

Divisions affected: Witney North and East; Witney South and Central

## **CABINET MEMBER FOR ENVIRONMENT – 25 FEBRUARY 2021**

### **WITNEY – PROPOSED ACTIVE TRAVEL MEASURES**

**Report by Assistant Director Growth and Place, Communities**

#### **RECOMMENDATION**

1. The Cabinet Member for Environment is RECOMMENDED:
  - a) to approve the proposed 20mph speed limit, toucan crossings and shared use footway/cycle tracks as advertised as permanent measures;
  - b) to approve the introduction of an Experimental Traffic Regulation Order for the removal of car parking on at 146 - 152 Corn Street, Witney.

#### **Executive summary**

2. This report outlines responses received to a formal consultation on statutory and legal measures required to proceed with the Witney active travel scheme. These measures include a 20mph speed limit, toucan crossings and legal conversion to shared use footway/cycle tracks (as shown at Annexes 1, 2 and 3). The Witney active travel scheme in its entirety will be reported separately to the Director of Growth and Economy, under delegated authority, on 26 February for implementation decision subject to the public consultation and available funding.
3. Formal statutory consultation was conducted from 22 January to 12 February 2021 for the proposals to deliver areas of 20mph speed limit, toucan crossings and shared use footway/cycle tracks in Witney and this report outlines the results of the consultation process.
4. The outcome of the consultation was largely positive with 44 responses received. The full results are shown at paragraph 20. The level of support for each scheme element is outlined below:
  - 20mph speed limits - 75% of respondents supported the proposals
  - Toucan crossings – 80% of respondents supported the proposals
  - Shared-use Cycle Paths – 59% of respondents supported the proposals
  - Experimental Parking Removal – though 39% of respondents supported the proposals the impact will be monitored, and remedial measures considered if necessary.
5. Officers therefore recommend that the measures are approved.

6. The content of this report does not have any implications for legal, finance or procurement teams.

## **Background**

7. Oxfordshire County Council was successful in its bid to Government for an allocation of the Active Travel Fund Tranche 2 but the amount secured would not have delivered all the proposed Oxfordshire schemes. Additional funding has been secured from the Oxfordshire Local Enterprise Partnership (OxLEP) to enable the Witney and Bicester proposals to be delivered.
8. Government launched the active travel fund in response to the Covid-19 pandemic. The fund is designed to support economic recovery and enable people to travel safely whilst maintaining social distancing. However, the long-term ambition is for walking and cycling to become the norm for short journeys, or as part of a longer journey, with places that are designed first and foremost for people on foot or bicycle. This has led Oxfordshire County Council to further develop and expand the Oxfordshire active travel programme.
9. The Witney active travel scheme will deliver sustainable cycle routes across central Witney and join-up with further future improvements to walking and cycling in western Witney. It will provide a continuous cross town route between east and west Witney, making it easier for people to travel by bike or on foot.
10. The scheme aims to:
  - make walking and cycling safer for everyone, particularly residents of Tower Hill, Deer Park, Madley Park and the town centre areas of Witney;
  - make local shops, schools and employment easier to get to by walking and cycling particularly The Batt School, St Mary's, Henry Box and Wood Green and businesses at Corn Street and Market Square; and
  - provide more choice for travelling in Witney.
11. A co-production workshop was held with stakeholders in December 2020, to gain their views on the proposals for wider active travel project (Annex 4 contains invited stakeholders). Their views were then considered by officers and engineers and influenced the design where appropriate.
12. In addition to this consultation for the statutory measures, a second public consultation has run in parallel asking people for their views on the whole cross town corridor Witney active travel scheme. This consultation is called "Witney Active Travel Scheme" and ran from 21 January to 11 February 2021. The outcomes of the consultation will be published on the council's consultation portal during March 2021.
13. Once the outcome is known regarding the recommendations of this statutory measures report, the Witney active travel scheme in its entirety will be reported to delegate authority to the Director of Growth and Economy in consultation with the Active Travel Programme Board for the final sign off of schemes to be progressed. An overarching communication and engagement plan covering transport planning, design and construction phases has been

produced, with the aim to promote walking and cycling to increase the take up. This will be considered and approved also through the report to the Director of Growth and Economy.

## **Financial Implications**

14. Funding for the proposals has been provided by OxLEP Local Growth Fund and planning obligation section 106 funds the council holds. The council received £1.4m from OxLEP to be spent on the active travel schemes across Bicester and Witney. In addition, for Witney there is £36,000 from planning obligation section 106. OxLEP have stipulated the Local Growth Funding needs to be spent or substantially committed by 31 March 2021, with works commencing in March 2021 and implemented over a period of 3 months.
15. The statutory measures reported here form part of the Witney active travel scheme and will be progressed as part of that scheme including all budgeting, and programming. Each statutory measure therefore does not have individual financial implications but is part of the wider scheme.
16. Should the wider Witney and Bicester active travel schemes have budget constraints, officers will recommend the way forward to the Director of Growth and Economy in consultation with the Active Travel Programme Board where scheme elements will be prioritised based on those that are ready to implement, and those which are recommended to have the most benefit to walking and cycling.
17. The future maintenance of the proposed infrastructure will form part of the regular maintenance programme. It is considered that the proposals do not put undue pressure on the future maintenance budget due to their scale and nature.

## **Equality and Inclusion Implications**

18. A copy of the scheme Equality and Climate Impact Assessment is available at Annex 5.
19. The proposals to implement shared-use paths have the potential to negatively impact upon people with a disability, such as those with a sight impairment. Where we are implementing shared pedestrian and cycle paths, the impact on pedestrians with a sight impairment is being managed through adherence to the Department for Transport's Cycle Infrastructure Design Local Transport Note 1/20 (July 2020) design guidance, herein referred to as LTN 1/20.
20. In adherence to LTN 1/20 (paragraph 6.5.4) the proposals for the conversion of a footway to shared use is considered a last resort due to lack of other appropriate options. It is acknowledged that shared use facilities are generally not favoured by either pedestrians or cyclists and can create particular difficulties for visually impaired people. Whilst actual conflict may be rare the interactions between people moving at different speeds can be perceived to be unsafe and inaccessible, particularly by vulnerable pedestrians. This can make the path unattractive for both types of user.

21. In order to try to reduce the likelihood or perceived risk to conflict between those walking and cycling we will deliver shared use routes that meet the recommended minimum width of 3.0m (where route traffic is up to 300 pedestrians and 300 cyclists per hour). We acknowledge that wherever possible and where pedestrian flows are higher, greater widths should be used to reduce conflict.

### Sustainability Implications

22. The proposals will help facilitate the safe movement of cyclists and pedestrians and positively contribute to the council’s climate change and carbon reduction targets. Additionally, investment in active travel measures is known to deliver significant health, environmental and congestion benefits.

