



# OXFORDSHIRE COUNTY COUNCIL

## OXFORDSHIRE COUNTY COUNCIL

### **1. (VARIOUS ROADS - WEST OXFORDSHIRE) (PROHIBITION AND RESTRICTION OF WAITING AND PERMITTED PARKING) (VARIATION No.\*) ORDER 20\*\***

### **2. (WEST OXFORDSHIRE DISTRICT) (DISABLED PERSONS' PARKING PLACES) (AMENDMENT No.\*) ORDER 20\*\***

## STATEMENT OF REASONS

Oxfordshire County Council has been awarded a sum from the UK Government's 'Active travel' fund to introduce enhancements to deliver improvements that support and maintain the traffic arrangement on High Street and Market Square in Witney.

In September 2023 people were asked to share what was really important to them, and to highlight things that they would like to see improved. This helped inform the outline design which included: enhancing public spaces while protecting the town's history and character, supporting local businesses and markets, making it easier and more enjoyable to walk, wheel and cycle, upgrading access to public transport, and improving safety for all users

This outline design was put forward in 2024, with all the responses received subsequently reviewed to help identify and plan for any necessary design changes, which are now being proposed formally.

The improvements aim to enhance the amenities of the area whilst retaining the town's history and character, also helping to improve the look and feel of Witney for visitors, and for those arriving by walking, cycling or public transport.

With regards to the amendment in 'Disabled Persons Parking Place' provision – following assessment, it became clear that the existing bays did not meet accessibility standards, primarily because they were not located adjacent to a footway. This creates significant challenges for individuals with mobility impairments when entering or exiting vehicles safely. It was also identified through an accessibility audit and Road Safety Audit that footway widths in some locations were insufficient to safely accommodate wheelchair users and the level of footfall typically experienced in the town centre.

As such, the proposals look to reconfigure the location and number of disabled persons' parking places to ensure they are:

- Located adjacent to footways for safe access,
- Designed to meet accessibility best practice, and
- Delivered alongside widened footways and improved sight lines at pedestrian crossing points.

<sup>1</sup> Section 1 (1) (a) Road Traffic Regulation Act 1984

<sup>2</sup>Section 1 (1) (c) Road Traffic Regulation Act 1984

Blue Badge holders also remain permitted to park on double yellow lines for up to three hours, where it is safe and reasonable to do so.

The County Council continues its responsibility to consider the provision of convenient and <sup>1</sup> safe movement of motor vehicles and other traffic, ensuring that danger is minimised <sup>2</sup> whilst facilitating the effective and safe passage of traffic.

Detailed documents accompany this form.

Date: 17 September 2025

Traffic Regulation Order & Schemes, for the  
Director of Environment & Highways  
Oxfordshire County Council  
County Hall  
New Road  
Oxford, OX1 1ND

---

<sup>1</sup> Section 1 (1) (a) Road Traffic Regulation Act 1984

<sup>2</sup>Section 1 (1) (c) Road Traffic Regulation Act 1984

**OXFORDSHIRE COUNTY COUNCIL  
(VARIOUS ROADS - WEST OXFORDSHIRE) (PROHIBITION AND RESTRICTION  
OF WAITING AND PERMITTED PARKING) (VARIATION No.\*) ORDER 20\*\***

Oxfordshire County Council ("the Council") in exercise of its powers under Sections 1, 2, 4, 32 & 45 and Part IV Schedule 9 to the Road Traffic Regulation Act 1984 ("the Act") and all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, make the following Order.

1. This Order may be cited as the Oxfordshire County Council (Various Roads – West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.\*) Order 20\*\* and shall come into force on the      day of      20\*\*.
2. (1) Any reference in this Order to any enactment (meaning any act and any subordinate legislation as defined in the Interpretation Act 1978) shall be construed as a reference to that enactment as amended or replaced by any subsequent enactment.  
  
(2) Words importing the masculine gender shall also include the feminine gender and words in the singular include the plural and vice versa.  
  
(3) The restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any other enactment.
3. The Oxfordshire County Council (Various Roads – West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) Order 2012, as amended by the Oxfordshire County Council (Various Roads – West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.1) Order 2012, the Oxfordshire County Council (Various Roads – West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.2) Order 2013, the Oxfordshire County Council (Various Roads – West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.3) Order 2014, and the Oxfordshire County Council (Various Roads – West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.4) Order 2014, the Oxfordshire County Council (Various Roads – West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.5) Order 2014, the Oxfordshire County Council (Various Roads – West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.6) Order 2014, the Oxfordshire County Council (Various Roads – West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.7) Order 2014, the Oxfordshire County Council (Various Roads – West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.8) Order 2015, the Oxfordshire County Council (Various Roads – West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.9) Order 2016, the Oxfordshire County Council (Various Roads – West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.9) Order 2016, the Oxfordshire County Council (Various Roads – West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.10) Order 2016, the Oxfordshire County Council (Various Roads – West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.11) Order 2016,

[illegible]

Order 2024 (“the 2012 Order”) is amended in the manner and to the extent specified in the Schedule to this Order.

**GIVEN UNDER** the Common Seal of the Oxfordshire County Council

this       day of       20\*\*.

### **SCHEDULE**

Amendments to “the 2012 Order”.

Schedule amendments as follows:

**1.)**

Schedule 10 is deleted and replaced as follows:

### **“SCHEDULE 10**

Prohibition of loading / unloading at any time

### **ITEMS 1 – 8:**

Items not used.

### **ITEM 9: BRIZE NORTON**

#### **1.     Carterton Road:**

Both sides – from the western side of the vehicular access to No.1 Carterton Road, westwards to the roundabout at its junction with Brize Norton Road and Upavon Way and including the full extent of the roundabout at its junction with Norton Way.  
*This road is also partly located in Carterton.*

#### **2.     Monahan Way:**

Both sides – Monahan Way from its junction with Upavon Way to the Teasel Way roundabout (including the full extent of the Broadshires Way roundabout and the full extent of the Norton Way roundabout, and the section of the Pavilion access road from the eastern side of that roundabout to the eastern side of the central island in the mouth of that access road).  
*This road is also partly located in Carterton.*

#### **3.     Norton Way:**

Both sides – from its junction with Carterton Road to its junction with Monahan Way, and including the western spur for a distance of 45 metres westwards.  
*This road is also partly located in Carterton.*

## ITEMS 10 – 12:

Items not used.

## ITEM 13: CARTERTON

1. Alvescot Road:

Both sides - from its junction with Burford Road south westwards for a distance of 106 metres.

2. Broadshires Way:

Both sides - from its junction with Northwood Crescent to the eastern property boundary of the Leisure Centre and southwards to its junction with Monahan Way.

