

Divisions affected: *Witney South and Central*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 DECEMBER 2021

WITNEY: HIGH STREET – PROPOSED WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the following measures on High Street (south of its junction with Welch Way) and Market Place in Witney as advertised:
 - a) A prohibition of motor vehicles with exemptions applying to buses, taxis, vehicles loading/unloading and those displaying a valid blue badge.
 - b) The conversion of the existing 30-minute short-stay parking bays along the western side of Market Square to 3-hour 'Disabled Persons Parking Places'

Executive summary

2. This report presents responses received to a proposal to introduce a permanent prohibition of motor vehicles covering High Street and Market Place in Witney (see Annex A for plan) following the successful implementation of the temporary traffic restriction. Exemptions to the restriction will apply to buses, taxis, vehicles loading/unloading and those displaying a valid blue badge. The detailed design of the 'physical' restriction will be undertaken if the scheme is approved and will take into account and consider the needs of those requiring access.
3. Additionally, the existing 30-minute short-stay parking bays along the western side of Market Square will be converted to 3-hour 'Disabled Persons Parking Places'. A plan is shown at Annex B.
4. The proposals are being put forward to:
 - help reduce the level of through traffic in Witney High Street and Market Square,
 - aid pedestrian accessibility and increase safety,
 - aid cycling accessibility and safety by reducing likelihood of conflict with other vehicles,
 - improve bus access and bus journey time reliability, and
 - increase the amount of blue badge parking at key town centre location.

Scheme Proposals

Conversion to Blue Badge Car Parking

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

Prohibition of motor vehicles

6. Prohibition of motor vehicles order has been in place for 18 months. It is considered that High Street and Market Square should not be routes for through traffic due to core town centre location and activities, and sufficient alternative routing exists via Corn Street, Welch Way, Witan Way and Langdale Gate that motorised vehicle routing is not impacted.
7. The conversion of the general parking to blue badge parking means only vehicles that meet the order exemptions - buses, taxis, vehicles loading/unloading and those displaying a valid blue badge - need to enter High Street and Market Square.
8. In the short term, should the order be approved, minor civil engineering works to improve the signage and restriction points will be conducted.
9. The consultation has highlighted the need for improved loading provision at Market Square. In the medium term officers will review this and conduct any necessary consultations in due course.
10. Longer term proposals to invest in the public realm of the core retail and business area of Witney will be developed under the Local Plan, and Local Transport and Connectivity Plan. A £1.9m bid to improve the public realm of High Street and Market Square has been submitted to central government under Active Travel Tranche 3, for which an outcome is still pending. The Cabinet Member may consider that it timelier to consider the recommend traffic restriction in the context of a wider scheme. However, officers recommend there is significant benefit in the continuity of the restrictions and approving the order at this time.

Policy

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

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

Road Accident Data

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

Traffic Data

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

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

Financial Implications

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

Equality and Inclusion Implications

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

Sustainability Implications

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

Consultation

17. The Formal consultation was carried out between 03 November and 03 December. A notice was published in the Witney Gazette newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Witney Town Council, and the local County Councillor. Letters were also sent out to approximately 275 adjacent premises, and street notices placed on site.
18. 1,313 responses were received during the formal consultation, and these are summarised in the table below. The responses are shown at Annex 5 with copies available for inspection by County Councillors.

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

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

19. The objections and concerns primarily related to the loss of passing trade due to the proposed prohibition of motor vehicles order and the conversion of the 30 minute on street parking bays to 'Disabled Persons Parking Places' preventing people popping into shops and businesses on High Street and Market Square. Comments were also received about possible displacement of parking and traffic elsewhere.
20. Support for the proposals included people feeling safer; improved environment in terms of emissions, air quality and noise; more attractive shopping environment; prioritising access for people with disabilities; safer experience for cyclists; and adequate nearby parking.

