

Draft Witney Local Cycling and Walking Infrastructure Plan

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Special thanks go to all those who have been involved in developing the plan, in particular the volunteers who sit on the Steering Group. Your local knowledge and dedication to developing the plan has been invaluable. Special thanks also goes to those who gave up their time to participate in the walking and cycling audits. These were long days, but your help in assessing the whole Witney area by foot and bike has led to a well-informed Local Cycling and Walking Infrastructure Plan.

Executive summary

The climate emergency, health inequalities and economic uncertainty are some of the key challenges facing us. National and local policy have set ambitious targets to reduce pollution levels and create healthier and happier communities - cycling and walking are important in facilitating this.

Local Cycling and Walking Infrastructure Plans (LCWIPs) provide a prioritised list of improvements to the cycling and walking experience of a place, which support more people to cycle and walk for short journeys or as part of longer journeys. LCWIPs are a policy requirement in Oxfordshire's Local Transport and Connectivity Plan (LTCP) and supporting Active Travel Strategy. LCWIPs are also an important component of the Area Travel Plans, which apply policies in LTCP locally.

The Witney LCWIP was developed in collaboration with stakeholders, to ensure local views are reflected. Department for Transport (DfT) technical guidance for producing LCWIPs, and national and local policies were also followed.

The vision is that 'by 2033, Witney will have safe, convenient, and well-connected walking and cycling networks that are accessible for people of all abilities, ages and backgrounds. These networks will connect people to where they want to go, including excellent routes to access public transport. Walking and cycling will become the everyday choice for short journeys, or as part of longer journeys combined with using public transport, in Witney and beyond. A culture of walking and cycling will be achieved, creating a thriving, healthy and vibrant community, and making Witney a great place to live, work and visit'.

This LCWIP has produced a network of cycling routes (categorised as primary, secondary, and local) and a network of walking routes (categorised as prestige/primary, secondary, link footways, and local access footways) in Witney. The existing cycling and walking provision across these networks have been audited to determine what improvements are needed to make cycling and walking a more coherent, direct, safe, comfortable, and attractive experience for everyone.

A prioritised list of improvements has been produced following the audit process and based on a range of factors, including whether road safety will be improved, and the environmental impact. Improvements prioritised highly include provision of crossings, segregated cycle tracks, lighting, and footway widening. In addition, major schemes, such as the provision of protected space for cycling at Fiveways Roundabout, have been proposed. Alongside this, most individual improvements have been grouped into eleven packages to create cycling and walking routes, including a package of 8 improvements along Woodstock Road.

The prioritised list of improvements will guide the funding that is sought by Oxfordshire County Council (OCC) and where funding is spent, so that local needs are met. Funding comes from a variety of sources, including developer contributions and central government bids.

The Witney LCWIP will be reviewed approximately every two years to ensure that it remains aligned with policy and reflects local needs. The level of change in cycling and walking numbers will be monitored as part of this process, to understand the effectiveness of the LCWIP and the progress that is being made in achieving the vision for cycling and walking in Witney. Modifications to the Witney LCWIP will be made if necessary.

1. Introduction

This chapter will explain what the Witney LCWIP is and why cycling and walking are important. The vision for cycling and walking in Witney and targets to measure the success of this are also set out.

1.1. What is the Witney LCWIP?

The Witney LCWIP is an evidence-based plan for improving the cycling and walking experience in Witney and to surrounding towns and villages for everyone. This LCWIP includes a list of prioritised improvements, which will take different timescales to implement (short - less than 3 years, medium - 3-5 years, long term - more than 5 years). When implemented, these improvements will make it easier for people to choose cycling (by all bike types) and walking (including wheeled users) for all or part of their journeys in the area. This is an evolving plan that will guide spending of future funding.

1.2. Developing the Witney LCWIP

This plan has been developed in consultation with local stakeholders to reflect local views. DfT technical guidance on producing LCWIPs has also been followed.¹ This approach ensures this LCWIP aligns with national and local ambitions, as set out in DfT's Gear Change vision document and Oxfordshire's LTCP (2022).^{2, 3} These aim to address the climate emergency and transform our streets by making cycling and walking the natural choice for short journeys or as part of longer journeys.

¹ Department for Transport, Local Cycling and Walking Infrastructure Plans Technical Guidance for Local Authorities, 2017, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf

² Department for Transport, Gear Change, A bold vision for cycling and walking, 2020, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

³ Oxfordshire County Council Local Transport and Connectivity Plan 2022 – 2050, 2022, <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/LocalTransportandConnectivityPlan.pdf>

DfT guidance

There are six stages to the development of an LCWIP, as set out by DfT in their technical guidance for writing LCWIPs.⁴



1. **Determining Scope** - including deciding the geographic extent and producing a stakeholder engagement plan



2. **Gathering information** - including reviewing the demographics, environment, and existing travel patterns of the area



3. **Network plan for cycling** – identifying where people travel, creating a network of cycling routes and suggesting improvements



4. **Network plan for walking** – identifying where people travel, creating a network of walking routes and suggesting improvements



5. **Prioritising improvements** – deciding which improvements to deliver first when funding becomes available



6. **Integration and application** – outlining how the LCWIP will be applied to and included in policies and strategies

Steering group

The Witney LCWIP was produced in collaboration with local stakeholders, including:

- OCC councillors for the Witney area
- West Oxfordshire District Council (WODC) officers
- Witney Town Council councillors
- Windrush Bike Project
- Sustrans

A steering group was formed with local stakeholders and meetings took place approximately every six weeks. Key aspects of the project, such as the geographic scope and network mapping, were discussed. The purpose of the steering group was to ensure local concerns and ideas are reflected in the LCWIP.

⁴ Department for Transport (see notation 1)

Public engagement

An online public engagement activity took place between November 2021 – January 2022, titled ‘Suggest walking and cycling improvements in Witney’. This asked people to identify where improvements are needed in Witney to make cycling and walking safer and more accessible, and what these improvements should be. Respondents could mark their thoughts on a map and leave comments. Responses were analysed and included in the network auditing stage. Details of the analysis can be found in **Appendix A, section 13**.

Consultant support

Consultants Pell Frischmann supported the development of this LCWIP and led on stages 3-5 detailed above.

1.3. Why are cycling and walking important?⁵



Health: Cycling and walking can improve physical and mental health and reduce the likelihood of many illnesses and disabilities. Physical inactivity results in 1 in 6 deaths in the UK for example (DfT, 2020).



Environment: Cycling and walking can improve air quality by emitting no air pollutants during use. Improved air quality can prevent 8,300 premature deaths per year (DfT, 2020).



Place shaping: Cycling and walking can reduce noise, air pollution and severance caused by busy roads and create more pleasant community spaces. Better connected places also help to address inequalities.



Economic: Cycling and walking incur lower personal costs. Physical inactivity costs the NHS over £8 billion per year, whilst cycling contributes over £5 billion to the economy every year (DfT, 2020).

⁵ Gear Change, A bold vision for cycling and walking, Department for Transport, 2020


1.4. Why is the LCWIP important for Witney now?




Climate emergency




Health and wellbeing benefits for Witney's population




High car usage in Witney for short journeys



Compact size of Witney suitable for cycling and walking



Poor air quality in Witney



Key component of the Witney Area Travel Plan and LTCP

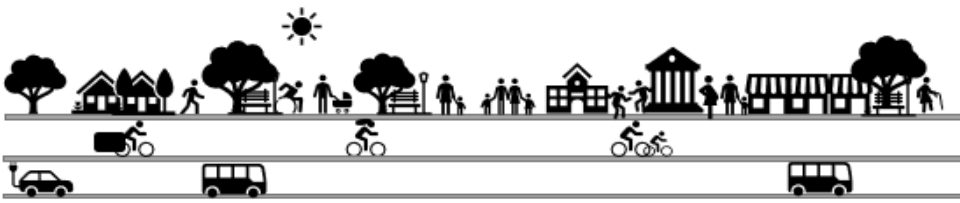
1.5. Vision

The vision for cycling and walking in Witney (which the LCWIP will help to deliver), was developed in collaboration with stakeholders and reflects their aspirations for Witney.