3. Carterton Road:

*See Item 9 Brize Norton above.*

4. Monahan Way:

*See Item 9 Brize Norton above.*

5. Norton Way:

*See Item 9 Brize Norton above.*

## ITEMS 14 – 77:

Items not used.

## ITEM 78: WITNEY

1. Church Green:

Western Arm - both sides - from its junction with Market Square southwards for a distance of 20 metres.

2. Corn Street:

(a) North side:

- (i) from its junction with Market Square westwards for a distance of 35 metres;

- (ii) from the boundary between Nos. 26 and 28 Corn Street westwards for a distance of 34.5 metres.
- (b) South side:
  - (i) from its junction with Market Square westwards for a distance of 30 metres;
  - (ii) from a point 0.5 metres east of the boundary between Nos. 21 and 23 Corn Street westwards to a point 3 metres east of the boundary between Nos. 29 and 31 Corn Street.

### 3. High Street:

~~West side – from the southern flank wall of No. 1 High Street northwards for a distance of 36 metres.~~

### 4. Market Square:

#### ~~(a) Main route (East side)–~~

- ~~(i) from a point 48 metres north of its junction with Corn Street northwards for a distance of 12 metres.~~
- ~~(ii) from a point 2 metres south of a point opposite the southern flank wall of No.1 High Street southwards for a distance of 24 metres.~~

#### b) Main route (West side):

- ~~(i) from a point 2 metres north of the boundary between Nos. 26 and 28 Market Square southwards for a distance of 19 metres;~~
- (ii) from its junction with Church Green northwards for a distance of 20 metres;
- ~~(iii) from the southern flank wall of No.1 High Street southwards for a distance of 23 metres;~~
- ~~(iv) from a point 29.6 metres south of the southern flank wall of No.1 High Street southwards for a distance of 11.4 metres~~

(c) War Memorial - The whole width of the north and south sides of the minor carriageway which connects the eastern and western arms of the western carriageway immediately north of the War Memorial.

### 5. Newland:

North east side - from a point 140 metres south east of its junction with Bridge Street south eastwards for a distance of 30 metres.

6. Welch Way:

Both sides - from point 92 metres from its junction with High Street westwards to its junction with Woodford Way a distance of approximately 162 metres (but excluding any Controlled Lengths).

2.)

**In SCHEDULE 15, Item 78: Witney** (No Waiting at Any Time) is deleted and replaced as follows:

**“ITEM 78: WITNEY**

1. Ashcombe Crescent:

Both sides - from the eastern kerb line of Woodford Way eastwards for a distance of 9 metres.

2. Bridge Street:

Northwest side - from a point 62 metres north east of the junction with Mill Street north eastwards for a distance of 19.5 metres.

3. Burford Road:

(1) Both sides - from its junction with Woodford Way westwards to its junction with Meadow Lane.

(2) South side - from a point opposite the common property boundary of Nos 20 and 22 Burford Road, eastwards for a distance of 60 metres

Burford Road Service Road

Both sides - from a point opposite the common property boundary of No.7 Burford Road Service Road and No.46 Moor Avenue eastwards to its junction with Moor Avenue.

4. Burwell Drive:

Both sides - from the southern kerb line of Curbridge Road southwards for a distance of 16 metres.

5. Church Green:

(a) Eastern arm – east side:

(i) from its junction with Farm Mill Lane northwards for a distance of 18.5 metres;



- (ii) from a point 34.5 metres north of its junction with Farm Mill Lane northwards for a distance of 5 metres;
- (iii) from a point 53 metres north of its junction with Farm Mill Lane northwards for a distance of 25.5 metres;
- (iv) from a point 90.5 metres north of its junction with Farm Mill Lane northwards for a distance of 5.5 metres;
- (v) from a point 101 metres north of its junction with Farm Mill Lane northwards for a distance of 8.5 metres;
- (vi) from a point 177 metres north of its junction with Farm Mill Lane northwards to its junction with Market Square, a distance of 6 metres.

(b) Central arm – East side:

from a point opposite and 0.5 metres south of the southern flank wall of No. 24 Church Green southwards to a point 14 metres south of the northern flank wall of No. 42 Church Green.

(c) Central arm – West side:

from a point 2.5 metres north of the southern flank wall of No. 24 Church Green southwards to the end of the central island dividing the western and central arms and including the area on the south and west of the central island.

(d) Western arm:

- (i) Both sides - from its junction with Market Square southwards for a distance of 20 metres.
- (ii) West side - from a point 156 metres south of the junction of Corn Street southwards for a distance of 6 metres;
- (iii) West side - from a point 186 metres south of the junction of Corn Street southwards for a distance of 8.5 metres.

6. Church Lane:

(a) East side –

- (i) from its junction with Oxford Hill south westwards for a distance of 28 metres.
- (ii) From the northern kerb line of the access to the Cogges Manor Farm Museum, north-eastwards for a distance of 25 metres.

(b) West side –

- (i) from its junction with Newland south westwards for a distance of 22 metres.
- (ii) from the northern kerb line of Meadow View, north-eastwards for a distance of 12 metres.
- (iii) from the southern kerb line of Meadow View, south-westwards for a distance of 20 metres.

7. Corndell Gardens:

Both sides - from its junction with Corn Street south westwards for a distance of 33 metres .

South side - from a point opposite the common property boundary of Nos.9 & 11 Corndell Gardens, westwards for a distance of 22 metres.

8. Corn Street:

(a) North side:

- (i) from its junction with Market Square westwards to the boundary between Nos. 56 and 58 Corn Street;
- (ii) from a point 21 metres east of its junction with Lowell Place westwards to a point 4 metres east of the boundary between Nos.154 and 156 Corn Street
- (iii) from a point 7 metres east of the boundary between Nos.160 and 162 Corn Street eastwards for a distance of 6 metres;
- (iv) from a point 46 metres east of its junction with Corn Bar westwards to its junction with Welch Way.

(b) South side:

- (i) from its junction with Market Square to a point opposite and 5 metres west of its junction with Marlborough Lane
- (ii) from a point 14 metres east of the centre line of the junction with The Crofts to a point 18 metres west of the centre line of said junction.
- (iii) from a point 12 metres east of the centre line of the junction with Corndell Gardens to a point 33 metres west of the centre line of said junction.

- (iv) from a point 44 metres west of the centre line of the junction with Corndell Gardens westwards for 4 metres
- (v) from a point 12 metres east of the centre line of the junction with Swingburn Place to a point 12 metres west of the centre line of said junction.
- (vi) from the western property boundary of No. 153 Corn Street to a point 12 metres west of the centre line of the junction with Queen Emmas Dyke.

9. Crawley Road:

Both sides - from its junction with Hailey Road north westwards for a distance of 50.5 metres.

10. Curbridge Road:

(a) Both sides - from a point 111.5 metres west of its junction with Burwell Drive westwards for a distance of 46 metres.

