

ANNEX 5b – Online Responses

VIEW	COMMENTS
Object	You can't just close roads indiscriminately, like you have done here. People have to be able to move about. And if you are going to do it, you need to improve public transportation routes FIRST and not as an afterthought.
Object	<p>spend more time in our car - this means we pollute more - partly because the travel distance is longer but also as we are now stuck in traffic both going out and coming in to town.</p> <p>We since the close have had to over the phone guide deliverables and some just don't who up.</p> <p>How much more time and petrol does the garbage collection lorries need?</p> <p>There is no way to measure traffic or air impact as no data was collected before the closure.</p> <p>To many who not actually live in Jericho but merely generally seems to be allowed to be speaking on our behalf.</p>
Object	<p>The experimental road closure has created a low traffic area in the business areas of Jericho and created a high traffic area including lots of business and commuter traffic in the small residential streets of Walton Manor.</p> <p>There are safety concerns for residents and their property (particularly children and parked cars).</p> <p>The Oxfordshire County Council need to urgently introduce further measures to prevent roads like St Bernard's Road and Leckford road being main roads for exit from Jericho. They are residential streets.</p>
Object	<p>There seems to be a large number of vehicles now using St Bernard's Rd, how can you expect people living and owning houses in St Bernard's Rd to now have to put up with more traffic this has had an effect on their house price and people's house up the end of Walton street have increased. This is unfair if you have in recent times bought a house on St Bernard's. Also, the junction at the Victoria pub roundabout is very busy. It's only a matter of time when someone will get knocked over or off their bike on this junction.</p> <p>There seems to me to be no difference in traffic along Walton street especially the Kingston Rd end. And how the pro site can keep harking on about people happily walking on the Rd at the closure end is nonsense when there is still plainly local traffic using the Rd.</p> <p>The Rd should have been left open with proper surveys carried out with after which the closure could have been made with then further surveys.</p>

Object	<p>Did the council even consider asking the residents of Jericho it will affect school which is affected by the traffic as well as the other smaller roads which have now become busy, and as for the environment my journey to work has increased, the traffic will just divert elsewhere it doesn't just disappear that's just common sense, a mini roundabout or similar would have been a better option typical council let's spend a ton of money then not use the road that says it all, how you keep your jobs I don't know if I fitted you a brand new bathroom and then said you can't use it though I'd be out of work still you will do what you want anyway as per usual.</p>
Object	<p>It is true that the lower slopes of Walton Street are wonderfully quiet, safe and unpolluted as a result of this closure. I am also in favour of promoting cycling and walking in the city, as opposed to car use. However, I feel this closure has occurred in a haphazard way, without thought for the residents nearby who are affected by the access issues. Ironically, at the weekend, when the OUP and Blavatnik Schools are closed, Walton Street is deserted, but the residential roads further north, Observatory Street and St Bernard's Road, are busier, with cars, vans and delivery vehicles needing to use these streets to access Jericho and the west side of the canal. Would it not make more sense to partition the street further up, separating Walton Street and Kingston Road, i.e. outside The Victoria Pub? This would also cut off through traffic along Walton Street and Kingston Rd but would mean fewer cars needed to use Little Clarendon Street and Observatory Street (whose one-way system could be reversed) to access Jericho. Access via St Bernard's Road would also reduce, as this route would service a much smaller residential area, than at present.</p>
Object	<p>I have not seen any baseline data about traffic flow and air pollution prior to the closure and therefore, am not confident that an improvement could be measured appropriately.</p> <p>I do understand the need for cities to deal with traffic issues, but I am not of the opinion that cars need to be banned. If I didn't want to be around the hustle and bustle of a city, I would move outside of it.</p> <p>If Oxford wants to be a city that is car-free, it certainly needs to improve the transit systems in place. I don't drive to work because I would prefer transit. The service does not go that frequently and the Pick Me Up was providing a good alternative. With that service now cutting out Jericho from their route (I understand I can order from Woodstock Rd., but software works on algorithms and in short, my journey could end up being longer, so I would say, with this change, they have made it an unusable service for me), my commute options are limited.</p>

	<p>My final point is a fairly selfish one, though equally as selfish as what I'm hearing from people who 'like the road less busy'. Without the through traffic on the road, I do not feel safe walking down Walton Road at night because, without passing vehicles, it feels too barren to be safe. There had been some drug activity on the smaller streets in the neighbourhood in the past. This closure seems to have created an inviting place for bad behaviour.</p> <p>I know the council will make whatever decision they see fit and trust they really will take into account all of the arguments for it. I have to admit, if the road stays permanently closed to zero traffic, it might make it a place where I can't choose to live any more. And that makes me sad because it feels like this closure was done a whim, without thinking of the wider consequences.</p> <p>Provide me with concrete evidence this is making an improved difference other than people's anecdotal 'this feels nicer' and 'this smells nicer' and I would be happy to concede. In the end, if transit continues to be what it is, I may have to buy a car to commute to work anyway. Though even then, I'll be driving out of my way and creating more pollution by having to drive around. Certainly, this is the opposite of what the closure was supposed to do?</p>
Object	<p>This experimental road closure directly affects those living in our street as it is the first exit from the system towards the north/east of Oxford, which people now have to drive to in order to exit the town. So, the volume of traffic on our street has increased (having already increased because of the new development at the old Lucy's plant etc.). But even more important is the fact that the bus service has now withdrawn from Walton St./Jericho, meaning those without cars are disadvantaged. And there will be more car driving rather than less as everyone from this area of town has to go a very long way round in order to get out towards the south and west. This is a short-sighted proposal which has not been properly thought through and does not seem to have been based on research or baseline data. It should be cancelled immediately, and the route restored.</p>
Object	<p>The Experimental Road Closure on Walton Street has already significantly increased the traffic using St Bernard's Road, which is unsuitable for such traffic for both the noise and danger it brings to what should be a quiet and safe side street. It is the first available route for traffic from Walton Street and surrounding streets to reach the Woodstock Road from the south.</p> <p>This street is a narrow one-way, single lane road with car parking on one side only. The side used for parking alternates with short sections with no parking allowed. The space between the alternating sides of parked vehicles for the traffic to switch over to the other side is very tight. Other traffic calming features include</p>