Vision for cycling and walking in Witney

By 2033, Witney will have safe, convenient, and well-connected walking and cycling networks that are accessible for people of all abilities, ages and backgrounds. These networks will connect people to where they want to go, including excellent routes to access public transport.

Walking and cycling will become the everyday choice for short journeys, or as part of longer journeys combined with using public transport, in Witney and beyond. A culture of walking and cycling will be achieved, creating a thriving, healthy and vibrant community, and making Witney a great place to live, work and visit.



1.6. Targets

To measure the success of the Witney LCWIP and ensure the vision is achieved, the following targets have been set.



1. Zero deaths/injuries to people cycling and walking in Witney and routes between surrounding towns and villages by 2050



2. Increase cycle trips from a baseline of 50,000 to 100,000 cycle trips per week in West Oxfordshire by 2031*

These targets reflect those in Oxfordshire's LTCP and Active Travel Strategy.

*Target 2 data was calculated from Sport England's 2015-17 Active Lives Survey, which is a national survey that asks people in England about their participation in physical activity.⁶

⁶ Active Lives Survey, Sport England, <https://www.sportengland.org/research-and-data/data/active-lives>

2. Background

This chapter will summarise the data and knowledge that has informed the decision-making in this LCWIP and includes defining the geographic scope and a review of policy, demographics, health, environment, travel and transport, and current travel patterns. Full details can be found in **Appendix A**.

2.1. Local geography

Witney is the largest town in West Oxfordshire (with a population of over 29,000) and is a service centre for the surrounding rural area (ONS, 2020).⁷ This rural area includes the villages of Ducklington, South Leigh, Crawley, Hailey, New Yatt, North Leigh, Long Hanborough, Curbridge, Brize Norton and Minster Lovell, which together have a population of over 15,000 (ONS, 2020).⁸

Witney is situated north of the A40 (a strategic road connecting Witney to Oxford), west of the M40, and east of the M5 and Cheltenham. Witney is bisected by the A4095, A415 and B4022, which are important connections to the surrounding area.

Witney is connected by frequent bus services to Oxford (Stagecoach S1, S2 and H1), and many Oxfordshire towns including Carterton (Stagecoach S1 and H1 and Pulham's Coaches 19); Woodstock, Burford and Long Hanborough (Stagecoach 233); Abingdon (Pulham's Coaches 15). There are also community services connecting local communities to Witney town centre.

There is no direct train service for Witney. The closest station is Hanborough Station, approximately 9km northwest of Witney High Street. This provides regular services between Worcester, Oxford, and London.

2.2. LCWIP study area

The geographic scope of this LCWIP was decided in consultation with local stakeholders and covers:

- **Witney town** - including the existing built-up area and proposed and approved residential and employment areas in north, east and west Witney
- **Key cycle connections beyond Witney** including:
 - **School trips** - villages within the catchment area of Wood Green and The Henry Box secondary schools

⁷ ONS, Ward-level population estimates, 2020, <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/wardlevelmidyearpopulationestimatesexperimental>

⁸ ONS (see notation 7)

- o **Witney to Hanborough Station** – supporting sustainable longer journeys by multiple transport modes
- o **Witney to Brize Norton/Carterton** – supporting commutes to RAF Brize Norton
- o **Connections to strategic routes** – including the A40 and onwards towards the proposed B4044 Eynsham to Botley cycle path

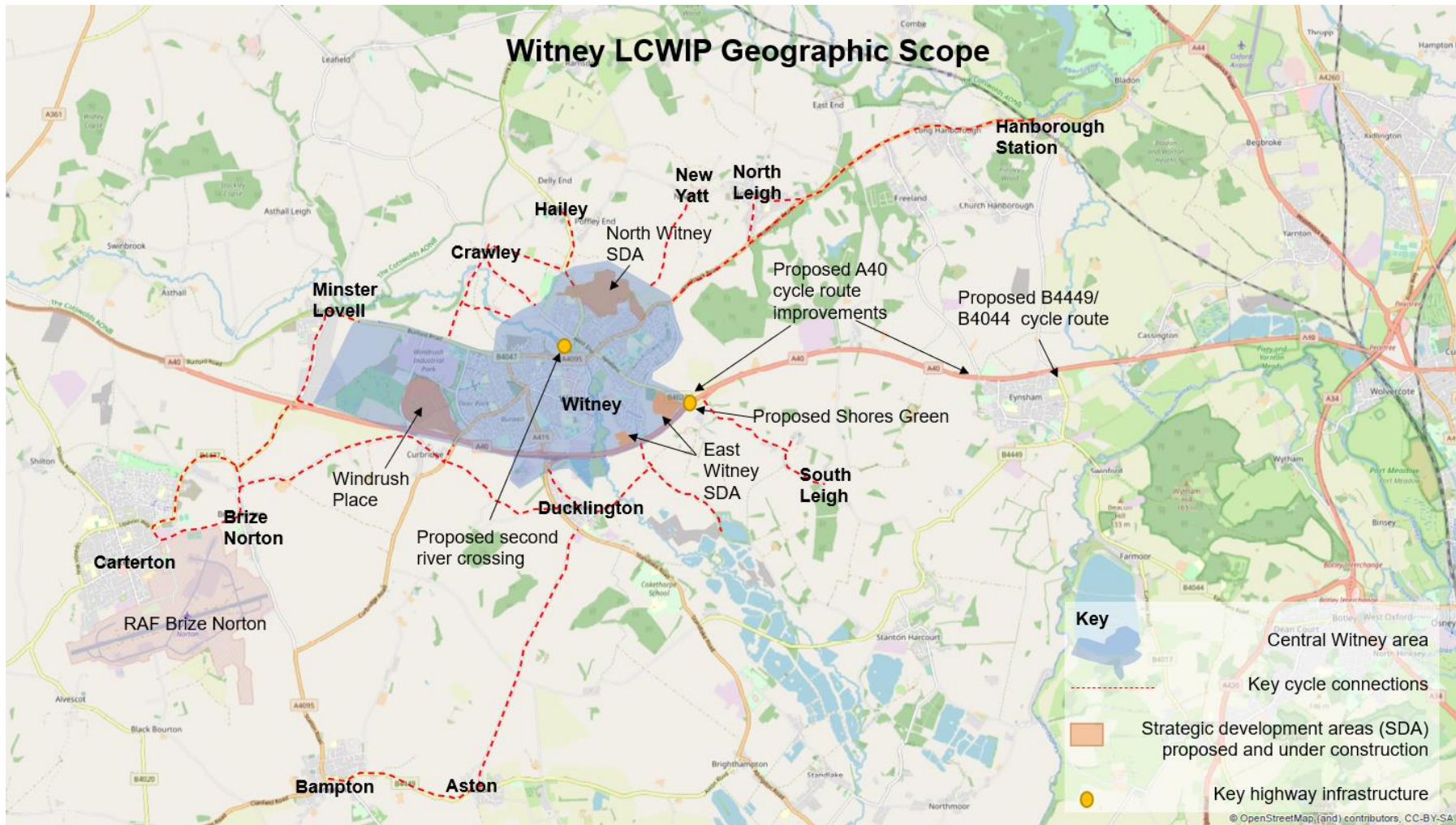


Figure 1: Witney LCWIP geographic scope

2.3. Policy context

Policy informs decision making by presenting evidence based best practice and targets. There are national and local policies that apply to this LCWIP. A summary of key relevant policies is provided below.