### Consultation

23. Formal consultation was carried out between 20 January and 12 February 2021. A notice was published in the Witney Gazette newspaper and an email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Witney Town Council and the local County Councillors. Letters were also sent to premises adjacent to the proposals.

24. Forty-four responses were received during the formal consultation. These are summarised in the tables below:

Table 1: Summary of Response to statutory measures consultation.

Statutory Measure/ Response	20mph Speed Limit	Toucan Crossings	Shared-use Cycle Paths	Experimental Parking Removal
<b>Object (no.)</b>	6	2	8	6
<b>Object (%)</b>	14%	5%	18%	14%
<b>Support (no.)</b>	33	35	26	17
<b>Support (%)</b>	75%	80%	59%	39%
<b>Concerns (no.)</b>	2	3	7	9
<b>Concerns (%)</b>	5%	7%	16%	20%
<b>No objection / opinion (no.)</b>	3	4	3	12
<b>No objection / opinion (%)</b>	7%	9%	7%	27%
<b>Total</b>	44	44	44	44

25. The individual responses are shown at Annex 6 with copies of the original responses available for inspection by County Councillors.

### Response to objections and other comments

26. The Traffic Management Officer responding on behalf of Thames Valley Police makes no objection to the permanent proposals for a 20mph speed limit, the

toucan crossings or shared-use paths. A response to the Experimental Order will be made in due course after this measure has been monitored.

### **Shared -Use Paths**

27. Eight responses, including Oxfordshire Association for the Blind, have objected to the proposals to convert areas of footway to shared-use cycle paths. Concerns include the potential for conflict occurring between those walking and cycling, due to the lack of space. Ideally all the proposals would provide dedicated space for cycling, however due to the constrained footway and carriageway widths it is not possible to deliver segregated paths which meet the national design standards. However, where possible the shared use paths will be a minimum 3m (the recommended width for shared use in LTN 1/20 table 6-3); there will be small sections where due to physical constraints this will not be possible, but these will be limited.
28. The scheme will include the appropriate use of tactile paving to aid visually impaired people. We have sought to segregate walking and cycling as far as possible throughout the route and removed street furniture/obstacles from paths. We will be using infrastructure to aid people with disabilities throughout the design including but not limited to dropped kerbs, tactile paving, and cones/ bleepers at the toucan crossings.

### **20mph speed limit**

29. There was general support for the 20mph speed limit proposals to cover the areas where the on-road cycle route is proposed and associated side roads. Six people did object, however, research shows that lower speed limits, such as 20mph, are linked with increased walking and cycling, as when people feel safer, they are more likely to walk and cycle. The speed data collected indicates that the 85th percentile speeds are at or lower than 24mph for all but three of the routes where 20mph is proposed, and therefore no traffic calming measures are proposed. Langdale Gate, Madley Way and Station Lane recorded fractionally greater 85<sup>th</sup> percentile speeds at 25mph, 25mph and 26mph respectively. We recommend that the 20mph speed limit is implemented in these areas and post scheme monitoring is conducted to identify if speeds reduce due to the introduction of the 20mph scheme. A summary of the speed data from 2020 is available at Annex 7.
30. Some responses cite that reducing the speed limit from 30mph to 20mph on roads where traffic already travels slower than 30mph is a waste of money. However, it is considered that bringing the signed speed limit in line with the environment is a positive approach and experience indicates that it does result in an increase in the number of vehicles travelling at lower speeds.

### **Toucan Crossings**

31. A couple of respondents objected to the proposals for toucan crossings and concerns were raised about the impact on pedestrians. Toucan facilities will provide crossings that meet the needs of both those walking and cycling. Upgrading existing signalised pedestrian crossings to toucan crossings will allow mounted cyclists to cross the road. We will be using infrastructure to aid

people with disabilities throughout the design, such as tactile paving, and cones/ bleepers at the toucan crossings. The scheme seeks to increase the number of people walking and cycling and provide infrastructure to make it more convenient and safer to walk and cycle. The proposal to convert crossings to toucan crossings meets these aims.

### **Experimental Parking Removal**

32. As an experimental order does not require a formal decision to proceed, this consultation acts as the preliminary consultation to inform officers as to the most appropriate way forward.
33. The proposal for removing approximately three parking spaces from outside No 152 – 146 Corn Street is proposed on an experimental basis to provide space for cycling. The loss of three spaces could have a negative impact on residents and businesses very close to these parking spaces but is unlikely to have a wider negative impact on businesses across Witney. Officers will seek to progress the Experimental Parking Removal and installation of double yellow lines. The impact will be monitored and remedial measures considered if necessary.

ERIC OWENS

Assistant Director Growth and Place, Communities

Annexes

- Annex 1: Plan of consultation corridor – western section.
- Annex 2: Plan of consultation corridor – eastern section
- Annex 3: Plan of proposed 20mph speed limits
- Annex 4: Stakeholder Workshop Invite List
- Annex 5: Equality and Climate Impact Assessment
- Annex 6: Consultation responses
- Annex 7: Traffic Speed Data Summary

Contact Officers:

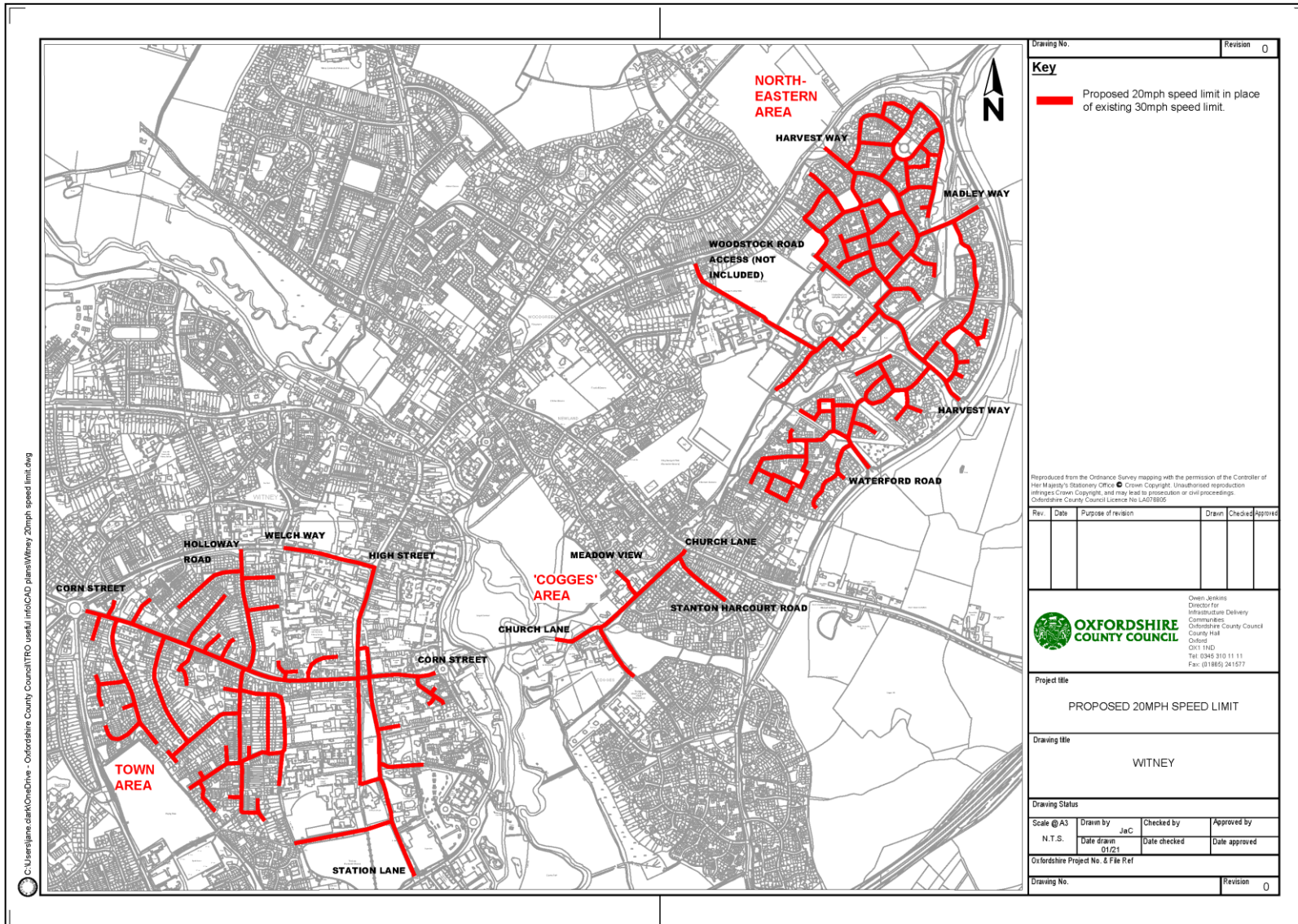
Hugh Potter 07766 998704  
Odele Parsons 07974 002860

February 2021









Drawing No. Revision 0

**Key**  
— Proposed 20mph speed limit in place of existing 30mph speed limit.

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No. LA016805.

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Owen Jenkins  
 Director for Infrastructure Delivery  
**OXFORDSHIRE COUNTY COUNCIL**  
 Communities  
 County Hall  
 Oxford  
 OX1 1ND  
 Tel: 0345 310 11 11  
 Fax: 01865 241577

Project title  
 PROPOSED 20MPH SPEED LIMIT

Drawing title  
 WITNEY

Drawing Status

Scale @A3	Drawn by	Checked by	Approved by
N.T.S.	JaC	Date checked	Date approved
		01/21	

Oxfordshire Project No. & File Ref  
 Drawing No. Revision 0

C:\Users\jane\_cah\OneDrive - Oxfordshire County Council\TPO useful info\CAD plans\Witney 20mph speed limit.dwg

CMDE6

**Oxfordshire County Council Witney Active Travel Corridor Scheme – List of Stakeholders November 2020.**

<b>Stakeholder</b>	<b>Name and role</b>
Oxfordshire County Council - Cabinet Member	Councillor Yvonne Constance, Cabinet Member for Environment Councillor Liam Walker, Cabinet Member for Highways Delivery & Operations
Oxfordshire County Council – Local Members	Councillor Suzanne Bartington – North and East (Member of Witney TAC also) Councillor Laura Price – South and Central (Chair of Witney TAC also) Councillor Ted Fenton – Witney West & Bampton (Member of Witney TAC also)
West Oxfordshire District Councillors	Councillor Suzi Coul – Cabinet Member for Healthy Communities and Public and Community Health Councillor Luci Ashbourne – Central Councillor Andrew Coles – Central (also on Witney TAC) Councillor Joy Aitman – East Councillor Rosa Bolger – East Councillor Duncan Enright - East Councillor Owen Collins – South Councillor Jane Doughty – South Councillor David Harvey – South Councillor Louise Chapman – West Councillor Harry Eaglestone – West Councillor Toby Morris (North and also Witney TAC) Councillor Richard Langridge - North Councillor Dan Levy – WODC Cycling Champion.
West Oxfordshire District Council Officers	Kim Hudson, Planning Policy Janice Bamsey, Planning Policy Nick Dalby, Environment Planning Will Barton, Economic Development

Witney Town Council (WTC)	Sharon Groth - Clerk Councillor Joy Aitman – Mayor Councillor Ruth Smith - Central (and chair of Climate, Biodiversity and Planning Committee) Councillor Luci Ashbourne - Central Councillor Liz Duncan - Central Councillor Rosa Bolger – East Councillor Duncan Enright – East Councillor Vicky Gwatkin – East (and Witney TAC) Councillor Daniel Butterfield – South Councillor Owen Collins – South Councillor Melanie Jones – South Councillor Jim King – West and on the Witney TAC Councillor Thomas Ashby – West Councillor Harry Eaglestone – West Councillor Dean Temple – North Councillor Andy McMahon – Member of the Climate, Biodiversity
---------------------------	--



Cherwell District Council and Oxfordshire County Council

**Equality and Climate Impact Assessment  
Witney Active Travel Corridor  
December 2020**

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

**Section 1: Summary details**

<b>Directorate and Service Area</b>	Communities
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Witney Active Travel Corridor LEP funded scheme
<b>Is this a new or existing function or policy?</b>	New infrastructure to support cycling and walking in Witney

<p><b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).</p>	<p>In response to COVID-19 the Department for Transport (DfT) launched two funding streams for Active Travel. The project being assessed has arisen from the second tranche of DfT funding. This will support active travel interventions that will aid community recovery to COVID-19 by supporting businesses, social distancing and general healthy lifestyle choices. The proposal benefits people of all ages from children and their journeys to school, to commuters and businesses. People with disabilities will also benefit from a removal of barriers to active travel, affording them an equal space on the street. In addition, due to the promotion of active travel for short journeys as opposed to carbon intensive modes, the proposal contributes to Oxfordshire County Council’s ambition of reducing carbon emissions. The proposal does not discriminate or unfairly disadvantage any individual or groups within the community, the aim of the route is to create a place that is accessible and beneficial for all.</p>
<p><b>Completed By</b></p>	<p>Kim Sutherland, Assistant Transport Planner; Odele Parsons, Principal Transport Planner</p>
<p><b>Authorised By</b></p>	<p>Amrik Manku, Growth Manager</p>
<p><b>Date of Assessment</b></p>	<p>Original 12/2020; revised 15/02/2021.</p>

