

Division(s) affected: *Witney South & Central*

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

**09 OCTOBER 2025**

### **WITNEY: WELCH WAY – PROPOSED RAISED PARALLEL CROSSING**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the installation of a raised Parallel Crossing on Welch Way in Witney, located east of its junction with the A415 roundabout, as advertised.**

#### **Executive Summary**

1. This report presents responses received to a statutory consultation on proposals to introduce a new Parallel Crossing (consisting of a zebra crossing for pedestrian use only, with an adjacent parallel priority cycleway) on a raised table (ramp gradient of 1:15, and table height 75mm) on Welch Way, located approximately 12 metres east of its junction with the A415 roundabout junction with Welch Way, Corn Street, Ducklington Lane , Curbridge Road and Tower Hill , as shown in **Annex 1**.
2. The objective of the scheme is to both improve the safety and amenity of pedestrians and cyclists crossing the Welch Way arm of the roundabout (noting that there is existing shared use cycle track on Welch Way on each side) and also – by reducing the speed of vehicles entering the roundabout from Welch Way – to reduce the risks of vehicles failing to give way to cyclists choosing to remain on the roundabout, which has been a long term issue at this entry.

#### **Sustainability Implications**

3. The proposal has been put forward to help improve road safety in the area, as well as helping to encourage more 'active travel' choices i.e. those journeys made by walking, wheeling and cycling.



## **Financial Implications**

4. Funding for consultation and the proposals themselves has been provided by the County Council's Vision Zero safety programme.

## **Legal Implications**

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

*Comments checked by:*

*Jennifer Crouch (Head of Law - Environmental)*

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## **Equalities and Inclusion Implications**

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

## **Formal Consultation**

8. Formal consultation was carried out between 06 August and 05 September 2025. A notice was published in the Witney & West Oxfordshire Gazette newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, West Oxfordshire District Council, local District Cllr's, Witney Town Council, and the local County Councillors representing the Witney South & Central, and the Witney West & Ducklington divisions.
9. Letters were sent directly to approximately 100 properties in the immediate vicinity, and public notices were also displayed on site.
10. 65 responses were received via the online survey during the course of the formal consultation, comprising of 27 objections (41%), 11 partially supporting (17%), 24 in support (37%), and three raising no objection (5%).
11. Additionally, a further six emails were received directly, with Thames Valley Police raising concerns, stating that the new layout could increase collisions for traffic leaving the gyratory giving precedent to pedestrians and cyclists



crossing. Oxford Bus Company (Pulhams Coaches) raised no objection, confirming that the specifications of the raised table and transitions are those they recommend, and as such should pose no particular difficulty or risk for them or customers.

12. The 'Planning & Development Committee' at Witney Town Council submitted their support, welcoming any measures that reflect the changes to the Highway Code giving priority to pedestrians and cyclists at junctions and thus greater protection.
13. 'Unlimited Oxfordshire' – a group to help make life in Oxfordshire easier to live for those that have a physical or sensory disability – offered no objection, suggesting that the 'Belisha' beacons should be enhanced with LED or similar lights around the globes, and that the road markings should be refreshed regularly, a further email response raised concerns regarding how the scheme would increase active travel, and what risk assessments & traffic surveys had taken place, whilst a local resident offered their support.
14. Oxfordshire Cycling Network expressed support for the scheme with their viewing it as a significant improvement for both pedestrians and cyclists, and specifically noted their support for the crossing being placed on a road hump. Their response also suggested that the parts of the crossing to be used by cyclists is surfaced in red to highlight their presence, citing an example in Buckinghamshire where they consider this has been used to good effect.
15. The remaining responses were from members of the public, most of whom were residents of Witney. The views of those expressing an objection or concern on the scheme mentioned the lack of need and the scheme being a waste of money, and also safety issues due to the crossing being sited close to the roundabout entry / exit, with risks of for example shunt type collisions. Other grounds for objection etc. were the increase of vehicle noise and emissions due to more stopping and starting as vehicles stopped and moved off having given way to those on the crossing.
16. One very detailed response from a member of the public expressing an objection noted that the provision for cyclists on the immediately adjacent road network did not comply with the national guidance on cycle provision (Local Transport Note 1/20 Cycle Infrastructure Design- LTN1/20) and also noted that – applying this guidance – the proposal would be categorised as not suitable for all people and will exclude some people and/or have safety concerns. This response also noted that a raised parallel crossing requires authorisation from the Department for Transport.
17. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.



## Officer Response to Objections/Concerns

18. The safety concerns of Thames Valley Police and other respondents on the proximity of the proposed raised parallel crossing to the roundabout are noted; experience at other locations in Oxfordshire with zebra crossings sited similarly close to a roundabout has been acceptable and the proposed placing of the crossing on a road hump should further reduce risks without – as noted by the bus company response referencing the proposed detailed design of the hump ramp gradient and height - resulting in discomfort etc. to vehicle occupants passing over the crossing. Experience of these crossings also suggests there will be no material increase in noise or emissions, a concern raised by a member of the public.
19. As requested in the Oxfordshire Unlimited response, it is intended to provide LED 'halo' beacons to enhance the conspicuity of the crossing beacons.
20. The suggestion by the Oxfordshire Cycling Network for the use of red surfacing on the part of the crossing being used by cyclists will be considered as part of the detailed design.
21. The comments made by a member of the public on the adequacy of the provision for cyclists in the adjacent road network are noted and accepted but are not considered to be a reason for not proceeding with the scheme. Specifically on the concerns on the amenity and safety of users of a parallel crossing at this location, it is agreed the LTN1/20 guidance would – given current traffic flows on Welch Way (approximately 9100 vehicles per day) exceed the 8000 vehicle per day threshold and therefore categorise the proposal as not being suitable for all people and will exclude some people and/or have safety concerns. However, the proposed provision of a raised crossing should – as noted in the Oxfordshire Cycling Network response - significantly reduce risks. It is also confirmed that Department for Transport authorisation for the raised parallel crossing has been sought and obtained.

