

Division(s) affected: *Wantage West*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**17 JULY 2025**

### **MARKET PLACE, WANTAGE – TRAFFIC MANAGEMENT RESTRICTIONS**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) Approve the making permanent of the existing prohibition of driving & waiting measures for:
  - i) the western section of Market Place (reduced from original proposal to a point 17 metres southeast of its junction with Alfred Street,
  - ii) the southern section of Alfred Street (as advertised),
  - iii) the northern section of Church Street (as advertised).
- b) Approve the making permanent of the removal of 30-minute time limited spaces (Mon-Sat 8am-6pm) on the west side of Alfred Street (approx. 3 spaces), and the southern side of Market Square (approx.1 space),
- c) Approve the making permanent of the relocation of two existing Disabled Persons Parking Places on the south side of Market Square further eastwards,
- d) Approve the permanent removal of existing motorcycle parking placed from the west side of Alfred Street,
- e) Approve the retention of the taxi rank on its current alignment and not to proceed with proposals to relocate spaces further eastwards to sit adjacent to a proposed 'horseshoe' arrangement,
- f) Approve the retention of the 30-minute time limited spaces (Mon-Sat 8am-6pm) on the southern side of Market Square (approx.2 spaces), and
- g) Approve the continuing use of temporary planters and barriers, pending further design work being undertaken by the Wantage

## **Market Place Regeneration (2025) project for a permanent scheme design and subsequent construction works.**

### **Executive Summary**

1. This report presents responses received to a consultation on a proposed permanent Traffic Regulation Order (TRO) which followed on from an Experimental TRO which came into effect on 03 January 2022. This had continued on an experimental basis the provisions of a Covid related Temporary TRO, which suspended waiting & parking places (disabled persons' parking places, general time limited parking places and motorcycle parking places) at the western end of Market Place, the southern end of Alfred Street, and the northern end of Church Street in Wantage. The Order also prohibited the use of these parts of the above roads by all vehicles.
2. The aim of the Wantage Town Council promoted scheme is to provide outdoor seating and an environmental improvement for the benefit of pedestrians, including customers of adjacent businesses as well as a safe, accessible route into Market Place from Mill Street, avoiding the narrow footways at The Bell PH. The experimental and temporary closure has been implemented with substantial planters and chapter 8 compliant barriers.
3. A plan of the recommended changes to the original design can be seen in **Annex 1**, whilst a plan of the original consulted upon permanent scheme (now superseded) has been included at **Annex 2** for context.

### **Sustainability Implications**

4. The proposal reallocates road space to provide outdoor seating and an environmental improvement for the benefits of pedestrians, including customers of the adjacent businesses. Prohibiting vehicles from the western end of the Market Place removes vehicle / pedestrian conflict, therefore improving road safety.
5. From a sustainability perspective, the permanent change in the west end of Market Place will remove vehicle congestion in this space and therefore have a beneficial impact on air quality and reduction in noise. Reallocating the space will also enable an increase in planted roadside furniture and therefore an increase in biodiversity.

### **Financial Implications**

6. Funding for the proposal, including consultation has been met by the town council, and further design and construction work will be undertaken by Oxfordshire County Council Place Planning Team for Vale as part of the 2025 Market Place Regeneration Project – which incorporates some design work from this project. Following the recommendation of this report would reduce risk

to the 2025 project in that it would create a new 'do minimum' option for the existing reserved pedestrian space, potentially enabling a bid for detailed design and construction funding to complete the west end section prior to the rest of the project as a Phase 1 of construction.

## Legal Implications

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

*Comments checked by:*

*Jennifer Crouch (Head of Law - Environmental)*

[Jennifer.Crouch@oxfordshire.gov.uk](mailto:Jennifer.Crouch@oxfordshire.gov.uk)

## Equalities and Inclusion Implications

9. Objections and concerns have been received that relate to the loss of parking and access to the western end of the Market Place for those that are less mobile or require the use of mobility aids. Also, a concern has been received from an adjacent business who have elderly clients that need to be picked up and dropped off for their appointments.
10. Removal of vehicles and parking from Market Place has already enabled an accessible space for people with mobility issues or with young children in buggies to enter the area from Mill Street without having to use the narrow, busy and uneven footways near to The Bell public house. Access from Church Street, a route that has no footways, would also suffer from a reintroduction of vehicle access and be significantly less safe for people of all abilities. To remove this pedestrianised area would remove these advantages and access would be less safe overall. Making this order permanent will enable semi-permanent works which will create ramps for increased footway accessibility and would meet the basic human needs of most users.
11. The recommendation in **Annex 1** retains the existing disabled bays and makes no changes to the existing parking provision meaning concerns have been mitigated. Further changes to the parking provision in this area will be investigated as part of the co-designed 2025 Market Place Regeneration Project and accessibility and mobility is at the heart of that scheme.

## Formal Consultation

12. A formal consultation for the Permanent Traffic Regulation Order was carried out between 16 August 2023 and 16 September 2023. A notice was published in the Oxford Times newspaper on 16 August 2023, and an email sent to the statutory consultees including Thames Valley Police, the Fire and Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled people user groups, Vale of White Horse District Council, and the local County Councillors representing the then Grove and Wantage divisions. Street notices were also placed on site in the immediate vicinity of the proposals.
13. 178 responses were received during the online statutory consultation, comprising of 79 (45%) objections, 18 (10%) raising concerns and 79 (45%) in support.
14. The responses to the consultation were categorised so the public could offer an opinion on each part of the August 2023 scheme. The results can be seen in the following table.

Opinion	Prohibition of motor vehicles	Removal of 30-minute parking places	Removal of Motorcycle parking	Relocation of Disabled Persons Parking	Relocation of Taxi rank	Shared-use Taxi & Loading Bay	Scheme in general
Object	39%	<b>49%</b>	42%	39%	39%	39%	45%
Support	<b>45%</b>	42%	<b>49%</b>	<b>47%</b>	<b>47%</b>	<b>45%</b>	45%
Concerns	15%	10%	10%	14%	14%	16%	10%

15. Whilst the overall opinion of the scheme was evenly weighted for and against, the data indicates that while the categorised results are close, there is clear support for the project in general except for the removal of on-street parking. The on-street parking removal and removal of motor vehicles in the area conforms with LTCP objectives and Placemaking / Vision Zero objectives.
16. The responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

## Officer Response to Objections/Concerns

17. Thames Valley Police & Oxford Bus Company raised no objections to the proposals.
18. **Annex 3** shows the 79 objections, 79 comments in support and 18 concerns which were received from members of the public, broadly relating to seven main

issues. These are, loss of parking / access, loss of disabled persons' parking places (DPPP), loss of taxi rank spaces, detrimental effect on adjacent businesses including deliveries, lack of use of the pedestrian space, negative effect of traffic changes, and people shopping elsewhere. Responses to these issues are listed below.

Loss of parking / access:

19. Eight parking spaces have been removed by the Experimental Order and subsequently the recommendation set out above. Wantage Town Council stated, and it is noted by Oxfordshire Place Planning, that there are adequate alternative parking options within a short walk from the town centre area. The Town Council's own car park in Market Place accommodates 34 vehicles, 4% of Wantage's overall off-street parking provision and on and off street car parking around the town centre provides a further 787 spaces.
20. The loss of spaces is insignificant compared to the total number of spaces available within 5 minutes' walk of the town centre. Reduction in on street parking in Market Place is also key to promoting customer dwell time with people staying for longer and being more economically active. The reduction will also lower the quantity of vehicles rotating the area, looking for a free 'pop-in' spaces, creating a betterment in air quality and a lower risk of collision.
21. The temporary and experimental layout has been in place for three years and four months at time of writing. Wantage Town Council state that no major issues have arisen regarding lack of access. There is a pull in area off Church Street that enables vehicles to get within a very short distance of the few premises requiring front access. It should be noted that following the experimental consultation, Barclays Bank was closed and the cashpoint removed which was a significant attractor for vehicles parking. This building is currently under conversion to a coffee shop and restaurant, in keeping with the pedestrianised feel of this new space.

Loss of disabled persons' parking places (DPPP):

22. Due to the number of objections and concerns received on this issue Wantage Town Council have agreed to retain the two existing DPPP at the western end of the Market Place. Also, the Town Council has recently created two further DPPP within the Market Square car park. In the future, the DPPP may be reviewed, and should they require moving to other areas, a high-quality facility will be provided.

Loss of taxi rank spaces:

23. The changes do involve the reduction of the taxi rank from seven to four spaces. Wantage Town Council state that the use of the rank has diminished in recent years due to customers calling taxis by mobile telephones. There is the possibility of locating three taxi rank spaces to Newbury Street, if it is found necessary, but currently this would appear not to be required. Data collection regarding the taxi rank has been undertaken to understand how the rank is

being used and the results of this survey will be integrated into the future work of the 2025 Market Place Regeneration Project which the taxi trade is involved in early stakeholder engagement.

Detrimental effect on adjacent businesses including deliveries:

24. Wantage Town Council state that there is no evidence that businesses have been significantly adversely affected by the reallocation of road space to pedestrians. The only business near to the area that has closed is Barclays Bank, which was not to do with the pedestrianisation. An empty shop within the closed area was recently occupied and the Kings Head PH has recently changed hands, been refurbished and is utilising the outside space. The former Barclays Bank unit is currently under development into a large coffee shop with accommodation above.
25. Early engagement for the 2025 Wantage Market Place Regeneration Project indicates that the businesses in the West End of Market Place have adapted, are still trading with some enjoying the space with a café and public house deploying tables and chairs for outside dining creating a captive audience for the nearby shop windows. The traders in the project area are keen to have a resolution to the scheme and further construction work to enhance the space. There is a trader who is wary and requires nearby loading access however this is provided by space in Church Street and parking outside the former bank premises as shown in **Annex 1**.
26. Regarding deliveries, Wantage Town Council state that the licensed properties in the western end of the Market Place can be, and normally are, accessed from the rear in Church Street. The new licensee of the King Alfreds Head has noted that they load from the front of their property due to the size of the vehicle used by the brewery. There is a pull in from Church Street by The Swan Public House that is also available for deliveries. A wider business survey regarding business use and loading will be undertaken by the 2025 Wantage Market Place regeneration project.

Lack of use of the pedestrian space:

27. Wantage Town Council state that the pedestrian space has proved popular, which is why it has been supported by 79 respondents. The tables and chairs that are on the public highway are well used and create a pleasant environment away from the traffic. Creating a permanent space, reallocated to pedestrian use, will enable the area to be used for smaller events and wider street trading. At present, with no permanent order in place, there is a risk to businesses purchasing tables and chairs for on-street use, formalising the order will create surety to local businesses that their investment is secure as the facility will not be removed.

Negative effect of traffic changes:

28. This issue relates to changing Alfred Street and Church Street (side) from one-way roads to two-way roads because of closing the western end of the Market

Place. These roads are narrow, with reduced visibility at their respective junctions with Mill Street and Church Street (main) and have inadequate or no footways. However, vehicle movements are minimal and in the three years and four months that the closure has been in place, these roads appear to have been operating satisfactorily as two-way, with no complaints being received by the County Council's Traffic & Road Safety Team. The safety and accessibility benefits to pedestrians entering Market Place from these directions far outweighs the use of the space by cars who have sufficient access from elsewhere.