	<p>physical barriers ("chicanes") each halfway across the road at two points where the side used for parking changes. There are no traffic surveillance cameras installed at any point in the street, nor are there any speed cameras.</p> <p>severely damaged by an unknown vehicle, almost certainly being driven too fast to negotiate this part of the road safely. Had there been a surveillance camera installed it would have been possible to trace the hit-and-run driver. It is fortunate that no-one was injured. I predict that this sort of incident will be repeated.</p> <p>Furthermore, it the much-increased volume of traffic and its speed has made it dangerous for pedestrians to cross this road during busy periods. There are no pedestrian crossings. Were these outcomes considered when the decision to put this Experimental Road Closure into effect?</p> <p>The closure of the south end of Walton Street has simply moved traffic down into narrow streets which are not suitable for heavy traffic or large vehicles.</p> <p>A traffic survey should be carried out as soon as possible to monitor the traffic flows in St Bernard's Road and surrounding streets.</p>
Object	<p>It appears to have been overlooked that when St Giles' is closed residents of St John Street will have no way of returning to their homes by car. Similarly, St John Street will be inaccessible to builders, tradespeople and visitors. You will be understood, therefore, why we object to this closure, which also has the effect that cars that would ordinarily travel south along Walton Street will be forced into St Giles', where traffic can already be extremely slow. Please withdraw this particular closure.</p>
Object	<p>I am greatly in favour of introducing significant traffic controls on Walton Street, but ONLY if other measures are introduced simultaneously on Beaumont Street, St John Street, St Giles, and Little Clarendon.</p> <p>As a resident, I can very assuredly say that, on its own, the current proposal will turn Beaumont Street and St John Street into a zoo (as it has become since the current road works on Walton Street have begun). Cars intending to head north past Worcester College to Jericho, will now be rerouted onto Beaumont Street, resulting in a significant increase in traffic, which will of course bring increased noise pollution, much poorer air quality (already an enormous issue), and a much greater probability of traffic accidents. This is a very serious health and safety issue. And as such, it needs to be taken very seriously by the Council.</p>

	<p>And because of the increase in traffic on Beaumont Street, many drivers will divert to St John Street and attempt to access St Giles via Pusey Street. This "shortcut" is already a very big problem for the residents of this area, with drivers speeding up St John Street as if it were a motorway. The new Experimental Road Closure will only exacerbate this problem.</p> <p>Also, what is the intended west-east traversal point into Jericho? Little Clarendon? That street is already a dangerous mess, with double-parked lorries, bicycles travelling in both directions, fast-moving motorcycles coming up the bike path from Wellington Square, substantial foot traffic, and so on. Has the new plan taken this into account? And, further north, what will happen on Observatory Street? Or, for west-east traffic movement, on St Bernard's? The proposed plan is a disaster in the making.</p> <p>So, again, introducing the proposed Walton Street closure needs to happen simultaneously with other measures. One important measure (among many others) is that access to St John Street--particularly for cars turning north (left) onto St John Street as they travel east on Beaumont Street--needs to be restricted, and with very stringent enforcement (with cameras and police on foot patrol). Only local residents should be able to make this left turn. There should be severe penalties for using St John Street/Pusey Street to "beat the traffic" on Beaumont Street. Without such enforcement, we will see an exacerbation of the already serious health and safety issues that residents of St John Street and the surrounding area (Beaumont Buildings and Wellington Square, for example) need to deal with, day in and day out.</p> <p>No one who resides in the affected neighbourhood would ever dream up this plan. There are innumerable problems with it, and all of them are glaring. For sure, the plan will have a deleterious effect on all of us who make our lives in this part of Central Oxford. It should be rescinded immediately until proper measures can be taken so that area residents are not harmed in any way.</p>
Object	<p>1) It is unacceptable that a road closure for so long (18 months) was made without *prior* consultation with residents that would be affected.</p> <p>2) I go to work in every day and now it takes 15 minutes longer in my commute.</p> <p>3) Not only are many other Jericho residents being affected but forcing residents to drive the long way round actually increases distance driven and therefore emissions from cars.</p> <p>4) At the very least, during these 18 months a system needs to be in place so that Jericho residents can use the Walton St / A4144 junction for access.</p>
Object	<p>It makes it really hard to get the west of the city. Pushing traffic down Little Clarendon Street and the street next to The Victoria. A trip to Botley now takes 1 hour or involves going to the Ring Road.</p>