(b) South side - from a point 19 metres west of the western kerb line of Burwell Drive eastwards to a point 19 metres east of the eastern kerb line of Burwell Drive.

11. Dark Lane:

(a) Northwest side:

- (i) from the western kerb line of Woodford Way south westwards for a distance of 10 metres;
- (ii) from a point 18.5 metres north east of the north eastern flank wall of No. 30 Dark Lane south westwards for a distance of 22.5 metres;
- (iii) from a point 3.5 metres south west of the north eastern flank wall of No. 28 Dark Lane south westwards to a point 2 metres south west of the south western flank wall of No. 26 Dark Lane, including the turning area at the gated end of the road.

(b) Southeast side – from the western kerb line of Woodford Way, southwards to the gated end of the road.

(c) Access Road to Nos. 30 to 84 Dark Lane: Both sides - from the south-eastern flank wall of No. 30 Dark Lane north westwards for a distance of 4 metres.

12. Farmers Close:

Both sides - from its junction with New Yatt Road north westwards for a distance of 45 metres.

13. Farm Mill Lane:

(a) Both sides - from a point 105 metres east of its junction with Church Green eastwards for a distance of 19 metres, to include all sides of the turning head.

(b) North side:

(i) from its junction with Church Green south eastwards and eastwards for a distance of 36 metres;

(ii) from a point 60 metres east of its junction with Church Green eastwards for a distance of 6 metres.

(c) South side - from its junction with Church Green eastwards for a distance of 52 metres.

14. Gloucester Place:

(a) North side - from its junction with High Street westwards for a distance of 122.5 metres.

(b) South side - from its junction with High Street westwards for a distance of 117.5 metres.

15. Hailey Road:

Both sides - from its junction with West End northwards to a point 1 metre north of the boundary between Nos. 28 and 30 Hailey Road.

16. High Street:

(a) East side:

(i) from a point 6 metres south of the boundary between Nos. 108 and 110 High Street southwards to a point 5 metres north of the boundary between Nos. 64 and 66 High Street;

(ii) from a point 61 metres north of its junction with Welch Way southwards to the boundary between Nos. 14 and 16a High Street;

(iii) from a point 4 metres north of the northern flank wall of Nos. 2 to 8 High Street southwards to its junction with Market Square.

(b) West side:

(i) — from the southern flank wall of No. 1 High Street north eastwards to a point 25 metres north of the northern kerb line of Welch Way;

(ii) from a point 3.5 metres north east of the boundary between Nos. 43 and 43a High Street north eastwards to a point 43 metres south west of its junction with Mill Street.

(c) Both sides – from its junction with Welch Way, southwards to its a junction with Market Square (excluding any signed Disabled Persons' Parking Places, and designated Bus & Taxi Parking Places)

17. Highworth Place:

Both sides - for its whole length.

18. Holloway Road:

(a) Both sides - from its junction with Corn Street northwards for a distance of 32 metres.

(b) East side:

(i) from its junction with Welch Way southwards for a distance 47 metres;

(ii) from a point 48 metres north of its junction with Corn Street northwards for a distance of 10 metres;

(iii) from the southern-most boundary of No. 90 Holloway Road southwards to the northern-most boundary of No. 64 Holloway Road;

(iv) from the southern-most boundary of No. 50 Holloway Road southwards to the northern-most boundary of No. 24 Holloway Road.

(c) West side - from its junction with Welch Way southwards for a distance of 70 metres, including the bell mouths to Welch Way service Road and Ashcombe Close.

19. Kingsfield Crescent:

(a) North west side - from its junction with the B4022 Newland north eastwards for a distance of 30.5 metres.

(b) South east side - from its junction with the B4022 Newland north eastwards for a distance of 36 metres.

20. Langdale Gate (Buttercross-Witan Way section):

Both sides - the whole length.

21. Langdale Gate - Southern Arm accessing Nos. 18 to 112 Langdale Gate:

- (a) Both sides – from its junction with the main part of Langdale Gate southwards for a distance of 27 metres.
- (b) East side – from a point 48 metres southeast of its junction with the main part of Langdale Gate south eastwards to its boundary with Swinbrook Court.
- (c) West side – from a point 67 metres southeast of its junction with the main part of Langdale Gate south eastwards to its boundary with Swinbrook Court.

22. Lowell Place:

Both sides - from its junction with Corn Street northwards for a distance of 11.5 metres.

23. Market Square – Pedestrianised area (north of Corn Street/ Langdale Gate – Buttercross junction) - for the whole of the pedestrianised area.

24. Market Square – Main route:

a) East side:

- (i) from its junction with Langdale Gate/Butter Cross northwards to a point 8 metres south of the boundary between Nos. 48 and 49 Market Square;
- (ii) from a point opposite the southern flank wall of No. 1 High Street southwards for a distance of 29.5 metres.

(b) West side:

- (i) from its junction with Corn Street northwards for a distance of 69 metres;
- (ii) from the southern flank wall of No. 1 High Street southwards for a distance of 41 metres.

Both sides – for its entire length, from its junction with Market Square, southwards to its a junction with Corn Street/Langdale Gate (excluding any signed Disabled Persons' Parking Places, and designated Bus & Taxi Parking Places).

25. Market Square – southeast of Buttercross:

- (a) East side - from the southern kerb line of Langdale Gate southwards for a distance of 20 metres.
- (b) West side - from its junction with Langdale Gate southwards for a distance of 16 metres.

26. Market Square – south west of Buttercross,:

- (a) East side - from its junction with Langdale Gate southwards for a distance of 15.5 metres.
- (b) West side:
  - (i) from its junction with Corn Street southwards for a distance of 24 metres;
  - (ii) from its junction with Church Green northwards for a distance of 10 metres.

27. Market Square – north of the War Memorial:

Both sides - the whole length of the north and south sides of the minor carriageway which connects the eastern and western arms of the western carriageway immediately north of the War Memorial.

28. Mill Street:

- (a) North side - from its junction with Burford Road eastwards to a point 2.5 metres east of the boundary between Nos. 66 and 68 Mill Street.
- (b) South side - from its junction with Woodford Way eastwards for a distance of 107.5 metres.

29. Moor Avenue

- (1) West side - from its junction with Burford Road southwards to a point 5 metres south of the common property boundary of Nos.42 and 40 Moor Avenue
- (2) East side - from its junction with Burford Road southwards to a point 27 metres north of the northern property boundary of No.41 Moor Avenue.

30. New Bridge Street:

Both sides - from its junction with Witan Way north eastwards to its junction with Marsh Walk.

31. New Close Lane:

Both sides – from the junction with the A415, westwards for its entire length.

32. Newland:

Northeast side:

- (i) from a point 140 metres south east of its junction with Bridge Street south eastwards for a distance of 30 metres;
- (ii) from a point 10.5 metres north west of its junction with Kingsfield Crescent south eastwards to a point 10 metres south east of the same junction.