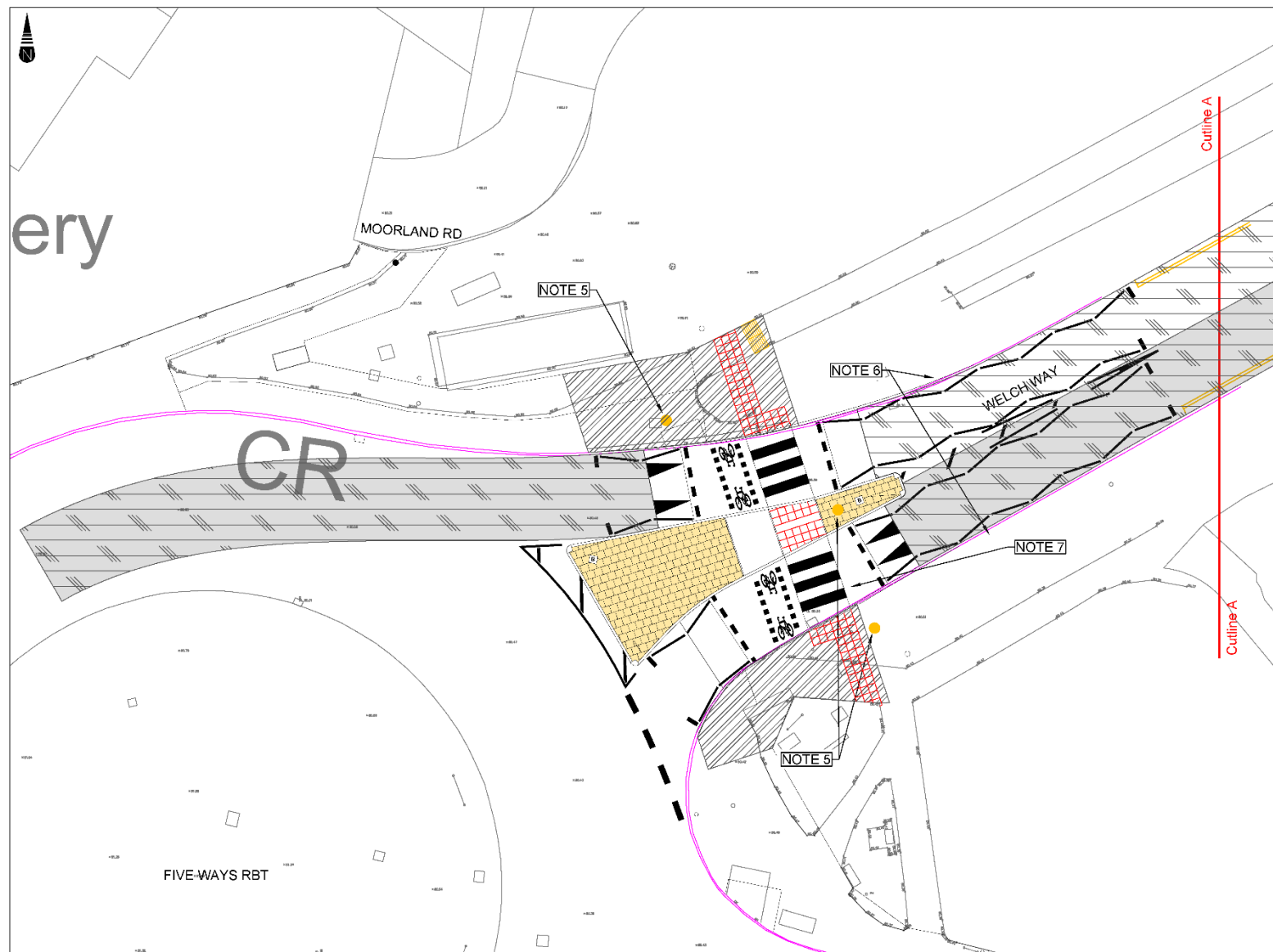
**Paul Fermer**  
**Director of Environment and Highways**

Annexes	Annex 1: Consultation plan
	Annex 2 Consultation responses

Contact Officers: Anthony Kirkwood (Team Leader – Vision Zero)  
Daron Mizen (Operational Manager – Highway Schemes)