Table 1: Key policies, strategies, and guidance

Policy/Strategy/Guidance	Purpose
National	
Cycling and Walking Investment Strategy, Department for Transport (2017)	Outlines steps for making cycling and walking the natural choice of travel for journeys.
Gear Change: A bold vision for cycling and walking, Department for Transport (2020)	Sets actions and design principles to support an increase in cycling and walking.
Cycle Infrastructure Design, Local Transport Note 1/20, Department for Transport (2020)	Guidance for the design of cycle infrastructure that is coherent, direct, safe, comfortable, and attractive for everyone.
Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities, Department for Transport (2017)	Guidance for producing LCWIPs. This recommends an approach that follows six stages – determining scope, gathering information, network planning of cycling, network planning for walking, prioritising improvements and integration and application.
Local	
Local Transport and Connectivity Plan 5 (LTCP) 2022 –2050, Oxfordshire County Council (2022)	Sets the long-term ambition for transport in Oxfordshire. This includes creating a ‘safe, net-zero Oxfordshire transport system’, and cycling and walking is a key component of this. LTCP will be supported by area specific travel plans, and LCWIPs are key components of these.
Oxfordshire Cycling Design Standards, Oxfordshire County Council (2017)	Guidance on the design of inclusive cycling infrastructure.
Oxfordshire Walking Design Standards, Oxfordshire County Council (2017)	Guidance on the design of inclusive walking infrastructure.
West Oxfordshire Local Plan 2031, West Oxfordshire District Council (2018)	Sets a vision for West Oxfordshire that includes alleviating traffic congestion and improving air quality and journey times by reducing reliance on private vehicles and encouraging cycling, walking, and public transport use.

2.4. Demographics

Deprivation

Areas of deprivation in Central, East and South Witney wards and within the surrounding rural area. Improved cycling and walking connections can help to reduce the level of deprivation.



Health

High levels of physical activity in most areas of Witney. This presents an opportunity for more trips to be made by cycling and walking.



2.5. Environment

Conservation

Witney town centre and the surrounding Windrush Valley are designated conservation areas. This restricts the changes that can be made in some locations.



Air quality

Poor air quality on A4095 Bridge Street has resulted in its classification as an Air Quality Management Area (AQMA). This negatively impacts people's health.



Flooding

The River Windrush presents a flood risk in Witney and the surrounding area. Flooding can prevent people accessing services and amenities and cause long-term damage to infrastructure.



Rurality

The area surrounding Witney is largely rural. This makes cycling and walking challenging due to distance, lack of safe, designated cycling and walking routes, and topography.



2.6. Travel and transport ⁹

Compact town

Witney has an built-up area of less than 5km east to west and 3km north to south. A wide range of trips can be satisfied within a short travel distance, providing an opportunity for increasing cycling and walking.



High car dependency

There is a preference in Witney for private vehicle travel, particularly for commuting. In Witney only 18% of commutes less than 2km were cycled or walked pre-Covid (Census, 2011).



Congestion

Congestion is an issue in Witney, particularly during peak periods around schools and employment sites. This can interrupt cycle journeys and cause delays to buses.



Collisions

Collisions involving people cycling and walking have occurred in Witney. Many have taken place at junctions, including the Fiveways roundabout (Tower Hill/Welch Way/Corn Street/Ducklington Lane/Curbridge Road). This deters people from cycling and walking.



Existing cycling and walking networks

There is a comprehensive cycling and walking network in Witney. However, some routes are poor quality, (including no crossings and uneven surfaces), which discourages people from cycling and walking.



Propensity to cycle

Cycling is more common on certain routes in Witney and the surrounding area. There is the potential to increase the number of people cycling with infrastructure improvements and electric bikes.



⁹ Census Data, Local Area Reports, Office for National Statistics, 2011, <https://www.nomisweb.co.uk/reports/localarea>

Trip generators

Witney provides many services and amenities, including shops, parks, schools and a hospital. It is important that people can travel to these by cycling and walking; this improves a person's health and lowers their carbon impact.



Future development and transport schemes

Witney's population will grow with the allocation of two housing sites (in the east and north). Proposed infrastructure schemes will have a positive impact on travel within Witney and the surrounding area.



3. Network plan for cycling

This chapter explains the methodology used to develop the network plan for cycling and associated proposed improvements in Witney and the surrounding area.

The development of the cycle network has been an iterative process, combining the analysis of data collected in Stage 2, site audits and stakeholder engagement.

An understanding of where people want to travel was first established by identifying trip generators (places people go to and from) and cycle desire lines (the routes people use) to connect people to these trip generators. Routes that were deemed important were then audited using the Route Selection Tool (RST) and local knowledge. A total of three site audits were undertaken for cycling in Witney and the surrounding area. The Audit Output Report can be found in **Appendix B**. This resulted in the identification of a network that was suitable for cycling, either currently or with improvements.

3.1. Methodology

Identifying trip generators

Trip generators have been identified and geographically clustered to understand where people want to cycle to and from. Trip generators largely relate to main residential areas and places such as the town centre, supermarkets, leisure centres, schools and transport hubs. Future proposed developments in east and north Witney have also been incorporated within this. **Appendix A section 11** shows trip generators in Witney and the surrounding area.

Identifying cycle desire lines

Following the identification of trip generators, a cycle desire line network in Witney and the surrounding area was developed using the Propensity to Cycle Tool (PCT) (which uses 2011 Census journey to work data) and local knowledge. The cycle desire line network shows the routes people want to cycle regardless of whether they are currently suitable for cycling. **Figure 2** and **Figure 3** illustrate this cycle desire line network.

The PCT classifies these routes as:

- **Primary** – high flows of people cycling are forecast along desire lines that link large residential areas to places such as the town centre
- **Secondary** – medium flows of people cycling are forecast along desire lines that link to places such as schools, colleges and employment sites
- **Local** – lower flows of people cycling are forecast along desire lines that cater for local cycle trips, often providing links to primary or secondary desire lines

The primary inter-urban routes include the connection between Carterton and Witney and between Hanborough Station and Witney. Within Witney, Fiveways roundabout (Welch Way/Corn Street/Ducklington Lane/Curbridge Road/Tower Hill) is a key part of the network

desired by people cycling due to its connections across Witney town centre. The secondary routes include most main roads, connecting schools and employment sites.

The suitability of these desire line routes for inclusion in the final cycle network is determined through the subsequent auditing process.