29. Notwithstanding the above, changing Alfred Street and Church Street (side) to two-way roads will form part of the 2025 Wantage Market Place Regeneration "do minimum" option and permanent scheme design which is subject to a road safety audit, and technical approval by the County Council.

People shopping elsewhere:

30. Wantage Town Council state that Wantage cannot offer the variety of shopping opportunities offered elsewhere and therefore undoubtedly residents are attracted to shop in other locations for certain items. With an increase in people shopping online, to remain economically sustainable, Wantage needs to create an offer for local people and the pedestrianisation of the western end of the Market Place is likely to provide that attractor as people seek town centre experiences at the local independent traders in that space.
31. The Wantage Town Centre Manager monitors the situation regarding empty shops in the town and currently none are empty due to local trading conditions. Some are under offer awaiting completion. Others are affected by specific issues relating to the premises. The car parks in the town get reasonably full and the weekly markets are thriving. Oxfordshire County Council Place Planning Teams are closely monitoring footfall, dwell time and catchment during the project lifecycle and beyond and offering insights to the Town Council and Chamber of Commerce to promote the town.
32. The project team has been working with the local community including the Chamber of Commerce to explain the Market Place West End project and develop an understanding of the process. In terms of support, the Chamber of Commerce state in **Annex 4**:

*"For your plans to get OCC Cabinet approval for closure of the existing pedestrianised area on 17th July, Wantage Chamber of Commerce would endorse this as long as you can categorically state by reply that this road closure will not extend beyond the current barriers, or include the current loading areas and taxi rank up to the triangle, and that it will remain open for taxi's, delivery van and customer access as it is now for the foreseeable future? Also please confirm that this access cannot be removed until further planning has been fully consulted upon and agreed with the Chamber and local community."*

33. As can be seen in the email response in the same annex, these confirmations have been sent, and the Chamber therefore are assumed to be in a positive position.

34. The local Taxi Association have been asked for final comments however as of the time of writing, nothing has been provided for this report to cabinet

**Paul Fermer**  
**Director of Environment and Highways**

Annexes	Annex 1: Recommendation: Market Place West End Annex 2: Draft Consultation Plan of Permanent Scheme Annex 3: Consultation responses August 2023 PTRO Annex 4: Chamber of Commerce Position (Email chain)
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Contact Officers:	Andy Sweeney (Team Leader - Place Planning & Coordination)
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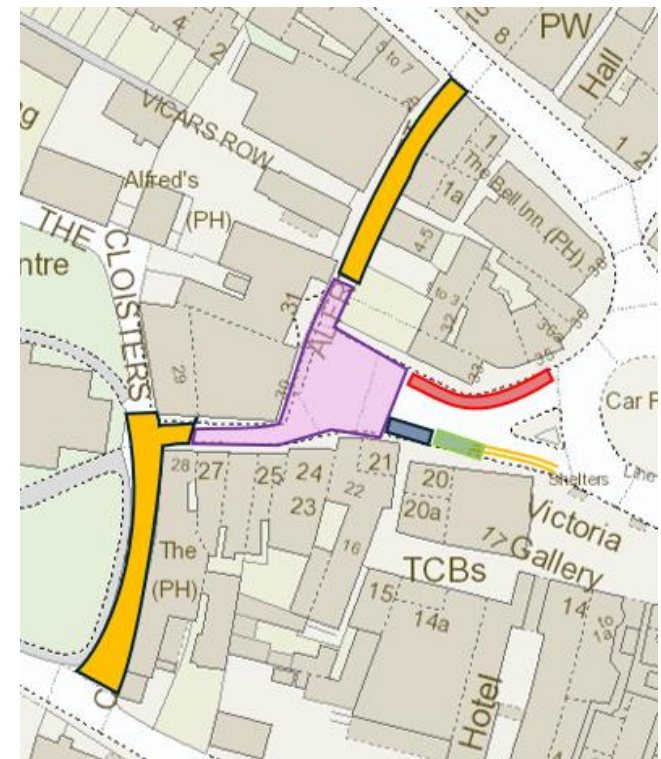
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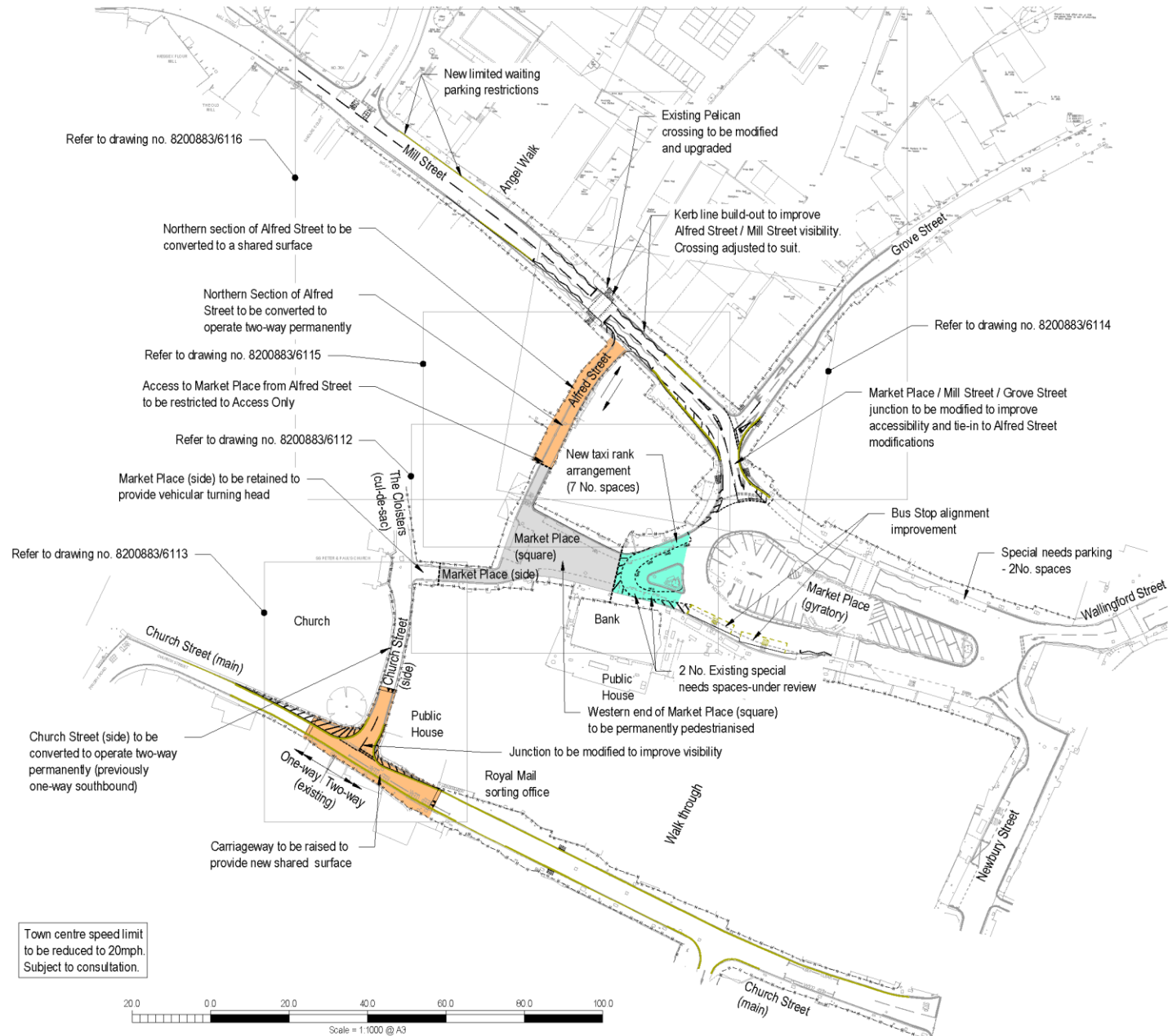


# Market Place West End



-  Taxi Rank
-  Disabled Bay
-  Limited Wait Parking
-  Prohibition of Motor Vehicles
-  2 Way Street





## NOTES


This drawing is to be read in conjunction with all  
1. relevant documents and specifications.

Based upon Glanville Consultants topographical  
2. survey drawing no. 8200883/4101-4104.

KEY

- - - - - Existing public highway extent

 New Shared surface

 Temporary pedestrianisation to be made permanent

 New taxi rank arrangement



P3	Market Place / Mill Street jct amended in accordance with OCC comments. Parking restrictions updated in accordance with OCC proposals.	03/10/2022 T. Hart	MF
P2	Amended following preliminary OCC comments.	17/06/2022 T. Hart	MF
P1	Preliminary issue.	27/04/2022 T. Hart	MF
Rev.	Description	Date	Chkd



Client : Wantage Town Council

Project :  
Market Place Pedestrianisation Scheme  
Wantage Town Centre

Title : Overall General Arrangement

Project Engineer:	T. Hart	Scale:	1:1000 @ A3
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Project Director :	M. Ford	Date :	February 2022
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Status :	CONSULTATION
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Drawing No. 8200883/6110

Rev  
P3

ID	Capacity	Scheme in general	Specific comments Redacted	General comments
1	Local Resident	Concerns	Removal of disabled parking and moving then further away will certainly not encourage people to shop in Wantage. Will there still be a Market on Wednesday and Saturday? Will you relocate the fair when they are due in the town? Have the public been asked what they would like? To encourage more people here we need more shops not empty buildings.	Surely there are better ways to spend the money, rather than putting people off coming here.
2	Local Resident	Concerns	Motorist Residents that live in and around market place will be disadvantaged	
3	As a business	Concerns	The pedestrianised area at the west end of the Market Place is only used over several weekends in the summer and by two hospitality businesses in suitable weather. The whole of the remainder of the time, it is unused - but prevents any businesses fronting to it from loading, collecting or access by contractor or customer vehicles. Resultingly, as the only garden in the Market Place, No.s [REDACTED] do not have access for regular gardening contractors. Additionally, there are five apartments at 32 Market Place which already do not have any parking but as a result of the measures do not have anywhere even close to load/unload/move home. Since the well intentioned but ill thought out temporary measures were put in place, Alfred Street has been used as a general drop off route or quick shopping parking spot - from the postman to delivery drivers, shoppers and even drivers who are lost. There is nowhere for any of this traffic to turn, resulting in all of it having to reverse out into Mill Street, which is highly dangerous. More than one property in Vicar's Row now have to pull out in vehicles into Mill Street which is still highly dangerous in spite of any contrary comments from Oxfordshire Highways. The occupants of the four parking spaces at 32/33 Market Place not only need to use a length of road towards the top of Alfred Street (vehicle length past the car park) to turn their vehicles around, to prevent reversing into Mill Street. Notwithstanding, they all suffer an extremely dangerous exit from Alfred Street to Mill Street, this is often multiple times per day and often at busy times. This is an accident waiting to happen. Fortunately no emergency services have been required within this restricted access but if made permanent, that is an additional consideration that has not been considered fully. The	Reducing traffic within the town centre is a good concept but we MUST protect the existing businesses which already struggle to remain in the high street. The proposed system does not do that it purely reduces parking, endangers traffic and general safety, hinders business, and so makes the town less attractive to visitors, in fact anyone other than non-driving residents of the town centre itself.