Southwest side:

- (i) from the northern kerb line of the access to the Newland Industrial Estate, north-westwards for a distance of 10 metres.
- (ii) from the southern kerb line of the access to the Newland Industrial Estate, south-eastwards for a distance of 15 metres
- (iii) from the northern kerb line of Church Lane, north-westwards for a distance of 11 metres.
- (iv) from the northern kerb line of Compton Way, north-westwards for a distance of 12 metres.
- (v) from the southern kerb line of Compton Way, south-eastwards for a distance of 10 metres.

33. Newland Mill:

- (a) North side – from its junction with Newland south westwards for a distance of 14 metres.
- (b) South side – from its junction with Newland south westwards for a distance of 37 metres.

34. New Yatt Road:

West side - from a point 27 metres north of the centre line of its junction with Farmers Close southwards for a distance of 59 metres.



35. Oxford Hill:

(a) North east side - from its junction with Judds Close south eastwards to its junction with Jubilee Way.

(b) South west side – from its junction with Church Lane south eastwards to the boundary between Nos. 4 and 6 Oxford Hill.

36. Pensclose.

Both sides – from its junction with Newland north eastwards for a distance of 54 metres.

37. Puck Lane:

Both sides - from its junction with Mill Street southwards for a distance of 38.5 metres.

38. Queen Emma's Dyke:

Both sides - from its junction with Corn Street southwards for a distance of 14 metres.

39. Service Road to Health Centre:

Both sides – the whole length.

40. Station Lane (main road east to west):

(a) North side - from its junction with Ducklington Lane eastwards and north eastwards to its junction with Witan Way.

(b) South side:

(i) from its junction with Ducklington Lane eastwards to a point 96.5 east of its junction with Avenue One;

(ii) from a point 53 metres west of its junction with Avenue Two eastwards and north eastwards to its junction with Witan Way.

41. Station Lane (minor road north to south):

(i) Both sides - from its junction with Station Lane east-west arm northwards for a distance of 42 metres.

(ii) East side - from its junction with Church Green southwards for a distance of 151 metres.

- (iii) West side - from a point 97 metres south of its junction with Church Green, southwards for a distance of 54 metres (to include both sides of the short section leading to the Leys gateway).

42. Station Lane Industrial Estate:

(a) Avenue One - both sides - from its junction with Station Lane southwards for a distance of 44 metres.

(b) Avenue Two (north-south section) both sides -

- (i) from its junction with Station Lane southwards for a distance of 38.5 metres.

- (ii) from a point 12.5 metres south of the centre of the junction with Avenue Two (east-west spur) southwards for its remaining length.

(c) Avenue Three – both sides - from its junction with Station Lane southwards for a distance of 39.5 metres.

(d) Avenue Four:

- (i) East side - from its junction with Station Lane southwards for a distance of 27.5 metres.

- (ii) West side - from its junction with Station Lane southwards for a distance of 22 metres.

43. Swingburn Place:

Both sides - from its junction with Corn Street southwards for a distance of 13 metres.

44. The Crofts:(north-south arm)

(a) East side:

- (i) from the southern kerb line of Corn Street southwards for a distance of 19 metres;

- (ii) from a point 41 metres south of the southern kerb line of Corn Street southwards to a point 10 metres south of the southern kerb line of the east-west arm of The Crofts

(b) West side:

- (i) from the southern kerb line of Corn Street southwards for a distance of 19 metres;

- (ii) from a point 31 metres south of the southern kerb line of Corn Street southwards for a distance of 35 metres.

45. The Crofts: (east-west arm)

- (a) North side - from the eastern kerb line of The Crofts (north-south arm) eastwards for a distance of 10 metres.

- (b) South side:

- (i) from the eastern kerb line of The Crofts (north-south arm) eastwards to a point 22.5 metres west of its junction with Highworth Place;
- (ii) from a point 7.5 metres west of its junction with Highworth Place eastwards and southwards for a distance of 60.5 metres.

46. The Old Coach Yard:

Both sides - the whole length (including the cul-de-sac).

47. Waine Rush View:

Both sides:

- (i) from its junction with Witan Way westwards for a distance of 14 metres;
- (ii) from a point 69 metres west of its junction with Witan Way westwards for a distance of 56 metres to its junction with Farriers Court including the bell-mouth to Weavers Barn.

48. Welch Way:

Both sides – the whole length.

49. West End:

- (a) Northeast side:

- (i) from its junction with Bridge Street north westwards to the boundary between Nos. 14 and 16 West End;
- (ii) from a point 4.5 metres north west of the boundary between Nos. 14 and 16 West End north westwards for a distance of 3 metres;
- (iii) from a point 2.5 metres south east of the western flank wall of No. 34a West End north westwards to a point 2.5 metres north of the southern flank wall of No. 36 West End;

- (iv) from the boundary between Nos. 40 and 42 West End north westwards to its junction with Hailey Road.

(b) South side:

- (i) from its junction with Bridge Street north westwards for a distance of 51 metres;
- (ii) from a point 59.5 metres north west of its junction with Bridge Street north westwards to the eastern flank wall of No. 11 West End;
- (iii) from the boundary between Nos. 19 and 21 West End north westwards to its junction with Crawley Road.

50. Windrush Valley Road:

- (a) North side - from its junction with Tower Hill westwards to the boundary between Nos. 2 and 4 Windrush Valley Road.
- (b) South side – from its junction with Tower Hill westwards to its junction with Windrush Close.

51. Woodford Way:

Both sides – the whole length.

52. Witan Way:

Both sides - the whole length.

53. Woodgreen - Southwest arm from Broad Hill A4095:

- (a) East side - from a point 75 metres north of its junction with Broad Hill A4095 northwards for a distance of 34 metres.
- (b) West side - from a point 18 metres north of its junction with Broad Hill A4095 northwards for a distance of 92 metres.

54. Woodgreen - (Narrow Hill)

(a) North west side:

- (i) from its junction with West End northwards to a point 7.5 metres south of the boundary between Nos. 19 and 21 Woodgreen;
- (ii) from its junction with Woodgreen (West side) south westwards for a distance of 14 metres.

(b) South east side:

- (i) from its junction with West End northwards to a point 7 metres south of the boundary between Nos. 22 and 24 Woodgreen;
- (ii) from its junction with Woodgreen (West side) south westwards for a distance of 18 metres.”

**THE COMMON SEAL of THE  
OXFORDSHIRE COUNTY COUNCIL**

was affixed in the presence of:

Solicitor / Designated Officer.