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

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

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1 & 2: Consultation Plans

Annex 3: Road Accident Data

Annex 4: Equality and Climate Impact Assessment

Annex 5: Consultation responses

Contact Officers:

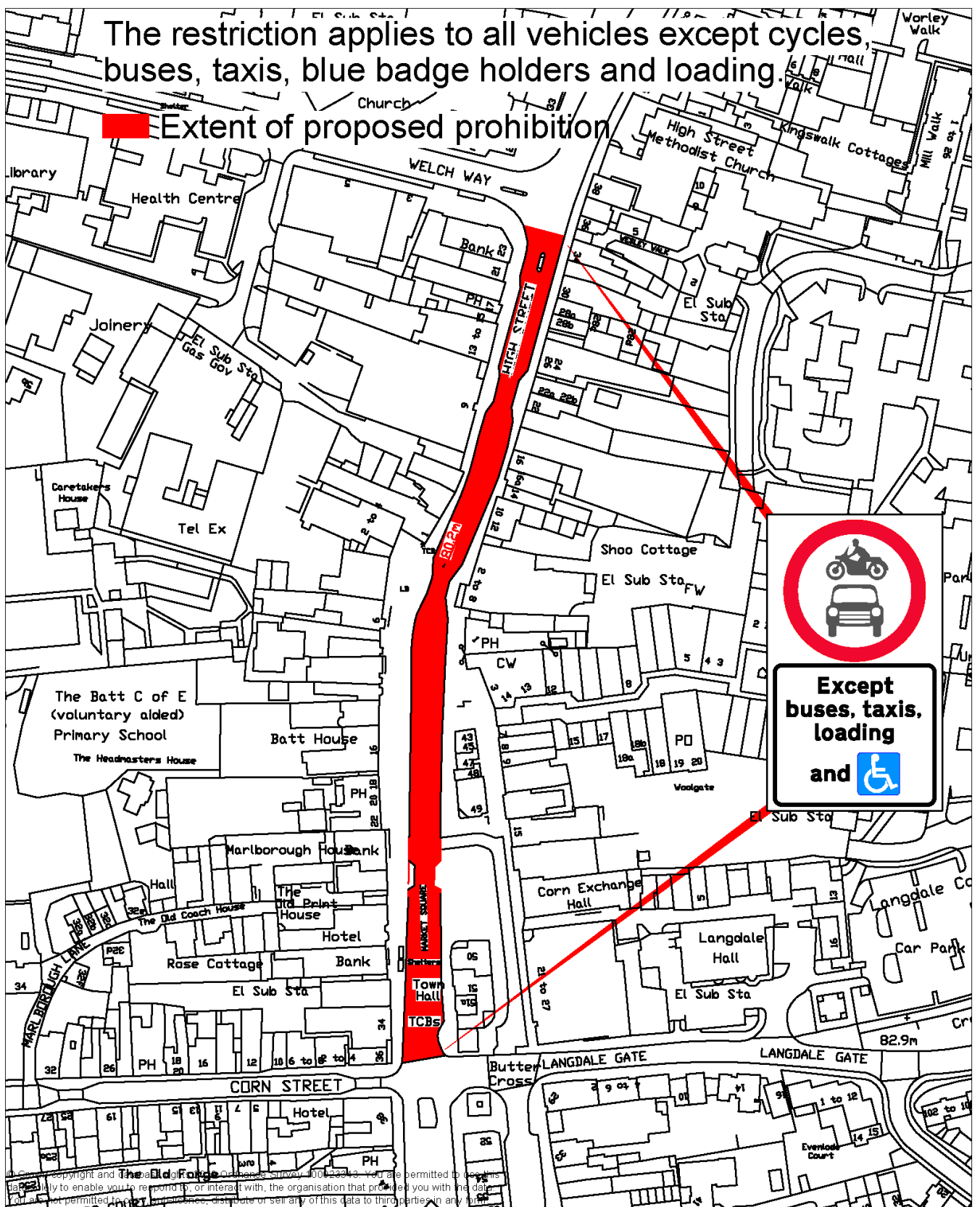
Tim Shickle 07920 591545

Odele Parsons 07974 002860

December 2021

The restriction applies to all vehicles except cycles, buses, taxis, blue badge holders and loading

