

ANNEX 5a – Email Responses

VIEW	COMMENTS
Object	No comment
Object	<p>Cutting off access to Walton Street (Oxford) is already making it very difficult for us. We have to make about a mile more journey 2 or 3 times a day, at least, , where I work. All the traffic going up towards Kingston Road causes road blocks. The traffic queues in St. Giles are atrocious and many times we have to sit in it. As for Observatory Street, very slow access as bikes are going up and down the street, very dangerous. We are wholly against the experiment and we would like you to consider our application.</p>
Object	<p>I am writing to oppose the above prohibition of motor vehicles in Walton Street. Businesses in Jericho and elsewhere are still feeling the effects of the monster that is the Westgate Centre. I hear that Boswells is closing next year. Please don't let this happen to businesses in Walton Street – we need as much support as we can get from our City Council and closing Worcester Street to traffic is making trading noticeably difficult for us all.</p> <p>I have either lived or run businesses in Jericho and know it well. Walton Street has always been a mixed-use city fringe street. It's vibrant and cosmopolitan – a very special place. There is not an excessive amount of traffic, drivers are considerate and there seems to be a mutual respect between drivers, pedestrians and cyclists. We all rub along very well.</p> <p>ALL businesses on Walton Street strongly oppose the proposed closure as does every resident who I have spoken to. We were all horrified when the road closed due to road works so you can imagine the despair we felt when we heard that the Council is arbitrarily trialling a closure with a view to it possibly being permanent. How can this happen in a so-called local democracy?</p> <p>Westgate Shopping Centre</p> <p>Many independent businesses have seen a drop-in trade since the Westgate opened. Many are still finding trading difficult. I hear that one in eight shops in the city centre is empty in what was previously prime retail space. Closing Worcester Street with the aim of restricting flow and access into Jericho will undoubtedly</p>

	<p>have a negative commercial impact – encouraging traffic through Oxford to the car park at Westgate but not allowing customers to drive to Jericho. It's adding insult to injury.</p> <p>With increasing globalisation, homogenised businesses and growing internet trade we should be valuing small, independent bricks and mortar business and the contribution they make to the community in Jericho. Branca is very definitely a neighbourhood restaurant and deli. Not to mention the rates we pay and the employment we create.</p> <p>Deliveries</p> <p>Some of our deliveries come in 7.5 tonne lorries. These are not HGVs, but they are unable to access Jericho businesses via Little Clarendon Street or Observatory Street. We have a number of deliveries which come via the Botley Road (or are from companies based on the Botley Road). Currently they have to go via the ring road or Little Clarendon Street to get to us. Little Clarendon Street, Observatory Street, Pusey Street and St John's Street will all get more traffic. I've certainly been using Little Clarendon Street more.</p> <p>Shutting Worcester Street would create pinch points elsewhere in the city, more travel miles and more pollution – particularly for those vehicles who have to go via the ring road and sit in traffic there. This makes the proposal less green than it initially might seem.</p> <p>In summary, the closure trial has come at completely the wrong time when many businesses are already struggling and adjusting to significant structural challenges. It's very much an anti-business proposal. Walton Street is full of life and the businesses along it are very much part of this. We are not a city centre street but very much a neighbourhood and a community. We love Jericho how it is.</p>
Object	<p>We were not consulted about the closure of Walton Street and live . Why were we not sent something in the post? Who did you consult with initially to let them know you were intending on doing this?</p> <p>This makes it increasingly difficult to get out of Jericho to the west of the city with a car which we use often with a small baby.</p> <p>It also means that we have to use the small side roads which are unfair on residents and would not decrease pollution just disperse it.</p>

