

Witney Traffic Advisory Committee Meeting of Witney Town Council  
Tuesday, 23<sup>rd</sup> September 2025 at 3.00 pm

Paper from [REDACTED] Resident, [REDACTED] Woodstock Road.

This brief paper relates to traffic concerns on Woodstock Road/Woodgreen and how this might be further alleviated with the opening of the new slip roads on to and from the A40 at Shores Green and reduce congestion in Witney, particularly on Bridge Street. I'm aware that highways team will have modelled traffic flows and how traffic measures on one road will inevitably impact the wider road network.

I'm sure these ideas are not new, but the perspective of a resident might be helpful. These are my views, though I know that there is much concern on Woodstock Road/Woodgreen about traffic volume and speeds, and one resident has recently raised this with Charlie Maynard.

Woodstock Road/Woodgreen is a major route to and through Witney. Traffic speeds are largely uncontrolled, save for occasional visits from Witney Speed watch (I've seen them once in the last three years). The police advise me that the camera opposite my house is obsolete and will never operate again. 20mph limits were introduced in 2022, I think. Those who use the road regularly are clearly aware that enforcement is negligible. Very few road users obey the law and speeds in excess of 45mph are not unusual. There isn't even an electronic speed indicator, as there are in Long Hanborough, Cassington and many other villages in West Oxfordshire. Many vehicles are slowed only by the queues, which of course add to pollution levels. It's a busy road, particularly in term-time as it is the only route by which vehicles can access a large secondary school, and a senior special school. There is one pedestrian crossing on the whole stretch from Bridge Street to Jubilee Way.

I'm aware that any action to reduce or calm traffic on Woodstock Road will have an impact on the already congested local road network.

The Shores Green improvements on their own should have an impact on Woodstock Road and Bridge Street as some of the traffic coming from the Woodstock direction will now head down Jubilee Way and join the A40 westbound and traffic coming from the west will leave the A40 at Shores Green and head up Jubilee Way. There must be models estimating how many vehicles are likely to do this. Without other complementary measures it is likely, however, the impact is likely to be limited.

Members will be aware that Jubilee Way benefits from a 40mph speed limit and was designed to take a significant volume of traffic as part of the planned Cogges river crossing. It's a wide road, has no housing fronting on to it, and therefore there is very limited vehicle/pedestrian conflict. The question is how to encourage road users to use Jubilee Way/Shores Green, thus reducing traffic on those roads which are experiencing traffic issues – Woodstock Road/Woodgreen, Bridge Street, High Street and Witan Way/Station Road. I'm sure that OCC Councillors and the highways team have given this matter some consideration.

If there were better enforcement of the 20mph limits on Woodstock Road/Woodgreen, with a self-financing, fully functional speed camera, this would have some impact on reducing traffic for the benefit of the wider road network and pedestrians/residents; a win-win. In the longer term this could be backed up by traffic calming measures, though I appreciate that this will involve this will involve some cost.

It goes without saying that the proposed North Witney housing development would exacerbate the current problems.

Happy to discuss this further of course, and others may well have thought of better solutions.