Object	<p>I object to the closure because I now have to drive through St Bernard's road, Woodstock Road, St Giles and Beaumont Street to get anywhere south or west of Oxford rather than going straight down Walton Street. This must be the same for anyone living in Jericho, Walton Manor or Kingston Road, as well as delivery lorries to the many shops and restaurants in Walton Street. The residents of lower Walton Street have expressed approval of the closure, but residents further north do not appear to have been consulted. Cyclists can still pass the road block, which is good, but restricting traffic on what has been a main thoroughfare for many years seems to be a negative step.</p>
Object	<p>My objection is around:</p> <p>1) The road has been closed for months before the experimental traffic order. I know that there was a sink hole, but it was repaired months ago and then never reopened. I receive a letter about the experimental road closure weeks/months later.</p> <p>2) The measure is ineffective and pointless or at least the point hasn't been communicated to people who live and work in the area. The road when it was open was not busy. As a resident who has to live in the area traffic has gone down now the road has been closed but there are still plenty of cars driving up and down the road. All the road closure has done is remove traffic from one junction and lead to disruption to people living in the area.</p> <p>3) Traffic from the junction has been transferred to smaller roads. I have noticed more traffic on my road, and myself have to now drive up and down some of the smaller roads. Some of the roads off Walton street are one way so it is a hand full of the smaller roads that now receive all the traffic. I have been stuck in traffic on some of these smaller roads something that never happened previously. To make matters worse some of these smaller roads also have closed for a few days (St Bernard's) which has meant even more traffic down Leckford road. For residents wishing to get onto the Woodstock road this has meant we have had to make a detour of an extra 10mins before we even start the journey.</p> <p>2) Disruption to life with no benefit:</p> <p>We already have a number of roads near by which also close such as St Giles. It closes for St Giles fair and sometimes for Xmas lights, Oxford town and gown etc.</p> <p>On occasions I haven't been able to get back home via the Botley road. For example, a few months ago, the bridge near the station was closed overnight. I have had to drive out to Wytham and come back via north Oxford.</p> <p>It is really disruptive having to make such a large detour.</p>

Object	As a driver, the closure of Walton street makes it harder to leave and reach my property. The shortest way into Great Clarendon Street from the South of Oxford is now Little Clarendon Street from St Giles. The Street is very narrow and also has a bike lane which is very dangerous for both drivers and bike riders. The alternative is to go further north. This closure is doubling the time it takes to go from great Clarendon to Abingdon road.
Object	This is a terrible idea and has not considered people living in the area. I understand traffic is bad but that's Oxford for you. This really limits residents being able to get out to the west of the city. We will have to use small side roads which are not really designed for two-way traffic when cars generally park either side. I don't believe this is about pollution either as will just shift the pollution to St Giles road. Then what happens when St Giles Fair closes the Road. We cannot get out of the city. Are you cancelling St Giles fair?
Object	I live in a road that has been hugely impacted by the closure of Walton Street. Traffic that used to use Walton Street - a main road - now uses a residential side road. I am all for measures that reduce traffic and congestion levels, but just shifting the traffic from one unsuitable road to another (even less suitable road!) is not the answer. IF the council can propose measures that make sense all round then great, but Walton Street cannot sensibly be closed until then.
Object	As a business struggling with the opening of the Westgate, dramatically increased parking charges, reduced footfall, councils NOT helping business by for example reducing rates etc. Since the closure, footfall is dramatically down, car volume is dramatically down which means only one thing, less customers! The closure is (what it looks like) in favour of the Oxford University Colleges which line the bottom end of Walton Street. There has been NO consultation with business and NO compensation of any kind. Clearly a lot of favours being done under the table, this is what I see and hear. One minute the street is damaged, the next it's closed for this "test" of pedestrianisation.
Object	<ol style="list-style-type: none"> 1) All vehicle users living adjacent to the closure must travel north to St Bernard's Road in order to get to all points west and south of the city - including the rail station, increasing total emissions 2) The resulting pressure of traffic and emissions on St Bernard's Road, a narrow residential street is inappropriate 3) Vehicles coming from the south and west must access Jericho via Little Clarendon Street increasing traffic and emissions in a once pleasant shopping and cafe street 4) The temporary state is dangerous, as large vehicles 3-point turning to exit Walton Street at the Worcester College end, over-sail the narrow pavements, and pose a significant risk to pedestrians

	<p>5) The temporary state is dangerous because there are no 'road closed' signs at appropriate points on Walton Street - leading to too many vehicles getting caught unawares and posing a danger to pedestrians, by 3 point turning at the Worcester College end, to exit Walton Street</p> <p>6) The travel time for fire appliances accessing Jericho is increased</p>
Object	<p>The closure of Walton Street forces all Jericho and Waterways resident who wish to travel to South or West Oxford to route via Woodstock Road, St Giles and Beaumont Street, rather than use the direct route to Worcester Street via Walton Street.</p> <p>This just displaces congestion to one location/route.</p> <p>The problem is exacerbated by the changes to the timing of the traffic lights at the junction of Worcester Street and George Street: There is now a rotation of lights to allow cyclists to go straight ahead from Hythe Bridge Street to George Street rather than follow the 'all traffic' turning left into Worcester Street - thereby preventing a full flow of traffic from Worcester Street (North) onto George Street, lower Worcester Street or Hythe Bridge Street. Blocking access from Walton Street doesn't solve anything, just causes more problems in St Giles and along Beaumont Street. Please provide traffic flow data/analysis to justify this unwarranted closure.</p>
Object	<p>There was an assessment of traffic flow in the neighbourhood BEFORE the Experimental Road Closure was put into place. Request that information is made transparent and accessible to Jericho residents.</p> <p>Why was it that only residents of Walton Crescent and Richmond Road were notified of the temporary road closure?</p> <p>As a resident of Jericho, I see that there are several vehicle counting devices around: at least one on Walton St, and then a few outside of Jericho (one on St Bernard's and another on Observatory). It is important to gather this data, but how will it be compared to the previous data that has been collected? For example, the tailback at the intersection of Walton and Beaumont's streets in June (before the road closure) were often due to roadworks down the line (ie, before Hythe Bridge), and also the very short traffic light changes at that particular on Walton/Beaumont. How will that be accounted for in the analysis?</p> <p>All of the information gathered in the past and present must be presented in a clear and transparent manner and publicise where the information will be easily accessible to all.</p>
Object	<p>I would welcome some kind of congestion charge for driving within Oxford, but it would have to be consistent and fair. Also, the public transport system could do with upgrading and the car parks at the park and rides</p>