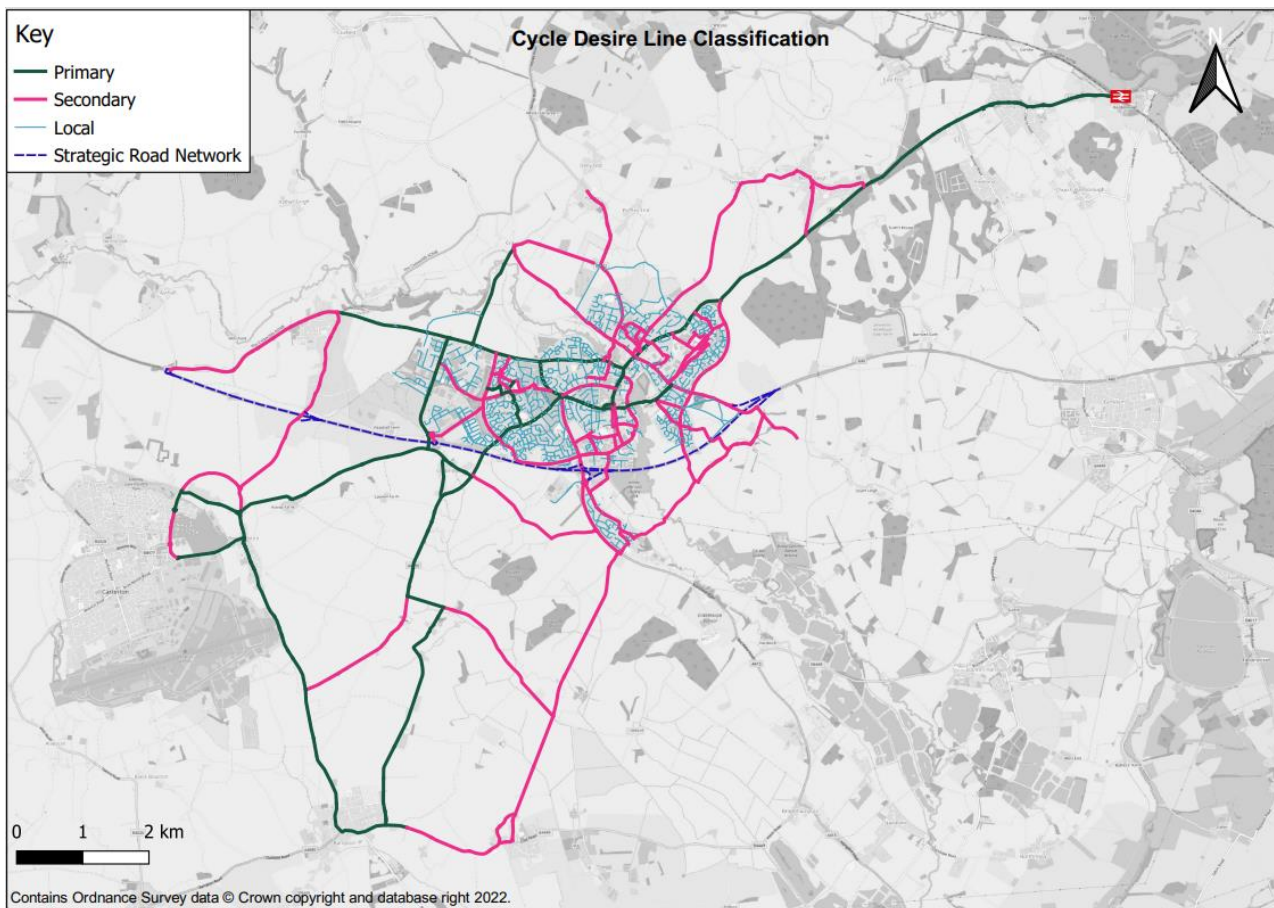


Figure 2: Cycle desire line classification – Witney and surrounding areas

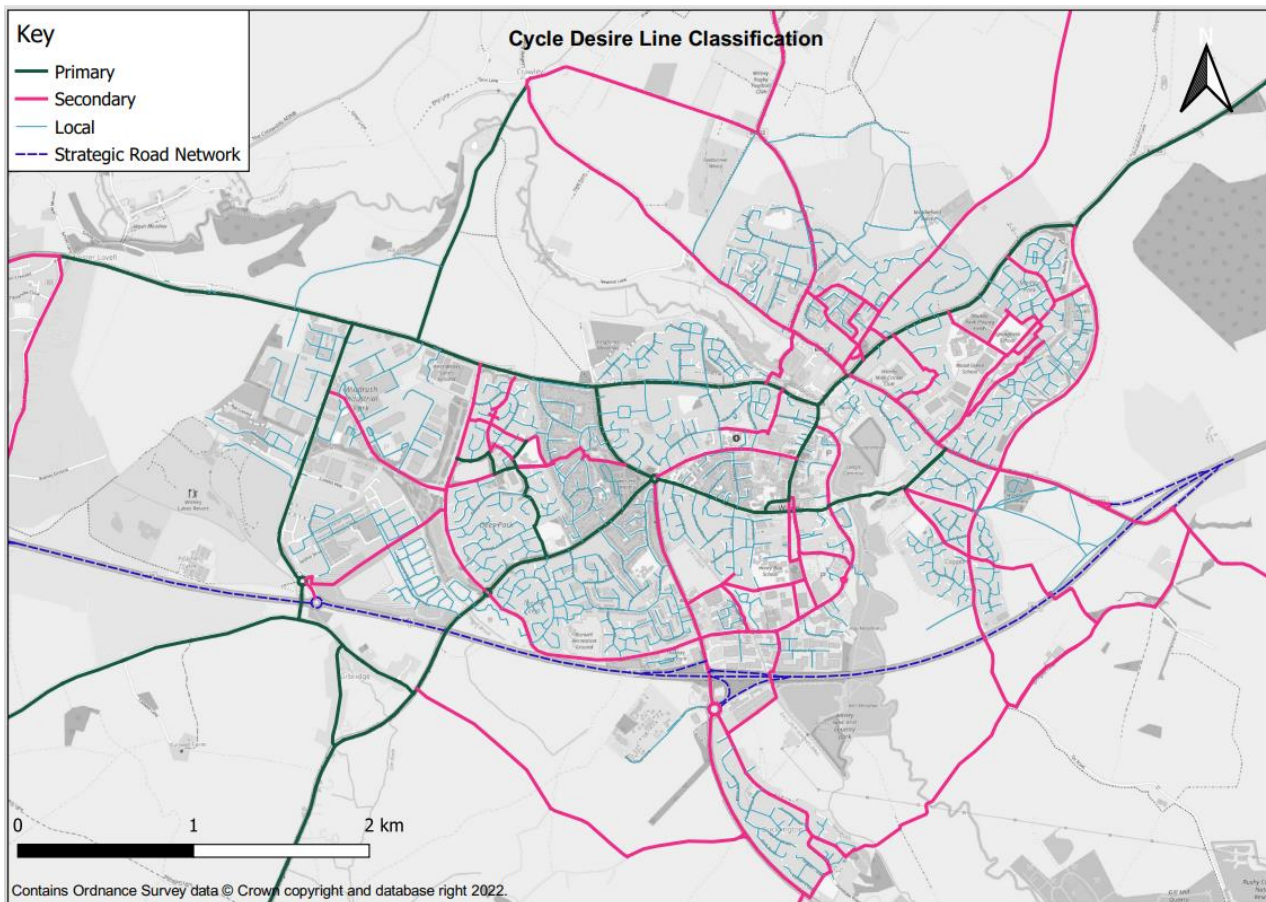


Figure 3: Cycle desire line classification – Witney

To add further context to the cycle desire line network, a 5km and 10km catchment area was calculated to show the reasonable distance people would cycle for local trips, although it is noted that some people will travel further. This has been overlaid on the desire lines to show potential cycling trips and therefore areas to consider improvements, as shown in **Figure 4**. Most desire lines between trip generators within Witney fall within the 5km catchment, roughly equivalent to a 15-minute cycle.