**OXFORDSHIRE COUNTY COUNCIL**  
**1. (VARIOUS ROADS - WEST OXFORDSHIRE) (PROHIBITION AND**  
**RESTRICTION OF WAITING AND PERMITTED PARKING) (VARIATION No.\*)**  
**ORDER 20\*\***  
**2. (WEST OXFORDSHIRE DISTRICT) (DISABLED PERSONS' PARKING**  
**PLACES) (AMENDMENT No.\*\*\*) ORDER 20\*\***

NOTICE is given that Oxfordshire County Council proposes to make the above orders under the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of the order – as a result of ‘public realm’ improvements – is to introduce new & amend existing parking & loading restrictions in Witney as follows:

- 1. Waiting & loading restrictions** – ‘No Waiting at Any Time’ (double yellow lines) will be introduced – revoking all existing loading restrictions in the process – on:
- a) High Street (both sides) from its junction with Welch Way, southwards to its a junction with Market Square,
  - b) Market Square (both sides) for its entire length, from its junction with Market Square, southwards to its a junction with Corn Street/Langdale Gate.

Excluded from the lengths above will be any signed/lined Disabled Persons’ Parking Places and designated Bus only & Taxi only Parking Places.

- 2. Disabled Persons Parking Places** – the existing 3 hour time limited bays will be removed, with new full time/unrestricted bays introduced as follows:

- a) High Street (East side):
  - i) from a point 4 metres south of the common boundary of Nos.28 & 30 High Street, southwards for a distance of 19.8 metres, and
  - ii) from a point 1 metre north of the southern wall of No.10 High Street, northwards for a distance of 26.4 metres
- b) Market Square (West side):
  - i) from a point opposite the southern wall of No. 6 Market Square, northwards for a distance of 6.6 metres (located wholly on the footway), and
  - ii) from a point 1 metre south of a point opposite the northern wall of No. 24 Market Square, northwards for a distance of 13.2 metres.

The Oxfordshire County Council (Various Roads - West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) Order 2012, and the Oxfordshire County Council (West Oxfordshire District) (Disabled Persons' Parking Places) Order 2006 will be further amended as necessary.

Additionally, the following measures will be introduced as part of the wider highway improvements:

- 3. A new Zebra Crossing** (for pedestrian use only) is proposed on Welch Way (between Natwest Bank & Halifax Building Society) from a point 2 metres west of the western wall of No. 21 Welch Way, eastwards for a distance of 33m.

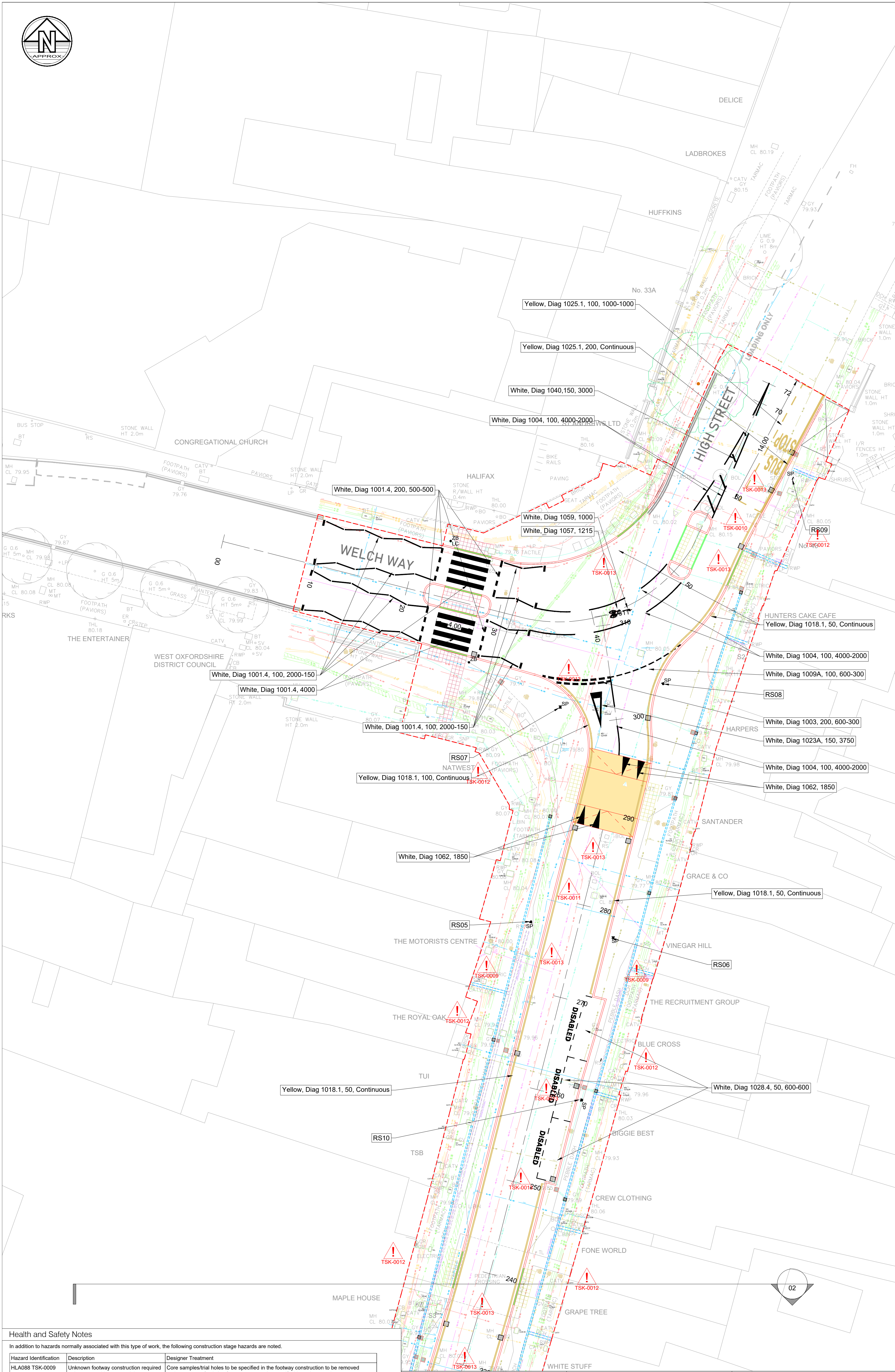
4. **'No Stopping Except Buses'** (at all times) bays:
  - a) High Street (East side) – from a point approx.20 metres north of its junction with Welch Way, northwards for approx.14 metres,
  - b) Market Square (Both sides) – from a point approx.25 metres north of its junction with Corn Street, northwards for approx.36 metres,
5. **'No stopping except local buses 7am–5pm Mon to Fri & 7am-2pm Sat. Taxis 5pm-7am Monday to Friday, 2pm-Midnight Saturday and all-day Sunday'** bay on Market Square East side – from a point approx.10 metres south of its junction with High Street, southwards for approx.20 metres,
6. **'No Stopping Except Taxis'** (at all times) bay on Market Square (East side) – from a point 20.5 metres south of a point opposite the southern wall of No. 6 Market Square, southward for a distance of 16 metres.
7. **Traffic calming** – new 'Flat top road humps' will be located on High Street:
  - a) from a point opposite the northern boundary of No.34 High Street, southwards for a distance of approx.7m
  - b) from a point approx.2 metres south of the northern boundary of No.22 High Street, southwards for a distance of approx.10m

Documents giving more details of the proposals are available for public inspection online by visiting <https://letstalk.oxfordshire.gov.uk> Copies may also be made available on request.

