

Witney Traffic Advisory Committee Report by Oxfordshire County Council

June 2026

Lead officer: Odele Parsons, Place Planning and Coordination West Team Leader,
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Maintenance issues: <https://fixmystreet.oxfordshire.gov.uk/>

Claims for damages - [Compensation claims as a result of highway defects | Oxfordshire County Council](#)

OCC Updates

1. West Oxfordshire Lowlands Movement and Place (MAP) Plan

Ashley Hayden, Area Travel Plans Team Leader / Tom Wilkins, Area Travel Plans Technical Lead

The [Movement and Place \(MAP\) Plans](#) are the daughter documents of Oxfordshire's Local Transport and Connectivity Plan ([LTCP](#)) and focus on local level strategy and schemes, replacing Local Transport Plan 4 Strategies that were adopted in 2016 including the Witney and Carterton Area Strategies. The Movement and Place Plans will remain live documents so that they can be updated as and when necessary, ensuring they are reflective of the current environment. The West Oxfordshire Lowlands is the third plan being progressed. The Science Vale and Bicester and Surrounding Villages MAP Plans were adopted earlier this year.

There has been extensive engagement with councillors, stakeholders and the public including briefings, drop-in events, and emails with draft documents being placed in libraries also. Public consultation ran between 5th May and 2nd June gaining over 300 responses via [LetsTalk Oxfordshire](#), with public drop-in events held in Eynsham, Carterton and Witney. Any new Councillors introduced post-elections were emailed on 28th May.

Next steps include reviewing the consultation feedback and updating the MAP plan and supporting documents accordingly. The aim is to submit to the Place Overview Scrutiny Committee in September and adoption by Cabinet before the end of 2026.

The team would like to thank Councillors and the public for their engagement with the consultation and feedback they have given.

1. Access to Witney

Abdul Waraich, Access to Witney Project Manager

The Access to Witney Scheme has continued to progress well through construction, and we are pleased to confirm that it is due to open to traffic on 3 July 2026. The

project team has been working hard to ensure the scheme is delivered to a high standard, with quality and safety remaining key priorities. Once the slip roads are open, the team will continue to monitor them closely to support safe and efficient use. We would like to thank local Councillors and the public for their continued patience, understanding and support throughout the scheme.

Work continues to ensure re-designation of the A4095 and associated signage changes takes place once the junction is operational.

A Councillor briefing was held on Thursday 12th February, which covered the signage changes that will complement the new Shores Green slip roads (Access to Witney) scheme. The slides and meeting recording were shared after the meeting concluded with all of those invited.

2. Witney High Street and Market Square Improvements

Nick Howdle-Smith, Infrastructure Delivery Project Manager / Duncan Stewart, Infrastructure Delivery Programme Lead

Construction is now underway on the Witney High Street and Market Square Enhancement Scheme. General project information can be found by visiting [Witney High Street and Market Square delivery | Let's Talk Oxfordshire](#) and downloading our [diversion plan](#) and [project timeline](#).

For any questions or concerns about the scheme or the works, email: WitneyHighStreet@gallifordtry.co.uk

To receive the scheme newsletter, [sign up here](#).

We are aware of concerns regarding enforcement at taxi ranks in the area and are working with our contractor to improve the layout of the temporary taxi rank outside The Angel pub. We apologise for any inconvenience in the meantime.

We understand that the relocation of bus services caused some confusion when works began, and we apologise to passengers who were affected. Improved signage has now been put in place to help bus passengers find services on Langdale Gate and Welch Way.

The scheme is being delivered in phases to keep disruption to a minimum and allow the town centre to stay open and accessible throughout.

Phase 1 covers the western side of the High Street and Market Square, between Welch Way and Corn Street, with vehicle traffic moving southbound in one direction. Work in this area is now well underway.