October 2025





## Key:

- New Kerb** - Refer to Kerb and Footway Layout 202070-MIL-HGN-HFK-DE-CH1101
- Existing Kerb**
- Paving material for refuge island** - Refer to Kerb and Footway Layout 202070-MIL-HGN-HFK-DE-CH1101
- New white Road markings** - Refer to Road marking layout 202070-MIL-HGN-WTN-DE-CH-1202
- New Deep cream road markings** - Refer to Road marking layout 202070-MIL-HGN-WTN-DE-CH-1202
- Footway material** - Refer to Kerb and Footway Layout 202070-MIL-HGN-HFK-DE-CH1101
- New Raised table** - Refer to Civils work 20207-MIL-HGN-WTN-DE-CH-0701-0702
- New Controlled tactiles** - Refer to Kerb and Footway Layout 202070-MIL-HGN-HFK-DE-CH1101
- New corduroy tactiles** - Refer to Kerb and Footway Layout 202070-MIL-HGN-HFK-DE-CH1101
- New Belisha Beacon on a new post / new lamp column** - Refer to Civils work 20207-MIL-HGN-WTN-DE-CH-0701-0702
- Reuse of existing bollard** - Bolt down solar powered bollards with a 300mm 'keep left'
- Carriageway resurfacing** - Refer HSD/700/115 & HSD/700/005
- HFS - High Friction Surfacing** - Refer to Civils work 20207-MIL-HGN-WTN-DE-CH-0701-0702

## Notes:

1. Do not scale from this drawing.
2. Site verify all dimensions prior to construction
3. Report all discrepancies to the Drawing Originator immediately
4. This drawing is to be read in conjunction with all relevant documents and drawings
5. Proposed Belisha Beacons to be attached to 6m lamp columns / on a new post. Refer to HSD/1200/010 and HSD/1300/002
6. Carriageway to be widened
7. Proposed parallel crossing on a raised table

Doc	Rev	Date	Description	CD	NB	NG
D02	22-03-23	Approved for RSA1		CD	NB	NG
D01	04-03-23	First Issue		CD	NB	NG
Rev	Rev	Description	CD	NB	NG	
1	1					



Drawing Date  
Detail Design  
Title  
General Arrangement  
Sheet 1 of 2

**DRAFT**

Project Name					
Vision Zero - A115 Ducklington Lane Roundabout					
Location					
Witney					
Sheet No	Scale	Drawn By	Checked By	Approved By	
A1	1:100	CD	NB	NG	
Drawn By	Checked By	Approved By	Drawn Date	Checked Date	Approved Date
CD	NB	NG	21-03-23	11-03-23	11-03-23
Drawing Number					
202070-MIL-HGN-WTN-DE-CH-0001					
Status					
02					

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Drawn By: CD, Checked By: NB, Approved By: NG, Drawn Date: 21-03-23, Checked Date: 11-03-23, Approved Date: 11-03-23



## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – I am very aware of the location having used it regularly for over 50 years as a car driver. And also aware of the recent changes. It appears you are trying to add a formal crossing on top of what is already there.</p> <p>With the current layout I am always willing to Give precedent to pedestrians and cyclist wishing to cross as I approach the roundabout .I would not be as keen to do the same when leaving the gyratory and fear should this go ahead it will lead to a massive increase in shunt Collision which could also involve the pedestrian /cyclist in the process of crossing. Suffice to say I am not keen and to add, this situation will not be consistent on the other arms of the roundabout.</p> <p>One thing I would like to raise on this roundabout is the poor crossing facility on the Ducklington Lane arm. If anything needs improving it is this arm and not Welch Way.</p> <p>Having looked at previous Collision History I note there are 3 close to this arm on the roundabout .One involves a Child Pedestrian and two Cyclists . There are also three other collisions within the roundabout involving child and cycle movements. These proposals do not address the other arms on the roundabout subject to collision history, and am not convinced they fully address the situation on this specific arm if cyclists continue to use the gyratory</p> <p>These proposals need to be consistent around the whole roundabout and not confine to the Welch Way arm. As I have already stated the current layout works well and my main concern is this new layout will increase Collision History for traffic leaving the gyratory giving precedent to pedestrians and cyclists crossing.</p>
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p><b>No objection</b> – These proposals affect a number of our services principally run by Pulhams Coaches.</p> <p>I have examined the consultation material. I can confirm that the specifications of the raised table and transitions is at those we recommend and should pose no particular difficulty or risk for us or our customers. Carriageway dimensions, which will see some minor widening in places, to accommodate a wider splitter island, also look quite capable of appropriately accommodating buses, including our largest vehicles, that include tri-axle types.</p>



(e3) Witney Town Council	<p><b>Support</b> – The Planning &amp; Development Committee of Witney Town Council met on 26th August and considered the proposed changes to Fiveways Roundabout with the introduction of a raised parallel crossing.</p> <p>Members welcomed any measures that reflect the changes to the Highway Code giving priority to pedestrians and cyclists at junctions and thus greater protection.</p> <p>The proposed scheme also highlights clearer these rights of ways and their visibility to all road users.</p>
(e4) Local group/organisation, (Unlimited Oxfordshire)	<p><b>No objection</b> – I had written [<i>in response to the informal consultation</i>] that the Belisha beacons should be enhanced with LED or similar lights around the globes, and that the road markings should be refreshed regularly.</p> <p>I had also asked if a similar crossing had been considered for any of the other arms of the roundabout, and was explained how the need for a crossing of the Welch Way arm was greater than for any of the other arms.</p> <p>So I am pleased that the preparation of the scheme is progressing.</p>
(e5) Email response, (unknown)	<p><b>Concerns</b></p> <ul style="list-style-type: none"> <li>- how will the crossing "encourage 'active travel' choices"? I cycle commute a 25 mile round trip each day and often ride into Witney. The state of the roads is already dangerous - I'm constantly weaving to avoid potholes - and another hump in the road, particularly straight off that roundabout, is only going to make it worse. What's the thought process that a hump will encourage active travel? What increase is forecast in active travel as a result of the changes?</li> <li>- what risk assessment has been done to check the effects of a crossing so close a roundabout exit where drivers will be distracted by checking traffic using the entrances/exists? Has any assessment been done on the risks of rear-end shunts for either cars or, more likely to cause injury, cyclists?</li> <li>- what surveys have been done to determine the need for the crossing/hump here? Whenever I use this stretch, I see drivers and cyclists giving way without any formal road re-design?</li> </ul>
(e6) Email response, (unknown)	<p><b>Support</b> – I think a raised one would be a good idea</p>