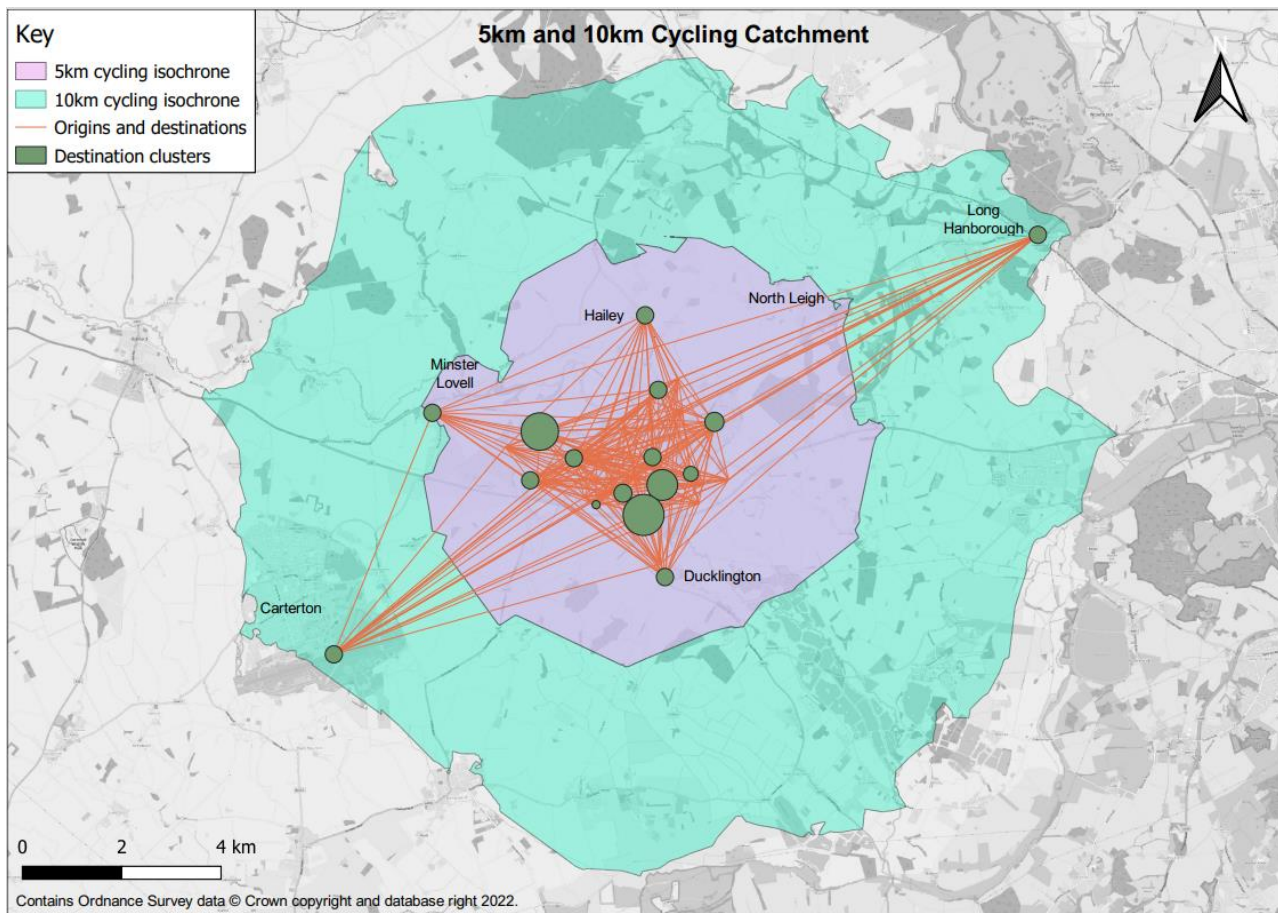


Figure 4: 5km and 10km cycling catchments

Identifying cycling network improvements

The improvements to cycling routes and infrastructure in Witney and the surrounding area have been designed to achieve the core design outcomes – directness, gradient, safety, connectivity and comfort.

- **Directness** – compares the length of the cycle route against the shortest motor vehicle route length
- **Gradient** – identifies the maximum gradient and maximum slope of the cycle route with the length at which it is climbed
- **Safety** – assesses the vehicle speed and volume and the degree of separation between people and general traffic
- **Connectivity** – identifies the number of side roads or accesses to the section of route which are barrier free and suitable for cycling
- **Comfort** – the available space for cycling and the quality of the surface material

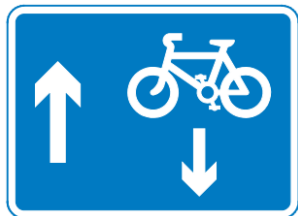
The improvements have been identified through the analysis of the data gathered (see **Section 2** Background and **Appendix A**), consultation feedback from ‘Let’s Talk Oxfordshire’ and stakeholder engagement.

A Route Selection Tool (RST) assessment was carried out to assess the suitability of a route in its existing condition against the core design outcomes to identify where improvements are needed. The RST scored each link between 0 (being the lowest) and 5 (being the highest) against the core design outcomes - directness, gradient, safety, connectivity and comfort. Attractiveness is not included within the assessment tool as it is not deemed to be a deciding factor between routes.

The improvements identified are high-level proposals, which will require further feasibility and design work, along with public consultation before being implemented.

Types of improvements

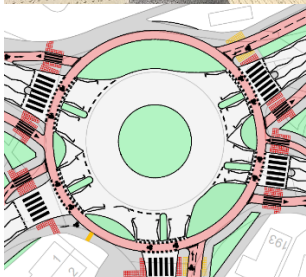
Below is a summary of some of the possible cycling improvements that have been proposed in and around Witney.



Contraflow cycle lane – a cycle lane which allows people cycling to travel in the opposite direction to other traffic. Often used on one-way roads to allow people cycling a direct passage along the road.¹⁰



Cycle parking – a fixed location people can leave their bike. There are many different types of cycle parking. The most common form of cycle parking is a 'Sheffield' stand, which is an inverted 'U' shape and supports the whole bike. Other types of cycle parking include two-tier cycle racks, cycle-hubs and wall racks.



Roundabouts with protected space for cycling (also known as a Dutch-style roundabout) – as the name suggests, this type of roundabout has been inspired by the Dutch, with a priority lane for people cycling around the outside of the roundabout and controlled crossings on each arm of the junction for people walking. Vehicles are expected to give way to people cycling and walking crossing at the entry/exit arms of the roundabout.



Toucan crossing – a signal-controlled crossing that allows people cycling and walking to cross together. Toucan crossings are usually wider than standard pedestrian crossings to accommodate people cycling safely.



Tiger crossing (Parallel crossing) – a tiger crossing consists of a zebra crossing with a parallel priority space for people cycling to cross.



Sparrow crossing – a sparrow crossing is the same as a tiger crossing; however, it is at a signal-controlled junction.¹¹

¹⁰ Photo credit: TSRGD 2016, Diagram 960.2

¹¹ Photo credit: <https://www.stockport.gov.uk/news/stockports-first-bee-network-scheme-which-will-be-part-of-greater>



Shared use footway/cycleway – shared use paths allow people cycling and walking to share the space, although people walking have priority. These paths are identified by a blue circle with a white symbol of people walking and a bike.¹²



Segregated shared footway/cycleway – a footway that legally allows cycling, with separate spaces for people cycling and walking. Segregation is usually light and consists of signage and markings.



Segregated cycle track (one or two way) – a cycle facility physically segregated from vehicles and people walking.



Wayfinding – signage to support people cycling and walking navigate their way around a place.

Figure 5: Types of improvements

3.2. Proposed cycling improvements

The existing cycle network has been used to help identify gaps in current cycle provision. It is proposed that these gaps be filled by the improvements outlined in this LCWIP to create a coherent, direct, safe, comfortable, and attractive cycle network in Witney and the surrounding area.

The existing and proposed cycle network is shown in **Figure 6** and **Figure 7**.

The location and type of proposed cycling improvement is shown in **Figure 8**, **Figure 9**, **Figure 10**, **Figure 11** and **Figure 12**.

Detail of the proposed improvements referenced in the above figures is provided in **Table 2**.