			best solution is to have Alfred Street as No Entry and used for residents only. At least on week days those confirmed residents should be able to access the full length of Alfred Street and exit at 5mph into the Market Place, sharing the space available with pedestrians. This cannot be claimed to be dangerous, it is no different to Grove Street or many other local market towns that operate a similar system.	
4	Rather not say	Concerns	Our little towns business need as much support as possible during these financially tricky times. Any changes to the town need to be with discussion with these businesses. Changes could have massive implications on all traders.	
5	Local Resident	Concerns	Will there be enough space for local businesses to have stock delivered and for customers to short term park to collect items?	
6	Local Resident	Concerns	My concerns are that delivering goods and services to all the businesses including a Gallery are NOT sufficient at all. It is hard enough to deliver stuff there, there are often random cars vans parked not even delivering and there is no way a sculptor or potential buyer can walk far with a heavy load, nor someone delivering goods to the pubs, cafe or Gallery.	I think the businesses it affects need to have more say in how this plan is put forward.
7	Local Resident	Concerns	Disabled people need access to essential services. In particular, the advice centre, Royal Mail, the optician as well as cafes etc. It is not clear whether there will be accessible features such as dropped kerbs. The public are being asked to comment on plans that lack details.	See above
8	Local Resident	Concerns	For the town itself and retailers in particular, the access of motor vehicles (including motor cycles) is essential and for elderly/ infirm people who are not classed as disabled, shopping and visiting nearby cafes etc. means that they must have reasonably close parking facilities.  My concern about the shared Taxi & Loading bay means that a mid-morning van delivery may not be able to park because a Taxi is already occupying the space.	
9	As a business	Concerns	I often deliver ceramics that I have made to the Dolphin gallery. It is very useful to have a 30 minute waiting space near the gallery. I am concerned that this will negatively affect business for the gallery.	While it is great to have seating outside the pub and cafe, we should also support local independent shops who need to have some space set aside for deliveries and in the case of the gallery, collections too.
10	Local Resident	Concerns	If u want people to shop in the town. Then u need to allow car for shopping.	
11	Local Resident	Concerns	Whilst I understand the desire to increase pedestrianised areas in town centres, I will say that the existing scheme seems to strike a happy balance	

			between the needs of pedestrians and motorists. The proposed relocation of the taxi rank troubles me the most as I feel it to be unnecessary and it could disadvantage the taxi drivers, as well as those users of their services that are possibly less able than others. The fact that the local businesses, including a cafe and bar that has existing outdoor seating in the same area, are objecting says to me that the reasons for behind the proposals haven't been thought through enough and certainly haven't been shared.	
12	Local Resident	Concerns	Main concern would be the traffic being rerouted around Wantage once pedestrianised - it'll cause havoc on all of the other roads around Wantage and they're either in poor condition or not wide enough for some of the traffic.	
13	Local Resident	Concerns	I support the businesses being able to have deliveries	
14	Local Resident	Concerns	Will there be provision of suitable motorcycle parking as trying to park a motorcycle safely in town is very difficult when the square is in use for markets or other events.	The changes to this area can not be taken in isolation, this needs to be part of a total wantage town plan for the entire retail area and the Market Place which appears to be lacking.
15	Local Resident	Concerns	I feel it may be beneficial for Wantage to have the pedestrianised area, but I am not sure it would work with the taxis sharing 2 spaces with deliveries. There is very limited access to the shops in this area. Another thought is, could delivery access be provided from the rear? Via church street? There is never enough 'free' 30 mins spaces which a lot of people use primarily for a quick pop to the shop for whatever the reason. I will quite often go to grove as it is better parking.	
16	Local Resident	Concerns	I am concerned that the continual demonisation of the motor vehicle will lead to even more shops closing in Wantage	Leave it as it is and give the shops that are still open a fighting chance.
17	Local Resident	Concerns	Local resident and I believe some of these things have an impact on the town.	
18	Local Resident	Concerns	My concern is damaging existing businesses. Changes should not limit or damage their ability to operate - including loading / delivery of large items ( eg furniture / paintings)	Pedestrianised area is lovely but please ensure the plans allow businesses to co-exist. Be creative to ensure we retain our independent shops and don't become another homogenised bland town.
19	Local Resident	No opinion	It's all well and good stopping traffic from using the king alfreds head/taxi rank section in the spring and summer. Come autumn and winter who is going to be sat outside having a coffee?! No one. Why not try changing it to a seasonal thing?	This town desperately needs a new lease of life. Shops are awful and the market looks incredibly small these days

20	As a business	No opinion	<p>I'm a resident and potentially a business owner (if I can get planning permission) of a restaurant just off the square.</p> <p>There's obviously much concern from residents about the changes you're making.</p> <p>The underlying objection I feel is that you're trying to stop people using their cars. And many of the policies Oxford City council have put in place have been terrible for small business.</p> <p>I know the facts, I know that the square should be 100% pedestrianised in order to support business. And I believe that there should be no parking in the square. But at the same time, you stopped free parking in the beacon car parks (less than an hour), and you can't park for in Waitrose anymore, even though that's council property. And there's signs in Sainsbury's that you can't park there for more than 2 hour.</p> <p>It truly feels like you're trying to get rid of us using our cars.</p> <p>In order to conjure support for this, I would suggest:</p> <ul style="list-style-type: none"> <li>- Tackle the problem of where to park. i.e. Speak to Waitrose &amp; Sainsbury's and encourage use as a free public car park for all</li> <li>- You need a safe CCTV monitored area for bicycles.</li> <li>- Get rid of the traffic warden and just have free parking in the civic car park. If there's any issue with illegal parking, we can call the police.</li> <li>- Remove traffic lights and replace with a roundabout at the junction between Newbury Street, Ormond Road and Ickleton Road. And mark the road better down Osmond Road as it's not very pleasant driving with the current road markings. Those two reasons alone is why I prefer to drive through town in the first place.</li> <li>- Look into cheap and frequent minibuses between areas such as Stockham, Grove, Charlton.</li> </ul>	I used to consult for the Hong Kong councils. And I would love to volunteer if help is needed.
21	Local Resident	Object	Too focussed on pedestrians and there just aren't enough visitors to warrant the attention at the cost of access. The theory and wish of what is being created has gone too far and doesn't match need or requirement of town as a whole	
22	Local Resident	Object	It's fine as it is	

23	As a business	Object	As a local business there is nowhere near enough parking in the town centre now which obviously decreases footfall into local businesses. Our deliveries on Church Street used to use the blocked off road to turn back onto the market place. It is too narrow to get down Priory Road so causes problems	Ridiculous scheme that brings nothing to the town other than less access and ways to manoeuvre around the town. Only people who benefit are Marmalade and Blackbird! Absolute shambles with no thought to the needs of other rate payers.
24	Local Resident	Object	Whilst as a pedestrian I enjoy the layout at the west end of the Market Square, the impact of two way traffic in the section of Church Street that leads from the Museum to the Market Square and The Cloisters is unacceptable - often dangerous and potentially lethal. The lack of visibility when exiting this road towards the Museum, combined with continuing slack parking enforcement of double yellow lines outside the Museum means that a head-on collision at this site is inevitable	It is essential that the traffic flow and visibility issues around the Museum are addressed at the same time as the development of the Market Square
25	As a business	Object	The area is already too large for a pedestrianised area that is rarely used	The town is already falling behind other destination areas its already hard work to drive in and around the town, this will make things worse, we do not need more pedestrian only areas!
26	Member of public	Object	Over congested lack of parking	
27	As a business	Object	Why do we need the West End closed its unfair on the local businesses there.	
28	As a business	Object	The original temporary closure was to ease the "West End" for covid measures, since restrictions have been lifted I don't see the need for further disruption to businesses residents and shoppers. Previously, temporary closures for specific events worked really well and everyone could enjoy the "West End", from motorists to pedestrians, businesses and their customers to residents. This appears to be the thin edge of the wedge easing full pedestrianisation of the Market Place which would be disastrous for all stakeholders.	Ill-conceived, poorly delivered and dangerous.
29	As a business	Object	<p>Dear Sir/Madam</p> <p>I write as the joint owner of [REDACTED]. These properties together comprise five flats and offices with 15 staff and a related small car park. It should be noted many of those staff come and go several times a day, which is the nature of our business.</p> <p>The permanent closure of part of Alfred Street is dangerous and proposals for access to Mill Street do not meet Highways standard for visibility splays. Furthermore, the intended point of closure of Alfred Street prevents the traffic accessing [REDACTED] Market Place car park as it does now. If it was closed at</p>	



			<p>the top (southern end), this would enable cars to reverse into the car park and leave in a forward direction, enabling much safer (if not ideal) exit from Alfred Street.</p> <p>In spite of the above points of detail I am supportive of the principle of partial pedestrianisation of Wantage Town Centre and all sensible policies which can continue to support the viability of the town, especially those which increase its attraction, given the effects on smaller traders of on-line retailing (and supermarkets).</p> <p>That said a balance must be struck and it is a fact that many people still need/choose to visit by car and the future viability of the town in part relies on not ignoring that reality.</p> <p>In my view, the proposal is flawed and the pedestrianised area should not be one end of the square but rather be the south side of the market place as is the case when the fair is operational. This enables all the traffic to continue to pass through the square in the way it does with all the major roads still being accessible. Existing car parking could be retained, redesigned and improved and a large pedestrianised area created.</p> <p>To create a small semi-Market Place at one end as proposed is to miss the opportunity to give the whole square a more thorough redesign and give the town a more viable future.</p>	
30	Local Resident	Object	There are businesses at that end of town that need deliveries. A consultation with residents about this is needed	It is complex, and needs further input and discussion. If you kill the businesses the town would die too
31	Local Resident	Object	Why would you close the roads off so the shops cannot get deliveries. Shops will close, Wantage will lose customers to Didcot, Abingdon, Faringdon and you'll wonder why	
32	As a business	Object	What is the reason for extending the pedestrian area? I don't see any reason for the use of the area.	Apart from restricting deliveries and Customer collections of larger purchases stopping which will have a negative effect on the local business as they have no rear access for deliveries,
33	Local Resident	Object	I do not believe these measures will improve Wantage Market Place. They will be damaging to existing businesses in particular those at the Westend of town as it would make it difficult for customers collecting goods and hamper deliveries to those businesses.	<p>We do not want to add to the poor decision made to allow parking in Mill Street and Wallingford Street affecting the flow of traffic through the square. Parking in these streets should have been limited to disabled and properly managed.</p> <p>I note the only time I have ever seen two traffic control</p>



			There is not need to change the current setup which seems to working well.	officers was on the day ( 9th September) when you have closed the square to all traffic when they were not needed. What a waste of time and money again !!!
34	Local Resident	Object	Ormond Road, a residential road, is already a thoroughfare for heavy traffic. Your plans will add to this. Many businesses are also saying this will affect them adversely. Please listen to residents and local businesses. You are there to work for us and our wellbeing.	Can you show us how we the residents of Ormond Road benefit from this scheme of yours?
35	Rather not say	Object	The town is absolute chaos now and these new proposals are ludicrous. RIP Wantage.	The loss of Motor cycle, Disabled and Taxi Spaces is ridiculous... especially the crazy scheme of shared taxi/delivery spaces.. lorries reversing without a banksman is illegal. So you the council are inputting illegal manoeuvres. Also it is allotted 7 taxi spaces at present, if the number is reduced then there may be issue with Vof W H council licensing!
36	Local Resident	Object	vehicle spaces in wantage are already at a premium - this proposed change will only make the situation worse. the bus issue has not been addressed - please focus on this.	General spelt incorrectly ..... attention to detail key. Parking in Wantage a real issue - please focus on this before trying to making it worse.
37	Local Resident	Object	Like to use car for Wed/Sat markets for short time.	
38	As a business	Object	The town has always worked very well as it was Having recently had a funeral at Wantage Church life was made very difficult at an already very emotional time for vehicles to get to the church for the elderly and disabled people wanting to attend The lack of access for emergency vehicles to the area. Losing parking of any sort for a town is not a good thing as parking is always a premium, also with the residential conversions in the market place which have no allocated parking its needed even more. Church Street and Priory Road are not designed to take the volume of traffic and it was always a one way street its not wide enough to now suddenly be 2 way!!	For the odd sunny day we get in this country and no wet weather option it is not worth losing so much space. The pub has a large garden and the cafe/wine bar doesn't open all day every day. I can't believe so much space can be given to one business and no one else's opinion seems to matter
39	Local Resident	Object	This survey appears to have conflated the existing scheme with the new proposals.  I am objecting to the new proposals, ie, the extension of the pedestrianised area.  The current pedestrianised zone is sufficiently large. There are no obvious benefits to the planned extension and extending it will be detrimental to the surrounding business and traffic flow in the market place generally.	Why are people who don't live and work in Wantage making decisions for those who do?!