B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Witney, Thorney Leys)	<b>Object</b> – Alterations to the road layout will lead to more accidents, as children ( and adults ) will take it for granted they have right of way on foot & cycles, and therefore are more likely to cross the road without stopping or even looking...the car drivers always get the blame, not the careless pedestrians or cyclists...I am totally opposed to this...a total waste of time and money.
(o2) Local resident, (Witney, Barrington Close)	<b>Object</b> – I see no issues with the roundabout currently. And I don't see any accidents or issues in the area. I've lived here for 40 years and can remember maybe 3/4 incidents in that roundabout. It's fine as it is.
(o3) Local resident, (Witney, Beech Rd.)	<b>Object</b> – I also forgot to mention that there should be a minimum of four zig-zags on the approach to a zebra crossing. This proposal has only two, which highlights how unsuitable it is for this location.
(o4) Local resident, (Witney, Beech Road)	<p><b>Object</b> – 'I am deeply concerned about the safeness of this proposal for all road users. It is a basic LTN1-20 Cycle Infrastructure Design principle that:</p> <p>=====</p> <p>1.6.2</p> <p>"Cycles must be treated as vehicles and not as pedestrians.</p> <p>On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians.</p> <p>Where cycle routes cross pavements, a physically segregated track should ALWAYS be provided."</p> <p>=====</p> <p>This scheme seeks to enhance the convenience of cyclists at the expense of pedestrians &amp; motorists, whilst doing nothing to address the failure of the previous Corn Street/Tower Hill cycling scheme to adhere to this fundamental</p>



design principle, by not segregating cycles & pedestrians on the pavement either side of the crossing or on the approach routes.

Furthermore, LTN1-20 Table 10-2: Crossing Design Suitability, provides guidance on which type of crossing is suitable in different situations.

Welch Way has historically had a high traffic flow, in excess of 8,000 PCUs, & has a speed limit of 20 MPH. Therefore Table 10-2 suggests that the provision of a parallel crossing would be "not suitable for all people and will exclude some potential users and/or HAVE SAFETY CONCERNS".

In addition, Note 1 states that if the measured 85th percentile speed is more than 10% above 20 MPH speed limit, the next higher speed limit band in the table should be applied. If that were the case here, then the provision of a parallel crossing would be considered "suitable for few people and will exclude most potential users and/or HAVE SAFETY CONCERNS".

It is therefore imperative that before this scheme is approved, OCC accurately measure the 85th percentile speed for traffic on the westbound Welch Way approach to the roundabout and also exiting the roundabout onto Welch Way eastbound, to establish whether either is above 22 MPH, unless you have already done so.

But even if the 85th percentile speeds are both found to be below 22 MPH, it is still likely that a parallel crossing here would be considered unsafe by dint of the high volume of traffic, so Officers must be able to justify why they consider it would be safe to ignore the DfT guidance & risk the safety of the public.

LTN1-20 also states:

=====

10.4.6

"Outside London,

DfT authorisation will be required to place toucan and parallel crossings on road humps."

=====

Has OCC received such authorisation for this location?

In conclusion, it would appear that the previous active travel scheme for Tower Hill/Corn Street has been detrimental to safety, simply moving the accidents from one part of the junction to another & the Council now intends to compound its previous error by installing what appears to be one fifth of a 'Dutch' style roundabout. This is a dangerous ploy, as the 'Dutch' design will only work in its entirety. A piecemeal installation would only confuse road users & increase the danger.

Cycle movements should also be separated from the footway at this location and along Tower Hill & Corn Street. Doing so would also act as a barrier to dangerous & illegal cycling on the footway further along on Welch Way, Corn Street & Tower Hill, further enhancing pedestrian safety.