**Section 2: Detail of proposal:**

<p><b>Context / Background</b> Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>In response to COVID-19 the DfT launched two funding streams for Active Travel. This project is in response to the second tranche of this funding announced in July 2020. The aim of this funding is to support active travel interventions that will aid the reopening of the economy and social distancing; meaningfully reallocate road space for cyclists; and develop both cycling and walking as an attractive alternative mode of travel for short journeys, reducing potential overcrowding on public transport in the process. In addition, promoting active travel has many health benefits, including tackling obesity, which is said to increase a person’s risk to the adverse effects of Covid-19.</p>
---	---

<p><b>Proposals</b> Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The project involves infrastructure measures to create a cross town active travel route between Tower Hill and Madley Park in Witney. Several measures are proposed throughout the route: a co-ordinated network of direction cycling signing with travel times; a review of cycle parking facilities and improvement if necessary; monitoring before, during and after completion of improvements; and a review of traffic signs to redirect vehicles to more appropriate routes. A combination of widening paths to create shared use off-road facilities, on-road advisory cycle lanes, widening of traffic islands, reviewing crossing points, surfacing and lighting improvements and 20mph speed limits are used throughout the route also.</p> <p>Suggestions for possible interventions were provided through initial stakeholder engagement between May-June 2020. The location and type of interventions that were ultimately chosen were chosen due to their compliance with the DfT objectives, the available budget and timescales. In conjunction with this, consideration was given to where would have the greatest positive impact on the population, reflecting locations with a high population density and amenities including schools, retail and employment. The Propensity to Cycle Tool and Active Mode Appraisal Tool were also used in identifying the most valuable route. This was supported by analysis of hazard and traffic data.</p>
<p><b>Evidence / Intelligence</b> List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p><b>Consultation:</b></p> <ul style="list-style-type: none"> <li>• A consultation workshop was held with stakeholders in December 2020, to gain their views on the proposals for the project. Their views were then considered by officers and engineers and the design alerted to reflect these where appropriate.</li> <li>• A public consultation took place in January 2021 on the preferred options, taking into consideration the intelligence from the workshop session.</li> </ul> <p><b>Data:</b></p> <ul style="list-style-type: none"> <li>• Speed surveys were conducted between 8<sup>th</sup>-15<sup>th</sup> December to inform the location of the 20mph speed limits</li> <li>• MCC traffic flow data analysed for the three major junctions of the scheme route (Five Ways Roundabout, Corn Street/Market Square/ Langdale Gate and Witan Way) focusing on the proportion of HGVs to determine flows and where safety concerns may arise.</li> </ul> <p><b>Research:</b></p> <p>Bike Life All cities publication, Inclusive City Cycling, Women: reducing the gender gap, Sustrans, June 2018 provides evidence that ‘most women would like to cycle ...most women don’t feel safe and are hesitant to start, or restart cycling’. This research shows that 74% of women would like to see more investment in cycling and that 79% of women favour more protected cycle routes – even if that means less space for other road users.</p>

<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Many suggestions were put forward during the initial engagement period and not all of these have been taken forward. The proposals that were selected best met the government objectives, timescale and budget as discussed above. The suggestions that were not included have not been disregarded but added to a long list of schemes that will be reviewed when additional funding sources are available in the future.</p> <p>The original proposals included in the funding bid for cycle lanes protected by wands on the Five Ways and Witan Way roundabouts will not be taken forward with this funding because appraisal of these measures has identified they would not meet safety requirements.</p>
--	---

### Section 3: Impact Assessment

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

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Age</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cycle conditions will be made safer for all, including for children, meaning that more will be able to travel by bike. The scheme emphasises safe connections to schools and is complimented by School Streets interventions that benefit children, teenagers and their families.			Scheme implementation by end of May 2021. Monitoring throughout 2021.
<b>Disability</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	The scheme will improve cycle infrastructure to provide routes for cycling for all bike users including those with specially adapted bikes. Mobility	The proposals to implement shared-use paths have the potential to negatively impact upon people with a disability, such as those a sight		Scheme implementation by end of May 2021. Monitoring throughout 2021



				Scooter users will also be considered in the scheme design to ensure that are not adversely impacted.	impairment. Where we are implementing shared pedestrian and cycle paths, the impact on pedestrians with a sight impairment is being managed through adherence to the Department for Transport's Cycle Infrastructure Design Local Transport Note 1/20 (July 2020) design guidance, which states where route traffic is up to 300 pedestrians and 300 cyclists per hour the path width should be a minimum of 3.0m.		including of accident statistics.
<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Pregnancy &amp; Maternity</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Race</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Sex</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There is evidence that women don't feel safe and are hesitant to start or restart cycling the aim of the proposed cycle infrastructure is to provide safe attractive routes for everyone to use and to enable a greater take up of cycling irrespective of sex.			
<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Religion or Belief</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Additional impacts	No Im	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title,	Timescale a monitorin
--------------------	-------	----------	----------	-----------------------	--	---------------------------	-----------------------

	pa ct					Organisation)	arrangements
<b>Additional community impacts</b>							
<b>Rural communities</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Armed Forces</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Carers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Areas of deprivation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Witney Central and South have been identified as areas where income deprivation and income deprivation affecting children are significantly worse than in Oxfordshire or England (Oxfordshire Insight 2020). In addition, all wards of Witney apart from Witney West include areas that are within the 10% most deprived in West Oxfordshire (Oxfordshire Insight 2020). The route provides an enhanced, accessible and free connection between these areas and local amenities including employment, meaning that people in deprived areas are not isolated due to lack of accessibility and producing an environment that may be attractive to further investment from businesses, thereby helping to reduce deprivation.			
<b>Wider impacts</b>							
<b>Staff</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Other Council Services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

CMDE6

<b>Providers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Social Value <sup>1</sup></b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The route will increase the connectivity of the community by improving the accessibility of retail, leisure and employment facilities. The route will also enhance the quality of the built environment. Improved lighting along the route will help to discourage anti-social behaviour. A more pleasant street scene will be created for all users.			

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to:</b>							
<b>Energy use in our buildings or highways</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The route facilitates a modal shift to active travel for short journeys by creating an attractive environment for walking and cycling and raising awareness of these modes. Increased uptake of active travel will reduce unnecessary car trips and carbon emissions.			
<b>Our fleet</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Staff travel</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The increased attractiveness and convenience of active travel in Witney places it as a realistic alternative to the car potentially for some work journeys.			