Objections to the proposals and other representations specifying the grounds on which they are made may be sent in writing to the address below by the end of **17 October 2025**. The Council will consider objections and representations received in response to this Notice. They may be disseminated widely for these purposes and made available to the public.

Traffic Regulation Order & Schemes (Ref: CM/12.6.410/P0348) for the Director of Environment & Highways, Oxfordshire County Council, County Hall, New Road, Oxford, OX1 1ND. (Email: [christian.mauz@oxfordshire.gov.uk](mailto:christian.mauz@oxfordshire.gov.uk), Telephone: 0345 310 1111).





This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

Do not scale from this drawing.

#### KEY:

Line Markings  
Colour, TSRGD Ref, Width, Length-Gap  
White, Diag 1009, 100, 600-300

Hatch Markings  
Colour, TSRGD Ref, Width, Gap  
White, Diag 1040, 100, 2000

RS05  
Diag. 670 - '20mph Speed Limit'



RS06  
Diag. 670 - '20mph Speed Limit'



RS07  
Diag. 619 - 'Motor Vehicles Prohibited'  
with supporting sign 'Except buses, taxis, loading and disabled badge holders' (Facing North)



Diag. 501 - 'Give Way' (Facing South)



RS08  
Diag. 619 - 'Motor Vehicles Prohibited'  
with supporting sign 'Except buses, taxis, loading and disabled badge holders'



RS09  
'No Stopping Except Buses'  
Mounted on existing bus stop flag



RS10  
'Disabled Badge Holders Only Parking'



ZB  
Diag. 4007 - Yellow globe to indicate  
presence of zebra crossing

- Layout is based on topographic survey ref. 33463 by MK Surveys
- Services shown are taken from the GPR survey reference 13458-0725-01.
- For services info, including legend, see separate service plan.
- Sign posts to be mounted minimum 500mm from the kerb face
- This drawing is to be read in conjunction with the signage schedule, TSRGD, Traffic Signs Manual and relevant specification appendix for the scheme

#### Health and Safety Notes

In addition to hazards normally associated with this type of work, the following construction stage hazards are noted.

| Hazard Identification | Description                                                                                                                                          | Designer Treatment                                                                                                                                                               |
|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| HLA088 TSK-0009       | Unknown footway construction required to be removed increases risks to construction operatives (e.g. from PAHs, removal of large, heavy flag paving) | Core samples/trial holes to be specified in the footway construction to be removed and treatment of existing footway areas to be specified based on results                      |
| HLA088 TSK-0010       | Construction of gully connections onto existing surface water sewer at depth means construction workers having to work in deep excavations           | Drainage connections to utilise existing gully tails and not require new connections to deeper drainage where possible.<br>CCTV survey undertaken and design amended to reflect. |
| HLA088 TSK-0011       | Placement of planters/benches requiring heavy lifting operations putting construction works at risk.                                                 | Investigate procurement of planters/equipment that requires little on site lifting/assembly to reduce this risk.                                                                 |
| HLA088 TSK-0012       | Shallow services identified by GPR survey in area of footway resurfacing leading to service strikes                                                  | Specification of surface treatment that requires minimal excavation above services. Areas highlighted on drawings                                                                |
| HLA088 TSK-0013       | Services crossing new kerb lines leading to service strikes                                                                                          | GPR survey indicates the depth of these services. Services highlighted on drawings. Kerb installation details to be developed to require limited excavation                      |

For all identified Design Health and Safety Risks applicable to the scheme, see HLA088-TSK-GEN-ZZ-RA-0001 and the associated hazard plan

#### TSK CONSULTING

Engineering the Built Environment

All rights for the intellectual property of the designs shown on this drawing are reserved by TSK Consulting Ltd. Company Registration Number: 9640811

TSK Consulting Ltd.  
29 Storey Street  
Nottingham NG1 1LP

T. 0115 922 9863  
E. info@tskconsulting.co.uk  
W. tskconsulting.co.uk

TSK



OXFORDSHIRE  
COUNTY COUNCIL

GallifordTry

Project

Witney High Street  
Oxfordshire

Drawing Title

Road Markings & Signs  
Sheet 3

Scale (s)