¹² Photo credit: TSRGD 2016, Diagram 956

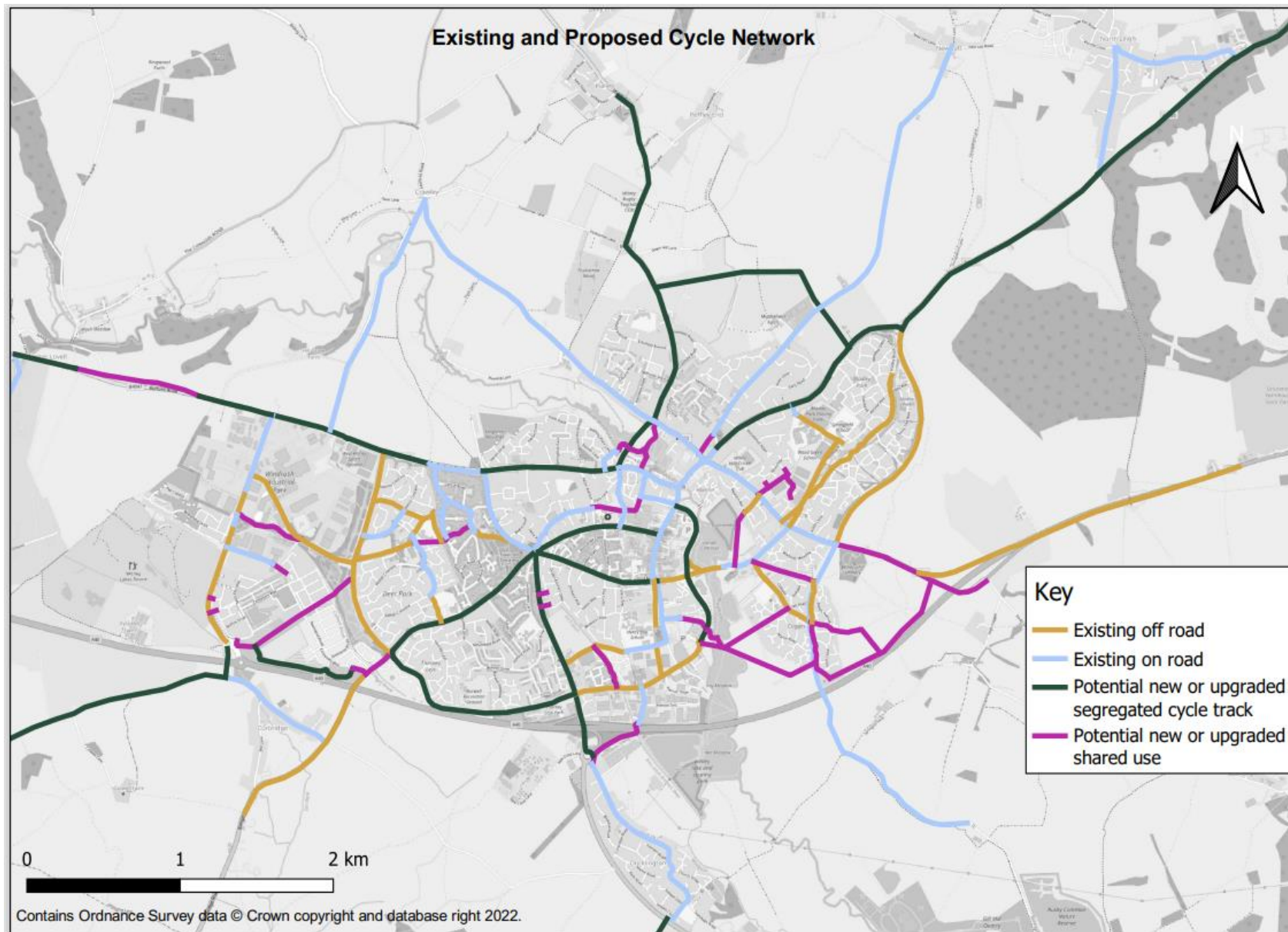


Figure 6: Full cycling network (existing and proposed) - Witney

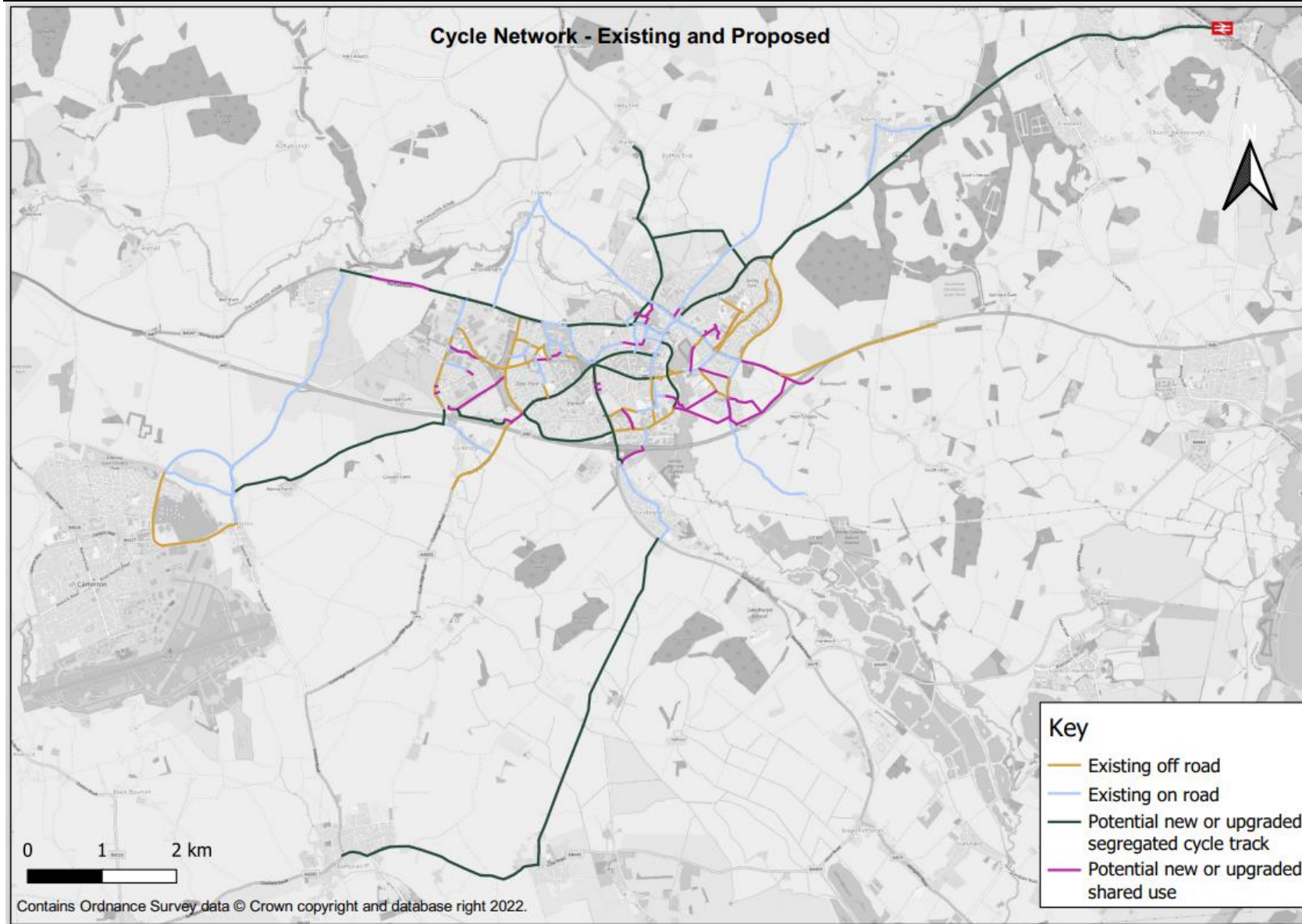


Figure 7: Full cycling network (existing and proposed) – Witney and surrounding areas