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

<b>Purchased services and products</b> (including construction)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Maintained schools</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The increased attractiveness and convenience of active travel in Witney places it as a realistic alternative to the car for journeys to school.			
<b>We are also committed to enable Oxfordshire to become carbon neutral by 2050. How will your proposal affect our ability to:</b>							
<b>Enable carbon emissions reduction at district/county level?</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The route facilitates a modal shift to active travel for short journeys by creating an attractive environment for walking and cycling and raising awareness of these modes. Increased uptake of active travel will reduce unnecessary car trips and carbon emissions.			

### Section 4: Review

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

<b>Review Date</b>	<b>01 June 2021</b>
<b>Person Responsible for Review</b>	<b>Odele Parsons, Principal Transport Planner</b>
<b>Authorised By</b>	<b>Amrik Manku, Growth Manager</b>

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> - Thames Valley Police formally make no objection to the speed limit proposal evidenced in this report specifically due to the limited application on compliant roads. In the event that following implementation with residual public pressure to potentially broaden the scope of the 20mph speed limit, we would expect adherence to DfT guidelines. The use then of physical self-enforcing measures to temper actual resultant speeds where necessary would be the way forward in our view.</p> <p>The Experimental Order will be monitored during and after implementation and comment sent in due course. The Pedestrian crossing changes together with Cycle facilities are consistent with the general intention of these measures and I have no objection or comment on these proposals.</p>
(2) Witney Town Council	<p><b>Support</b> - Witney Town Council welcomes the proposals for 20mph speed limits and active travel measures by Oxfordshire County Council. It looks forward to seeing more ambitious plans as the project progresses and asks that further consideration is given to extending the 20mph speed limits into Oxford Hill and Witan Way. This would improve safety for cyclists and pedestrians in those areas and compliment the active travel, east to west corridor.</p>
(3) Oxford Bus Company	<b>No objection</b>

<p>(4) Oxfordshire Association for the Blind</p>	<p>20mph Speed Limit - Support  Toucan Crossings - Support  Shared-use Cycle Paths - <b>Object</b>  Experimental Parking Removal – No opinion</p> <p>1. We are in support of all the 20mph zones and the addition of 2 new toucan crossings, this will help improve the confidence and independence of visually impaired people.</p> <p>2. We oppose the introduction of shared cyclists and pedestrians on Tower Hill, as this is not segregated a visually impaired user would not be able to identify that they are in a shared space and it can be very frightening when a cyclists passes when you are unaware, we are also concerned that as it is beside a busy road, pedestrians will be forced into the roadway to avoid passing cyclists. We feel with the introduction of a segregated line and appropriate tactile paving and the pedestrians on the side away from the road this will provide a safer route for everyone. We believe an unsegregated path is a shortcut providing a less safe environment for all.</p> <p>3. Although we oppose the shared space scheme at Witan way, we feel the shared path could be suitable as it is off the roadside, but there is not enough space by the crossing point on the Waitrose side, this could cause congestion of pedestrians/cyclists forcing people into the road, this could be improved by removing a section of barrier and widening the crossing point, allowing pedestrians and cyclists to stand side by side when crossing.</p> <p>4. I was unable to see where the Oxford Hill shared space would go, but this is a very busy road which would certainly not work as shared space, even if the pavements are widened.</p> <p>We urge the council to reconsider any shared cyclists and pedestrians schemes and reinvest in shorter areas with the proper infrastructure, it will cost more but we feel investment into less areas with the right infrastructure is better than more areas which are less safe. Tactile paving is there to protect vulnerable road users and they should be used appropriately.</p>
<p><i>[A. Objections &amp; Concerns]</i></p>	

<p>(5) Local Resident, (Witney)</p>	<p>20mph Speed Limit - <b>Object</b>  Toucan Crossings - <b>Object</b>  Shared-use Cycle Paths - <b>Object</b>  Experimental Parking Removal - <b>Object</b></p> <p>Witney is great for pedestrians and cyclist already and the reason the town is successful is because of its free parking attracting visitors from surrounding villages who can only access the town via driving.</p> <p>These plans are moronic and drawn up by ideology rather than the reality of the situation and will be a step backwards.</p>
<p>(6) Local Resident, (Witney)</p>	<p>20mph Speed Limit - <b>Object</b>  Toucan Crossings - Support  Shared-use Cycle Paths - <b>Object</b>  Experimental Parking Removal - No opinion</p> <p>20 mph in nearly all Queen Emma's Dyke (as given in map) is not needed and is a waste of money.</p> <p>Closure to Corn Street will mean longer more polluting journeys for those resident in Corn Street area.</p> <p>While there is a need for wider footpaths at the Buttercross end of Corn Street and parts of Tower Hill there is no need for additional cycling lanes as cycling is reasonable along Corn Street for the small number of people who are likely to go shopping on bicycles and there are very few people who would wish to cycle up Tower Hill.</p>
<p>(7) Local Resident, (Witney)</p>	<p>20mph Speed Limit - <b>Object</b>  Toucan Crossings - Support  Shared-use Cycle Paths - <b>Object</b>  Experimental Parking Removal - <b>Object</b></p> <p>I am against 20 mph limits having experienced them in many towns including Oxford. Too much time is spent constantly looking at one's speedometer instead of watching the road for pedestrians and other traffic.</p>

<p>(8) Resident, (Eynsham)</p>	<p>20mph Speed Limit - <b>Object</b>  Toucan Crossings - <b>Concerns</b>  Shared-use Cycle Paths - <b>Object</b>  Experimental Parking Removal - <b>Concerns</b></p> <p>20mph not easy to enforce  Crossings need lights, for safety of pedestrians and drivers  Mixed use paths very dangerous. People need to know what to expect, and what is expected of them</p> <p>There is a current craze for more walking and cycling, as if it's a panacea towards climate change. During the pandemic we have seen all cycle shops sell their entire stock, and have nothing to replace it with for months, as like most things we used to make we now import virtually all cycles. Now that new stock has arrived, the shops are awash with second hand bikes, that are selling for a fraction of their recently bought new price.</p> <p>If we are going to take cycling seriously in the UK, we need to commit to building proper cycle tracks, not putting a few dotted lines on the pavement, or road. This will mean in most cases having to widen roadways, and that will mean having to demolish houses, shops etc on at least one side of the road! If you are not prepared to do this then forget it, as in most circumstances you will either inconvenience or endanger pedestrians or motorists, remember roads are for motor vehicles, and pavements are for pedestrians.</p> <p>As a cyclist, motorcyclist and driver, who has covered over two million miles in a number of countries, no other country tries to do things on the cheap like the UK. Either do the job properly or not at all. Every day I see the traffic stationary on the a40 between Oxford to almost to the second Witney turn on the bypass, yet there are never any more than half a dozen cyclists on the purpose built cycle paths, when you would think they would be crowded.</p> <p>The other problems involve the lack of proper maintenance of the average cycle and the lack of training of the cyclists. Most cyclists take no notice of road signs, and are prepared to put their lives in danger, by relying on motorists raking avoiding action, when they place themselves in danger.</p> <p>If cycling is going to be taken seriously then both cycle and cyclist, must be maintained and trained, therefore all cycles must be registered, tested taxed and insured as both are lethal in the wrong hands</p>
--------------------------------	---