Extent of proposed prohibition



Except buses, taxis, loading and

Client

Project Name

Drawing Status

SAP Code



Witney

Scale @ A4

Drawn by

Checked by

Approved by

Title

Original drawing sheet is A4

NTS

Drawn Date

Checked Date

Approved Date

Proposed High Street prohibition

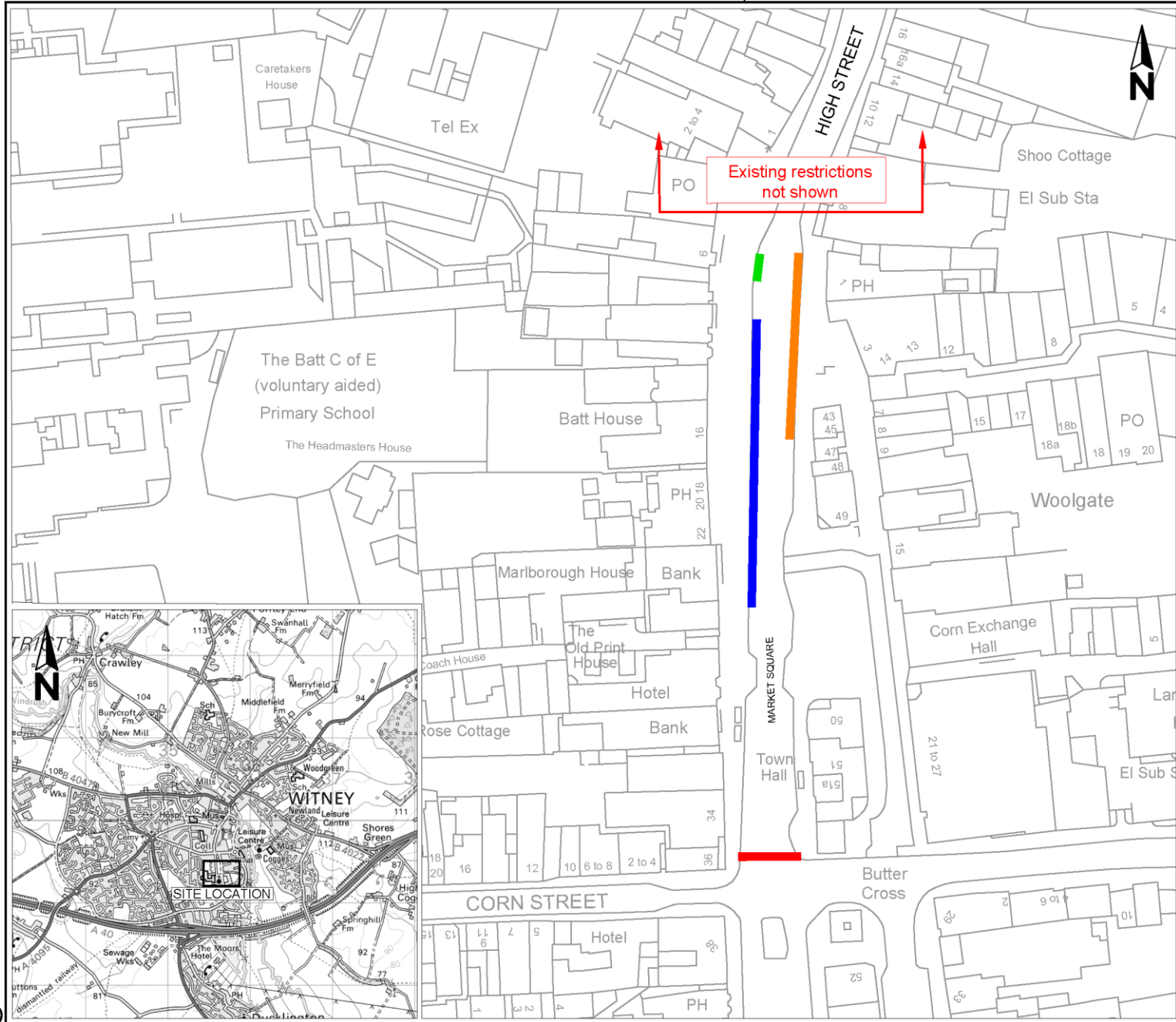
JEW

Oct 2021

Drawing Number

Rev

ANNEX 1



Drawing No.	Revision	0
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- Key**
- █ Proposed 3 Hour Disabled Persons Parking Places to replace the 30 minute parking restriction
 - █ Proposed Prohibition of Motor Vehicles
 - █ Existing Taxi Rank to remain
 - █ Existing 3 Hour Disabled Persons Parking Place to remain

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved


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Project title
PROPOSED 3 HOUR DISABLED PERSONS PARKING PLACES