40	Local Resident	Object	Most of the pedestrian area is rarely used and the uses (when they do happen) could be accommodated through temporary closures. Enlarging what is already a waste of space makes the town look even more empty. It is difficult enough getting a taxi in Wantage and reducing the number of spaces to 4 (with some only available part of the time) is ridiculous. Reducing the size of the bus waiting area will just cause the market place to block more often than it does at the moment with buses spilling out across the crossings making the whole market place dangerous for both cars and pedestrians.	Just put the Market Place back to what it was before Covid and think seriously about what is currently a bus station not a town centre.
41	Local Resident	Object	I am against any further pedestrianisation of the market place as the businesses will be adversely affected. There are already too many empty shops/charity shops and thus will make the problem worse. Removing disabled bays makes it even harder for people to access services and there is very little parking in Wantage as it is.	Please don't kill Wantage off completely by making it harder for people to shop there. The council should be encouraging people to shop locally and be promoting the town to potential businesses.
42	Local Resident	Object	I am objecting as your proposals are unclear. Irrespective of what comments you receive, you will approve what you want and totally ignore public opinion. This has been proven with the "consultation" on the 20mph speed limit proposals in Wantage. On 7th September the delegated decision by the cabinet member for highways management (Cllr Gant) approved the introduction of 20mph speed limits in Wantage as advertised despite the fact that 52% objected, 16% had concerns and only 32% were in support. As with previous consultations this is just a box ticking exercise to comply with statutory obligations.	Spelling mistake in the question! Seems a total waste of time as has been the pedestrianisation of the west end of the market place.
43	Local Resident	Object	THIS WILL KILL THE TOWN	IT WILL KILL THE TOWN
44	Rather not say	Object	traffic	the flow of traffic is bad enough without doing this
45	Local Resident	Object	This will impact the amount of people that will be happy to use the town, if parking is more difficult to find/ they have to walk further. The local businesses will suffer from this is it goes ahead.	
46	Local Resident	Object	The statement of reasons states you are making it safer for cyclists and pedestrians, there is adequate provision for pedestrians but attempting to cycle from Grove to Wantage is dangerous, there is no point in trying to make the market place safer for cyclists when the resources would be much better used to make safe movement of cyclists around the area your priority. The flats were built along the old canal basin with a very	See comments above, the resources should be used to protect cyclists and pedestrians around the outskirts of the town to make it safe for pedestrians and cyclists to get into the market place. And cyclists and e- scooters should be stopped from riding on pavements as per the road traffic act to make the pavements safer for pedestrians again.

			nice shared use pavement/cycle track but it doesnt go anywhere, it has a 6 foot fence across it, the cycle track along side the A338 only goes to the traffic lights at Harcourt road and now has a bypass through the middle of it.	
47	Local Resident	Object	I see no widespread calls for expansion of the pedestrianised area, and understand the proposed changes will restrict further access for suppliers to the local businesses. The diagram published seems to indicate further constrictions to traffic flow at the top of Mill Street, which is a bottleneck already.	This seems to be change no one is asking for, and as such a waste of money.
48	Local Resident	Object	I believe the proposals have not considered the impact on the established businesses at the west end of the town, as it makes no allowance for supplier deliveries to the local retailers and public houses. Similarly it will prevent customers from collecting large items.	Wantage Town Council don't seem to have provided any real justification why the existing pedestrianised area should be extended.
49	Local Resident	Object	In support of the local businesses at that end of town who will struggle with their deliveries	
50	Local Resident	Object	This is an old town and removing vehicular access changes the character of the market place. Short stay in the market place is essential for quick visits. Inactive people will not be able to access shops	Use a spell check. Do the staff on the council live in the area to see how residents go about their business
51	Local Resident	Object	No proper discussion of the plan, either with local residents or the affected businesses.	
52	Member of public	Object	The pedestrian area as currently laid out, seems to work well for users and businesses. Vehicle access to/from the businesses is vitally important as we must not do anything which potentially will further "kill off" the centre of Wantage. It is always a balancing act between the aspirations of pedestrians and motor vehicle users and the practicality of running a successful business in a small market town. It currently works, its attractive and makes that end of the market square niche and also stops the "rat run" up/down to Mill Street and from the Church to the market square. There are other areas/things in Wantage that could be improved but this is not one of them.	Waste of money and officer time, detrimental to local business which if they close the council loses income and the town becomes even more unattractive. Wantage like many towns have already seen a decline in the retail sector, please do not inflict any more damage on the economy of Wantage town.
53	Local Resident	Object	no facility in the square for motorcycles on market days. impact to local businesses situated in the area stated	total lack of respect for and support of local businesses.
54	Local Resident	Object	Its working as it is!	
55	Local Resident	Object	Footfall in the town is already low, by reducing the number of parking spaces for private vehicles as well as the number of taxi spaces, which then have to share the spaces with delivery drivers, will make the town centre a	Not discussing these plans with the local residents or business is so wrong. It is like WTC want the town to be a ghost town

			no go area for so many people. As a physical disabled person and cared for two disabled relatives, reducing the number of parking spaces in an area where it is already difficult to park will mean that we have to stop using our local shops. It will make us have to go further a field just to be able to do our normal shopping to prevent extra pain for us.	
56	Local Resident	Object	Need to encourage people into town to shop. This will kill the shops off. Its already sad to see so few shops.	
57	Local Resident	Object	am disabled and relocating these space will cause issue getting purchases from shops at that end to my car.	It was working fine for decades at that end before you interfered and as usual pay no attention the the things that really need looking into/attention like the actual state of the roads and lack of clothes/shoe shops etc . Back in the 80's we had all those shops and the town was a much busier, happier and enjoyable place to spend time in. Focus on what's needed by the people and not what you, the government tick sheet says is needed. Listen to people who live here and not the people who come up with these plans that have no idea about the place.
58	Local Resident	Object	Absolute ridiculous idea	
59	Local Resident	Object	It will be very difficult to purchase larger items from shops. Motorbikes will likely park in standard car parking thus reducing further. Shared use of the taxi rank will likely cause challenges. Taxis are an essential option for many and therefore should be encouraged to remain available. If they can't wait they will move on. No mention of plans for the buses?	
60	Local Resident	Object	The disabled parking places and the taxi rank are important to allow disabled residents to visit the market place and should be kept in the most convenient location. They should not be discriminated against in this way. It is also important that the businesses in the west end of the market place are supported, by ease of delivery of goods and ease of collecting items from the shops. There are too many businesses in the town failing.	The pedestrianised area at the end outside the hospitality businesses is working well. Why change it?
61	As a business	Object	Further pedestrianisation of Wantage central areas will have an increased detrimental impact on local businesses, encouraging people who have to use motor vehicles away from the town.	
62	Local Resident	Object	It is essential for small independent businesses which make Wantage town centre thrive to be able to have deliveries and customers park to collect items which can't be carried over long distances. If this goes ahead it's	What's the point of having a pedestrian area with nothing to walk to, and no reason to be there?

			likely those businesses will be forced to close or relocate.. leaving Wantage with nothing.	
63	Local Resident	Object	<p>I had thought that the business owners directly affected by these proposals would find them favourable, this does not appear to be the case.</p> <p>Recently received e-mails show them to have great concerns that these proposals will be very detrimental to their business's operation and and their ability to provide good service to their clients.</p> <p>I object most strongly to these proposals as they appear to be simply the whim of our town council to tinker, somewhat expensively, to provide a small additional area of pedestrianisation the purpose for which only they appear to know!</p> <p>The, as yet unpublished, cost of this unnecessary scheme would be better earmarked to assist the town's business community once the A417 to Mabley Way link road opens and the town's trade withers away for want of passing business.</p>	<p>My main concern is that this 'Consultation' is a mere box ticking exercise and will neither be heeded nor its content used to persuade the council to change these plans.</p> <p>This fact is borne out by the most recent 'Consultation' regarding parking restriction in Church Street in which every considered argument and reservation was ignored.</p> <p>We still have a very dangerous blind junction with Church Lane and Church Street, the parking restrictions have gone unenforced, parking in Priory Road has become a challenge, the passage of HGV's greatly increased and the night time illegal parking frequently prohibits the passage of emergency vehicles, particularly fire engines.</p> <p>Be assured any objection to the Market Place proposals will be treated in a similar cavalier manner.</p>
64	Local Resident	Object	<p>Concerns for local businesses needing lorry access for deliveries. Unnecessary expansion of pedestrian zone - not used by council for any events over consultation period. Car unfriendly attitude, putting potential customers who live in surrounding villages off bothering to use the local businesses where they can't park.</p> <p>Basically unnecessary and unwarranted and not business friendly.</p>	<p>As above. A waste of money and not properly researched. Fix potholes instead perhaps?</p>
65	Local Resident	Object	<p>The impact this plan will have on the local businesses in the immediate area where they need the current access to run their businesses successfully.</p>	<p>I do not believe the proposed scheme will increase business to Wantage. We need more investment and support to our small businesses and attract new businesses to the area.</p>
66	Local Resident	Object	<p>Everything seems to work well since the Covid changes were approved and I see no reason to change. It is wrong that local businesses have not been consulted.</p>	<p>We need some 30 minute spaces for a myriad of reasons. We need to take any concerns of the businesses affected seriously.</p> <p>It works well as it is.</p>
67	Local Resident	Object	<p>Local people need short term parking arrangements near to the shops they are visiting. Shops need easy delivery options. We don't need more vaping and coffee seating areas.</p>	<p>Not everyone lives so locally that they don't need a car and often in challenging weather conditions easy short term parking is essential</p>
68	Local Resident	Object	<p>The current scheme works. These new suggestions and the lengthening of the pedestrian area contradicts Oxford Council's own experimental order 2021 dated 23 Dec 21 of the provision of convenient and safe movement of motor vehicles and other traffic. In congests the area for cars to manoeuvre and the suggestion that delivery vehicles can share parking areas with taxis is ludicrous. Whoever thought this would work needs to have a good talk to themselves. The adjacent independent shops</p>	<p>Keep what is there. It works. Change it to the new scheme and wait for businesses to fail.</p>