<p>(9) Resident, (Newbury)</p>	<p>20mph Speed Limit - <b>Object</b>  Toucan Crossings - Support  Shared-use Cycle Paths - Support  Experimental Parking Removal - <b>Object</b></p> <p>No evidence for the reasons to have 20mph Limits, or even Zones. From experience, many of the roads are not travelled above 20mph anyway. Huge cost, doubtful benefit. Those that drive too fast now will continue to do so regardless of any signs.</p> <p>The schemes have the appearance of being a way to spend Grant money as opposed to delivering any need. I see no evidence of foundation work done to identify needs of citizens - routes travelled and method as opposed to what could be if certain measures were in place.</p> <p>A poorly constructed and presented plan, but as Local Authority 'consultation' is all but meaningless it will surely go ahead and be a stunning success</p>
<p>(10) Local Resident, (Witney)</p>	<p>20mph Speed Limit - <b>Object</b>  Toucan Crossings - Support  Shared-use Cycle Paths - Support  Experimental Parking Removal - Support</p> <p>Speed limit of 20 mph for Church Lane is far too high. Racing bicycles careening across the Windrush bridges at Langel Common and flying around the blind curve between St. Mary's Priory and St. Mary's Priory House are already a threat to life and limb. Mothers with baby carriages and other pedestrians are regularly nearly struck. Speeding cyclists themselves are endangered by possibly colliding with unseen vehicles leaving the gate of St. Mary's Priory House. Much preferable would be a speed limit of 10 mph.</p> <p>In addition, it would greatly enhance safety at that blind curve if some sign facing Witney could be erected - perhaps something like "Slow - Hidden Entrance".</p> <p>Thank you for your care with this. The general scheme for a cross-town travel route is splendid.</p>

<p>(11) Local Resident, (Witney)</p>	<p>20mph Speed Limit - No opinion  Toucan Crossings - No opinion  Shared-use Cycle Paths - <b>Object</b>  Experimental Parking Removal - <b>Concerns</b></p> <p>I consider the shared use of bus and cycle lane between Holloway Road and Market square to be potentially dangerous due to the narrowness of the road.</p> <p>I am concerned about future parking for residents of which I am one, at the bottom end of Corn street ie the spaces outside no's 148 to 170 and from the new inn to Swinburne place. The proposals are not clear on this.</p> <p>What will removal of the centre line between the roundabout and Holloway Road achieve. Are you making this one way? Some motorists are unable to keep to 30 mph when coming down corn street. How are you going to police the proposed 20mph?</p>
<p>(12) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support  Toucan Crossings - No opinion  Shared-use Cycle Paths - <b>Object</b>  Experimental Parking Removal - No opinion</p> <p>Would like to see 20mph in Mill Street where I live because of the speed of traffic makes it dangerous to cross the bottom of Mill Street from Bridge Street to High Street. As you cross from Bridge Street there is a corner up Mill Street so you have to step out onto Mill Street to see if vehicles are coming down Mill Street and at 30mph is too fast especially for the elderly living in the sheltered dwellings in Riverside Gardens etc. Sometimes I find the speed of traffic frightening as I wait at the controlled crossing at Puck Lane to cross Mill Street simply because at speed they sometimes tend to go through the red light without stopping.</p>
<p>(13) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support  Toucan Crossings - <b>Object</b>  Shared-use Cycle Paths - <b>Object</b>  Experimental Parking Removal - <b>Object</b></p>

	<p>The first item is sensible for the right reasons.          Shared use of pavements by cycles I consider very dangerous , because there are a substantial number of cyclists who have no consideration for pedestrians, they even expect you to get out of their way, same applies to Toucan Crossings.</p> <p>Removal of parking on an experimental basis without replacing an alternative is totally unacceptable.</p>
<p>(14) Resident, (Brize Norton)</p>	<p>20mph Speed Limit - <b>Concerns</b>          Toucan Crossings - Support          Shared-use Cycle Paths - <b>Concerns</b>          Experimental Parking Removal - <b>Object</b></p> <p>Concerns over shared use cycle lanes due to small size. Cycles need 3 meter clear width away from other vehicles, to maintain safe use.</p> <p>Parking should never be removed.</p>
<p>(15) Resident, (Great Rissington)</p>	<p>20mph Speed Limit - Support          Toucan Crossings - Support          Shared-use Cycle Paths - Support          Experimental Parking Removal - <b>Object</b></p> <p>We need to do everything we can as a community to enable walkers and cyclists to access Witney safely.</p>
<p>(16) Local Resident, (Witney)</p>	<p>20mph Speed Limit - <b>Concerns</b>          Toucan Crossings - <b>Concerns</b>          Shared-use Cycle Paths - <b>Concerns</b>          Experimental Parking Removal - <b>Concerns</b></p> <p>With more and more houses being built in Witney and an increase in cars, many proposals are not addressing the overall need to limit traffic in and around Witney.</p>

<p>(17) Resident, (Fifield)</p>	<p>20mph Speed Limit - Support  Toucan Crossings - <b>Concerns</b>  Shared-use Cycle Paths - <b>Concerns</b>  Experimental Parking Removal - No opinion</p> <p>There seems to be insufficient consideration for those who can walk but not very far.</p>
<p>(18) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support  Toucan Crossings - Support  Shared-use Cycle Paths - <b>Concerns</b>  Experimental Parking Removal - No opinion</p> <p>Concern for sensible traffic management scheme which is fair to all users</p>
<p>(19) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support  Toucan Crossings - Support  Shared-use Cycle Paths - <b>Concerns</b>  Experimental Parking Removal - Support</p> <p>I support the proposals as there is no need, except for emergency vehicles, to go any faster. Could it be extended to Oxlease?</p> <p>I am concerned about shared pathways as cyclists tend to dominate pedestrians.</p>
<p>(20) Resident, (Eynsham)</p>	<p>20mph Speed Limit - Support  Toucan Crossings - Support  Shared-use Cycle Paths - <b>Concerns</b>  Experimental Parking Removal - Support</p> <p>I am very much in favour of cycling and walking paths in order to encourage people out of their cars. Shared use cycle paths have their dangers. I would much prefer separate paths.</p>