Drawing title
WITNEY MARKET SQUARE

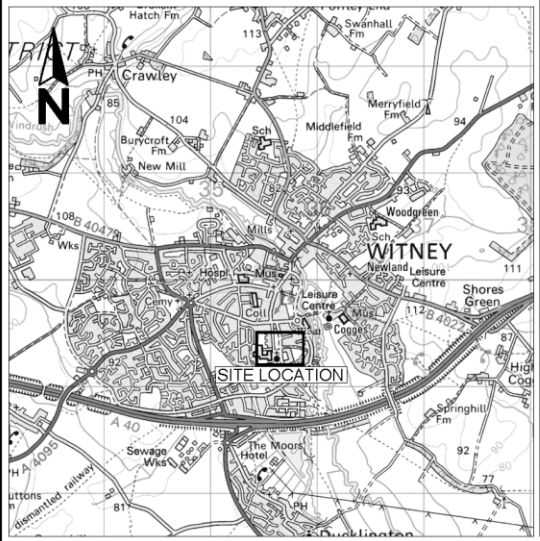
Drawing Status **ANNEX 2**

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

Oxfordshire Project No. & File Ref

Drawing No.	Revision	0
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TRAFFMAP
AccsMap - Accident Analysis System

INTERPRETED LISTING

Run on: 15/ 11/2021

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

Selection:

Selected using Manual Selection

Notes:

witney high street rta data 2011 jul 2021 non confidential

Thursday	25/08/2011	Time	1430	Slight	at	HIGH ST AT PELICAN CROSSING O/S SOMERFIELDS / CO-OP STORE	WITNEY
E: 435615	N: 209811	Junction Detail:	0	Control			
Fine without high winds		Road surface	Dry		Daylight		
Vehicle Reference 1	Car				Moving from	to	Going ahead other
Casualty Reference:	1	Age:	87	Male	Pedestrian		Severity: Slight Injured by vehicle: 1
Sunday	15/04/2012	Time	1030	Slight	at	HIGH ST MINI RBT J/W CORN ST & LANGDALE GATE	WITNEY
E: 435583	N: 209584	Junction Detail:	9	Control	4		
Fine without high winds		Road surface	Dry		Daylight		
Vehicle Reference 1	Car				Moving from	W to N	Starting
Casualty Reference:	1	Age:	17	Male	Pedestrian		Severity: Slight Injured by vehicle: 1
Sunday	24/06/2012	Time	1125	Slight	at	HIGH ST APPROX AT PELICAN CROSSING APPROX 50M S OF J/W WELCH WAY	WITNEY
E: 435621	N: 209824	Junction Detail:	0	Control			
Fine without high winds		Road surface	Wet/Damp		Daylight		
Vehicle Reference 1	Car				Moving from	NE to S	Going ahead other
Vehicle Reference 2	Car				Moving from	NE to S	Going ahead but held up
Casualty Reference:	1	Age:	43	Female	Driver/rider		Severity: Slight Injured by vehicle: 2

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Run on: 15/ 11/2021

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

Thursday	04/10/2012	Time	0127	Slight	at	HIGH ST MINI RBT J/W CORN ST & LANGDALE GATE	WITNEY
E: 435582	N: 209587	Junction Detail:	2	Control	4		
Raining without high winds		Road surface	Wet/Damp	Darkness: street lights present and lit			
Vehicle Reference 1	Car	Moving from N to S		Reversing			
Casualty Reference:	1	Age:	26	Female	Pedestrian	Severity: Slight	Injured by vehicle: 1
Casualty Reference:	2	Age:	22	Male	Pedestrian	Severity: Slight	Injured by vehicle: 1
Tuesday	26/03/2013	Time	1520	Slight	at	CHURCH GREEN JUST S OF HIGH ST MINI RBT J/W CORN ST & LANGDALE GATE	WITNEY
E: 435594	N: 209562	Junction Detail:	2	Control	4		
Fine without high winds		Road surface	Dry	Daylight			
Vehicle Reference 1	Car	Moving from N to S		Going ahead other			
Casualty Reference:	1	Age:	15	Male	Pedestrian	Severity: Slight	Injured by vehicle: 1
Sunday	22/12/2013	Time	1715	Slight	at	HIGH ST MINI RBT J/W WELCH WAY	WITNEY
E: 435639	N: 209887	Junction Detail:	2	Control	4		
Fine without high winds		Road surface	Dry	Daylight			
Vehicle Reference 1	Car	Moving from N to S		Going ahead other			
Vehicle Reference 2	Motor Cycle over 125 cc and up to 500cc	Moving from N to S		Going ahead but held up			
Casualty Reference:	1	Age:	41	Male	Driver/rider	Severity: Slight	Injured by vehicle: 2
Casualty Reference:	2	Age:	41	Female	Passenger	Severity: Slight	Injured by vehicle: 2