	<p>I would like to raise our objections formally as you have not given us time to do this.</p>
Object	<p>St Bernard's Road is a narrow residential street, not suitable for main flow traffic including commercial vehicles. The speed humps and bollards were installed a few years ago to deter its being used as a rat run. Walton Street has just been wholly resurfaced. It ought to be possible to replace the traffic lights at the southern end with one or two mini roundabouts, keeping traffic moving rather than having engines idling and causing major pollution. The extra distance that traffic currently has to travel in order to reach Hythe Bridge Street and points west and south is also an unnecessary cause of pollution, down Woodstock Road, down St Giles, and down Beaumont Street. We residents were not consulted before the decision to close the southern end of Walton Street was taken, nor were the consequences properly thought through. It must be stopped, immediately.</p>
Object	<p>I am sure that you are aware of the latest twist in this experiment which is the closure of St. Bernard's Road. Whilst the experimental closure of Walton Street has nothing to do with the St. Bernard's Road closure (which I assume is to do with the marathon refurbishment of Belsyre Court), the effect is extremely noticeable. Drivers trying to get to Woodstock Road are blatantly ignoring the closure notices between The Victoria Pub and the Frog and Orange party shop, either through ignorance or disbelief, and they are still driving down the road, resulting in utter chaos. Yesterday evening I went for a walk and purposely walked back home along St. Bernard's Road from the Woodstock Road end. A cyclist passed me on the path and then proceeded to ride the wrong way down St. Bernard's Road (which I am sure that you know is a one-way road). This was at 8pm, so it was dark, and the cyclist was neither wearing a helmet, a high-visibility jacket and didn't have lights on their bike. At the same time, no less than 4 cars had ignored the signage and had driven up St. Bernard's Road to the actual road works. This resulted in the four cars having to make 7, 9 and 11 point turns in the narrow space in order to travel the wrong way back down St Bernard's Road towards The Victoria Pub. When I had walked to the end of St Bernard's Road, the 4 cars who had turned around were then being pinned in by a further two cars attempting to turn in to St. Bernard's Road from Walton Street and one car trying to turn in from Kingston Road.</p> <p>I realise that this additional twist is later than the cut off time for your review of the responses that you have received, but I hope that you can take this organised chaos into your deliberations. We will be extremely lucky to avoid an accident.</p> <p>I would also again point out to you, that with the closure of Walton Street leading to Beaumont Street, that St. Bernard's Road is now the first road for all of the hundreds of residences in the streets in the entire Jericho area, Walton Well Road, Rutherway, Merrivale Square, Plater Drive and William Lucy Way to access</p>

	<p>Woodstock Road. With the road works in St. Bernard's Road, the current option for all of the traffic to get to Woodstock Road, which is the only way for traffic to get out of Oxford, is Leckford Road which is particularly narrow (in fact single file) at the Kingston Road end due the residential cars parked on both sides of the road. At least when Walton Street was open, drivers who wanted to go south of Oxford had the option of driving towards Worcester College. Now drivers have no option but to use St. Bernard's Road (and now Leckford Road), no matter which direction they want to travel.</p>
Object	<ol style="list-style-type: none"> 1. <u>Information</u> The Order prohibits traffic at the southern end of Walton Street, and Jericho residents have been kept fully informed. However, the result of the Order is to move the traffic problem to just north of Jericho, i.e. Walton Manor. Walton Manor residents have, until this notice of yours dated 8th November but not delivered until 16th November, officially received no information at all, although I gather that the initial experimental closure period and invitation for comments began on 4th October and closed on 18th October. Why were only Jericho residents contacted and kept informed, and Walton Manor residents ignored? 2. <u>Pollution and Costs</u> Starting in July 2019, Walton Street was excavated and resurfaced, starting with the north end and, a fortnight later, following with the southern end. During the latter exercise, I'm told large and deep sink holes were discovered, but no information was passed to Walton Manor residents. Eventually these were dealt with, filled, and the whole street was then resurfaced to a high standard. It is a street broad enough to take reasonable amounts of two-way traffic, with parking on either side, and had been carrying not only cars but lorries, commercial vans, including brewery deliveries to pubs and restaurants and furniture vans for people moving to a new house in the Jericho/Walton Manor area. The cost of resurfacing and repairing the infrastructure of Walton Street could not have been negligible. Nevertheless, the above Order was introduced, initially on an experimental basis. Presumably the idea was to keep traffic moving, rather than idling at the traffic lights, thereby emitting a high level of pollution. However, the closure has forced westbound and southbound traffic in the Jericho area (needing access to Botley Road, or Abingdon Road), as well as traffic travelling south down Kingston Road, and traffic from the Walton Well Road/Plater Drive/Southmoor Road area, to use a much longer route to reach the traffic lights near Worcester College, at the western end of Beaumont Street. Instead of using the newly surfaced southern end of Walton Street, all the traffic, of both residents and businesses or visitors, now has to use St Bernard's Road or other points north. These are narrow residential streets – more later. The route from the Jericho/Kingston Road

area now involves travelling east up St Bernard's Road, turning south into Woodstock Road, travelling along Woodstock Road to St Giles, south down St Giles, then (after a queue at the traffic lights which involves traffic idling) turning west down Beaumont Street, in order to access ways of leaving central Oxford by western or southern routes. The resultant increase in pollution is obvious, apart from the inconvenience.