(o5) Local resident, (Witney, Beech Road)	<b>Object</b> – I forgot to mention that the centre refuge does not appear to meet the minimum length requirement of 3 metres across its full width, meaning there is a risk of cycles overhanging into the carriageway & being struck by traffic.
(o6) Local resident, (Witney, Beech Road)	<b>Object</b> – This is close to a busy roundabout and there is a secondary junction in between.
(o7) Local resident, (Witney, Burwell Drive)	<b>Object</b> – Under the government scheme priority is given to pedestrians and cyclists on roads in this country. Whilst the proposal of a raised crossing for cyclists seems a relatively good idea, and pedestrian crossing, who is going to educate these people to use them in the correct manner. As the ruling stands now anyone approaching a road crossing can step out in front of any vehicle coming towards them and this is where the accidents are proposedly happening, in particular the Welch Way/Corn Street/Ducklington Lane/ Curbridge Road, Tower Hill areas of the roundabout, if you are travelling from Curbridge Road on the roundabout and children/adults/cyclists are on the Welch Way pavement they step out irrespective of a car approaching and the car then has to stop on a roundabout to let them cross to the island in the road, the same applies from Welch Way to Corn Street, they have no idea how to use the crossings.
(o8) Member of public, (Witney, Burwell Farm)	<p><b>Object</b> – This proposed crossing is unnecessary. Since spending £500,000 on the east-west 'active travel' route a couple of years ago there has been no noticeable increase in the volume of cycle traffic &amp; I have yet to see any cyclist using the on-footpath cycle lanes as intended.</p> <p>I did recently observe a competent cyclist heading west, who took a dominant position &amp; rode in the centre of Corn St. out to the inside lane around the roundabout, before giving a strong hand signal &amp; turning left up Tower Hill. It strikes me that this was the safe &amp; sensible way of negotiating the roundabout in the shortest possible time with little opportunity for conflict with other traffic. It should be encouraged.</p> <p>Your proposal, on the other hand, panders to feeble-minded riders &amp; will see cyclist dilly-dallying the long way round &amp; unnecessarily crossing side roads, where they are most vulnerable. If cyclist are scared of using the highway, they should be discouraged from trying, not lured into dangerous situations they are ill-prepared for.</p> <p>This route already exists. What you are doing is simply giving cyclist priority over other traffic. There appears to be no justification for this, other than favouring one group of road users over others. Teenagers currently play a game of 'chicken' with motorists in this location - waiting on the island, then riding out in front of approaching vehicles - and this proposal will risk emboldening them further.</p>



	<p>The crossing is too close to the roundabout - about one car's length. You are prioritising the convenience of cyclists over the safety of all road users. Welch Way bound drivers negotiating the roundabout are not necessarily looking along the exit road when they leave the roundabout &amp; will have little time to react, or available stopping distance, should a cyclist cross suddenly. With pedestrians &amp; cyclists having priority, when the crossing is in use, it will only take a couple of stationary cars, or one HGV, to back traffic up, stop the roundabout functioning &amp; traffic flowing in other directions, too. You made the same mistake with the Bridge Street zebra crossing, which is too close to the roundabout &amp; hence causes pollution &amp; congestion whilst also being more unsafe than the previous uncontrolled crossing. The intention may have been good, but the result is poor.</p> <p>Finally, this is and always has been known locally as Welch Way Roundabout. To us, 'Fiveways' is a road junction at Crawley or Charlbury. It will get very confusing for residents if you insist on referring to every roundabout by the number of exits it has. Besides, for cyclists, this is 'six ways' roundabout &amp; for pedestrians, it is 'seven ways' roundabout!</p>
(o9) Local resident, (Witney, Corn Street)	<b>Object</b> – Object very much. I do not want this outside my window. There will be extra noise from breaking & ramps, more pollution from stopped cars + lorries. It is not a unsafe place to cross now already.
(o10) Local resident, (Witney, corn street)	<b>Object</b> – it is dangerous
(o11) Local resident, (Witney, Eastfield Road)	<b>Object</b> – It's a waste of money because people will still just cross anywhere.
(o12) Local resident, (Witney, Moor Av.)	<b>Object</b> – I OBJECT.
(o13) Local resident, (Witney, Moorland Rd.)	<b>Object</b> – I have been walking, cycling & driving on this roundabout for six decades and consider it very safe to cross Welch Way. The hardest legs to cross are Ducklington La., & Curbridge Rd., then Corn St. & Tower Hill. Welch Way is the safest of them all, so I'm surprised to see you spend money here, where it isn't needed.



	<p>I see you want a raised crossing, which suggests it is more about the convenience of cyclists, than their safety or that of pedestrians. Certainly, since you put the cycle lanes in, some local Councillors have claimed this roundabout is suddenly unsafe. If that is the case, perhaps the solution is to take the cycle lanes off the footway &amp; put them in the road?</p> <p>Given Welch Way is already a 20 MPH road, what is the justification for a speed hump here? There is unlikely to be speeding so close to the junction.</p> <p>Councillor Coles has suggested there has been a spate of accidents here lately. If that is true, we should be looking at what has changed recently that could be causing these accidents; is it the new cycle lanes? or perhaps the 20 MPH speed limit is causing drivers to lose concentration, or pedestrians &amp; cyclists to be too ambitious when crossing the road?</p> <p>Please, let's get back to evidence-based policy, rather than this knee-jerk &amp; ideology-driven approach, then spend the money wisely, where it is really needed.</p>
(o14) Local resident, (Witney, Orkney Place)	<b>Object</b> – WELCHWAY ROUNDABOUT!!!!!!!!!!!!!!
(o15) Local resident, (Witney, Point place)	<b>Object</b> – No needed. More unnecessary works to the town
(o16) Local resident, (Witney, St Mary's Mead)	<b>Object</b> – What we currently have seems adequate to me. I don't see the point of spending all this money. The money could be better spent elsewhere. I.e. improving the pavement past the Fleece pub on Church Green Witney
(o17) Local resident, (Witney, Thorney Leys)	<p><b>Object</b> – I do not think this is a sensible place for a zebra crossing. Relatively few people cross here &amp; it is not hard to get across safely, with the island in the middle, which you only recently widened. It will just cause more traffic queues. I cycled to work along this route for years and it was never unsafe for cyclists, so long as you weren't stupid. And why would you want it to be humped? This will only cause damage to vehicles &amp; create noise for those in the adjacent flats when the lorries thump over it; what's wrong with a dropped kerb?</p> <p>I can't cycle any more &amp; tend to walk into town, where I now find the greatest danger is usually from cyclists on the pavements. You should do something about that, but all these schemes you are doing now seem to encourage cycling</p>