	<p>could be better. On site security would be a good start, I have heard a few stories of cars being vandalised or broken it to. I think the main problem here is the way this has been carried out. As many have mentioned there are issues arising from the closure that have not been taken in to account. A full and proper consultation with residents should have taken place first, it seems no one has thought about the elderly or less abled residents and how this affects them, cutting off vital access to such vulnerable people, some of whom are not lucky enough to have friends or family to rely on. Then there is the issue of all the traffic being pushed on to the smaller side streets, making these more dangerous with increased traffic. Some have mentioned the way this has affected the Worcester Place area, which has always been a dark and dingy area of Jericho, it is now barren and will be rife with crime and drug dealing again in no time. The businesses on Walton St should have been consulted also, they have reported a fall in trade, which is obvious as you walk down the street now and see how quiet it has become. What happens to the area if cafes, restaurants, shops and bars start closing? Loss of jobs, deterioration of the area. There is the issue of emergency service response times, no one would wish an extra 2 or 3 minutes on a vehicle on route to save life. Yes, residents journey times have increased, but not just resident's, anyone using St Giles and Beaumont St has noticed the build-up in traffic. Not all of us use our vehicles because we are lazy. What should have happened was obtaining baseline data such as pollution levels, traffic levels of surrounding streets, local business income, emergency response times and much more BEFORE the closure, so there was something to statistically compare it to. Also, alternatives need to be thought about with regards to the needs of residents, especially the ones who are less abled. I'm sure there are also many valid points for Pro closure, but things should be done fairly and transparently.</p>
Object	<p>I strongly object for the following reasons -</p> <ol style="list-style-type: none"> 1. The traffic has now moved to other parts of Jericho. The closure has made the situation worse, in other residential areas. 2. There is decreased access to emergency services for our street and other parts of town. e.g. Worcester College 3. Rat-running etc which were cited as reasons for the closure are still happening, just in other parts of Jericho. 4. You cannot simply close a major street providing access to West Oxford, this whole situation has caused a lot of inconvenience. For example, drive to shops in West Oxford has increased by 20 minutes each way.
Object	<p>Environmental reasons - causes greater emissions due to longer journeys to the station and exit routes to West of Oxford. Leads to bigger tailbacks on St Giles</p> <p>Congestion reasons - greater congestion and more traffic on the Woodstock and Banbury roads</p>

	Logic reasons - this has been a thoroughfare for hundreds of years into the centre of Oxford. Why should this road be pedestrianized above other arterial routes into the city?
Object	The road closure creates so much extra driving - I now have to go a much longer way around which creates much more traffic and fumes in residential areas. difficult to get to usual shops on the Botley Rd now and find using shops much further away while on other outings as local shopping is now just too difficult so this much be having an impact on local businesses. Also, it seems eerily quiet in the evenings - walking around there at night as there is no traffic/buzz/people around anymore - feels like the spirit and excitement has left Walton Street and it's now just a quiet dead-end street with no life. Please open the street again - this really isn't working for the locals and regular visitors. Thank you.
Object	This closure is causing huge problems in terms of getting to the Jericho and/or the train station, in particular, especially because it creates a lot of traffic on Beaumont street. It is unacceptable to not being able to use one of the main roads in Jericho.
Object	It is worsening traffic conditions in the vicinity of one of the most challenging routes in Oxford. This results in delays but also to increased emissions.
Object	No comment
Object	The closure, which is causing considerable inconvenience, has been opportunistically sprung on residents with a fashionable appeal to the moderation of climate change (but no provision for electrically powered public transport) and on the assumption that everyone can change at will to cycling or walking irrespective of age, physical condition, or heaviness of load; it appears to be a modified revival of an earlier proposal that the Council shelved but explicitly did not abandon, which suggests that there was all along a hidden agenda of making the closure permanent.
Object	Air quality may well have improved in wide 'airy' south Walton St as a result of the closure as is evidenced by data collected from 'lamp post 18' but I'm sure data from smaller 'tight' roads subsequently clogged with traffic needs to be taken as well (St Bernard's Rd, Observatory St, Leckford Rd) and will doubtless show a marked deterioration. When will this data be available?? Not to mention the inconvenience caused to residents who live Jericho central/south side having to add distance to their journeys to detour to accommodate this closure. I know for a fact that taxi drivers are very unhappy with this closure.
Object	This council is obsessed with closing roads across Oxford. This is not stopping me driving: I will just drive longer distances to get to the same destination. Pack it in.

Object	<p>I fully support making Walton Street access only so that vehicles cannot use it as an alternative way of getting to North Oxford. However, I am not in support of a completely closure. For getting to destinations on Walton St, I need to go up and then round Little Clarendon Street, and then back down St Bernards Road - these streets are even less capable of taking heavy traffic than Walton Street, and I feel it's disruptive to pedestrians and traffic fumes to have cars driving down these tiny streets, and involves a much longer journey than I would have taken otherwise. Unfortunately driving is unavoidable at times. I would therefore support it being access only (a bit like the road through Old Marston - and with occasional police spot checks that this is valid).</p> <p>As an aside, at the moment the closure is insufficiently wide to get through with a bike trailer, so if this could be widened, it would be much appreciated.</p>
Object	No comment
Object	<p>Closing Walton Street causes me unnecessary extra carbon emissions when I go to the Botley Road for shopping and to my allotment.</p> <p>It has also caused a corresponding increase in traffic in the side roads linking to the Woodstock Road.</p> <p>The proposal to install bollards in St Bernard's Road is daft as it will just shift more traffic to the other side roads and just increase CO2 emissions</p>
Object	<p>Since the closure of Walton Street, the traffic in Leckford Road has massively increased, this has now been made even worse by the prevention of a right turn into St Bernard's Rd. An almost constant stream of traffic including trucks and coaches which ignore the 20-ton limit knowing there will be no penalty. Effectively the Walton St end of Leckford Rd is single track often causing log jams leading to many examples of road rage. There has to be a better way of sharing the traffic load.</p>
Object	<p>The road closure has significantly increased our journey time,</p> <p>The closure, made without consultation or seemingly without thought for people who rely on their cars for reasons of illness and disability, has made us feel shut out of our own city. It is a horrible feeling.</p>