3. Inappropriate use of Residential Streets

Routing all the Kingston Road, Walton Street, and Walton Well traffic down St Bernard's Road has made quiet residential life impossible. There is a similar detrimental effect to the other local Walton Manor streets that are now the only escape for traffic in the area that needs to access Woodstock Road. St Bernard's Road is narrow, one-way, with terraced houses only a couple of metres from the roadway. A few years ago, traffic calming measures were fitted (speed humps and bollards, at awkward angles), to discourage the street from being used as a rat-run. Now, all of a sudden and without any warning to residents, it is expected to carry all the weight of the two-way traffic in Walton Street and Kingston Road, including commercial vehicles, that needs to leave the Jericho area. The pollution, right on our doorsteps, is very noticeable, and the volume and speed of the traffic at times is quite dangerous to pedestrians and cyclists.

4. Dangers in Beaumont Street

The western half of Beaumont Street, from Gloucester Street and St John Street, is the 'Harley Street' of central Oxford, with GP surgeries on either side serving local residents and also students. Along the southern side of this section of Beaumont Street, there are designated blue-badge disabled parking bays. These enabled people with compromised mobility, such as myself, to access their GP surgeries easily and safely and to leave safely after their appointments west down Beaumont Street, to the right-hand lane of the traffic lights at Worcester College, then right (north) up Walton Street and back home (the western end of St Bernard's Road). Now, parking in one of those designated disabled spaces, the escape choices afterwards are vastly more inconvenient and also unsafe, i.e.

- a) Travel all the way to Frideswide Square and then attempt to make a complete turn in order to travel back east to Beaumont Street, Woodstock Road, etc.
 - b) Attempt a U-turn in Beaumont Street, against the much-increased volume of traffic; or
 - c) Park in Gloucester Street, if there is a space, having first done a 3-point turn to face Beaumont Street, so as to turn right against the traffic.
- This is no way to treat frail old-age pensioners or indeed any people who need disabled parking.

	<p>5. <u>Lack of Public Transport</u></p> <p>The small local number 17 bus was convenient, bringing especially elderly and infirm people from Cutteslowe to Oxford city centre, for shopping and socialising. That was pleasant. However, there is a really crucial loss since the bus was axed, and that is its connectivity to Summertown and the 700 bus to the hospitals. to catch the number 14 or 14A to the hospitals, or the 2 (a, b or c) to Summertown. I used to take the number 17, from the stop in live, to Summertown; then cross over the road and connect with the 700. Now, with no bus connection, I am, in effect, taxed: a taxi there and back costs little short of £20. This is manifestly unfair. If the reason for the Order is to reduce pollution at the southern end of Walton Street, then there really ought to be a viable bus service, at, say, half-hourly intervals, all the way from Cutteslowe to the Westgate area, using the currently closed junction at Worcester College. That route ran east up Beaumont Street, south into Magdalen Street East, then West down Broad Street and George Street. The proposal for several bus gates that is now being considered will be yet another way to imprison Jericho and Walton Manor residents, although any scheme to reduce commuter traffic into Oxford would be helpful. Unless there is a reliable, cheap, and regular system of public transport, however, the bus gate project will simply be unfeasible.</p>
Object	<p>I have been advised to contact you regarding my complaint of the unacceptable increase in traffic in St Bernard's Road as a result of the closure of Walton Street at the junction of Beaumont Street. St Bernard's Road is now functioning as an arterial road which the lay out was not designed for. Despite the 20mph limit cars regularly speed well beyond this restriction, man in white van and taxis being particular culprits.</p> <p>An increase in pollution and noise levels are of course another by-product of this closure.</p> <p>This closure would appear to have been activated without any consultation of local residents. I appreciate Oxford is blighted by traffic issues, but to close a main road without making provision for compensatory access for a large domestic area of the city, here I'm referring to Jericho and workers at OUP as well as Walton Manor is, in my opinion, bad planning.</p>
Object	<p>As a resident , I object to this experiment as the traffic up St Bernard's Rd has increased a lot. Some mornings the queue to cross Woodstock Road ends at my door - No 11. The increased amount of trucks, taxis, and cars that have to now use St Bernard's Rd makes it unsafe for the elderly, children and pets plus the added pollution. St Bernard's is a narrow road and should not be used as an exit to wherever.</p>
Object	<p>I'm detailing below what I believe is a solution to the problem of traffic in the Jericho and Walton Manor area.</p>