1:200@A1

Date

July 2025

Drawn

JB

Drawing Status

S3

Revision

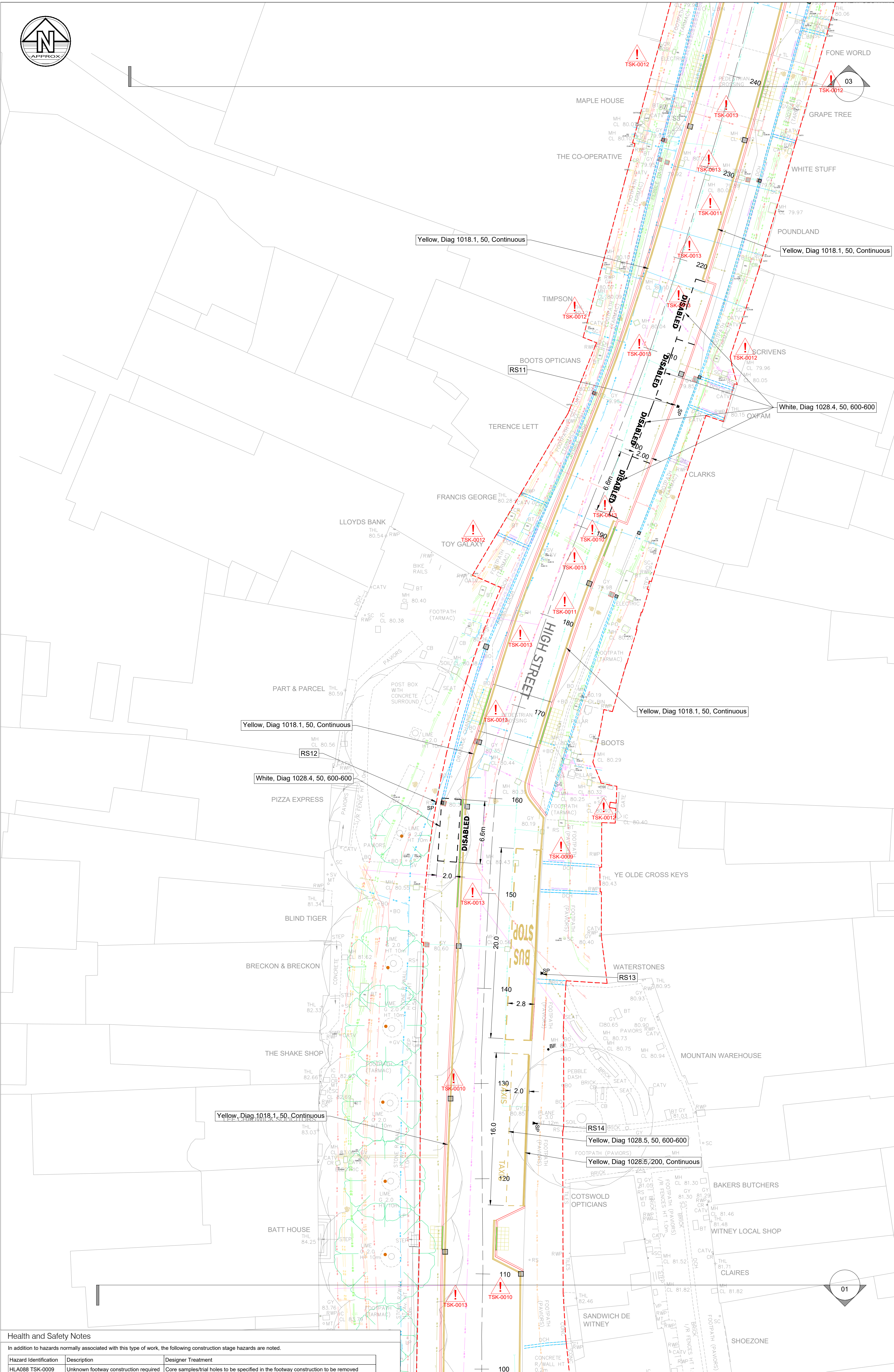
P02

Drawing No.

HLA088-TSK-HSN-03-DR-CH-1200

| Rev | Date     | By | Chk | Description               |
|-----|----------|----|-----|---------------------------|
| P02 | 05.09.25 | JB | SC  | Sign faces amended        |
| P01 | 31.07.25 | JB | SC  | For Information & Comment |





This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

Do not scale from this drawing.

#### KEY:

Line Markings  
Colour, TSRGD Ref, Width, Length-Gap  
White, Diag 1009, 100, 600-300

Hatch Markings  
Colour, TSRGD Ref, Width, Gap  
White, Diag 1040, 100, 2000

RS11  
'Disabled Badge Holders Only Parking'



RS12  
'Disabled Badge Holders Only Parking'  
Mounted to existing post



RS13  
'No Stopping Except Local Buses and taxis'



RS14  
'No Stopping Except Taxis'



- Layout is based on topographic survey ref. 33463 by MK Surveys
- Services shown are taken from the GPR survey reference 13458-0725-01.
- For services info, including legend, see separate service plan.
- Sign posts to be mounted minimum 500mm from the kerb face
- This drawing is to be read in conjunction with the signage schedule, TSRGD, Traffic Signs Manual and relevant specification appendix for the scheme

#### Health and Safety Notes

In addition to hazards normally associated with this type of work, the following construction stage hazards are noted.

| Hazard Identification | Description                                                                                                                                          | Designer Treatment                                                                                                                                                               |
|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| HLA088 TSK-0009       | Unknown footway construction required to be removed increases risks to construction operatives (e.g. from PAHs, removal of large, heavy flag paving) | Core samples/trial holes to be specified in the footway construction to be removed and treatment of existing footway areas to be specified based on results                      |
| HLA088 TSK-0010       | Construction of gully connections onto existing surface water sewer at depth means construction workers having to work in deep excavations           | Drainage connections to utilise existing gully tails and not require new connections to deeper drainage where possible.<br>CCTV survey undertaken and design amended to reflect. |
| HLA088 TSK-0011       | Placement of planters/benches requiring heavy lifting operations putting construction works at risk.                                                 | Investigate procurement of planters/equipment that requires little on site lifting/assembly to reduce this risk.                                                                 |
| HLA088 TSK-0012       | Shallow services identified by GPR survey in area of footway resurfacing leading to service strikes                                                  | Specification of surface treatment that requires minimal excavation above services. Areas highlighted on drawings                                                                |
| HLA088 TSK-0013       | Services crossing new kerb lines leading to service strikes                                                                                          | GPR survey indicates the depth of these services. Services highlighted on drawings. Kerb installation details to be developed to require limited excavation                      |

For all identified Design Health and Safety Risks applicable to the scheme, see HLA088-TSK-GEN-ZZ-RA-0001 and the associated hazard plan

| Rev | Date     | By | Chk | Description               |
|-----|----------|----|-----|---------------------------|
| P02 | 05.09.25 | JB | SC  | Sign faces amended        |
| P01 | 31.07.25 | JB | SC  | For Information & Comment |

#### TSK CONSULTING

Engineering the Built Environment

All rights for the intellectual property of the designs shown on this drawing are reserved by TSK Consulting Ltd. Company Registration Number: 9640811