	<p>on pavements, the changes made here a couple of years ago being a good example. Those "End of Route" signs you put up on this roundabout just get ignored &amp; they carry on along the footpath regardless. It's the same on Thorney Leys Road &amp; Station Lane too, where you have put cycle paths that run into footpaths. It's making things worse in Witney, not better &amp; I feel less safe than I did before. Why are there blue circle signs for cycle tracks, shared paths &amp; segregated paths, but there is no blue circle sign for pedestrian-only paths?</p> <p>Crashmap shows one pedestrian slight injury &amp; no cyclist injuries at this location in 25 years. The pedestrian injury occurred since the 20 MPH was introduced. I think you are being fooled by ill-informed local councillors who have their own agenda &amp; claim this is a dangerous crossing, when it really isn't.</p> <p>Please cancel this scheme &amp; use the money to put a zebra crossing east of the school on Curbridge Rd instead, where it could really make a difference to road safety.</p>
(o18) Local resident, (Witney, Tower Hill)	<b>Object</b> – This will increase road accidents. With speed limits of 20 mph there is simply no need.
(o19) Local resident, (Witney, Tower Hill)	<b>Object</b> – Not Necessary
(o20) Local resident, (Witney, Tower Hill)	<p><b>Object</b> – Not a good idea so close to the junction. But when you do this, regardless, how will you stop the cyclists continuing up the Corn Street or Welch Way pavements? - on the plan, there are no white lines, arrows or 'End' road markings to direct them onto the proper route, which is why they currently ride on the footpath past the bus garage, when they should be on the road. The "End of Route" signs are ignored &amp; often turned around by arrogant cyclists who detest having to obey rules. It has been like this since you put the cycle lanes down Corn Street. The same problem also at the other end on Crown Lane, since the active travel scheme - but there, there is nowhere for pedestrians to take refuge between the high walls. This all needs sorting out, as they are a severe danger to bus passengers boarding &amp; alighting in Corn Street &amp; pedestrians walking along the narrow Welch Way pavement &amp; Crown Lane. Please review the whole active travel scheme, it is not working as intended &amp; is putting pedestrians at risk.</p>
(o21) Local resident, (Witney, Welch Way)	<b>Object</b> – This will be a big mistake because it is too close to the busy roundabout on Welch Way.



	<p>When they put the zebra in Bridget Street Witney about 8 years ago it turned a safe road crossing with no accidents into a very dangerous one and there have been many accidents there since, because it is too close to the roundabout, but nothing is done about it.</p> <p>Don't spend more money doing the same thing here, use it to move the Bridge Street zebra to the middle of Bridge Street in one length. Then we will have less accidents at Bridge Street and not also cause a problem at Welch Way with all the traffic backed up clogging the roundabout either.</p>
(o22) Local resident, (Witney, Ducklington lane)	<b>Object</b> – This is pointless and heavy handed. Traffic backs up badly enough without having to stop on the roundabout for pedestrian crossings. The roundabout will quickly become gridlocked at busy times such as school times, increasing car journey times and emissions
(o23) Local resident, (Witney, Moorland road)	<b>Object</b> – It is a ridiculous place for a crossing and will cause more issues.
(o24) Local resident, (Witney, Orchard Way)	<b>Object</b> – Raised lumps in the road cause damage to vehicles, especially those with little ground clearance! I am also imagining drivers slamming on the brakes when they see somebody about to cross. Not good on a roundabout, an accident waiting to happen. Some of us can navigate a roundabout while keeping one eye on a crossing. The majority can't. An accident will happen.
(o25) Local resident, (Witney, Stenter Mews)	<b>Object</b> – This junction has only just been done in the last few years more money wasted on something that causes little to no problem for pedestrians and cyclists to cross the road a zebra crossing of a main roundabout is dangerous to traffic and potential for crashes on the round about. The increase of near misses and bumb on the roundabout outside Halfords have increased ever since the silly idea of putting a crossing thier
(o26) Local resident, (Witney, Tower Hill)	<p><b>Object</b> – This will cause a back up of traffic on the roundabout causing cars driving into the back of each other as traffic does not slow down on this roundabout.</p> <p>No one coming down Tower Hill goes at 20mph, in fact since the speed limit has changed they go faster. Therefore entering the roundabout they do not slow down</p>