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Run on: 15/11/2021

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

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

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

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

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Run on: 15/11/2021

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

Selection:

Notes:

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

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

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

TRAFFMAP
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Run on: 15/ 11/2021

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

Tuesday 13/09/2016 Time 1350 Slight at CHURCH GREEN JUST S OF HIGH ST MINI RBT J/W CORN ST & LANGDALE GATE WITNEY

E: 435594 N: 209569 Junction Detail: 2 Control 4

Fine without high winds Road surface Dry

Daylight

Vehicle Reference 1 Motorcycle - unknown cc

Moving from S to E

Turning right

Casualty Reference: 1

Age: 17 Male

Driver/rider

Severity: Slight

Injured by vehicle: 1

Vehicle Reference 2 Car

Moving from N to E

Turning left

Saturday 08/04/2017 Time 1604 Slight at CHURCH GREEN MINI RBT J/W CORN ST & LANGDALE GATE & HIGH STREET WITNEY

E: 435596 N: 209574 Junction Detail: 2 Control 4

Fine without high winds Road surface Dry

Daylight

Vehicle Reference 1 Car

Moving from E to W

Going ahead other

Vehicle Reference 2 Motorcycle over 500cc

Moving from N to W

Turning right

Casualty Reference: 1

Age: 62 Male

Driver/rider

Severity: Slight

Injured by vehicle: 2

Wednesday 28/06/2017 Time 1640 Slight at CHURCH GREEN AT MINI RBT J/W CORN STREET / HIGH STREET & LANGDALE GATE WITNEY

E: 435583 N: 209572 Junction Detail: 2 Control 4

Fine without high winds Road surface Dry

Daylight

Vehicle Reference 1 Car

Moving from S to N

Going ahead other

Vehicle Reference 2 Pedal Cycle

Moving from E to W

Going ahead other

Casualty Reference: 1

Age: 16 Male

Driver/rider

Severity: Slight

Injured by vehicle: 2

TRAFFMAP
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INTERPRETED LISTING

Run on: 15/ 11/2021

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

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

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

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

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

Selection:

Selected using Manual Selection

Notes:

witney high street rta data 2011 jul 2021 non confidential

Friday 13/07/2018 Time 1129 Serious at HIGH STREET APPROX 5M N OF J/W WELCH WAY WITNEY - SOME UNCERTAINTY OVER LOCATION

E: 435636 N: 209894 Junction Detail: 2 Control 4

Fine without high winds Road surface Dry

Daylight

Vehicle Reference 1 Car

Moving from S to N Turning left

Casualty Reference: 1

Age: 75 Male

Pedestrian

Severity: Serious Injured by vehicle: 1

Saturday 24/11/2018 Time 1625 Slight at CHURCH GREEN AT MINI RBT J/W CORN STREET / HIGH STREET & LANGDALE GATE WITNEY

E: 435587 N: 209573 Junction Detail: 2 Control 4

Fine without high winds Road surface Dry

Darkness: street lights present and lit

Vehicle Reference 1 Car

Moving from S to N Going ahead other

Vehicle Reference 2 Pedal Cycle

Moving from N to W Turning right

Casualty Reference: 1

Age: 49 Male

Driver/rider

Severity: Slight Injured by vehicle: 2

Sunday 10/03/2019 Time 0110 Slight at MARKET SQUARE APPROX 20M N OF J/W CORN STREET & LANGDALE GATE WITNEY

E: 435591 N: 209612 Junction Detail: 0 Control

Fine without high winds Road surface Dry

Daylight

Vehicle Reference 1 Goods 3.5 tonnes mgw and under

Moving from N to S Going ahead other

Vehicle Reference 2 Car

Moving from N to Parked

Casualty Reference: 1

Age: 38 Male

Driver/rider

Severity: Slight Injured by vehicle: 2

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

Selection:

Notes:

Selected using Manual Selection

witney high street rta data 2011 jul 2021 non confidential

Accidents involving:

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

Casualties:

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

Number of casualties meeting the criteria: 27

Annex 10: Equality and Climate Impact Assessment



DISTRICT COUNCIL
NORTH OXFORDSHIRE



**OXFORDSHIRE
COUNTY COUNCIL**

Cherwell District Council and Oxfordshire County Council

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

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

Section 1: Summary details

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

Section 2: Detail of proposal:

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	<p>In response to COVID-19 West Oxfordshire District Council and Oxfordshire County Council implemented a Temporary Traffic Regulation Order to prohibit general traffic from High Street and Market Square Witney and convert the existing 30 minute parking bays to blue badge parking. It is now proposed that this temporary arrangement is made permanent. Exemptions to the order are buses, taxis, vehicles loading/unloading and those displaying a valid blue badge.</p> <p>The proposal is in line with Connecting Oxfordshire Local transport Plan 4 Policy 03: Oxfordshire County Council will support measures and innovation that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and/or by public transport.</p> <p>Develop both cycling and walking as an attractive alternative mode of travel for short journeys and to access amenities.</p>
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	<p>Promoting active travel has many health benefits, including tackling obesity.</p>
<p>Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The proposal to introduce a permanent prohibition of motor vehicles covering High Street & Market Place in Witney following the successful implementation of the temporary traffic restriction. The proposals are being put forward to:</p> <ol style="list-style-type: none"> 1. help reduce the level of through traffic in Witney High Street and Market Square, 2. aid pedestrian accessibility and increase safety, 3. aid cycling accessibility and safety by reducing likelihood of conflict with other vehicles, 4. improve bus access and bus journey time reliability, and 5. increase amount of blue badge parking at key town centre location. <p>Exemptions will include buses, taxis, vehicles loading/unloading & those displaying a valid blue badge. Additionally, the existing 30-minute short-stay parking bays along the western side of Market Square will be converted to 3-hour 'Disabled Persons Parking Places'.</p>
<p>Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>Consultation: West Oxfordshire District Council (WODC) held a consultation in Summer 2021 inviting comment on the existing proposals and if they should be retained. The outcomes of this consultation were in favour of retaining the measures. WODC Cabinet voted in favour of supporting OCC to conduct the formal consultation to make the measures permanent.</p> <p>Research: Living Streets publication "The Pedestrian Pound" (2018) highlights the economic contribution people of foot make to high street economic vitality and the economic benefits of improved pedestrian experience and accessibility. Link: pedestrian-pound-2018.pdf (livingstreets.org.uk)</p> <p>Bike Life All cities publication, Inclusive City Cycling, Women: reducing the gender gap, Sustrans, June 2018 provides evidence</p>

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	that ‘most women would like to cycle ...most women don’t feel safe and are hesitant to start, or restart cycling’. This research shows that 74% of women would like to see more investment in cycling and that 79% of women favour more protected cycle routes – even if that means less space for other road users.
Alternatives considered / rejected Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.	Do nothing would result in the temporary TRO expiring and all traffic measures being returned to 2019 situation. This is not recommended as the opportunity to build on the benefits to walking, cycling and to blue badge holders that has been created by the temporary TRO, can be increased if the order is made permanent.

Section 3: Impact Assessment

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

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Reducing motorised traffic can improve walking and cycling conditions and make this safer for all, including for children or older people (who are often more vulnerable), meaning that more will be able to travel by bike and walking.			

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

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

Additional impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Additional community impacts							
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Wider impacts							
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposals improve the accessibility of the town centre facilities by walking and cycling, and for blue badge holders, and seeks to enhance the quality of the built environment. A more pleasant street scene will be created for all users.			

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to:							

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

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Energy use in our buildings or highways	<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 cartrips and carbon emissions.			
Our fleet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Staff travel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Purchased services and products (including construction)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Maintained schools	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
We are also committed to enable Oxfordshire to become carbon neutral by 2050. How will your proposal affect our ability to:							
Enable carbon emissions reduction at district/county level?	<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 cartrips and carbon emissions.			

Section 4: Review

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

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

RESPONDENT	COMMENTS
<p style="text-align: center;">See supplementary document</p>	