Object	<p>Reasons:</p> <ol style="list-style-type: none"> 1. Creates more pollution by causing people to drive longer around and through the city (via St Giles and Beaumont St) rather than directly down Walton St and out onto Hythe Bridge St 2. Creates rat runs through much narrower streets e.g. Observatory St. with higher possibilities for accidents <p>I am also unhappy with the lack of consultation on, or even communication about the Experimental road closure. Local people were not properly informed. The roadwork blocks look a mess and have no signage to say what is happening. It seems an afterthought very much - and after presumably a lot of tax money was spent on repairing Walton Street.</p>
Neither	<p>I am indifferent to the closure, but the closure barrier <i>*must*</i> be better managed if cycles are intended to be able to bypass the closure.</p> <p>For cycles exiting Walton Street, turning right into Worcester Street. the loss of the lights has been treacherous - it has quickly become the most hazardous part. There is currently no way to position correctly on the right-hand side of the left-hand lane, and traffic on Worcester St doesn't expect joining traffic to come from that direction.</p> <p>turn right from Beaumont Street into Walton Street, but I can see that the same issue must exist, as the only entrance into the left-hand lane is a tight turn that caters to traffic turning left from Worcester Street.</p> <p>The junction must be set up better to allow cycles in and out, and to join the traffic - particularly queuing traffic - without danger.</p>
Neither	<p>I support the environmental objectives of this experiment but have concerns about the alternative routes into Jericho available at the moment which are not addressed in your consultation posting.</p> <p>Firstly, obviously traffic at the Worcester/Beaumont/Walton junction is a persistent problem, but I'm concerned that if the Walton Street entrance is closed, traffic that would have used this route will instead access Jericho via a small side street such as Little Clarendon, at least in the short term. I don't believe Little Clarendon is built to cope with such a surge in numbers, ultimately just creating more traffic in the centre of town itself. What are the current plans to deal with traffic that would normally enter at the south end of Walton Street?</p>

	<p>Secondly, if the entrance to Walton Street is blocked off, what is the recommended route for ambulances and other emergency vehicles?</p> <p>Thirdly, as I mentioned before, I am in favour of limiting car transport into city centres as an environmental objective, but is there a plan to make public transport into Jericho easier from the other side of town?</p> <p>Finally, and this is more of a point than a question, as an Oxford resident I am not overly impressed that this consultation has only been posted 11 days before the intended 18-month experiment, when the end of the road has been blocked off for several weeks before this point already. When was this experiment suggested, and why is it that it is only being advertised widely now?</p>
Neither	I am concerned that the new arrangements will exacerbate the existing traffic and pedestrian problems at D'Overbrooks school at the junction between Leckford and Warnborough Roads.
Neither	IT IS COMPLETELY INCONVENIENT AND COUNTERPRODUCTIVE
Neither	<p>As a resident, I have not noticed much difference in passing traffic. Equally, when driving, I have not noticed much change in journey time to get onto Botley Road.</p> <p>However, have experienced some problems. Please make it easier and safer for cyclists. There are two main issues.</p> <ol style="list-style-type: none"> 1. At the moment, only the gap in the temporary barrier on the west side is wide enough for bikes to pass through, which means bikes coming out of Walton Street cross to the west (wrong) side, risking head-on collision with bikes entering Walton Street from the main road. 2. The traffic lights used to give some protection to bikes emerging onto the main road to head west from Walton Street. Now, when the main road is busy, it's difficult to cycle safely across. Please don't suggest getting off our bikes to use the pedestrian crossing. We shouldn't have to, and of course most cyclists won't.
Neither	<p>I understand the reasons for the experimental road closure. Kingston Road and Walton Street had become a rat run during rush hour as traffic attempted to short-cut the traffic lights and related queuing at the junction of St Giles and Beaumont Street.</p> <p>However, the consequence of closing Walton Street has been that much more traffic seeking access to Jericho (lorries delivering to shops, members of the public seeking access to the synagogue, Worcester College, Phoenix cinema, restaurants etc) is now kettled down Little Clarendon Street and Observatory Street. Similarly, when that traffic tries to depart from Jericho it is forced down St Bernard's Road and Leckford Road.</p>