			such as the Dolphin art and motor cannot dictate when deliveries can happen. It would appear the council would force these businesses to close if this plan goes ahead. We have enough closed shops and businesses in Wantage without this scheme.	
69	Local Resident	Object	It seems hugely short sighted!	
70	Local Resident	Object	Partially disabled without a blue badge	It will kill the town center, we'll look elsewhere for our shopping
71	Local Resident	Object	It would kill off business in town. It is a headache on Saturdays to park in / near town. The space already out of use hasn't been used to improve the area / bring in more business. Personally I avoid Wantage and drive out of area to shop... ie Witney where there is free parking with enough free time to shop / browse the shops. Wantage is dying as no one wants to trade there as you feel unwelcome.	It would kill Wantage even further
72	Local Resident	Object	Proposals will deter people from visiting the market place and local small businesses located in the vicinity of the market place. People will go to neighbouring towns where there is plenty of parking and easier access to shops	
73	Local Resident	Object	As a customer of businesses at this end of Wantage, I want access to collect bulky items without having to carry them across town to a remote car park in all weathers. Removal of all parking spaces is excessive and unexplained.	Where were these proposals debated and what options were presented prior to this point? This feels autocratic.
74	Local Resident	Object	This idea is stupid and no one wants	It's stupid
75	Local Resident	Object	It's only for tables and chairs coffee shops and flowers that's all they want in the Market Place. Don't matter about anyone else. This is not France .	
76	Local Resident	Object	Traffic must flow through town to stop congestion in other parts Of Wantage.	
77	Local Resident	Object	The parking needs to stop there as people take the mick out of it but we need our taxi rank, if any council really cared about their citizens they would leave the taxi rank alone it is very valuable to all!!!!!!	
78	Local Resident	Object	It works leave it alone or end up with a dead town centre like Newbury	

79	Local Resident	Object	Wantage does not have a suitable layout to push traffic out of the Market Square. By banning more cars from the centre, businesses will see a reduced footfall and become more difficult to run with problems receiving good.	
80	Local Resident	Object	As a disabled man the taxi rank is a needed service and making it smaller is just crazy. You need to concentrate on fixing the bus service and sort out the problems Wantage have. Not fixing a problem that is not a problem. Non of the businesses want this. To do this yes makes money for the council. But it is taking away money from our businesses eg the taxi companies that work out of the rank that have been here for years. And also who wants to sit outside in winter eating food and drinking coffee. ? Doesn't make sense.	It is suicide for businesses around that area. I am one disabled person in this wonderful community there are many more of us that need that space to be the taxi rank it should be. 4 taxis from 7 sorry that is just wrong.
81	Member of public	Object	Simply that businesses in the town have clear concerns about the deleterious effect and they should and rarely are listened. We need viable businesses to keep the town a thriving area.	
82	Local Resident	Object	We have little parking and fewer accessible parking spaces. Making the town less car friendly will reduce people wanting to shop and congregate in Wantage further reducing the facilities in the town and having a knock on effect to more travelling for those who have access to cars or the finances to get public transport making more families disadvantaged.	
83	Local Resident	Object	I believe this scheme is discriminatory as it affords some businesses to expand onto the road while other local businesses in this area are at a disadvantage for their essential deliveries and collections.	The Council have simply not thought this through sufficiently enough. If they actually went and spoke to the local businesses first and understood where they are coming from, rather than steam rolling ahead to virtue signal a net zero agenda, it would have been much better.
84	Local Resident	Object	Currently there is a lack of parking across Wantage for users of the market place, specifically for people who are popping into a shop, e.g parcel collection at the post office in town. Removal of the 30 min spaces will increase the issues with this. Safety could be implemented better using traffic control methods rather than traffic removal.  Further, by removing access for loading and unloading, the businesses in the off shoot in the market place (location of current taxi rank) will make operation and access much more difficult. This could impact custom, supply, sales, more than it should impact the safety of pedestrians in that area where there are current pavements and the ability to be safe. Across multiple shopping areas I have observed the number of open and functioning shops decreasing, often left empty, or	

			alternatively becoming yet another cafe or charity shop, both of which we have in abundance. Removal of the current taxi rank, HGV loading area, and market square parking seems to predict only negative impacts in my understanding.	
85	As a business	Object	Plans are inadequate and endanger taxi customers and taxi drivers. Disabled parking will be inadequate. Traders who need to access the area to work won't be able to. Deliveries will be a nightmare for businesses. Severely impacts local trade.	
86	Local Resident	Object	There is already limited parking in the square for existing traders. The only people who benefit from the pedestrianisation are the people who use it for trade. There are ample provisions for coffee elsewhere and it has limited use during the spring/summer period.	
87	Local Resident	Object	Think some changes detrimental to local businesses and customers	Think could be left as is without even more changes. It's ok for cafe and Alfred's but what about other shops already affecting them need more parking spaces not less
88	As a business	Object	There is already loads of space been pedestrianised in the west end. The fact of wanting to use more space is crazy. This town needs loads more parking to get more people in and spending money in local businesses. A lot of other business's in this town would love more outside space but aren't given it. The taxi rank is so important in this town and should stay where it's always been	After speaking to a lot of other businesses in the area I can confirm that we don't want this to happen and it could have devastating effects on all local businesses
89	Local Resident	Object	I feel that the already pedestrian allocated area is undersubscribed due to restrictions applied to the businesses within the prescribed area therefore, extending it further would be an absolute waste of money and caused nothing but inconvenient to local residents and businesses directly affected. This would certainly not enhance Wantage market place in any shape or form.	The area to the right of the bear hotel and directly in front of the post office collection point is already pedestrianised, but a waste of space! The money would be better spent rejuvenating in this area and making it more social space without impacting the businesses and residents from your current plan.
90	Local Resident	Object	To have a disabled badge you can't walk more than 50 metres. You have placed disabled parking in areas that contravene this distance and by making the centre area a pedestrianised place you are excluding disabled people. It's disgraceful!	Why do you keep mucking around with the square? Prioritise a better varied shopping experience. No more pizza places, charity shops and hair dressers - we have enough M&Co has been vacant for ages. It's looking run down No incentive to visit it or browse.
91	Local Resident	Object	These relocations and amendments will put a number of local businesses at risk. These independent shops are one of the only tangible reasons Wantage is better than Didcot and other surrounding high streets. If these measures are enforced it'll begin a slow march to Wantage town centre turning into nothing more than a bus stop on the way to Oxford.	
92	Local Resident	Object	Since the pedestrianisation of the far end of town parking is greatly reduced and I rarely use the shops in the town centre as I can't do a quick 'pop' in. Instead I	This is going to further reduce shops trade.



			<p>use Sainsbury's &amp; go no further. I think Wantage Market place is failing miserably &amp; I feel sorry for the shop owners who have decreased trade. There is reduced parking. It is much worse for the elderly/ disabled parking and trade vans are often parked in their spaces ( who are making quick dashes into takeaways). The only shop to gain from taking out our roads &amp; public parking is 'Marmalade', reducing the business of the other cafes particularly the museum. I add that us road users pay our road tax for that area of town.</p> <p>I also hate that if you turn down Church street you have a long drive around tiny narrow streets, to get out. I think this proposal is insane &amp; I don't believe the council listens to the public but has their own biased objective in so many of their decision making.</p>	
93	Local Resident	Object	<p>1. Prohibition of Motor Vehicles: What is the actual proposed benefit of the planned horseshoe shape for the west end of the market square? What are the costs? Pedestrians and diners at the local restaurants are perfectly safe at present with the existing arrangements and space provided.</p> <p>2. Removal of 30-minute time-limit parking spaces: Many locals use these bays, if there is abuse of the time-limit then local enforcement will take care of it. However, I approve of the removal of the single space to the north of Market Square opposite the entrance to the central car park to facilitate the extension of the pedestrian path around the narrow corner onto Mill Street.</p> <p>3. Removal of Motorcycle parking places: Wantage seems to be very popular with the biking community, who enjoy the hilly and open countryside around the town, and they use the market square facilities and local shops. Why reduce local commerce?</p> <p>4. Relocation of the disabled persons' parking places: Considering the increasing age of the Wantage residents, surely more disabled parking places are needed, so keep the existing ones, and find more spaces.</p> <p>5. Relocation of Taxi Rank: Taxis are probably well used in Wantage, and reducing the number of spaces for them is probably going in the wrong direction. Would it not be more beneficial to put the extra taxi spaces in the 30-minute bays at the north side of the market square after the Mill Street junction, as the proposed widening of the path at that corner would allow taxi users easy access to taxis without crossing the road?</p> <p>6. Shared used for Taxi and deliveries: See point 5 above.</p>	<p>There are some merits to the scheme, however, local commerce, shops, taxis, and how they are to operate within the scheme doesn't seem to have been taken into consideration. How do emergency crews shift planters if there is a real emergency in the Market Place?</p> <p>A better use of the money might be to raise the area already used by pedestrians and diners at the far west end of Market Place and fence it off from the rest of the road. Then re-introduce vehicle access to the rest of Market Place for deliveries and pick-ups, perhaps talking to local shops in the area would help to create an impact report.</p>

94	Local Resident	Object	No entry to the town from Alfred street and Church street	Has Taken away convenient PARKING spaces
95	Local Resident	Object	<p>I wasn't sure which ones to tick so please see my comments below.</p> <p>I am in favour of having a pedestrianised area as it has been during the trial period. I was a bit confused as to where the barriers would be, so I went up to have a look and spoke to the owner of the shop called Creations. It appears that they are being moved and loading and unloading times are being restricted. I would like to know why it's being changed. The owner said it works as it is at the moment and changes would make loading and unloading more difficult. I think you need to have a meeting with the business owners and taxis in that area as they have some good ideas and need to be supported. They see how people use the space. Also the owners of Creations have been visiting other pedestrianised usable spaces for ideas (he mentioned Oxford and Ludlow). I think local businesses should be supported in ways that they would like as it's great that we have so many independent traders in the square and it would be a shame to lose them.</p> <p>I was also worried about the access for fire engines, as Alfred street looks very narrow? I looked up how wide a fire engine is and they need 3.7 metres. On your plans it looks like Alfred street is only 2.4 metres wide, plus would they be able to turn into from Mill Street between the buildings? I think there should be a movable access from the market place. I think this needs discussing with the traders and people that live there.</p>	<p>I am in favour of having a pedestrianised area as it has been during the trial period. I was a bit confused as to where the barriers would be, so I went up to have a look and spoke to the owner of the shop called Creations. It appears that they are being moved and loading and unloading times are being restricted. I would like to know why it's being changed. The owner said it works as it is at the moment and changes would make loading and unloading more difficult. I think you need to have a meeting with the business owners and taxis in that area as they have some good ideas and need to be supported. They see how people use the space. Also the owners of Creations have been visiting other pedestrianised usable spaces for ideas (he mentioned Oxford and Ludlow). I think local businesses should be supported in ways that they would like as it's great that we have so many independent traders in the square and it would be a shame to lose them.</p> <p>I was also worried about the access for fire engines, as Alfred street looks very narrow? I looked up how wide a fire engine is and they need 3.7 metres. On your plans it looks like Alfred street is only 2.4 metres wide, plus would they be able to turn into from Mill Street between the buildings? I think there should be a movable access from the market place. I think this needs discussing with the traders and people that live there.</p>
96	Local Resident	Object	The town works fine and causes traffic on alternative roads	
97	Local Resident	Object	Wantage town centre already has limited parking spaces - this proposal would cut this down even more. The fact that the existing spaces are well used indicates their importance to the public	
98	Local Resident	Object	<p>Why has this been proposed? Who will it benefit? Not the Public, not the Businesses not the Market Place The adjacent businesses strongly oppose this new scheme. It is detrimental to their business So listen to them.</p> <p>The west end of the market place already has a very adequate pedestrianised area.</p>	<p>Stop wasting our money on extravagant schemes that are useless and ill considered. We DON'T need more pedestrianised Areas Use the money to help regenerate the businesses and fill empty shops. Make Wantage Buzz Don't kill the town Revive it. Exclude the Car, exclude the people</p>