<p>(21) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support  Toucan Crossings - Support  Shared-use Cycle Paths - Support  Experimental Parking Removal - <b>Concerns</b></p> <p>Active travel is great for local residents and should be pushed and promoted at all times, however, thought needs to go into attracting non-residents to the area to support the local businesses.</p> <p>Removing parking could lower the attractiveness of visiting Witney for shopping/eating etc</p>
<p>(22) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support  Toucan Crossings - Support  Shared-use Cycle Paths - Support  Experimental Parking Removal - <b>Concerns</b></p> <p>All are very good ideas to slow down the traffic in the area</p>
<p>(23) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support  Toucan Crossings - Support  Shared-use Cycle Paths - Support  Experimental Parking Removal - <b>Concerns</b></p> <p>20 mph - would hope it includes some kind of speed control/traffic calming. Currently Corn Street seems to frequently used as a race track.</p> <p>Crossings - this is needed, even with less traffic, it would be safer.</p> <p>Cycle paths - We have experienced people riding bikes on the footpaths. Much as it's annoying and dangerous, its understandable with the narrow streets, large buses and other traffic.</p>

	<p>Parking removal - Would like to understand what the changes to parking are. We live on Corn St, and are currently outside of the parking controls, which means street parking is at a premium as anybody can and does park there. Would be very much in favour of residents only parking being extended for the entire length of Corn St.</p>
<p>(24) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support  Toucan Crossings - Support  Shared-use Cycle Paths - Support  Experimental Parking Removal - <b>Concerns</b></p> <p>I am a driver trainer and very pro road safety. Part of my role (as well as being an on road trainer) is presenting road safety initiatives which I have been presenting for over 15 years.</p> <p>It is a fact that 20mph limits / zones save lives and impact speeds are much lower- These 20mph speed limits are growing around the country - and it is really about time we had 20mph limits on all housing estates and in the town centre of Witney. I am very interested in supporting this proposal to save death or serious injuries on our roads and encourage others to walk / cycle and to feel safe in doing so.</p>
<p>(25) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support  Toucan Crossings - Support  Shared-use Cycle Paths - Support  Experimental Parking Removal - <b>Concerns</b></p> <p>The 20mph speed although unenforceable will greatly reduce the speed at which traffic can navigate town meaning more people are likely to adopt active travel methods as the key bar for many people currently is the potential conflict and safety concerns with sharing the roads with traffic travelling at such a high relative speed.</p> <p>I'd like to understand more the proposals regarding the "Experimental Parking Removal" as from my understanding providing more parking may actually reduce the speed of traffic as it can form a congesting barrier limiting the flow and potential for faster travelling traffic.</p>

<p>(26) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support  Toucan Crossings - Support  Shared-use Cycle Paths - <b>Concerns</b>  Experimental Parking Removal - <b>Concerns</b></p> <p>Shared Use cycle paths can be quite dangerous when people meander about, and fail to control their children, or their dogs. Will there be a line down the middle, to separate the two uses and, if so, will this be well signed? (Not that many people will take much notice anyway, if behaviour on Langel Common is anything to go by!)</p> <p>Cycle paths are needed on Hailey Road, but nothing seems to be planned, and some lighting (solar?) across the meadow between Hailey Road and Mill Street.</p>
<p>(27) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support  Toucan Crossings - <b>Concerns</b>  Shared-use Cycle Paths - <b>Object</b>  Experimental Parking Removal - Support</p> <p>0mph speed limits must be standard in all residential areas. The scope of the consultation is weak, Please consult on 20mph residential zones, get broad support then proceed at will over a few years. Yes, of course it should be 20.</p> <p>Toucan crossings are not ideal. As it keeps active travellers as second-class citizens. I would prefer to see parallel crossings, build up using a Dutch entrance kerb, to give more clear priority to pedestrians, cycles and scooters. Why cycle 10mins to town if you waste 30% of your trip time waiting at junctions, where you can simply drive past the impatient cycles and pedestrians waiting on the kerb? Even then plenty of cars still run amber and red lights even by the police station!</p> <p>Shared-use cycle paths are not cycle paths, they increase apprehension among pedestrians and add confusion where they marked or otherwise. They also don't give users the priority at any junction or crossing intercept. To be effective in modal shift, you need carrots for active travel and more obstacles to motor vehicle use. This is well known and has been for years, we continue to waste money on these half measures which won't work. There are so many better models of cycle track, without the massive expense for mile of London super highways. Just take space from the road, and bollard or armadillo off the route, or plant trees to create a boulevard (as you have also said you want 50% tree cover increase?)</p>

	<p>Parking removed has not affected use as high streets are closed. Add cycle parking or parklets.</p>
<p><i>[B. Support]</i></p>	
<p>(28) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support  Toucan Crossings - Support  Shared-use Cycle Paths - Support  Experimental Parking Removal - No opinion</p> <p>I live on Newland where most of the traffic travels at a speed well in excess of 30mph. The safety of people crossing to King George's Field from the pathway near my house is at risk from this constant threat.</p> <p>I support any measures which slow the traffic down and, as a consequence, make it safer for walkers, cyclists and drivers. The toucan crossing near Church Lane goes some way to achieving this. However, drivers will probably still speed in between traffic calming points. The 30 mph (many think it should be 20mph) speed limit is clearly displayed along Newland as is the placement of speed cameras. To no avail. There is some doubt among residents as to the functioning of these cameras. If people do not fear a penalty charge for speeding, they have no reason to slow down. Fines imposed on those speeding would be a good way to raise funds for further traffic control.</p> <p>I have contacted my local MP in the past about this issue and he referred my concerns to another parliamentary representative. They concluded that, as there have been no serious accidents or deaths recorded on this stretch of Newland, the status quo is acceptable. I totally disagree with this standpoint and favour a more preventative approach</p>
<p>(29) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support  Toucan Crossings - Support  Shared-use Cycle Paths - No opinion  Experimental Parking Removal - No opinion</p> <p>I fully support the proposals for a 20mph speed limit. However, such speed limits are notoriously difficult to enforce. The Police do not have the resources and CCTV is expensive and only deals with speeding after it has occurred.</p>



	<p>What is needed is traffic calming measures. Not speed humps as these are opposed by the emergency services but chicanes or similar so that traffic has to slow down. Cheap timber planters can be used which can be moved around to get the best effect. Welch Way, High St, Corn St, Church Green and the Leys are places where such measures are necessary.</p>
<p>(30) Resident, (North Leigh)</p>	<p>20mph Speed Limit - Support  Toucan Crossings - Support  Shared-use Cycle Paths - Support  Experimental Parking Removal - No opinion</p> <p>I support the cycling improvements and would like to suggest a further area of possible improvement of road safety for cycling.</p> <p>When cycling northeast along Witan Way and approaching the Sainsbury's roundabout, the geometry of the approach to the roundabout makes it difficult for a cyclist to go straight ahead and exit onto Witan Way. If the cyclist keeps to the left, cars assume that they have committed to a left turn and are surprised when the cyclist attempts to go forward towards the second exit.</p> <p>I suggest that a cycle ahead lane be added on this approach and that the left lane be made a turn left only lane for all vehicles.</p>
<p>(31) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support  Toucan Crossings - Support  Shared-use Cycle Paths - Support  Experimental Parking Removal - Support</p> <p>Want less cars and more walking and cycling. Church Lane has. Lot of cars during non-lockdown. Replacing the zebra crossing is very good as it is not so safe as toucans.</p> <p>Church Lane is fine for walking on the pavements but when it rains the puddles on the pavement make pedestrians to need to walk in the road so this would need fixing.</p>