TSK Consulting Ltd.  
29 Storey Street  
Nottingham NG1 1LP

T: 0115 922 9863  
E: info@tskconsulting.co.uk  
W: tskconsulting.co.uk

TSK



OXFORDSHIRE  
COUNTY COUNCIL

GallifordTry

Project

Witney High Street  
Oxfordshire

Drawing Title

Road Markings & Signs  
Sheet 2

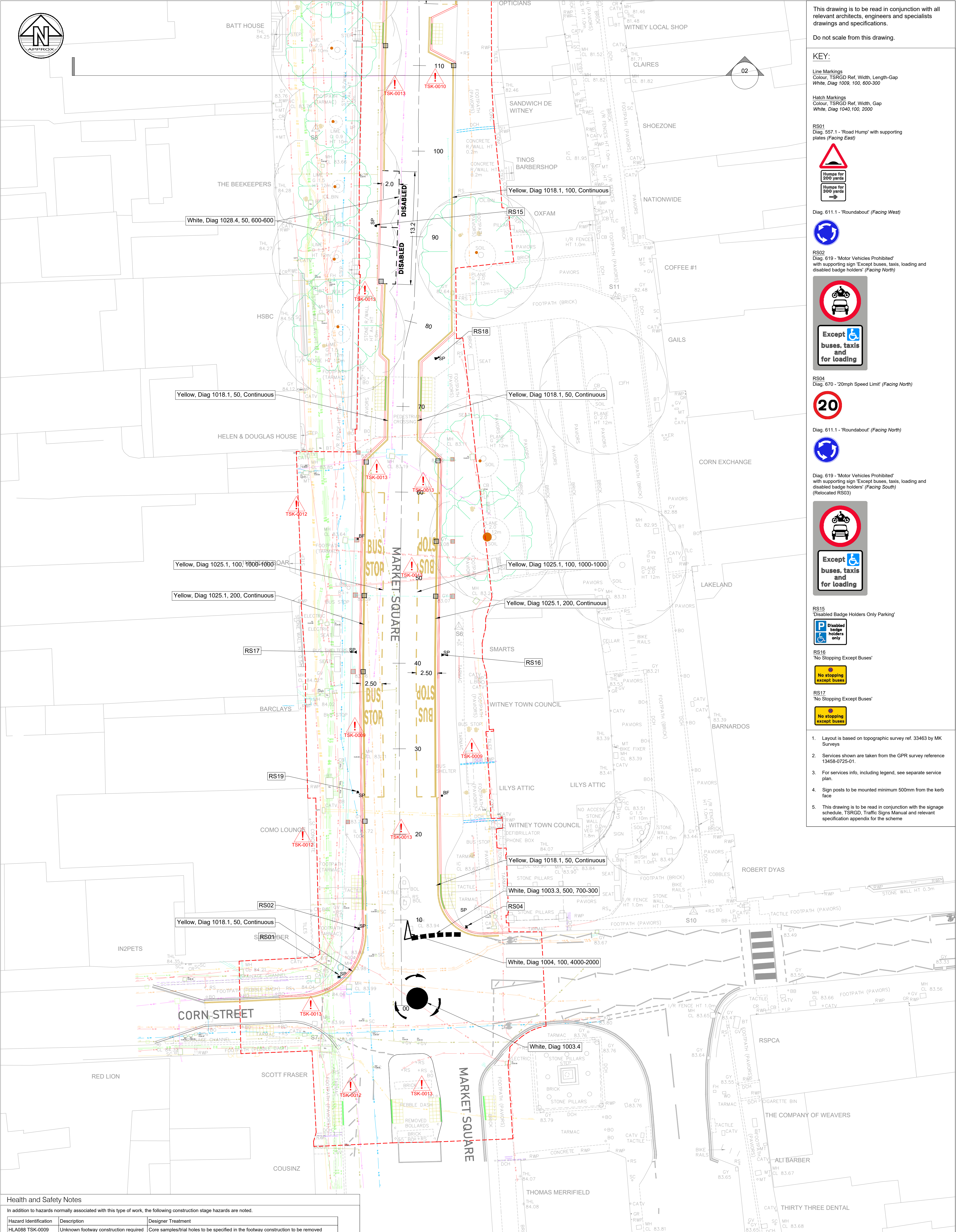
Scale (s) Date Drawn  
1:200@A1 July 2025 JB

Drawing Status Revision  
S3 P02

Drawing No.

HLA088-TSK-HSN-02-DR-CH-1200





This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

Do not scale from this drawing.

KEY:

Line Markings  
Colour, TSRGD Ref, Width, Length-Gap  
White, Diag 1009, 100, 600-300

Hatch Markings  
Colour, TSRGD Ref, Width, Gap  
White, Diag 1040, 100, 2000

RS01  
Diag. 557.1 - 'Road Hump' with supporting plates (Facing East)



Diag. 611.1 - 'Roundabout' (Facing West)



RS02  
Diag. 619 - 'Motor Vehicles Prohibited' with supporting sign 'Except buses, taxis, loading and disabled badge holders' (Facing North)



RS04  
Diag. 670 - '20mph Speed Limit' (Facing North)



Diag. 611.1 - 'Roundabout' (Facing North)



Diag. 619 - 'Motor Vehicles Prohibited' with supporting sign 'Except buses, taxis, loading and disabled badge holders' (Facing South)



RS15  
'Disabled Badge Holders Only Parking'



RS16  
'No Stopping Except Buses'



RS17  
'No Stopping Except Buses'



1. Layout is based on topographic survey ref. 33463 by MK Surveys
2. Services shown are taken from the GPR survey reference 13458-0725-01.
3. For services info, including legend, see separate service plan.
4. Sign posts to be mounted minimum 500mm from the kerb face
5. This drawing is to be read in conjunction with the signage schedule, TSRGD, Traffic Signs Manual and relevant specification appendix for the scheme

Health and Safety Notes

In addition to hazards normally associated with this type of work, the following construction stage hazards are noted.

| Hazard Identification | Description                                                                                                                                          | Designer Treatment                                                                                                                                                               |
|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| HLA088 TSK-0009       | Unknown footway construction required to be removed increases risks to construction operatives (e.g. from PAHs, removal of large, heavy flag paving) | Core samples/trial holes to be specified in the footway construction to be removed and treatment of existing footway areas to be specified based on results                      |
| HLA088 TSK-0010       | Construction of gully connections onto existing surface water sewer at depth means construction workers having to work in deep excavations           | Drainage connections to utilise existing gully tails and not require new connections to deeper drainage where possible.<br>CCTV survey undertaken and design amended to reflect. |
| HLA088 TSK-0011       | Placement of planters/benches requiring heavy lifting operations putting construction workers at risk                                                | Investigate procurement of planters/equipment that requires little on site lifting/assembly to reduce this risk.                                                                 |
| HLA088 TSK-0012       | Shallow services identified by GPR survey in area of footway resurfacing leading to service strikes                                                  | Specification of surface treatment that requires minimal excavation above services. Areas highlighted on drawings                                                                |
| HLA088 TSK-0013       | Services crossing new kerb lines leading to service strikes                                                                                          | GPR survey indicates the depth of these services. Services highlighted on drawings. Kerb installation details to be developed to require limited excavation                      |

For all identified Design Health and Safety Risks applicable to the scheme, see HLA088-TSK-GEN-ZZ-RA-0001 and the associated hazard plan

| Rev | Date     | By | Chk | Description               |
|-----|----------|----|-----|---------------------------|
| P02 | 05.09.25 | JB | SC  | Sign Faces Updated        |
| P01 | 31.07.25 | JB | SC  | For Information & Comment |

TSK CONSULTING

Engineering the Built Environment

All rights for the intellectual property of the designs shown on this drawing are reserved by TSK Consulting Ltd. Company Registration Number: 9640811

TSK Consulting Ltd.  
29 Stoney Street  
Nottingham NG1 1LP

T. 0115 922 9863  
E. info@tskconsulting.co.uk  
W. tskconsulting.co.uk

TSK



OXFORDSHIRE  
COUNTY COUNCIL

GallifordTry

Project

Witney High Street  
Oxfordshire

Drawing Title

Road Markings & Signs  
Sheet 1

Scale (s) Date Drawn  
1:200@A1 July 2025 JB

Drawing Status Revision  
S3 P02

Drawing No.

HLA088-TSK-HSN-01-DR-CH-1200