	<p>In short, although traffic flow in Walton Street and Kingston Road has improved overall, it has worsened in Observatory Street, Little Clarendon Street and St Bernard's Road, which are much narrower streets that are not suited to taking a lot of traffic.</p> <p>Whilst the flow down St Giles and Beaumont Street has also improved as a result of the experimental closure, the four-way traffic lights at the junction of Worcester St, George St and Hythe Bridge Street continue to create a log jam.</p> <p>Without proper base line data at all of these traffic points, it is difficult to demonstrate that the experimental closure has had an overall beneficial impact. I note that some measurement has recently commenced, but it is not clear how the before and after will be measured.</p> <p>Other ideas should also be considered in conjunction with this - for example, restricting HGV access to certain times of the day, improving signage to highlight the weight restriction on Observatory Street more clearly, closing off Walton Street at the junction with Worcester Place (so that access to the bottom of Walton Street and Worcester College can still be achieved from Worcester Street).</p>
Neither	I cannot be for or against the closure until a proper consultation is undertaken and all the facts are presented.
Support	<p>It is essential to reduce motorised transport both to reduce carbon emissions and to reduce the air pollution caused by motor vehicles. All vehicles cause pollution, including electric vehicles, which require CO2 emissions at power stations and generate particulates from road, brake and tyre wear.</p> <p>The experimental closure of Walton Street is one small step towards creating a safer, healthier and more civilised environment for walking and cycling, and reducing vehicle traffic. It should be extended indefinitely and should be only the first step in a comprehensive suite of measures to eliminate private cars from the city, with the exception of those required by people with physical disabilities that prevent them from using foot, bicycle or public transport.</p>
Support	I'm very much in favour, though I do have some concerns about the execution and its effects.
Support	This proposal will make cycling and walking safer which should be encouraged. I use this street for cycling and walking. The traffic has become much smoother since the road was closed.
Support	<p>It is so much quieter and safer there now. Children can cycle along it to the primary school. Little Clarendon St is much safer too.</p> <p>I've not seen an increase in traffic along St Giles.</p> <p>We need to reduce car traffic in Oxford and prioritise walking, cycling and bus use. This won't happen if we keep prioritising cars.</p>

Support	No comment
Support	It doesn't take any longer to travel through the area by car, and it is far less frustrating seeing people from another road moving when you haven't been able to. There is less aggression and people are less likely to drive illegally and stop in the yellow box at the bottom of Beaumont Street 3 abreast (from Walton Street). It also makes the Walton Street area much more pleasant to be and less car-choked.
Support	Most of the businesses in Little Clarendon Street have customers who prefer to walk and cycle. don't want a noisy & polluted environment to cut through by traffic. How can that be good? decidedly FOR keeping the rat-run closed. A little inconvenience is better than toxic air. keeping Walton Street Closed at the end will support a reduction in noise and air pollution and improve well-being for all.
Support	No comment
Support	Great idea to get rid of pollution and rat running cars. Also, great to get citizens of oxford used to the city doing things to improve the health / go against the standard car centred mentality. Be bold!
Support	No comment
Support	<p>items into this area by cargo bike including medical goods and prescriptions, coffee, veg boxes, parcels etc including to residents on Walton street</p> <p>The road closure has supported our local business and our ability to serve the businesses and residents in this area. Previously our cargo bikes suffered delays due to grid locked congestion by cars dominating the road space and we avoided the area at all costs as our team are paid by the hour on the living wage, every minute counts. Due to parked cars there is no way to filter and it was extremely dangerous. We still served this area in spite of the dangers and its residents. The traffic lights also held us up as they weren't synced up very well at all with long wait times.</p> <p>from north oxford to the train station carrying cancer patient and IVF pathology samples twice a day and the team support business's in this area as its more accessible to cargo bikes now and we can deliver medication and prescriptions much easier to residents on this street (from Boswells)</p> <p>I would urge if this road is kept close to allow 1.2m width of space so larger eTrike can access this area easily - If this is possible we can open up more employment opportunities and you will see a much larger</p>

	<p>reduction in vans as eTrikes are capable of replacing and delivering much larger items and we can also look at launching a rickshaw / pedicab taxi service in the area in the new year providing more green jobs in Oxford.</p> <p>Let's make oxford a greener, healthier and more sustainable future.</p>
Support	Reduced traffic at that junction would help me cycle safely.
Support	<p>I've been thinking about this and my view has changed the more I've thought. I was worried it would displace traffic onto somewhere else. But actually, when I think about it, people like me will start to change patterns and habits and choose the better modes of transport, and the Council taking a clear stance on it helps nudge me in the right direction :-). It's about changing patterns, habits, lifestyle, ways of doing things. Over time, I think people will change routes, change their modes of transport, and it won't be just displacing traffic from one area of the city into another, there'll be better buses (a bus fits 70 cars each!) and safer cycling for everyone.</p>
Support	<p>The closure has made walking and cycling easier and safer. It is less polluting. The additional distance for driving is insignificant.</p> <p>Either we care about reducing car pollution or we don't.</p>
Support	No comment
Support	No comment
Support	<p>I think that this kind of experiment is a great response to the public's concern about levels of traffic in our city. We need to keep residential streets for pedestrians, bikes and public transport, not private motor cars. I would encourage the council to consider more experiments like this</p>
Support	The road is now a pleasure to commute by bike
Support	<p>I am very pleased about the decision to close the entrance to Walton Street experimentally. I hope this will become a permanent decision.</p> <p>The air quality is too bad in Oxford and any efforts to reduce the traffic are very welcome. Walton Street is much safer now due to decreased traffic. There is less traffic noise in the area. Thank you so much!</p>
Support	No comment
Support	<p>I have noticed the wonderful change: before closure I frequently either got stuck between the stationery South-going and the North-driving traffic or made use of the East side pavement. As a pedestrian, I enjoy</p>