Work completed

- Traffic management set up across the Phase 1 area to keep the works safely separated from pedestrians and traffic
- Existing underground services located and marked

- Initial excavation works started within the work zone
- Existing kerbs and footway surface removed where needed and prepared for resurfacing
- Two central road islands removed and temporarily made good

Work in progress

- Trial holes and vacuum excavation to confirm the position of underground services. Drainage and carriageway defects have been identified
- Further excavations being prepared for new drainage, kerbs and channels
- Temporary surfaces kept in place to maintain safe access past the works

Work happening next

- Installation of new drainage systems
- Backfilling and reinstatement of excavated areas for construction of new kerbs
- Laying of the new coloured footway surface
- Removal of traffic management and reopening of completed sections

3. Fiveways Roundabout, Welch Way Scheme

Roger Plater, Vision Zero

Construction of the parallel crossing on the Welch Way arm of the Fiveways Roundabout is not permitted whilst the works are ongoing in the High Street and Market Square, due to the associated diversion routes.

As these works are scheduled to continue until Autumn 2026, and be followed by the Christmas embargo, it is unlikely that the Fiveways Roundabout Welch Way scheme will happen until February 2027.

4. King George's Field Path

James Wright, Highway Maintenance (Traffic and Road Safety)

Construction of the pathway across King George's Field has been programmed by MGroup with the aim for construction to be completed over the school summer break, to minimise any disruption as much as possible.

5. Barnard Gate no right turn

Christian Mauz, Senior TRO and Schemes Officer

An 'Experimental' Traffic Regulation Order (ETRO) came into force on **01 June 2026**. The order prohibits vehicles from turning right (westwards) onto the A40 when exiting the two Barnard Gate junctions on the northside of the Oxford-Witney Road at Eynsham.

Exemptions will be included for vehicles used for agricultural purposes, to ensure their day-to-day operations are not adversely impacted (i.e. by allowing them to

continue to cross over the A40), as well as for ambulance & fire service vehicles in an emergency, and Police vehicles generally.

The Cabinet Member for Transport Management approved the Officer recommendations to proceed with an Experimental TRO at the public decisions meeting held on 9th October 2025 (item 82/85 [CMD agenda 9th October 2025](#)).

The experiment is being introduced as part of the Council's "2025-26 Vision Zero Junction incidents hot spots (cluster sites) programme". Concerns about the safe operation of the A40 junctions with the western access to Barnard Gate and the road to South Leigh are longstanding.

With the Access to Witney (Shores Green) project due to be completed this Summer, this provides a suitable alternative route to join the westbound A40 and reduce the demand at Barnard Gate for drivers from Freeland or the A4095.

An Experimental Traffic Regulation Order (ETRO) is used when it is difficult to assess the impacts of the scheme beforehand, but the cost of implementation is relatively low. During an ETRO, there is a six-month consultation period after the scheme is introduced when the public can provide their views on the impact of the scheme whilst the Council monitors its impacts. At the end of the six-month period, the Council assesses the impacts, including any consultation responses which inform the formal decision to confirm, cancel or extend the ETRO for up to 12 months longer (18 months in total) to allow further consultation and monitoring.

The experiment will be closely monitored during its operation, including the effects on all road users, specifically regarding potential issues of non-compliance – and should the ETRO be recommended to become permanent in the future, the need for any further supporting measures to ensure compliance will also be considered.

The LetsTalk Oxfordshire survey is open until Friday 20th November ([Barnard Gate A40 experimental No Right Turn survey | Let's Talk Oxfordshire](#)). The County Council will review the responses and if necessary (i.e. if objections are received), prepare a report to be presented to the Cabinet Member for Transport Management.

6. Line Refreshing Programme

Joanna Marciniak, Traffic and Road Safety Officer

A programme of line refreshing is underway across Witney.

