowing left turn into Walton Street - this would allow some traffic to flow in without the need for signalling at the Beaumont Street junction 2) consider allowing zero / low emissions vehicles through the junction e.g. electric or hybrid cars. <p>Combining both these ideas would allow OCC to test out how future low emission zones would work in a controlled manner, You'd have a baseline which includes a residential / business mix.</p> <p>Like lots of Oxfordshire folk, I've made the investment in an electric car to reduce my carbon footprint and I'm keen to see more folk inspired to to the same. It would be great to see electric vehicles form part of all Oxfordshire traffic consultations</p>
Email127	individual		Neither	<ol style="list-style-type: none"> 1. From time to time I look at a map of road traffic congestion in Oxford and regularly see delays from St. Giles through Beaumont Street to Botley Road. Before the sinkhole events in Walton St the road (Walton St) was generally uncongested. I note in the Reasons pdf that Safety is a "concern." Is the safety the sinkholes or traffic

					<p>density? Without that information a complaint about closure is made harder.</p> <p>2. If it is traffic density the County Council is making a part of the city with no public transport a backwater.</p> <p>3. With reports of major work on the ring road (I see reports of work affecting both Botley Road overbridge and the Kennington ring road bridge) alternative routes around Oxford are flagging delay at the time of the WS road closure.</p> <p>4. WS has already been closed for 3 months (sinkholes) so why is an experiment of up to 18 more months needed for evaluation?</p> <p>5. Last week a notice from the Walton Manor Residents Association arrived, among headers for a meeting is "Road Traffic in Kingston Rd", the continuation north of Walton St. Is this pressure group part of the closure reason? Kingston Rd already has traffic-calming measures and a 20mph speed limit. What are the traffic accident statistics for Kingston Rd compared to roads with similar traffic densities?</p> <p>6. On congestion in general a step forward would be park-and-ride facilities for coaches outside the ring road to enable electric vehicles to carry tourists, exclusively, into the city.</p>
Email128	individual	Oxford	Farndon Road	Neither	<p>Could you please now ensure that the temporary signs announcing that the road ahead is closed, in Kingston Road at the junction with Farndon Road, are removed for these reasons:</p> <p>1. They are hazardous. There are two, side by side, blocking half the road and large enough to block vision. I live in Farndon Road and emerging from it is now difficult because I find I can't easily see or judge the speed or trajectory of traffic coming from behind it, especially cyclists.</p> <p>2. It is false. At that point the road ahead isn't closed ahead. There are still ways out to the Woodstock Road via Leckford and St Bernard's Road. We legitimately go south to shop, eat out, or go to the doctor or cinema or post office. The facilities in Kingston Road and Walton Street are vital and the real road closure mustn't damage them by creating a false perception. Yes of course we can walk to them, but we may be old, or disabled, or carrying heavy shopping, and we can and will sometimes drive as far as those facilities and turn round in the street or its side streets to go home. If the closure is confirmed will there be a designated turning place? How will big vans and lorries be routed? Could there ever be a bus again? (Of course the Council will know that the bus service here was lost only a few years ago.)</p> <p>3. It is ramshackle and unsightly. It should simply go. The more useful sign much nearer the actual closure will, I hope, be replaced by something better.</p>
Email130	group/organisation [REDACTED]	Oxford	Kingston Road	Neither	<p>(see email here)</p>
Email139	individual	Oxford	Walton Crescent	Neither	<p>While it's important to reduce traffic in Oxford, I'm unsure if closing the end of Walton Street will help, especially in the wider context:</p>

				<p>1) We're moving to electric cars in the near future so climate change, vehicle emissions and zero carbon zone is a redundant point. I'm surprised the council isn't giving more attention to sorting out electric charging points in this area.</p> <p>2) Shops and restaurants are the life blood of Jericho. Why not allow taxis, and the pick-me-up bus to access Walton Street at Beaumont Place?</p> <p>3) Access for emergency services. If the plans go ahead, please ensure that emergency services can get through if need be. ie - don't make the road too small. Putting up a barrier that doesn't allow for the Fire Brigade in Rewley Road to access one of the densest populated areas in Oxford (Jericho) in the same period of time is a health and safety risk. There are many elderly who live here and need to get to the station/shop/health services by taxi, how is this adding to their quality of life, given the environmental case is weak (moving to electric cars).</p> <p>Please take this email as formal notice of a requirement to assess the impact of</p> <ul style="list-style-type: none"> a) fire brigade access and b) ambulances c) police <p>The report needs to detail timings, ie extension to ambulance time/extension to fire brigade time and scenario planning on possible loss of life as a result. I look forward to hearing from you about what assessment the council will do/has done on this specific issue. If not, I'm content to pursue other routes via national bodies and government.</p> <p>4) Why not make it residents access only, as you have in other parts of Oxford? This is effective and would not adversely impact on the quality of life of the elderly in this area.</p> <p>5) Cyclists. Cyclists are seldom considerate to those lower on the food chain - pedestrians. [REDACTED] and cyclists hare down our one way street too often. It isn't safe. There should be an Oxford Cycle Test and speed limits for cyclists. If they want to go fast, they should go to a velodrome. We share the streets. It works both ways.</p> <p>Provisions should be made for emergency access and of second importance, for residents to use the road at Beaumont/Walton Street. As I mention several times above, we'll all be driving electric cars in the near future so the pollution case is null and void.</p>
Email140	individual	Oxford	Kingston Road	<p>Neither</p> <p>I have a concern regarding the traffic on my road and I wonder if you might be able to help please.</p> <p>I live on Kingston Road and have a serious concern regarding the increased levels of traffic on Kingston Road between Farndon Road and St Margarets Road and the speed with which some of this traffic is travelling.</p>

				<p>Before the Coronavirus outbreak began there was a noticeable increase in the amount of traffic on this part of Kingston Road since the Walton Street closure, and in particular very large lorries which pass through at all times of day and night. Of equal concern is the speed with which the traffic passes through this part of Kingston Road - with many cars and very large lorries clearly travelling above the 20mph speed limit.</p> <p>Kingston Road is well used by cyclists (it is a safer and therefore preferable alternative to Woodstock Road) but this combination of oversized lorries, vans and cars travelling over the speed limit has become a dangerous situation. With the increase in traffic since the Walton street closure this part of Kingston Road is beginning to feel at times congested, dangerous to cyclists and pedestrians, and if the traffic continues to increase, unbearable for local residents.</p>
Email62	group/organisation (TVP)		Object	my objection during informal consultation has already be recorded on file
Email84	group/organisation (Cycling UK)		Support	Excellent to hear this.