I start with a number of principles:

- traffic flow must be kept to the barest minimum possible
- rat running must be prevented
- roads with low residential density should be preferred for traffic versus roads with high residential density (e.g. Little Clarendon St takes more traffic than St Bernard's Rd)
- larger and higher capacity roads should take more traffic than smaller side roads (e.g. Walton St takes more traffic over side roads)
- each area of Jericho-Walton Manor should look after its own traffic inflow and outflow. To illustrate this, I have attached a map (figure 1) and divided the area into 3 zones. I believe that traffic should as a generalisation not be able to use Walton Street or Kingston Road to pass north and south from zones A into B and into C. Rather these different zones should be accessed by roads immediately coming off the Woodstock Road or Beaumont Street. This is a key principle as firstly it prevents rat running and secondly it ensures equity such that one zone does not principally disturb residents in another zone by their traffic
- The above division of the area into three different zones is a cardinal principle in traffic management and is underpinned by the principle of equity and fairness
- There can be some flexibility at the margins of the zones but what is absolutely a cardinal principle is that the bulk of the traffic from within any one zone must enter directly into that zone and depart directly from there to one of 2 major roads, either Beaumont Street or the Woodstock Road. Traffic should not transition directly from one zone into another.

Using these principles, I believe the following facts are clear:

- firstly, that **Walton Street south must be reopened**: this is because it is a major road and is required for access to and departure from Jericho. Plans below however will stop the two principal sources of rat running:
 - firstly, cars coming from the Woodstock Road down Little Clarendon Street to access the station area and
 - secondly cars travelling down Walton St to depart South
- secondly that the **direction of flow of Little Clarendon Street should be reversed** allowing the Jericho traffic to depart that way. The reversal of Little Clarendon Street does not need to be 24/7 (e.g. it could be exit only 16.00 to 06.00, entrance at other times, using LED no-entry signs - there is precedence in Birmingham having variable direction one-way traffic). This will completely stop the rat running from the Woodstock Road down Little Clarendon Street into Walton Street and the

station area. However, in so doing it is clear that there needs to be two departure routes from the Jericho area hence the need to reopen Walton Street south.

- Thirdly and **the key to the whole project is that there should be no private traffic passing Walton Street northwards by the Walton Street Cycles shop** (figure 2). This is the key that unlocks the whole traffic management in Jericho and Walton Manor. This is incredibly simple to implement and means putting up a no entry sign going northward at the chicane just by Walton Street Cycles. The road then remains passable for emergency vehicles public vehicles such as rubbish collection and possibly taxis but not for private cars. However, in blocking traffic departing Jericho to the north at Walton Street Cycles it is clear that Walton Street south must be reopened as there needs to be two departure routes from the Jericho area.
- Fourthly, traffic passing **south** at the Walton St no-entry could be allowed during the day, but at night (e.g. 6.30 pm - 7 am) could be restricted to Jericho residents only
- It is likely that the above changes (figure 3) will unlock traffic management in this area and additional changes will not be necessary but can be kept under review. For example, it may be required that traffic cannot pass from zone A into zone B, but this can be decided later.