Location	Description
Burford Road	New Access Protection Markings
Avenue Two	New "Keep Clear"/APM hybrid markings
Burford Road/Loom Lane	New APM
Wadards Meadow	Refresh existing APMs
Ducklington Lane	Refresh junction markings
Stanton Harcourt Road	New APM
Woodgreen	Refresh existing APM

*APM – Access Protection Markings

This programme also includes pedestrian crossing lining:

Location	Description
Langdale Gate	Pedestrian crossing zebra
Tower Hill	Signal-controlled pedestrian crossing
Ducklington Lane	Signal-controlled pedestrian crossing
Welch Way	Pedestrian crossing zebra
Mill Street	Signal-controlled pedestrian crossing
Hailey Road	Pedestrian crossing zebra
Hailey Road	Pedestrian crossing zebra

7. Highway Maintenance

Resurfacing on Newland and Oxford Hill

A scheme for inlay resurfacing on Newland reaching from the cricket club entrance to Church Lane is programmed for 2026/27. However, construction dates have yet to be confirmed.

8. On-street Parking Enforcement

John Charlton, Parking Enforcement Team Leader

Hailey Road – Parking obstructing the highway

Instances of parking on the grass verge where there are double yellow lines, this is also illegal.

The enforcement contractor has visited the area and any vehicle parked on the verge behind the yellow lines was issued with a Penalty Charge Notice. (12/05)

Our Lady of Lourdes School Parking

OCC's School Engagement Officer has reached out to the school and can work with them in developing a travel plan and promoting active travel to the school. There aren't any suitable park & stride locations nearby and as the school is on a main road, it wouldn't be suitable for a school street. However, other interventions such as a 'walking bubble' could be promoted, where parents are encouraged to park well away from the school gates. Although it is noted that this could cause traffic issues to be displaced rather than solved.

Further parking restrictions could be considered. If there are issues with parking over driveways, residents can apply for access protection marking. ([Private access protection road markings | Oxfordshire County Council](#)) for which there is a charge.

"School keep clear markings" are present for quite a distance but these are only advisory at this time. If upright signs accompany the markings, the Police can then enforce and possibility of getting a parking fine can be a good deterrent.

Accompanying signage needs a Traffic Regulation Order (TRO). This is a process whereby an Order is drafted by our Legal Department, describing the proposed restriction. This will be advertised during a formal consultation process and comments invited. If no objections are received, the Order can be brought into operation with lining and signs on the ground. If there are objections, these will be

reported at the appropriate Committee where a decision will be made taking into account levels of support and objections.

The cost for this is currently £4750 to cover legal work, consultation and associated procedural / administrative functions. On top is the cost of lining and signing work, which can in many situations be extensive and expensive. The County has no resources for this work as a County scheme but is able to pursue if external funding is made available. External funding is often through local Towns and Parishes who wish to promote such restrictions. The onus is on them to propose a scheme which suits their local needs and then we can act in an advisory capacity and carry out the required legal aspects.

This process can take anywhere from 6 month to a year. If the County were to promote a Traffic Regulation Order, then the County parking enforcement team can also enforce.

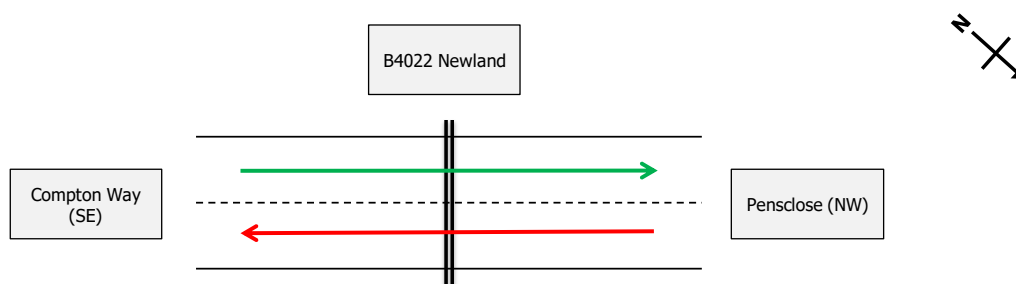
9. Newland and Cogges Hill Road Speed Surveys

Annabelle Calder, Transport Planner Place Planning North

Site 1 - Newland

Automatic Traffic Count (ATC) surveys were conducted between 6th and 12th May on Newland. The 85th percentile speed for a 7-day period was 27mph both directions.