			<p>We do not require it expanded at the loss of taxi spaces ( 7 down to 4 ) of which 2 spaces have to be shared with lorries unloading the removal of 30 min car parking and Prohibition of motor vehicles.</p> <p>With insufficient traffic warden presence illegal parking will be rife and taxi / unloading area will be massively congested especially as the island is being extended making an even smaller area.</p>	
99	Local Resident	Object	<p>There is no access from Church Street and Alfred Street into the Market Square which makes it extremely difficult for access to and from the church, especially for funerals and weddings. This was not a good idea. It is not fair on other businesses particularly The Dolphin Gallery who rely on EASY ACCESS for deliveries. It is not helpful for the many people who need to make purchases in the town when they have very limited time.</p>	<p>It is a waste of time and money. It was fine before you blocked off Church St and The Alfred St 's approaches to the Market Square. I objected to that and I object to further proposals. I object to my money being used in this way!!</p>
100	Wantage Town Council	Support	<p>Wantage Town Council strongly supports the amended version of the scheme for permanent pedestrianisation of the West End of Wantage Market Place which will enhance the town centre environment, allow for outdoor cafés and events, and increase its attractiveness to residents and visitors.</p> <p>The Council specifically welcomes the proposed general loading arrangements which should benefit businesses in the area. The changes to the taxi rank are a proportionate measure to allow for these loading arrangements. The adjustments to the traffic island will facilitate these new arrangements.</p> <p>The retention of the relocated disabled spaces is welcome and the remaining proposals are necessary in order to implement the scheme.</p>	<p>Please see text under section 3</p>
101	Local Resident	Support	<p>I support all the proposed changes except removing the disabled parking spaces. The reason people have them is because they cannot walk far so moving them elsewhere does not help when you want to go to the west end of the square! (If you could stop non-disabled badge holders from parking in disabled spaces this might help!!!!)</p>	<p>Love the pedestrianised area with cafes and pub. As a disabled person I do need to park near that end to take advantage of the entertainment held there and use the cafes and bars.</p>
102	Local Resident	Support	<p>The rearrangement of the parking bays will lead to the only step-free street crossing in the western end of the market place to be potentially blocked by parking vehicles. Please consider moving the step-free crossing sites e.g. to next to the planters or removing</p>	<p>In general, making the pedestrianisation permanent is much appreciated.</p>

			the sidewalk-step in the pedestrianized area altogether. It is important to maintain step-free options to enable safe crossings for the large number of both, parents with children/push chairs and elderly persons with mobility scooters.	
103	Local Resident	Support	Great scheme. Safer for pedestrians and lovely open space for relaxing and having a coffee. Better still, make whole of Market Square pedestrianised.	In "geenral" we wholly support the scheme.
104	Local Resident	Support	The temporary arrangement has proven to be a great success and should be enlarged and made permanent	
105	Local Resident	Support	I have found the outside seating area to be a factor in inducing me to visits Wantage centre and I have also enjoyed the Summer street performances, eg Wantage Silver Band.	I would welcome an extension of the scheme to the whole south side of the market place and part of Newbury street as I believe, on balance, it would enhance the experience of visiting the town centre.
106	Local Resident	Support	I think the trial has worked well, and welcome the opportunity for permanence with some tweaks, which I consider to be beneficial.	Nothing to add. I think the proposal looks good.
107	Local Resident	Support	Having lived in Germany and frequented the Nederland a lot it's so much nicer to sit and have coffee, cake and a conversation without exhaust fumes around you. The towns, villages and cities are plenty busy and having lived in these places it most definitely didn't affect the businesses. Also it would level the playing field for other businesses to have space to trade as well.	
108	As a business	Support	The parking bays within the closed area have been unusable for 2 years now so no change there. As a business within this area with no rear access we need the front of shop loading and unloading capability.	Now the closure is permanent the area needs to be made safe and inviting for use. Path levelling or drop kerbs for wheelchair users and some extra greenery would help.
109	Local Resident	Support	The closed area of the square has been great for Marmalade Cafe and King Alfred's Head pub. It gives residents a nice quiet central area to walk. I support all of these amendments, and would hope that eventually, all of Market Square could one day be closed to motor traffic.	This scheme will help make the town centre friendlier for pedestrians and more attractive for tourists to visit. Wantage is a beautiful market town and could attract tourists like Burford does, if it tried!
110	Local or County Cllr	Support	I still feel loading / unloading space is essential near Campbell's / old Barclays Bank for those local businesses at that end. There's many places a taxi rank could be. Why isn't it somewhere like Sainsbury's car park or beacon car park which is a very short walk or repurpose the spaces outside the boat / domino's to be loading / unloading / taxi. The bistro style seating areas are a lovely addition and needs to be expanded to help promote those businesses and uptake of their offerings.	There is no need to park in central market place. There is a lot of additional parking around. I do worry slightly about the bus space, and if the buses would fit as sometimes there's 2 in that zone at any one time. Couldn't the central parking area be a better bus stop / loading and unloading. How could that work on market days ?
111	Member of public	Support	The outdoor seating area for the cafes is fantastic. I imagine that if this proposal is approved, then the outdoor seating can be invested in such that it is	I would suggest that permanent street food stalls in the gyratory roundabout would be beneficial for Wantage - in

			appropriate for more of the year (heaters/rain cover etc).	the same style as Dish in Harwell Innovation campus. This could easily coexist with the Wed and Sat markets.
112	As part of a group/organisation	Support	<p>The historic centre of Wantage is blighted by through-traffic, most of which is not even destined for the centre of town. There is now strong, reliable evidence that re-balancing 'High Streets' in favour of pedestrians, cyclists, mobility actually INCREASES retail footfall. Therefore any proposal which discourages through-traffic and makes 'active travel' safer and more attractive is to be strongly welcomed, both for business, and for general amenity.</p> <p>It is a pity the proposals do not go further. For example, the width of the footways on either side of the Mill St where it enters the Market Place will still be only just over one metre, FAR too narrow for busy town-centre footways. Here a choice could have been made, for example, to prioritise pedestrians (as mandated by council policy) and widen the pavements more. The resulting narrower roadway could have been marked for single-file traffic (eg with direction 'priority' signs). Such a measure would have helped to discourage through-traffic, and would have indicated a firm policy direction towards reclaiming the town centre for people, not for cars.</p>	Please, please bring forward further proposals to continue the re-balancing of the Market Place and its surrounding streets away from through-traffic, and in favour of people walking, cycling and wheeling. Taking such measures has been shown elsewhere to be good for retail business.
113	Local Resident	Support	Generally a very good idea. Why not make all of Market Square a pedestrianised area.	
114	Local or County Cllr	Support	<p>The pedestrianised space has been welcomed by many local people and creates a public space where open air events can happen as well as providing open air cafe space. Making the pedestrianisation permanent gives certainty for future planning of its use and makes a major contribution to the attractiveness of the area and the town as a whole.</p> <p>The adjustments to loading, taxi and disabled spaces are sensible and in particular the permitted loading spaces will assist access to those businesses in the area that require it.</p>	The attractiveness of Wantage and the success of its businesses are interlinked and rebalancing the use of space away from cars towards pedestrian use makes a major contribution.
115	Local Resident	Support	The above reflects the changes required relating to the pedestrianisation of the western end of the Market Place.	Changes are required. The current situation is a free for all.
116	Local Resident	Support	I am speaking in favour of the pedestrian scheme proposed for Wantage Town. The pedestrianised area has become highly valued by residents and if approved tonight the Town Council would be able to set about works to improve the look and feel of the area in line with the approval to the benefit of residents and local	Please make this permanent

			<p>businesses.</p> <p>The scheme has now been running in a temporary format for a long time - approximately three years, and I would judge it to have been successful.</p> <p>My understanding that vehicles being able to have designated spaces during loading periods feels like a good compromise proposed by the Traffic Officer.</p> <p>This feels like a really good step for us reclaiming the Town Centre for people rather than for vehicles.</p>	
117	Local Resident	Support	<p>We need to do more to discourage car use in general. The town centre is served by enough buses and people should be prepared to walk or cycle. We are too dependent on car use in society and small market towns are best placed to lead the way for further pedestrianisation. Car owners are drivers wrongly enjoy a sense of entitlement to use their cars for all journeys and this new scheme will help to remind people to use their feet and other methods of transport, whilst still some provision for those who cannot remain (taxi rank, bus stop)</p>	<p>As per my comments above, I feel very strongly that car owners and drivers should have their sense of entitlement removed. We are in a climate crisis and these small measures to encourage foot traffic to what could be a beautiful market town should be embraced wholeheartedly. We need change and that can only be implemented in small measures such as this, all residents should be behind this and any who are not should be encouraged to see the benefits of such a scheme.</p>
118	Local Resident	Support	<p>The pedestrian scheme is such an improvement over what was there. It would be brilliant if it could go further and pedestrianise the whole town centre.</p>	<p>Please pedestrianise the whole town centre</p>
119	Local or County Cllr	Support	<p>It has taken a long time, with many potentially conflicting interests, to reach an eminently sensible proposal</p>	<p>I look forward to it being put in place, with clear benefits for the majority of local residents and businesses. Please spell general correctly!</p>
120	Local or County Cllr	Support	<p>As a resident of Wantage for 20 years, I have found the recent pedestrianisation one of the best changes to the town. I have regularly enjoyed sitting outside in the sun, enjoying the atmosphere and local entertainment. It has even been a pleasant experience in winter with patio heaters providing comfort. These changes are slowly bringing life back into the town. They attract people to come and enjoy the market and browse local shops. It is clearly having a positive impact on the local economy.</p>	<p>Wantage has an opportunity now to change its economic future. With other local towns investing in shopping areas, there is a real need to develop a unique culture in Wantage that will attract visitors and support local businesses. Businesses such as Marmalade are clearly benefitting from additional seating in the first instance but the knock on effect is to create a vibrant and lively market square. This can only be a good thing for the local economy in the town.</p>
121	Local or County Cllr	Support	<p>The previous temporary scheme proved overwhelmingly popular with residents and provided a haven of traffic free public space in an otherwise congested Market</p>	