RE-ITERATION of the CENTRAL IMPORTANCE of WALTON STREET BECOMING NO-ENTRY NORTHWARDS at WALTON STREET CYCLES

It is vital to recognise that the key to the whole project is blocking off Walton Street at Walton Street Cycles (figure 2). This blockage can be done by a no entry sign northward (except possibly for commercial traffic and public sector vehicles). I would suggest at the same place a no entry sign be placed southward at Walton Street Cycles allowing only residents of Jericho access to Jericho outside daytime hours (for example 6.30 pm until 7 am). Daytime private vehicles can enter the Jericho area using Observatory Street, Walton Street South, Walton St north. **The reason that this is central is that it prevents traffic coming from Jericho running into either Kingston Road or St Bernard's Road**

Using this model Jericho would then have 3 day time entry roads (Walton Street south - which is a major road - and Observatory Road, and during the day Walton Street north at the Walton Street Cycles), 2 night time entry roads (Observatory Street and Walton Street south) and 2 exit roads (Walton Street South, which is a major road and therefore appropriate to take more traffic and Little Clarendon Street).

The northern area (zone A on my map) of Walton Manor would have 2 access roads (Polstead Road and Saint Margaret's Road), and 2 departure roads (Saint Margaret's Road and Farndon Road)

	<p>The middle area (zone B on my map) would have 1 access road (Leckford Road) and 2 departure roads (Leckford Road and St Bernard's Road)</p> <p>I believe that this is a simple effective and appropriate solution to the problems of traffic management and should have serious consideration and be implemented.</p>
Object	<p>petition signed by about 100 people from St Bernard's Road & Walton St (by the roundabout) deploring the vast increases in local traffic and requesting that Walton Street be reopened. Another resident also came from Jericho (she has a petition of 50 or so names from Jericho also deploring the closure and requesting the reopening of Walton Street).</p> <p>We noted that residents of Jericho, Walton Street, and St Bernard's Road all deplored the closure of Walton Street, therefore emphasising the widespread and disparate nature of the groups deploring the closure of Walton Street and the adverse impact on their environment</p> <p>I wonder if I could summarise the meeting as I saw it and our discussions?</p> <p>DETRIMENTAL IMPACT ON ST BERNARDS ROAD</p> <p>We noted the highly detrimental impact of the closure of Walton Street. St Bernard's Road is the first exit from Jericho now that Walton Street is closed and therefore all traffic that used to depart the Jericho and Walton Manor area using the major 2 lane Walton St south instead goes up the small side street of St Bernard's Road. This small side street has now become the main highway out of Jericho and Walton Manor and this is quite unacceptable</p> <p>Traffic in St Bernard's Road is now at an unacceptably high density, there are often 12 or more cars bumper-to-bumper travelling down the road. Hour in hour out there are vast numbers of cars and vans and lorries passing through the street. Traffic disruption goes on for a really long period of time, often to the early hours of the morning. Cars slow down over speed humps and then throttle hard to the next hump, speeding, then brake hard and repeat the process. This produces excess noise from engines and tyres and squealing of brakes. The road has become a racetrack.</p> <p>There is now great physical danger in the street to pedestrians (and cats) and cyclists are put off cycling. Elderly residents often have to wait for 10 or more cars to pass before they can cross, some become</p>

impatient and dangerously rush out between cars when it is unsafe to do so. We feel it is only a matter of time before there is a serious injury to a pedestrian.

There is noise pollution that is very excessive, exhaust pollution, a loss of tranquillity. In particular we seek to highlight the pollution caused by non-electric vehicles particularly diesel pollution. The physical atmosphere is now really quite toxic.

Those with roadside facing bedrooms have very disrupted sleep with terrible consequences. Late at night or the early hours of the morning not only is traffic density too high for undisturbed sleep but often cars are blaring music at high-volume, all of which is quite unacceptable

DETRIMENTAL IMPACT ON JERICHO

mentioned the local impact of closing Walton Street with lorries unable to depart the Jericho area via Walton St now turning into the side streets of Jericho as they are unable to turn in Walton Street and they seek a way out so disrupting her and her neighbour's peace and tranquillity.

Not infrequently there are stand-offs as lorries approach each other from different directions. The increase in delivery and lorry traffic in her side streets is clearly quite unacceptable. mentioned that before Walton Street closure children used to play in the side streets of Jericho, and that is clearly a good thing but is no longer possible as it is unsafe with the increase in commercial vehicle traffic. This is clearly to be deplored.