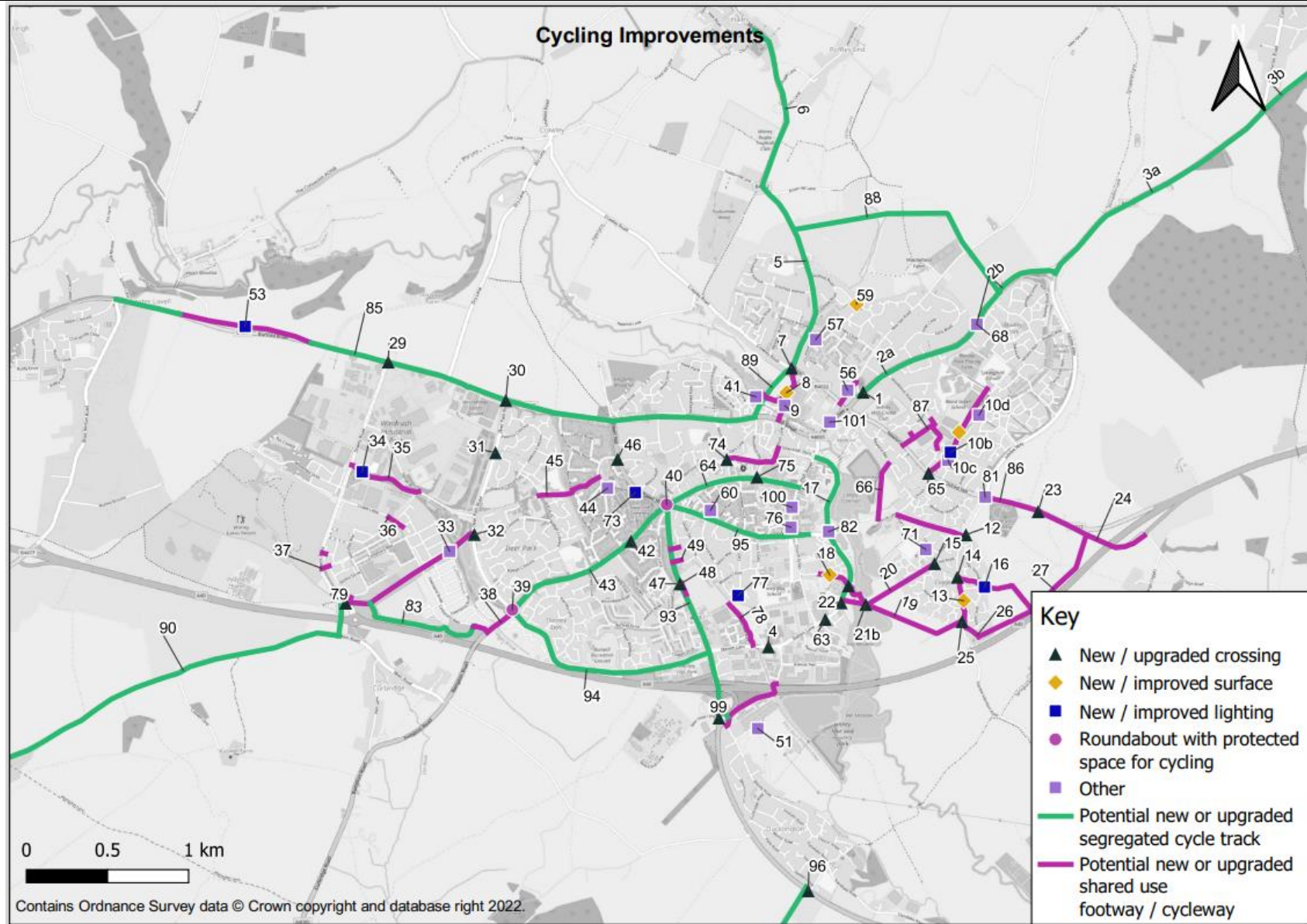


Figure 8: Proposed cycling improvements - Witney

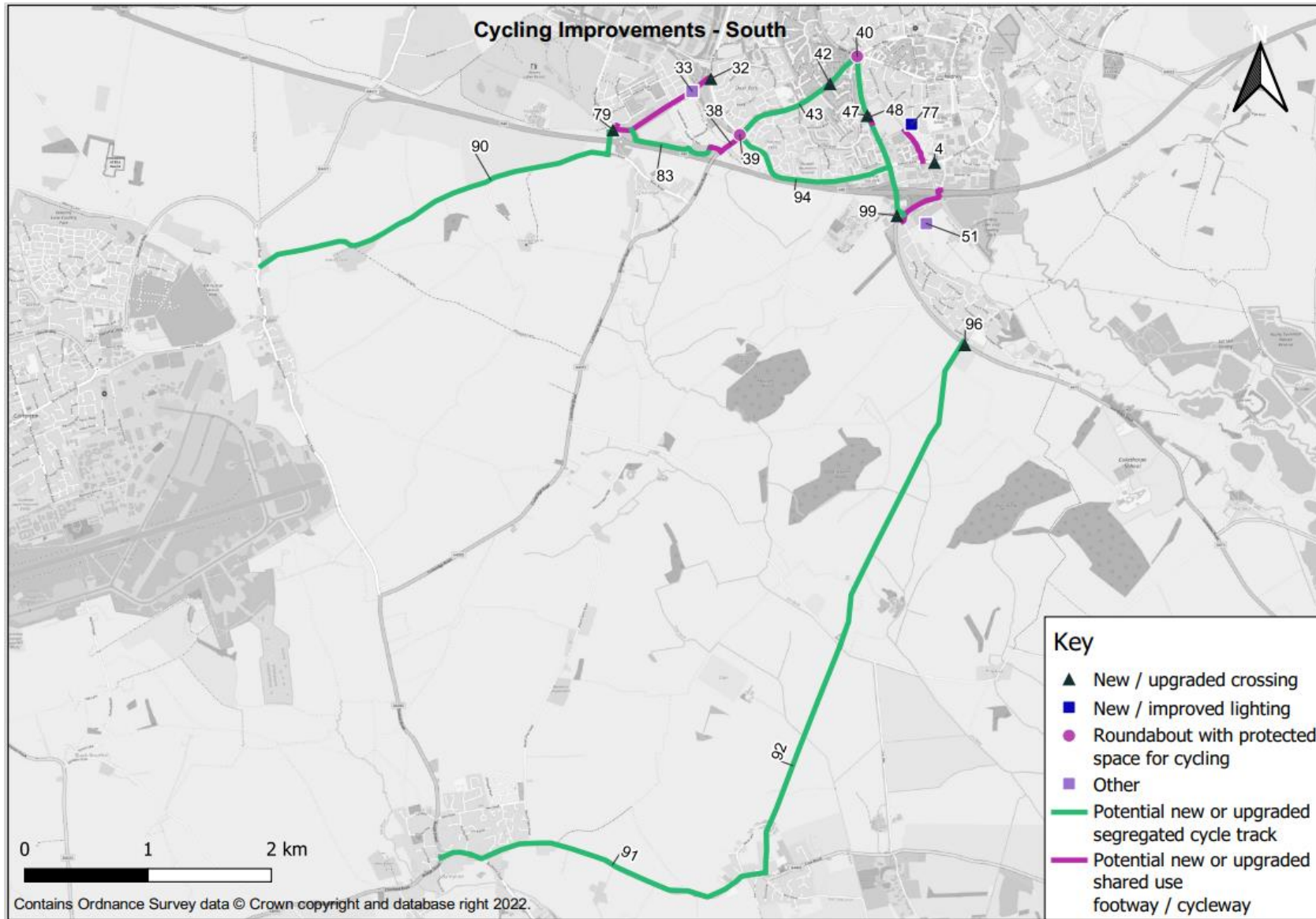


Figure 9: Proposed cycling improvements - South