<p>(32) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>I support anything that makes roads and streets safer for pedestrians and cyclists</p>
<p>(33) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>I feel that all housing estate should have the speed limit cut to 20mph to support people travelling on foot. I feel that the temporary traffic restrictions in the town have not affected people using the town or parking. This of course may change when we get out of Covid restrictions, but I feel this could solved easily.</p>
<p>(34) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>Traffic in Witney is very busy, particularly at rush hours, and as a cyclist and pedestrian I notice a lot of speeding and overtaking. I think the new measures will help to encourage more people to cycle, with the knock on effect of reducing traffic and air pollution.</p>
<p>(35) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>The reduction to 20mph and the other measures are really important to improve cycle and pedestrian safety and</p>

	<p>access. I'm hoping you can improve the top part of corn street. The narrow pavements there are dangerous, particularly for the schoolchildren or wheelchair users. I thought there was going to be a proposal for this to be made one-way, which would be great as it could make pavements wider and roads safer for bikes.</p>
<p>(36) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>I would like 20MPH zones to be extended to other areas of Witney, such as New Yatt Road and Farmer's Close.</p>
<p>(37) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>The twin objectives of road safety and encouraging active travel seem to be advanced by these proposals. Realistically nobody should be travelling at over 20mph in the roads marked, and the other speed restrictions make sense.</p> <p>The toucan on Oxford Hill is an improvement, though some consideration of the width of paths leading to this crossing is urgently needed. Both the footpaths designated for shared use are too narrow, and could be widened without impact on the main roadway passability at this wide spot on Newland/Oxford Hill (in part by converting and remodelling a small stretch of verge on the eastern side of Oxford Hill, and widening the footpath on the western side). Footpaths leading to the crossing from the east need urgent attention which is part of a separate consultation. Alongside our property at 85 Newland there is a severe restriction in the width of the path rendering it unsafe for two pedestrians meeting in opposite directions, never mind bikes. As landowner I would be very happy to work with highways officers to discuss remedies. Alternatively use of the path north of our property, which is wider and emerges onto Newland opposite the Griffin pub, may be a better solution.</p>
<p>(38) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support</p>

	<p>Shared-use Cycle Paths - Support                  Experimental Parking Removal - Support</p> <p>Better and safer cycling and pedestrian infrastructure is needed in Witney.</p>
(39) Local Resident, (Witney)	<p>20mph Speed Limit - Support                  Toucan Crossings - Support                  Shared-use Cycle Paths - Support                  Experimental Parking Removal - Support</p> <p>Great idea and fully support the proposed changes</p>
(40) Local Resident, (Witney)	<p>20mph Speed Limit - Support                  Toucan Crossings - Support                  Shared-use Cycle Paths - Support                  Experimental Parking Removal - Support</p> <p>The 20 mph zone should include two important stretches of public road which I could not find in the proposals.</p> <ol style="list-style-type: none"> <li>1. Station Lane between Church Green and Witan Way and the Leys road behind the church.</li> <li>2. Farm Mill Lane between Church Green and the entrance to Sainbury's car park.</li> </ol> <p>Both areas have a lot of shoppers, students and people who want to go to the Leys for recreation.</p>
(41) Local Resident, (Witney)	<p>20mph Speed Limit - Support                  Toucan Crossings - Support                  Shared-use Cycle Paths - Support                  Experimental Parking Removal - Support</p> <p>I believe it is very important to encourage more people to walk and cycle where possible and making it easier and safer to do so is a vital part of the process. As well as this, 20mph limits make perfect sense in busy residential areas such as Madley Park.</p>

<p>(42) Resident, (Stonesfield)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>These measures would make Witney much more accessible as they would encourage a move to more active forms of travel and make the town a more pleasant environment in which to work, rest and play.</p> <p>Pre pandemic, my family would not travel into Witney as the level of traffic made it off putting to travel by bike or car. With calmer roads created by a 20mph speed limit it would be much more pleasant to travel into town and spend time.</p>
<p>(43) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal – No opinion</p> <p>I live in The Crofts just off of Corn Street. I strongly support reducing the speed limit to 20mph and any other traffic calming measures on both on Corn Street and on The Crofts as I find people drive far too quickly on both roads - in fact some cars seem to use Corn Street as a race track. Having two small children, I live in fear of my children being hit by a speeding car. I walk my 3 year old to and from nursery school on Church Green regularly and feel anxious every time we set out.</p>
<p>(44) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal – Support</p> <p>It is high time for ALL of society to make a step change in behaviours for all our futures. The status quo for town centre traffic has failed to deliver all the benefits that society needs and will need in the future. The small conservative attitudes resistant to any change have held back progress for too long and have espoused business interests at the expense of all others. So please do not let a well-organised but single -issue lobby group dominate what is best for wider society. Be brave and embrace change.</p>

<p>(45) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Support  Toucan Crossings - Support  Shared-use Cycle Paths - Support  Experimental Parking Removal – Support</p> <p>To encourage active travel facilities in the town. More needs to be done around the mini roundabouts at the junction of Bridge Street/West End/Newlands/Woodstock Road to enable safe crossing and cycling. There is no mention of share cycle/pedestrians along the Hailey Road.</p>

**Summary of Witney traffic speed surveys conducted December 2020.**

<b>Location</b>	<b>Mean Speed mph</b>	<b>85th Percentile Speed mph</b>
<b>Corn Street</b> (between Marlborough Lane and Swan Court)	20.62	24.86
<b>Langdale Gate</b>	21.06	25.19
<b>Church Lane</b>	15.1	20.29
<b>Harvest Way</b> (between Campion Way and A4095)	19.54	22.79
<b>Madley Way</b> (between Harvest Way and Cherry Tree Way)	20.94	25.11
<b>Harvest Way</b> (between Cherry Tree Way and Barleyfield Way)	19.87	24.6
<b>Station Lane</b> (between Witan Way and The Leys)	22.99	26.93
<b>Church Green</b> (opposite St Mary's Primary)	18.4	23.57
<b>Welch Way</b> (between Woodford Way and High Street)	17.53	22.43