DETRIMENTAL IMPACT ON WALTON STREET BUSINESSES

also mentioned the impact on the businesses in Walton Street and that they had suffered financially as their deliveries had been impaired by the Walton Street closure - some were losing considerable sums of money with a consequence they felt their rates should be cut

POSITIVE RESPONSE BY COUNTY COUNCIL

We were pleased to hear that these consequences were being taken very seriously by the County council and that the current situation was not tenable for the future.

	<p>We understand the local issues and we are pleased to hear the county perspective on these.</p> <p>We understand that this is an experiment and I think all of us agreed that this phase of the experiment could now be concluded as it had not been a success.</p> <p>We discussed the way forward:</p> <ol style="list-style-type: none"> 1. We understand the county council may wish to make a number of other adjustments and experiments to see how different possibilities settle in. I will send you a separate email with my proposals. We would certainly wish to engage fully with these proposals and understand the nature and complexity of the problem 2. It was the view of the group however that the first step in providing a solution to this problem is that we should move back to where we were – that is the reopening of Walton Street before doing anything else. Partly in our mind this is to prevent the closure of Walton Street bedding in and being impossible to dislodge as this is so clearly against the interests of many residents of Jericho, Walton Street (other than those few benefiting from the closure) and of course massively St Bernard's Road. Partly it is because the problems are complex and need careful consideration which will take time and partly it is to acquire baseline data as if there is a sequence of experiments then it needs to start from having data on the baseline (that is the position before the closure of Walton Street) and then the consequences of each experiment should be carefully assessed with data 3. We discussed a number of solutions to the traffic problem <p>REQUEST for FIRST STEP BY COUNTY COUNCIL</p> <p>We made the request that the first next step by the County council should be to re-open Walton Street.</p>
Object	<p>I think that this “experimental” closure should be halted immediately. The council’s experiment has been extremely poorly communicated and has failed to give any of the thousands of residents who are directly affected any opportunity (because of the lack of communication) to express their views. A great deal of tax payer’s money has already been spent on resurfacing Walton Street with a road that Lewis Hamilton would be happy to drive down and yet it is closed. It is a ludicrous situation. Surely it is obvious that if an improved flow of traffic around Beaumont Street and the Worcester College area is needed, then the evidence of what might be a sensible solution is nearby to that area. The introduction of mini-roundabouts at the Royal Oxford Hotel end of Hythe Bridge Street and the railway station has improved the flow of traffic in that area</p>

	<p>enormously. It is still very busy but there is, at least, a traffic flow. A great deal of the traffic pollution in Oxford is from stagnant traffic – if traffic flows, then there is less pollution because exhaust fumes are more easily dispersed. Why can't mini-roundabouts be introduced outside of Worcester College at the end of Beaumont Street and George Street/Hythe Bridge Street? At least then traffic could flow more easily and with properly marked pedestrian crossings it would also be safe for the walking public. When Walton Street was open, and the traffic lights stopped working outside of Worcester College it was noticeable that traffic flowed far more freely in the area than when the lights were working! This morning I witnessed a dozen cars streaming from the closed Walton Street end down St Bernard's Road. Large delivery vans were already in Walton Street delivering supplies to the local pubs and restaurants. There is no option for any commercial vehicle delivering in the area other than to U-turn in Walton Street and head North, and potentially down St Bernard's Road (which is the first available one-way street leading from Walton Street to Woodstock Road) to get out of Jericho. When Walton Street was open at least the commercial vehicles and other traffic could head towards Beaumont Street and escape the confines of the area that way. Please will all of the councillors copied into this e-mail reconsider this insanity? The current situation makes no sense and from previous e-mails I gather that this is a "consultation" that might lead to a 6-month experiment which might lead to an a further 18-month consultation period. The intention of the council when Walton Street was resurfaced was to open it immediately after the work was completed. I know that the discovery of a sink-hole delayed the completion of the work, but surely it has been already closed for long enough</p>
Object	<p>Many thanks for taking the time to reply to my email last month opposing the above closure for that it grossly marginalises the welfare and rights of the residents on St Bernard's Road.</p> <p>The flow of traffic down our street has continued to be constant and starts very early in the morning, throughout the day and stretches into the early hours of the morning, including weekends. It's often times unbearable and , we are assaulted by the fumes. It's terrible.</p> <p>I make a plea that the experiment does not last another 5 months. It does not need 6 months to assess the noticeable and significant negative impact the closure has had on our street, for example, especially when there is no County traffic measurement being set up to monitor the traffic type and volume here. The County can use this time more wisely and equitably by trying out different closure or traffic direction measures in the whole Jericho and Walton Manor area that can show feasibility or otherwise within few weeks.</p> <p>I would be most grateful if you could please alert the consultation manager to this plea, to consider a more proactive, equitable and useful experiment by trying out different traffic measures in the whole area now, not in 5 months' time.</p>