(o27) Local resident, (Witney, Welch Way)	<b>Object</b>
(o28) Member of public, (Oxford, Sunderland Avenue)	<b>Partially support</b> – Although no dimensions are given (which itself is poor), the parallel crossing appears to have been designed again with minimum permitted TSRGD dimensions (ref. BLACKTHORN ROAD, AMBROSDEN). The proposal should be for MAXIMUM permitted TSRGD dimensions, with explicit reasons given if these are deviated from. i.e. cycle crossing 5m, pedestrian crossing 10m. In any event, if the cycle crossing is two-way, then according to 17.2.6 of the Traffic Signs Manual Chapter 6: "Where the cycle route is two-way the minimum width should be 3 m." Decide and provide, not predict and provide!
(o29) Local resident, (Witney, Davenport Road)	<b>Partially support</b> – Whilst I support changes that make road use safer for all I have concerns regarding the distance of the crossing in relation to the roundabout. I feel strongly that the distance should be greater than 12 metres. I am aware that when I am exiting the roundabout into Welch Way I look over my shoulder to ensure no other vehicle is exiting from the other lane also into Welch Way. Looking over my shoulder is good practice however the problem is that when you look forward one is practically on top of crossings that have been placed close to roundabout exits. Increasing the distance from the junction to 20 metres wouldn't inconvenience pedestrians or cyclists and would make it easier, even at 20mph for drivers of any motorised vehicle to become fully aware of the proximity of the crossing. Especially since I have become aware that since the speed limit was reduced to 20 mph, some younger pedestrians ( 12 -20 ) year old step onto crossings without bothering to stop and look before stepping onto a zebra crossing.
(o30) Local resident, (Witney, Mirfield Road)	<b>Partially support</b> – Am concerned by the number of road markings as you approach from Welch Way, that's a lot of visual information as you approach the junction.
(o31) Local resident, (WITNEY, Moorland Road)	<b>Partially support</b> – Whilst the plans will make the crossing safer and slow traffic entering Welch Way down as it now frequently exceeds the 20MPH limit the proposal for a priority cycle crossing will not work as traffic will mostly ignore it (unlike a clearly marked Pedestrian Crossing and cyclists will use the Pedestrian Crossing instead defeating the object of making the junction safer for cyclists. There is also a possibility that the crossing will slow down the flow of the roundabout causing traffic backups on the five feeder roads and may even cause tail end shunts with traffic stopping abruptly when a pedestrian activates the crossing by stepping on to it without first checking if it is safe to do so. A dual user light crossing would be a better option but that would cost more wouldn't it!



(o32) Local resident, (Witney, Moorland Road)	<b>Partially support</b> – I think the crossing is situated in the wrong location in Welch Way. It should be further down at the beginning of Moorland Road approx 100 yards down from the roundabout. This is used by a lot by resident in Moorland Road going to the Garage or over to Corn Street for the Buses and children going to school, pedestrians will not walk up to your proposed crossing
(o33) Local resident, (Witney, Northfield row)	<b>Partially support</b> – Done in the right way this could significantly improve safety on this roundabout
(o34) Local resident, (Witney, Raleigh Crescent)	<b>Partially support</b> – I believe something should be done to improve safety at this roundabout. However, having been knocked down by a speeding car whilst on a zebra crossing, I believe a crossing controlled by traffic light to be the safer option.
(o35) Local resident, (Witney, Tower Hill)	<b>Partially support</b> – This roundabout encourages vehicles to drive too fast. The space for traffic needs to be reduced to encourage vehicles to slow down. Currently, motorists have to accelerate so quickly to enter the roundabout because the traffic on there is moving so quickly. Reduce the width of the lanes and people will drive more carefully. Your proposed scheme will not address the root issue.
(o36) Local resident, (Witney, Vanner road)	<b>Partially support</b> – I believe that the creation of a parallel crossing on the roundabout is a step in the right direction in terms of making crossing safer for both pedestrians and cyclists. The one concern that I do have with this proposal is that if there was a scenario such as a group of school children were crossing at this zebra crossing could the traffic not end up backing up onto the roundabout, resulting in increased congestion and also increase the risk of drivers from rear end or side on collisions? I think however this could be mitigated by moving the crossing further up allowing from more room for cars exiting the roundabout
(o37) Local resident, (Witney, Jacobs Close)	<b>Partially support</b> – Zebra crossing is a good idea but cannot see why a raised cycle track is needed. This is a costly indulgence where level with road is perfectly serviceable. Our money should be spent tidying the weeds etc on pavements and such.



(o38) Local resident, (Witny, Taphouse Avenue)	<b>Partially support</b> – It needs to be done asap it will help with stopping the accidents
(o39) As part of a group/organisation, (Oxfordshire Cycling Network)	<p><b>Support</b> – We support this proposed parallel crossing as part of improving the network of routes around the 'Fiveways' roundabout. This is an important junction for cycling - it actually has 'seven ways' for people who cycle or walk, but the crossings can be poor and this would be a significant improvement.</p> <p>We support the 'raised' aspect of the crossing for pedestrians and cyclists.</p> <p>We propose one valuable safety improvement, which is that the cycle section of the parallel crossing is finished in red tarmac. This increases visibility and emphasises that there is a 'cross route' and something different here. We would like to see this approach taken on all parallel crossings in Oxfordshire. There is a good example in Stoke Mandeville village, Bucks, on Lower Road just outside Stoke Mandeville Combined School. This is visible on Google Streetview and shows how the red tarmac emphasises the cycle part of the crossing and would increase safety.</p>
(o40) Local resident, (Faringdon, Beech Close)	<b>Support</b> – Support easier walking and cycling routes around Witney. A similar change should be implemented at the entrance to Corn Street.
(o41) Member of public, (Northleigh, Windmill)	<b>Support</b> – Safety for children crossing going to school also members of the public
(o42) Local resident, (Witney, Barrington close)	<b>Support</b> – It's a very dangerous roundabout for children to cross . . .
(o43) Local resident, (Witney, Broadway close)	<b>Support</b> – Safer for children walking to Henry Box and for me as a cyclist. Could you do the same to the roundabout by the better leisure centre too?
(o44) Local resident, (Witney, Burford Rd)	<b>Support</b> – It's a roundabout with fast flowing traffic and at busy times is very difficult to navigate as a pedestrian. The route is very well used by schoolchildren on foot and bicycle.