			Place. Expansion will allow more events to be held in this area thus increasing footfall for local businesses. studies across the country have proven that pedestrianisation increases turnover for local businesses.	
122	Local or County Cllr	Support	Improve area for pedestrians, reduce traffic through town centre, encourage walking, cycling and public transport	Keen to see further pedestrianisation in the future if public support is there
123	Local or County Cllr	Support	I have been a resident for the last 49 years and I have lost count of the number of times local people have said just how much better the market place would be with more pedestrianisation. This has been proved extremely successful at the West End of the market place	I truly believe this scheme will enhance the town and start making it a destination rather than just a pass through. With more pedestrians local businesses will start to thrive again
124	Local Resident	Support	I want the town centre to be an ideal place to socialise. I want my grand children to be safe.	
125	Local or County Cllr	Support	the temporary closure gave great enjoyment to local residents, the cafes and the music events which could use the area - so enhancing the attractiveness of the town to residents and visitors alike	hopefully the start long term of further pedestrianisation of other areas of the market place and newbury street
126	Local Resident	Support	I'm in favour of increase Pedestrianisation in the Town Centre	Seems logical.
127	Local Resident	Support	The market place is a much pleasurable place to be with reduced traffic levels.	
128	Local or County Cllr	Support	Hugely improves market square which is open to cars with a small area without cars. outside space for cafes which are well used by residents and visitors who are more likely to visit the displays of the close by local shops and walk through our local museum and parish church. Space also used for occasional open air concerts by silver band. Supported by town council consultation.	
129	Local Resident	Support	I think it would be good to keep the market place free of traffic	
130	Local Resident	Support	My family are in favour of these proposals. They would make the town centre a better place for the community to socialise	
131	Local Resident	Support	To enhance the town.	
132	Local Resident	Support	I am a teenager and it's nice to keep the peacefulness	
133	Local Resident	Support	Prioritising pedestrians over vehicles is a great step forward to, hopefully, closing the whole of the south of the market place to traffic.	Do not need vehicles in the Market Place. Cars cannot park in the Market Place when there is a market in town and everyone copes with that.

134	Local Resident	Support	Greater pedestrianisation whilst preserving disabled access and public transport.	
135	Local Resident	Support	<p>The proposal is excellent as it extends the traffic free area of the Market Place. I do have a concern re a shared Taxi/Loading bay; this has the potential to be an area of 'conflict' between the loading and taxi uses. Better to have specific loading/off loading times of day eg loading between 7 and 10am.</p> <p>As a resident of the Town I very much welcome the pedestrianisation of this area and would want other areas of the Market Place to be similarly traffic free. I would like to see the existing tarmac area within the proposed scheme replaced with increased permanent planting, to include trees, and a more informal surface such as stone flags, with seating. In this way a relaxed, calm area will be created safe from traffic pollution and noise.</p>	<p>I have another concern in relation to the overall scheme. Incrementally increasing the pedestrian area of the Market Place is great and long overdue but why stop there? With the new northern link road, from Mably Way to A417 east of the Town, local traffic patterns will change and the need to drive through the Market Place will I suspect, and hope, reduce.</p> <p>Rather than a piecemeal approach to the Market Place, there is a need for a more strategic plan for the centre, taking into account and encouraging changes in traffic flow, the need to discourage car borne journeys whilst adequately providing for Market Place businesses and their customers. I see no reason that, hopefully in the next phase of Market Place pedestrianisation, proposals will be more broadly based about the overall environment of the Market Place. Limiting parking to designated existing parking areas around the Town, discouraging through traffic and encouraging more people to come and enjoy the Market Place as a pleasant area to relax in and support the local economy.</p>
136	Local Resident	Support	I believe that it's long-overdue that our town centres be reclaimed from the tyranny of motor vehicles inasmuch as this can be reasonably done consensually.	The trial run of the pedestrianised area has been a great success and has seen a cafe culture develop in that part of the market place. Its use for concerts and stalls is also most welcome.
137	Local Resident	Support	I am supporting the proposals as I feel the town centre would benefit from being pedestrianised. The busy traffic is a health and environmental concern and to have Cafe seating outside, with live music and entertainment on occasion can only improve the footfall for the corner by the church	
138	Member of public	Support	Taxis can park at rear of Sainsbury's, get rid of motorcycle spaces and install larger bays to support parents with children.	
139	Local Resident	Support	In support I would like to see the town square free of traffic in the future	I would like to see the square traffic free and encourage a cafe alfresco vibe to the town
140	Local Resident	Support	I agree with the proposals and believe it is right for the town	
141	Local Resident	Support	<p>I enjoy the independent businesses at this end of town and they have stated that delivery issues may cause them to close.</p> <p>I very much enjoy the pedestrianised area and visit it frequently. I would visit less so if the traffic were allowed back.</p>	<p>Please ensure the local businesses are supported.</p> <p>Please also fix the traffic road signs along the Cloisters side of the scheme - these are still showing one way which causes confusion to drivers.</p>



142	Local Resident	Support	I wish to express my support for pedestrianisation of the market Square and the resulting creation of safe spaces for public use. The loss of disabled spaces is regrettable but could be accommodation through conversion of other spaces in the market Square.	
143	Member of public	Support	It is a lovely place to sit and listen to the band on Sundays it brings people to the town who wouldn't otherwise go. There is a need to ensure deliveries and pickup can be made for existing shops	
144	Local Resident	Support	My only concern is adequate delivery & loading space for the businesses, providing this is provided I think this area works well as a pedestrian area.	
145	Member of public	Support	I like the fact the area is currently pedestrianised and think the plans will improve this further	
146	Local Resident	Support	I believe that the pedestrianisation of the Market Square should continue and if anything it should expand to include the whole side of the Square where The Bear sits. To allow along that stretch only buses and taxis and to make the other side of the square two-way traffic as it has been during periods when the fair has been set up there.	Fully support it!
147	Local Resident	Support	My wife and I have really enjoyed using the space outside at this end of Wantage. It is peaceful and a lovely place to sit and talk. It's nice that Wantage now has such a space but I would likely to see this expanded further if possible.	
148	Local Resident	Support	The driving around market square prohibits my enjoyment of using the town with my children as we are constantly worried about cars.	Strongly support pedestrianisation
149	Local Resident	Support	Support due to the better usage of the location to create a more social use of the space.	
150	Local Resident	Support	The west-side of the market place being open and safe for pedestrians has been fantastic. It boosts business revenue in the summertime and gives a warm feeling to the town which is slowly increasing in industrial buildings. I think this should be kept, by doing so we are following suit to other countries where pedestrians /restaurant tables can be.	
151	Local Resident	Support	Allows for a safer and more enjoyable environment	
152	Local Resident	Support	It is so much better than when cars were allowed to use the route and park in this area.	The removal of cars and traffic has made this space an oasis of relative calm in a hectic Market Place. Allowing cars to use the area and park would see the potential loss of the outdoor pavement licence spaces enjoyed by businesses such as Marmalade and Blackbird. All studies

				show that pedestrianisation increases footfall and is good for businesses.
153	Local Resident	Support	It's very nice to have a space which is not dominated by car and being able to sit outside.	
154	Local Resident	Support	Creates a much nicer ambience and atmosphere in the area.	I think more of the market square should be pedestrianised.
155	Local Resident	Support	On the whole I support the move to pedestrianise the town further and feel there will be many benefits both to visitors to the town and also businesses. I think allowing motorcycle parking does less harm and would allow smaller vehicles to do some deliveries and personal bikes will have expensive safety equipment like a helmet which they will not want to leave on their bike out of town/sight.	I really hope that progress is made with getting some leaves of pedestrianisation in place. Good luck
156	Local Resident	Support	Town is a much better place to visit since initial implementation of seating	
157	As a business	Support	The reason there is local opposition from the west end businesses and in particular Dolphin Gallery, Creations and Marmalade is that prior the first part of pedestrianisation they would park their own vehicles in those spots all day long. No customers were ever able to park. They are being vindictive and spiteful. Nothing but troublemakers. I fully support the entire town centre being pedestrianised. This will bring and has been proved to increase footfall into a town.	It will make the centre of the town more environmentally friendly, safer and bring a vibrant outdoor dining scene to the town.
158	Local Resident	Support	The temporary arrangements have been working well and the proposed changes would continue / extend this. I think the proposals give adequate provision for deliveries, taxis and accessible parking.	
159	Local Resident	Support	I am supporting the proposals as I feel that the temporary measures that have been in place for a while now have created a pleasant and well-used pedestrian area. The proposed scheme will expand this area, which I feel will improve this area further	Whilst I am supportive of the proposed scheme, it is imperative that arrangements made for access/deliveries to businesses located within the pedestrianised area are entirely suitable, in order to support local businesses, and not just a token solution that may in fact hinder their success.
160	Local Resident	Support	Reduction in town centre traffic is good. The outside seating area has been enjoyed by many. The Wantage Silver Band outdoor summer concerts have been great.	
161	Local Resident	Support	I think pedestrian areas where people can sit outside are great. Aren't enough of them. Great for markets too.	
162	Local Resident	Support	I am very much for the pedestrianisation of the west end of Wantage Market Place.  I do share the traders concern about loading/unloading.	

			<p>In this regard:</p> <ul style="list-style-type: none"> <li>- I have seen one of the existing planters moved out of the way so that there sufficient space such that a lorry carrying, for example, drinks for the pub is able to get through and unload. It is not clear to me that this will be possible in the new arrangement but it is a requirement.</li> <li>- The need for short-term stopping for loading/unloading smaller vehicles (vans &amp; cars) is clearly required. It is not clear to me how well this will work under the new arrangement. In particular: <ul style="list-style-type: none"> <li>- As far as I can see the parking bays shared with the taxi rank means that in the day there will be space for just two taxis, and in the evening four. This may be sufficient - I don't know the usage.</li> <li>- The loading/unloading bays have a max. 1 hour, no return with an hour limit proposed. Again, it is not clear to me how well this will work. Might a 30-minute time be more appropriate for example? Will these be clearly labelled as for loading/unloading and what measures can stop them just being used for parking?</li> <li>- Reducing the size of the planter may well help things and I have no objection to this.</li> <li>- Whatever form the barrier across the end of the area takes it must allow mobility scooters and double-buggies to have access.</li> </ul> </li> </ul> <p>Regarding the arrangements at the top of Mill Street: This is currently a very bad pinch point for pedestrians and cars. Giving pedestrians a bit more space and re-working the layout as proposed is worth a try. In particular there may be better visibility of and for pedestrians crossing the road in the new arrangement, which would be welcome.</p> <p>If these re-arrangements go ahead their effect needs to be monitored and possible further adjustments made.</p>	
163	Member of public	Support	<p>I am fully supporting these as I would ideally like to see much greater pedestrianisation of the Market Place. a rethinking of the area where Pedestrians are the priority. Not to get rid of cars but restrict their use and movement through the area. This is just a start</p>	<p>From what I can tell, in spite of some noisy voices against, the majority of town users are very supportive of this. The value of the Pedestrian Pound needs to be better communicated and this will be a true asset to the town. The council have worked very hard on communicating via their newsletters and face to face conversations. I suspect that a couple of the negative voices are not recognising that the issue is their business acumen not a space that townsfolk love to use. This is the way forward for a healthy and happy future for our market towns</p>
164	Local Resident	Support	<p>I like the seating area and would see it expanded if possible</p>	

