

Witney Traffic Advisory Committee Report by Oxfordshire County Council

September 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 Scheme 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 public consultation for the West Oxfordshire Lowlands Movement and Place Plan has now closed.

The Plan is now due to be discussed formally with members at the Place Overview and Scrutiny meeting in late September and subject to the outcome of this meeting, the Plan is due to proceed to Cabinet in October.

[Agenda for Place Overview & Scrutiny Committee on Wednesday, 23 September 2026, 10.00 am | Oxfordshire County Council](#)

[Agenda for Cabinet on Tuesday, 20 October 2026, 2.00 pm | Oxfordshire County Council](#)

2. Access to Witney (Shores Green)

The slip roads are now open to all traffic, and the redesignation of the A4095 and associated signage have been implemented.

The team are now moving into the monitoring phase. Over the next 6 months, a number of traffic surveys will be carried out to assess the impact of the implementation of the scheme.

3. Witney High Street and Market Square Improvements

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

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](#)

Recent updates:

Temporary bus stops installed on Monday 7th September to improve the waiting conditions for bus users.

Bus shelter foundations are being developed in anticipation of the new permanent shelter installation at the end of September / beginning of October.

A new (3 bay) bus shelter will be installed outside the Cross Keys.

2x tree pits are being installed at the Welch Way junction with 2 new trees on track for installation at end of program.

Full carriageway resurfacing is currently in the construction program and will be delivered, subject to funding.

The contractor is reviewing current traffic management / phasing arrangements to ensure the program is delivered to the current demobilisation date of 3rd November.

Contractor is engaging with Witney in Pink organisers to ensure the event can proceed in the High Street with minimal disruption.

4. Witney Paths and Crossings

Karl Chadwick, Infrastructure Delivery Assistant Project Manager / Duncan Stewart, Infrastructure Delivery Programme Lead

The project team have been progressing the necessary governance approvals to finalise the direct award for the scheme and met with the contractor again on-site on Thursday 10th September to review the current scope and phasing for works at Deer Park Road and Madley Park.

An update on the latest position will be provided at the TAC meeting.

5. On-street Parking Enforcement

John Charlton, Parking Enforcement Team Leader

Quarter	Patrols undertaken	PCN Issued
June to August 2026	2899	353
March to May 2026	2226	297
December 2025 to February 2026	1575	193

6. King George's Field Path

James Wright, Highway Maintenance (Traffic and Road Safety)

Work was completed on the King George's Field pathway at the beginning of September. The path was funded via s106 contribution from Wood Green Secondary School expansion project. It provides an even surfaced, all-weather option when

crossing the field to/from Kingsfield Crescent to/from Pensclose to access the back gate entrance of Wood Green School.



7. Church Green traffic issues

Raised by a resident – “Increasing number of cars travelling at high speed around Church Green... It might help prevent this if there was more visible signage... There also needs to be a sign indicating that the two roads on the west side are one-way systems...”

OCC Traffic and Road Safety Team Response:

The 20-mph speed limit signing has been designed to satisfy minimum requirements to enable Police enforcement, and to minimise visual intrusion in the conservation area. OCC as the Highway Authority cannot enforce speed limits and so, if speeding is felt to be a problem, this needs to be reported to the Police as the enforcement authority.

Secondly, there is no formal Order prescribing a one-way system for the 2 roads on the west side of Church Green despite the general local understanding. This issue has been raised once or twice in the distant past but has not been a consistent problem that has warranted any further intervention at this time.

If the Traffic Advisory Committee would like this to be made a formal Traffic Order, it can be added to OCC workstreams.