(o45) Local resident, (Witney, Church green)	<b>Support</b> – It will make the crossing safer for pedestrians
(o46) Local resident, (Witney, Corn Street)	<b>Support</b> – Will help to curb excessive speed from vehicles entering roundabout as well as enhance pedestrian / cyclist safety
(o47) Local resident, (Witney, Davenport Road)	<b>Support</b> – I was walking my kids and my neighbors kids to school and one of them was hit by a car trying to cross Welch Way. A zebra crossing would have prevented this.
(o48) Local resident, (Witney, Davenport road)	<p><b>Support</b> – In many other European countries there is greater emphasis on pedestrian and cyclist safety. We lag behind on this. Anything we can do to improve this is beneficial.</p> <p>It is a very busy roundabout especially during morning and evening rush hours and it makes crossing the road extremely hazardous. Many school children going to a variety of schools cross the road at this junction and it would be wonderful to put their safety ahead of the ease of car drivers. My daughter was knocked over by a car a few years ago even though she was crossing with an adult and listening to and paying attention to instructions.</p>
(o49) Local resident, (Witney, Davenport Road)	<p><b>Support</b> – A large number of school children cross at this location. It is hard to judge when to cross given the roundabout and made worse by drivers' general lack of indication.</p> <p>My daughter was hit by a car at this junction, breaking her foot, which would have almost certainly been avoided if this crossing had been in place.</p>
(o50) Local resident, (Witney, Deer park)	<b>Support</b> – I am a resident who currently struggles to cross this roundabout
(o51) Local resident, (Witney, French Close)	<b>Support</b> – Why only Welch Way? Similar crossings are needed on all roads at the roundabout. As a local resident I have to cross Ducklington Lane at the roundabout when walking to and from town. The exit from the roundabout is particularly dangerous as drivers seldom signal which exit they intend to take and never stop to allow people to cross.



	At busy times you can stand on the corner of Corn Street and Ducklington Lane for ages waiting for a safe break in the traffic to cross to the central refuge. Elderly people and school children are particularly vulnerable here.
(o52) Local resident, (Witney, Gloucester Place)	<b>Support</b> – It will improve safety for pedestrians and cyclists.
(o53) Local resident, (Witney, Hedgehog Lane)	<b>Support</b> – Anything to improve and heighten the cycling experience around there would be positive.
(o54) Local resident, (Witney, Lyneham Close)	<b>Support</b> – Every year a new generation of kids walk to secondary school via this round about. In the winter they walk in near darkness. For many it is their first experience of independence. Every year there are hundreds of near misses and a few actual accidents due to lack of traffic and pedestrian management. I saw this myself after walking with my terrified 11 year old for three months after he was hit on Tower Hill (driver responsibility). This crossing will help but Corn Street also very important.
(o55) Local resident, (Witney, Mallard)	<b>Support</b> – Safety
(o56) Local resident, (Witney, Springfield Oval)	<b>Support</b> – It's a hard road to cross as a pedestrian, and an intimidating roundabout as a cyclist. Would love it if somehow the missing links to the other cycle paths at the top of Tower Hill and Woodford Way could be filled with better cycling infrastructure.
(o57) Local resident, (WITNEY, The Crofts)	<b>Support</b> – Dangerous road to cross with children or disabled
(o58) Local resident, (Witney, The springs)	<b>Support</b> – I cycle this roundabout as a work commute, and can see the advantages of having this work done



(o59) Local resident, (Witney, Windrush Valley Road)	<b>Support</b> – I regularly cross the roads at this roundabout and am increasingly concerned by the speed and lack of consideration displayed by some drivers towards pedestrians. My concern is for pedestrian safety.
(o60) Local resident, (Witney, Ducklington Lane)	<b>Support</b> – I live on Ducklington Lane and have relatives living on Welch Way and very regularly (daily almost) have to cross the roads on the 5 ways round a bout. Personally, I think this type of crossing should be on every exit in order to slow the traffic on the approach. Vehicles approach the junctions at such high speeds sometimes, you really have to watch what is going on and be aware that a lot of drivers do not indicate.
(o61) Local resident, (Witney, Newland)	<b>Support</b> – I cycle round this roundabout almost daily and it is always challenging. The most challenging aspect is the speed motorists come onto the roundabout.  I am so frustrated that the speed limit is not being enforced in central Witney. The speeds on Newland can be 50mph without any challenge. Corn street is also challenging as it is narrow and vehicles race past you and are so close. Please could you consider putting up some light up signs around town asking motorists to slow down please?
(o62) Local resident, (Witney, Stanway close)	<b>Support</b> – Safety. As an adult it is often difficult to cross here currently with drivers going fast around the roundabout, poor lane discipline and not indicating. For children going to henry box school independently it is the most difficult part of their walk. As a parent this junction worries me and I understand there have been many near misses and scares here. A zebra crossing, or even better, a pelican crossing would be most welcome.
(o63) Local resident, (Witney, Meadow View)	<b>No objection</b> – As a resident of Witney, a car driver, cyclist and pedestrian, who regularly travels through the Five Ways Roundabout, I have no objection to the proposed plan for the raised pedestrian and cycle crossing. In fact it seems to me to be sensible to slow the traffic at this point to improve the safety of the crossing for vulnerable road users.
(o64) Local resident, (Witney, Mirfield Road)	<b>No objection</b> – This proposal has not come too soon. It can be very difficult for pedestrians to cross the road with the amount of traffic involved and also will be a lot better for cyclists.



(o65) Local resident, (Witney, Saxon Way)	<b>No objection</b> – This doesn't go far with addressing long-standing safety concerns about the entire roundabout.
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