165	Local Resident	Support	The existing pedestrianisation scheme has been a great success and has made that end of the Market Square a much more pleasant environment for local people and visitors to spend time	
166	Local Resident	Support	The pedestrianisation has been wonderful in injecting a real community feel to this part of town. After the isolation of Covid, this is much welcomed and promotes wellbeing and people's mental health. Plus it definitely attracts more business as aesthetically it looks so much better than before with all the parked cars. The beacon car park is only seconds away! Park there!	
167	Local Resident	Support	Really enjoy the pedestrianised area. Feels safer, space for children to run about in whilst having a coffee etc. You could never see around that corner by the church and felt like you could easily have an accident with a car.	
168	Local Resident	Support	There are too many car users in the area and many do not follow speed restrictions, especially while going around the corners in the market place which has led to a couple near misses when I've crossed the road. The area is also a beautiful and historic, which feel more peaceful without noisy cars and parked ones spoiling the environment. I think there also needs to be more of a push to get public transport in the best shape it can be - for example running the X36 on a Sunday, more regular S9 buses in the evening, and obviously progress on a local train station would be even better	
169	Local Resident	Support	This will improve Wantage market place and public realm	
170	Local Resident	Support	The existing pedestrianised area has been a great asset to the town. It makes the area much nicer to walk through and makes access to the businesses safer, without the fear of vehicles on narrow streets and pavements. Making the zone permanent and expanding it will provide a better experience for town centre users. Other towns that have pedestrianised areas have seen footfall increase because the retail environment is more pleasant. This can only be a benefit to all residents, businesses and the environment. I wholeheartedly support this proposal and look forward to its implementation.	I hope this is the start of wider pedestrianisation of Wantage Market Place. I look forward to further developments in the coming years.
171	Local Resident	Support	I fully support these amendments because any further pedestrianisation can only be good for the town as a whole. Of course some people will have to make changes to the way they operate their businesses or receive deliveries, however we are in climate crisis and anything which further discourages cars and pollutants from a market square can only be a good thing.	This appears to be highly contentious for the business owners who appear to object based on concerns about deliveries. People always resist change, there was uproar about the first closure of west market place and that has brought so much good to the town and its residents, as well as businesses and visitors. We all need to adapt and

				small business owners are no exception - let's make it work for the sake of our town, the people and the planet!
172	Local Resident	Support	Removal of ascribed parking places will lead to maverick, illegal parking in the square and approaches.	
173	Local Resident	Support	I support the pedestrianisation of the Market Square as I'd like to see it become a more pleasant environment and people happy to spending more time in the centre	
174	Local or County Cllr	Support	I think it will become a vibrant area of town and allow for better provision of markets and events	My one concern is the potential for parking around the physical barrier on Alfred strett
175	Local Resident	Support	Wantage is lacking so much but we do have an area where we can have an, all be it small, outside café culture. Please don't change that.	
176	Local Resident	Support	The pedestrian area is brilliant and such an asset for the town. Please make it bigger!	Do the whole town centre
177	Local Resident	Support	It's good for the town	Can it be made bigger
178	Local Resident	Support	It's really good	More like this please

**From:** Sweeney, Andy - Oxfordshire County Council  
**Sent:** 12 June 2025 13:45  
**To:** Martin Gillott REDACTED  
**Cc:** REDACTED  
**Subject:** RE: Wantage town centre

Hi Martin,

Thank you and yes it was a pleasure to see you all and listen to any concerns from your Chamber and wider Wantage interested businesses.

Your understanding is correct that we will be developing plans and ideas post 26 July for the wider area to create a master plan. We will hopefully be engaged hand in hand before the 26<sup>th</sup> during the engagement process, and afterwards, all the way through this year as we bring together the masterplan, or different options.

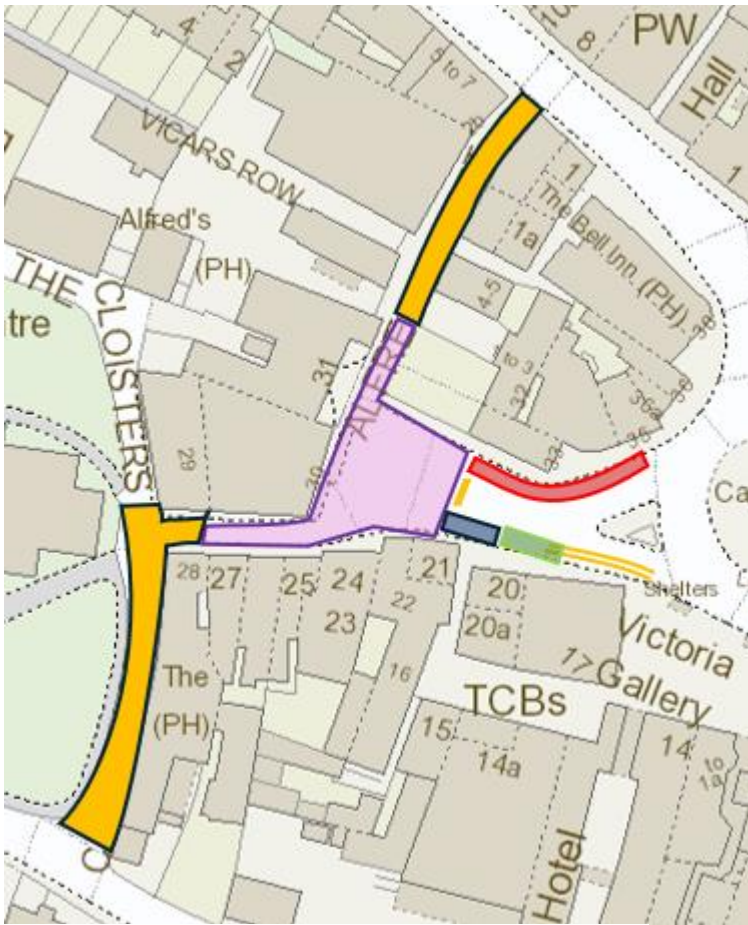
The project team will be with you, and the community outside of the Chamber during the course of this year while together we work through the process of bringing forward a finished masterplan. We really understand that the process of change can sometimes be difficult and concerning. The best remedy for that is to be involved, be engaged and ask questions as a critical friend. Our inboxes will be open to you, and hope to see you at any organised meetings or events. I'm also happy to attend any Chamber meetings to provide any progress updates, bringing along any work outputs as we generate them. We are trying an enhanced, co-productive approach when it comes to the Wantage Market Place project, trying to work with a community to make a place better, rather than thinking we know what is the best and moving ahead with that option regardless.

We are also here to challenge expectations and traditional ways of thinking when it comes to local economy, transport and town centre management, as I'm sure you will challenge us on engineering, safety and other matters. Disagreement, resolution and conversation is all completely acceptable, encouraged and completely fine!

Thank you for confirming your active participation throughout the project and we are also eager to meet with as many members of your community as possible, developing any plans together so that surprises are kept to a minimum. During the engagement process we will be sure to meet with your members again as part of the process to look at their needs, their desires and any red lines they may have. As stated at the recent chamber meetings, there are push and pull factors impacting on the space from the business community and other groups – some people will be disappointed, others will be happy and meeting somewhere in the middle to help the community as a whole is our aim.

Claire and I will be working through the questions in the next few working days to try and get this information to you as soon as possible, as well as some revised slides so your members are able to refresh their memories. With regard to the 2023 Consultation for Market Place West End, I can confirm that for the time based on work in other areas that this level of engagement was indeed expected and probably above the norm. With our 2025 project, with 16,000 homes receiving the town letter, separate postage to more local addresses and the posters in the area, I'm hoping for a few more responses.

I am happy to add that the recommendation for the West End, heading to for cabinet decision on 17 July is based on the current arrangement as it is at present, and no changes will be made to the parking, disabled bays, taxi rank present without further, legal process.



Market Place West End



Should the recommendation to make the order permanent go ahead, the businesses street trading in that area will have some certainty regarding investment in tables and chairs, and we can look to remove unrequired signage and install ramps for access following work with the accessible community and business owners.

I mentioned in the meeting that there was possibility to change the parking / disabled bay arrangements to install a dedicated loading bay in their place. If this is a desire from the independents in West End then I can begin looking at alternatives for disabled parking, working with that area of the community and raise an order to go out to consultation and make the change.

Hopefully this answers your comments below, if you need any clarity then please let me know.

If you could please return a position statement based on the above I will be sure to include it within the Cabinet Decision Report.



**Andy Sweeney**  
**Team Leader Place and Planning (South and Vale)**  
**Oxfordshire County Council**  
**E: REDACTED**  
**W: [www.Oxfordshire.gov.uk](http://www.Oxfordshire.gov.uk)**

**From:** Martin Gillott REDACTED  
**Sent:** 12 June 2025 12:17  
**To:** Sweeney, Andy - Oxfordshire County Council  
**Cc:** REDACTED  
**Subject:** Wantage town centre

**CAUTION:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Andy,

Thank you for your presentation last night regarding the consultation on proposed changes to enhance Wantage as a destination for shopping, dining, and commerce. We appreciate Oxford County Council's recognition of the Chamber's role in representing the business community and our history of active participation in town development initiatives.

The Chamber is committed in principle to working collaboratively with the Council on this important matter. We recognise that successful town centre revitalisation requires genuine partnership between local government and the business community, and we welcome the opportunity to contribute meaningfully to this process.

We understand that detailed proposals are not yet available and that these will be developed as part of the next stage of the process (post 26 July). Our members are aware of this timeline and are keen to understand the impact of proposed changes as they develop at each stage of the consultation.

The Chamber remains enthusiastic about participating in this consultation - as you may have gathered from last night's meeting. Many of the businesses who were there are independently owned businesses that will feel the impact of the changes (hopefully positive) but are nervous that this is something that could also affect them negatively.

At this preliminary stage, we can confirm the Chamber's commitment to active participation throughout the process. Our members are eager to engage constructively as more concrete details become available, ensuring that the business community's voice is heard and their practical concerns are addressed as proposals take shape.

We look forward to receiving a reply to the questions that were asked last night that needed more detail and will pass these along to our members as part of our continued communication about the consultation. Particularly this refers to the 2023 Consultation results you referred to which very



much surprised our members in volumes of return and outcome, as at the time it immediately led to an unconditional withdrawal of the existing scheme.

For your plans to get OCC Cabinet approval for closure of the existing pedestrianised area on 17<sup>th</sup> July, Wantage Chamber of Commerce would endorse this as long as you can categorically state by reply that this road closure will not extend beyond the current barriers, or include the current loading areas and taxi rank up to the triangle, and that it will remain open for taxi's, delivery van and customer access as it is now for the foreseeable future? Also please confirm that this access cannot be removed until further planning has been fully consulted upon and agreed with the Chamber and local community. Look forward to your response on this matter.

Kind regards  
Martin Gillott  
Vice Chair Wantage Chamber of Commerce