Object	<p>Since the closure of Walton Street, we have seen much increased traffic going through St Bernard's Road as a way out of Jericho. This has included large lorries, vans, taxis, and cars. Some of the vans and cars drive at a speed well above what is deemed safe on this small residential road. This is extremely dangerous.</p>
Object	<p>This is disappointing...how will you manage Little Clarendon Street, Observatory Street, and St. Bernard's Road? The first and second are one way going east to west, the third being one way west to east. How is the Coop lorry going to manage? How will the flower double trailer lorry cope? Leckford Road has a weight limit of 7.5 tons. The Coop lorry is 18 tons, the flower lorry even more.</p> <p>Increased danger to cyclists from drivers executing three point turns on Walton Street and Kingston Roads.</p> <p>And will you bring back the bus service along Walton Street/Kingston Road? I notice that a number of bus stops have been painted on the road during the recent work on Walton Street.</p>
Concern	<p>I've seen the very inconsiderate drivers going down St Bernard's Road. Therefore, I wonder whether, as joined up thinking about the same scheme, St Bernard's could have very clear signs to stop people going along it, indicating that St Margaret's Road is the designated B or C road.</p> <p>In addition, as part of the same experiment, could St Bernard's Road actually be closed to through traffic at the junction to Leckford Place? In this way, vehicles wanting Banbury Road would have to go along Plantation or Leckford Roads, which would be a massive deterrent, with Plantation Road one way back to Kingston Road and Leckford Road always chaotic at its junction with Kingston Road.</p> <p>Residents like and in the western end of St Bernard's Road would have to go to Leckford Road to get onto Banbury Road, but I would be astonished if drivers from outside the area would continue to go past their houses once they experienced the detour, resolving the most immediate problem.</p> <p>Would such a simple experiment be possible as part of the same scheme? I hope so.</p>
Neither	<p>I know I have missed the consultation deadline, but as someone who got scuppered by the closure recently I wondered if the council had considered the following proposal?</p> <p>If Walton Street was made one-way from the Worcester Street direction, this would not hinder the traffic situation at that end. Then Little Clarendon Street could be made one-way from the Walton Street direction to St Giles to avoid the need to travel the whole way through Jericho.</p>

Neither	<p>I drive down to off Walton Street most days and the traffic flow does seem better in the morning. The evenings are more congested with the pelican crossing being re-established alongside traffic backing up from the current Botley Road roadworks.</p> <p>I wondered if in your consultation whether you'd considered:</p> <p>1) allowing left turn into Walton Street - this would allow some traffic to flow in without the need for signalling at the Beaumont Street junction</p> <p>2) consider allowing zero / low emissions vehicles through the junction e.g. electric or hybrid cars.</p> <p>Combining both these ideas would allow OCC to test out how future low emission zones would work in a controlled manner, you'd have a baseline which includes a residential / business mix.</p> <p>Like lots of Oxfordshire folk, I've made the investment in an electric car to reduce my carbon footprint and I'm keen to see more folk inspired to the same. It would be great to see electric vehicles form part of all Oxfordshire traffic consultations.</p>
Neither	<ol style="list-style-type: none"> 1. From time to time I look at a map of road traffic congestion in Oxford and regularly see delays from St. Giles through Beaumont Street to Botley Road. Before the sinkhole events in Walton St the road (Walton St) was generally uncongested. I note in the <i>Reasons</i> pdf that Safety is a "concern." Is the safety the sinkholes or traffic density? Without that information a complaint about closure is made harder. 2. If it is traffic density the County Council is making a part of the city with no public transport a backwater. 3. With reports of major work on the ring road (I see reports of work affecting both Botley Road overbridge and the Kennington ring road bridge) alternative routes around Oxford are flagging delay at the time of the WS road closure. 4. WS has already been closed for 3 months (sinkholes) so why is an experiment of up to 18 more months needed for evaluation? 5. Last week a notice from the Walton Manor Residents Association arrived, among headers for a meeting is "Road Traffic in Kingston Rd", the continuation north of Walton St. Is this pressure group part of the closure reason? Kingston Rd already has traffic-calming measures and a 20mph speed