	<p>being able to use the street to walk on when OUP employees are filling the West pavement. I find it takes me no longer - if not less time - to go to the railway station than before the closure.</p> <p>I'd like to suggest an alternative to full closure: close only to South going traffic and change the direction of traffic in both St Bernard's Road and Observatory. This would improve the situation in St Bernard's Road where it is true that traffic wanting to turn right down Woodstock can get stuck and back up, therefore annoying the street's residents.</p> <p>Widen the pavements on both side and plant some trees on the West side.</p>
Support	<p>Restricting through traffic in the City is good for active travel. This will reduce air pollution, and create a safer environment for walking, scooting, cycling. It will hopefully reduce traffic on the vastly overcrowded Botley Road.</p> <p>I hope that you will go further, and close Hythe Bridge Street to motorised vehicles too.</p>
Support	<p>It makes me want to visit Jericho more often than I currently do. Plus, the traffic down Beaumont street seems to be lower than before.</p>
Support	<p>The traffic along the whole of Walton Street, and Kingston Road, has been dramatically reduced and this is extremely positive. The air is cleaner, the road is much safer, the whole area is quieter.</p> <p>It seems clear there was a large amount of traffic using Walton Street as a rat run, including coaches and lorries. The lack of this heavy traffic benefits all of Jericho and Walton Manor.</p> <p>Although some car journeys are inevitably slightly longer, the closure also provides encouragement to avoid unnecessary car use, and this also must be a good thing.</p>
Support	<p>I think it's absolutely critical that this street remains closed.</p> <ol style="list-style-type: none"> 1. I've noticed fewer speeding cars (rat runs were a big problem) - especially SUVs and 4x4s 2. Overall reduction in volume makes the street more pleasant to use the cafes 3. Reduction in air pollution - ever more critical given links to lung capacity, overall mortality, cardiac issues and possible like to Alzheimer's 4. It chimes with Oxford's need for low traffic neighbourhoods to meet climate change targets

	5. the need to push towards active travel, a safer quieter street - less amenable to cars - it critical to that.
Support	<p>It seems to me it has reduced through traffic. There are problems. Cars seem to speed up and down Leckford Road, Plantation Road, St Barnards Road, but I can't believe the solution to that is re-opening Walton Street junction. The aim must be to reduce traffic further, not takes backward steps because issues crop up.</p> <p>I would love to see far fewer cars, enforced speed limits, residents able to walk (and breath) freely in the streets where they live.</p>
Support	So much quieter and more suitable for residential environment. Really bad bottleneck round Worcester College otherwise and the current situation much better for cyclists and pedestrians.
Support	No comment
Support	No comment
Support	Noise pollution, road safety and air quality have significantly improved, as well as life as a cyclist or pedestrian using this route all the time.
Support	I think it is excellent and overall has enormous benefit for Oxford and the community.
Support	An important step in attaining cleaner air, much safer streets & taking action against global warming.
Support	Need to make it easier for bikes to turn right at the bottom of Walton Street as the traffic sometimes flows non-stop up Beaumont Street
Support	<p>It's much more pleasant now that the Walton/Beaumont junction is closed and it feels safer up Walton Street itself (the pavements being quite narrow. I can imagine it will be beneficial to local businesses, too.</p> <p>I can see a time, when and if the Canalside development takes place, that this end of Jericho will become particularly vibrant and largely car-free with many pleasant options for getting around.</p>
Support	<p>I wholeheartedly support this initiative, most importantly because it has already stopped Walton Street being used as a 'rat run'. However, there is an assumption in the information in the introduction on the website that cyclists aren't part of the problem. Since the closure, and as a pedestrian I am constantly having to deal with cyclists on the pavements. The signage by Worcester College is very clear but completely ignored by cyclists who use the pavement to gain access to Walton rather than re-route (as</p>

	instructed) or dismount (as per the Highway Code). This is extremely dangerous for pedestrians. It will only be a matter of time before there is an accident, so I hope an effective solution can be found.
Support	This seems an important step and relevant to increasing active transport around the city, and the safety of vulnerable groups including children in the area.
Support	<p>I think any moves from the council to makes road safer for pedestrians and cyclists - i.e. by closing them to cars - is a great step forward in tackling climate change and making Oxford a more enjoyable city to live in.</p> <p>I full support this, and I hope Kingston Road will be closed as well.</p>
Support	I recommend that consideration be given to allowing traffic to enter (left turn only) Walton Street from Worcester Street. This would not impede traffic flow along Beaumont Street and make it a bit easier for area residents to return.
Support	No comment
Support	<p>I am supportive of eliminating the through traffic along Walton Street but the consequences for the roads now bearing the traffic in and out of Jericho need to be considered. There are now times of day where there is a near solid line of traffic up St. Bernard's Road. This has worsened over time as, no doubt, satnav systems have learned where to direct traffic. At times of lighter traffic, the speed limit is routinely exceeded. The existing traffic calming measures in St. Bernard's Road are inadequate to deal with this increase in use and are exacerbated by cyclists ignoring the one-way signs. Recent roadworks blocking St Bernard's Road have demonstrated the potential benefits of limited traffic now being enjoyed by the residents of Walton Street. The impact of the closure of Walton Street needs to be reflected in revised traffic management across Jericho and Walton Manor.</p>
Support	<p>I support the road closure because:</p> <ol style="list-style-type: none"> 1. To make small steps to care for the environment 2. Reduction of noise pollution 3. Greater safety for cyclists
Support	Once in a lifetime chance to seek pace in urbe.Let us not fluff it.