The B4022 Newland survey was conducted between Compton Way and Pensclose. It is noted that the signed speed limit is 20mph at this site.



7-day 2-way Summary Vehicle Speed and Volume

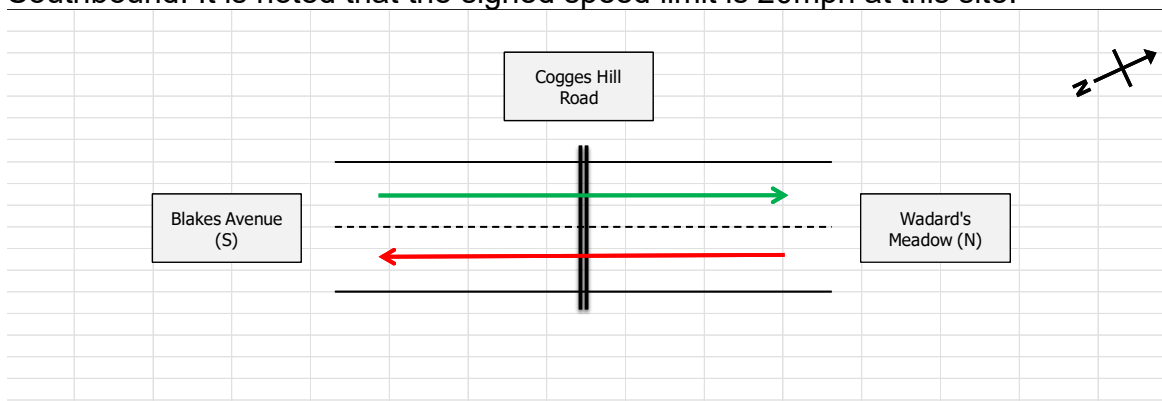
Timing Period	85 th percentile speed (mph)	Volume (number of vehicles)
07:00 - 19:00	26.44	7667
06:00 - 22:00	26.82	9136
06:00 - 00:00	26.89	9407
00:00 - 00:00	27.11	9653
During School Times		
07:00 – 9:00	26.80	1697
14:00 – 16:00	26.23	1992

5-day (Mon-Fri) 2-way Summary Vehicle Speed and Volume

Timing Period	85 th percentile speed (mph)	Volume (number of vehicles)
07:00 - 19:00	26.35	7941
06:00 - 22:00	26.74	9526
06:00 - 00:00	26.84	9790
00:00 - 00:00	27.05	10038
During School Times		
07:00 – 9:00	26.33	1860
14:00 – 16:00	26.05	2036

Site 2: Cogges Hill Road

ATC surveys were conducted between 3rd and 10th June on Cogges Hill Road. The 85th Percentile speed for a 7-day period was 33mph Northbound and 27mph Southbound. It is noted that the signed speed limit is 20mph at this site.



7-day 2-way Summary Vehicle Speed and Volume

Timing Period	85 th percentile speed (mph)	Volume (number of vehicles)
07:00 - 19:00	30.25	2579
06:00 - 22:00	30.59	2975
06:00 - 00:00	30.63	3042
00:00 - 00:00	30.70	3098
School Times		
07:00 – 9:00	32.80	604
14:00 – 16:00	32.11	695

5-day (Mon-Fri) 2-way Summary Vehicle Speed and Volume

Timing Period	85 th percentile speed (mph)	Volume (number of vehicles)
07:00 - 19:00	29.92	2747
06:00 - 22:00	30.41	3173
06:00 - 00:00	30.45	3230
00:00 - 00:00	30.55	3289
School Times		
07:00 – 9:00	32.42	714
14:00 – 16:00	31.60	777