	<p>limit. What are the traffic accident statistics for Kingston Rd compared to roads with similar traffic densities?</p> <p>6. On congestion in general a step forward would be park-and-ride facilities for coaches outside the ring road to enable electric vehicles to carry tourists, exclusively, into the city.</p>
Support	No comment
Support	I'd just like to say as a resident of Jericho this is a fantastic idea and has already had a positive impact in terms of traffic (reducing speeding cars), noise and air pollution.
Support	I am for the closure of Walton Street permanently as less cars, less pollution.
Support	I'm glad to hear that this continues.
Support	Most welcome.
Support	Great news, hope it goes well!
Support	<p>My comment is definitely in favor of longtime closure of Walton Street at the Worcester College end. It has been/continues to be a blessing for those of us living in Jericho. The recent alternative route found for St Giles' fair proves it is unnecessary to send traffic down Walton Street when St Giles is closed.</p> <p>I heard several people propose the following</p> <ul style="list-style-type: none"> - Open Walton St by Worcester College for INCOMING traffic only - Make Little Clarendon an exit street FROM Jericho, thus sharing the outgoing volume of traffic with St Bernard's Rd
Support	Just to let you know these elderly residents of Observatory Street are absolutely delighted that you have closed the southern end of Walton Street to motor traffic. It has reduced the amount of fast-moving rat run traffic on our street which impacted us in so many ways, and we feel much safer.
Support	Its great news.
Support	I live and after all the noise and heavy traffic during the building by Exeter College of the Cohen Quadrangle, 2014-18, I can hardly get over the improved air quality we are experiencing now.

Support	<p>I only just found out about local consultations occurring - as a busy family with we wondered what was happening but had no contact from the council or notification.</p> <p>What are your plans to contact each and every household directly on Walton Street and KINGSTON Road (we live on)?</p> <p>How can you make it easier for people to make their voices heard beyond an online system? Can paper returns be counted? (You would get a better response if you did)</p> <p>Residents directly affected should be notified of any vote or pending decision that they can input on. Having an online process alone is not enough, busy folks like us and others who are not tech savvy would miss out - that's lots of people around here.</p> <p>As someone who experiences the traffic every day, we leave the house I can personally the traffic reduction is having a huge positive impact on our feeling of the area, pollution both noise and particular matter is evident. Safety is key - less drivers and less people speeding. People do still tear through the streets but there are less of them going more than double the speed limit (20mph).</p> <p>I am all for it being closed permanently, as are all our neighbours.</p>
Support	<p>My reaction to the closure is entirely favourable. It makes Jericho safer and more peaceful for residents. But it also significantly improves the flow of traffic at the bottom of Beaumont St, whereas the lights at the bottom Walton Street certainly contributed to slowing down the traffic flow.</p> <p>All the residents I have spoken to have been very positive about this move.</p>
Support	<p>This is a very positive outcome for pedestrians and cyclists. The LCWIP audits highlighted both the narrowness of the footways along Walton Street south of Little Clarendon Street to Worcester Street.</p> <p>When I last went through this, there was no gap for cyclists. Has this been remedied?</p> <p>This also gives the opportunity for the creation of a parklet from the junction of Worcester Street to the side entry to Worcester College.</p>

Support	<p>Fantastic! Brilliant! Hooooooray!!!!</p> <p>Let's hope this is the beginning of a serious move to take back Oxford for people and bicycles.</p>
Support	<p>That's wonderful news - congratulations on the introduction of the trial period. It should help considerably with air quality in Jericho</p>
Support	<p>I just wanted to briefly express my support for the experimental closure of Walton Street in Oxford. I live in Jericho and the traffic, pollution and noise has gone down considerably. Cyclists and pedestrians are reclaiming the public spaces and road and it has been wonderful to see.</p> <p>I hope that once the experimental closure concludes the County Council will seriously consider indefinitely extending the closure, the results have been very promising thus far.</p>