Support	As a cyclist who works on Walton street, and would alternatively drive to work, I feel much safer cycling since the road closure, and the closure has removed a car from the road as I will not drive to work.
Support	<p>This is an important step towards improving air quality, increasing walking and cycling, reducing motor traffic, and improving health in the centre of Oxford.</p> <p>There will always be reasons why some residents oppose road closures. But if we want to achieve the targets that the Council has set for the ZEZ, the Council to hold its nerve and carry on. There is significant public support for such measures, as evidenced by the recent Citizens Assembly.</p> <p>It is now much more pleasant to cycle and walk in Walton Street and the surrounding area, and I am more likely to visit the shops, bars, restaurants, and cinema in this area on a regular basis.</p> <p>I understand that the PickMeUp service to Jericho has been withdrawn and that this has been blamed on the road closure. However, this service has been struggling anyway, plus there are other routes into Jericho from St Giles. I do not believe that alternatives cannot be made to work.</p>
Support	As a cyclist the traffic situation is much better as when the street was open high question used to form making it dangerous to cycle down Walton street
Support	The ecological, climate emergency we face requires us to make decisions that will be detrimental to some for the benefit of the planet and future generations. I appreciate the permanent closure to the end of Walton Street will make life difficult for those living in that area, but I hope they can get used to the inconvenience and develop new habits.
Support	<p>1)Traffic in Beaumont Street appears to flow better as there's now no junction with Walton street.</p> <p>2)Jericho shopping area more pleasant as less cars using as cut through.</p> <p>3) huge reduction in vehicle exhaust fumes in morning and evening rush hours as no queueing vehicles at junction Beaumont and Walton</p> <p>4) Walton St at this end now safer for pedestrians and cyclists.</p> <p>Keep Walton Street closed its a better environment with reduced car usage.</p> <p>5) close little clarendon St to vehicles when shops open 9am-6pm make it pedestrian.</p>
Support	No comment

Support	No comment
Support	No comment
Support	<p>was becoming a horrible rat-run with effects of traffic noise, pollution and destabilisation of our house, which shakes whenever a lorry goes over the speed-bump immediately outside in our narrow part of the road. Now we are much more like the residential road we used to be before sat-nav driven traffic crept up over the last few years.</p> <p>Please keep it closed - we need a big disincentive to central traffic altogether through Oxford centre. We try to cycle more, especially to the rail station.</p>
Support	How would it the road closure work during the St Giles Fair, as city bound traffic is currently fed down Walton Street?
Support	This needs to be the start of a wider limitation on car traffic through and about Oxford
Support	<p>Very important to support climate change.</p> <p>A pleasure to walk down Walton Street now.</p>
Support	No comment
Support	<p>I had cause to use the road network around Jericho, Little Clarendon Street etc, walking whenever possible. Whereas formally, when the road was in constant use for two-way traffic regulated partially by the traffic lights at Worcester College, in many instances there was a complete log jam affecting all road users, cars and pedestrians alike, there is now relative order and calm which helps to re-create the atmosphere of the previous 'village'. Inhabitants I have spoken with are nearly all in favour of the closure, though needless to say there are some car owners who are not.</p> <p>My personal opinion is that a road closure will be mostly beneficial, as it is still possible to access the area from the north; car parking remains a problem. Although there are no bus services at present, a form of public transport is not impossible in the future. An answer to a total closure would be to allow Local buses access via a bus-gate, as effected at local hospitals.</p> <p>For quality of life, I would vote for such a closure.</p>
Support	Decreasing air and noise pollution in any area is crucial, and especially in the vicinity of schools (St Barnabas), clinics, and other public buildings. It is especially important in this location as a closure can eliminate the non-local/residents' traffic

Support	<p>I am in favour of retaining the closure of Walton Street it will make walking along the street safer and contribute to the welfare of people of Jericho and Walton Manor.</p>
Support	<p>As a cyclist, I'm happy about the Walton street closure. The air quality seems to have improved and the street is much safer.</p> <p>Btw I applaud the council for taking such bold decisions.</p> <p>However, as a resident of St Bernard's road, the increased traffic affects my sleep. I also find the street less safe, due to the high number of cars driving down at high speed on this narrow road that offers little visibility.</p> <p>I would appreciate some further traffic/speed regulations on the smaller streets so that our Oxford streets become more of a shared space rather than just being roads for motor vehicles transiting through the city.</p> <p>Thank you for your commitment.</p>
Support	<p>Has improved the street significantly, is no longer used as a 'rat run'</p>
Support	<p>If necessary, perhaps residents around Walton Street could be given access into Walton Street through a raising bollard system and out through Little Clarendon Street (by reversing it).</p> <p>The improvement to the traffic flow on Beaumont Street and the calming of the flow on Walton Street and Kingston Road has been absolutely wonderful.</p> <p>It also fits with the move towards Beaumont Street being restricted to electric only in any case.</p> <p>Congratulations on making the change!</p>
Support	<p>I am very supportive of the decision to close this junction to motor traffic. I cycle regularly to and from Jericho and have noticed the substantial reduction in traffic along that section of Walton street, which used to be clogged with traffic. I believe strongly that reducing the use of motor vehicles and increasing the use of public transport is critical to solving the problems of congestion and poor air quality that Oxford is facing.</p>
Support	<p>The closure of Walton Street has improved the local environment as well as improving traffic flow on Beaumont Road.</p>

	<p>I can definitely live with the very minor inconvenience of having to go via St Giles to access the Botley Road when heading West.</p> <p>To me there are no drawbacks to the closure.</p>
Support	Traffic Flow in Beaumont Street is greatly improved, and Walton Street is a much better environment.
Support	I support the closure of Walton Street as it makes the street more cycle and pedestrian friendly.
Support	<p>I must say the closure has had a very positive impact on me personally. When I arrive or leave work, and when I take a walk at lunchtime, the air is noticeably cleaner; it's quieter it's easier to step onto the road if necessary (the pavements on Walton street are very narrow, so it's often necessary to step on the road to pass other pedestrians more easily.</p> <p>When the road was open it was just a permanent traffic jam approaching Beaumont Street. It's such a huge improvement now, and I hope it stays closed.</p> <p>Incidentally, I've recently purchased an anti-pollution mask for cycling around Oxford. Walton Street is now one of the few places I feel comfortable to take it off.</p>
Support	No comment