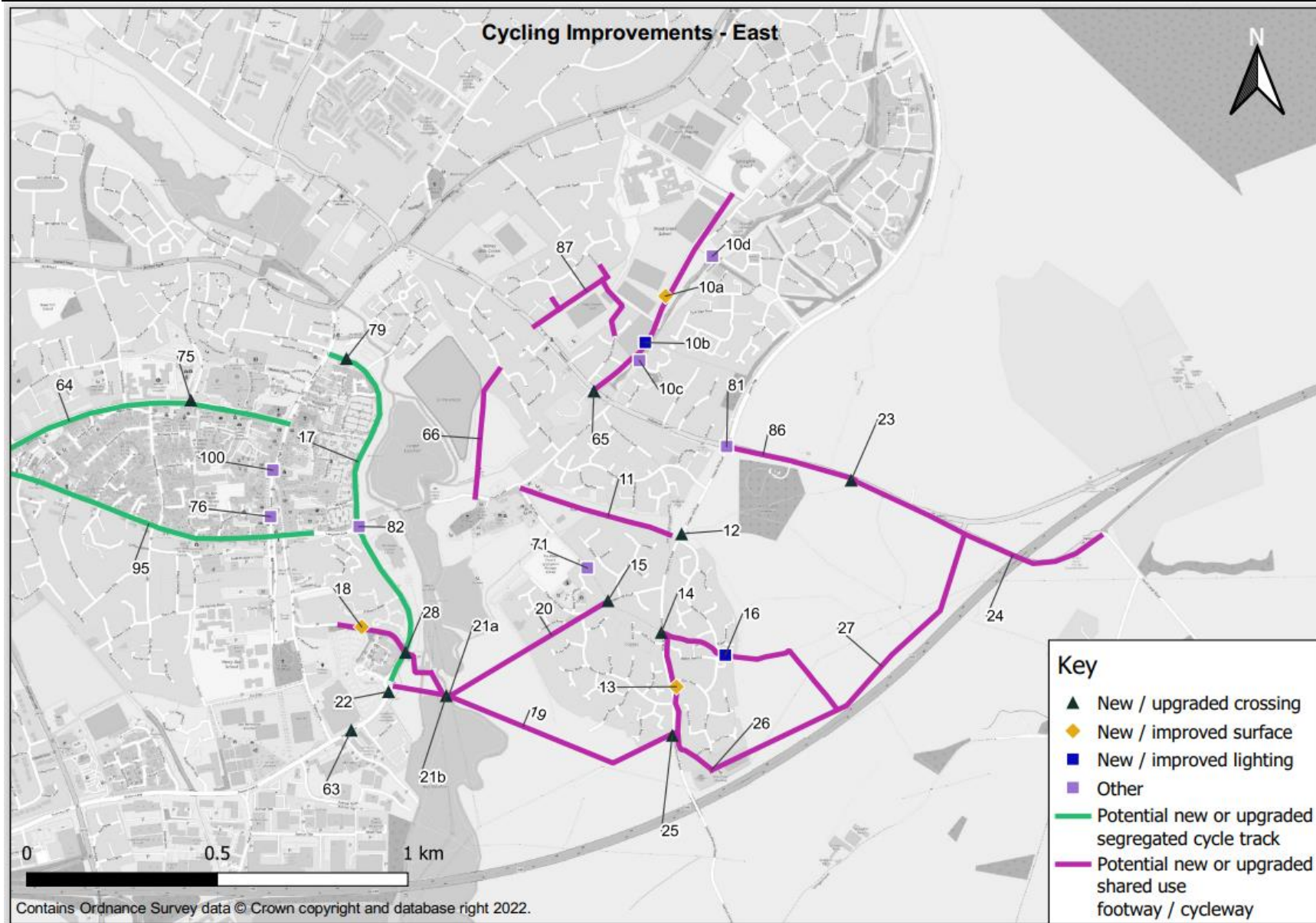


Figure 10: Proposed cycling improvements - East

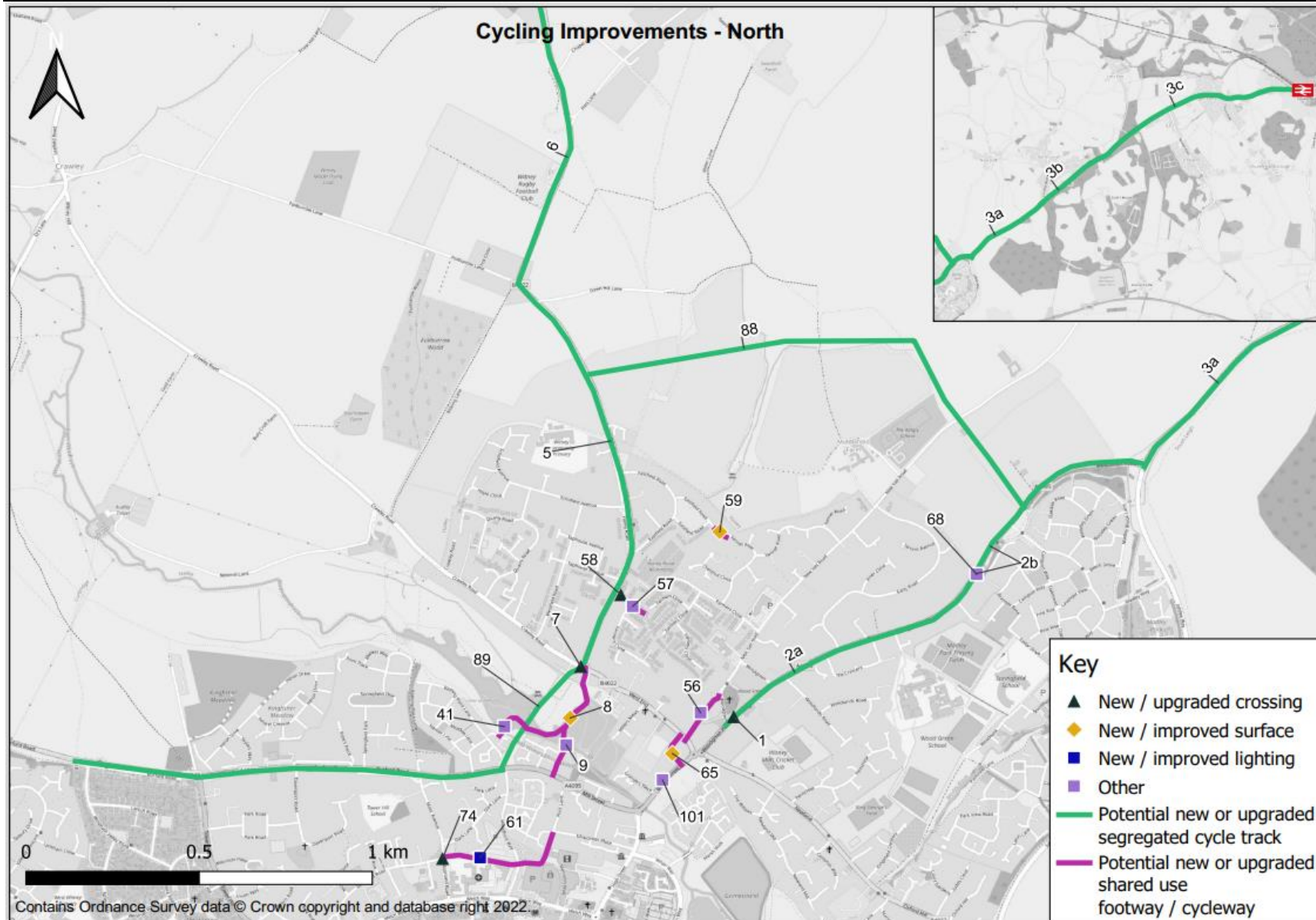


Figure 11: Proposed cycling improvements - North

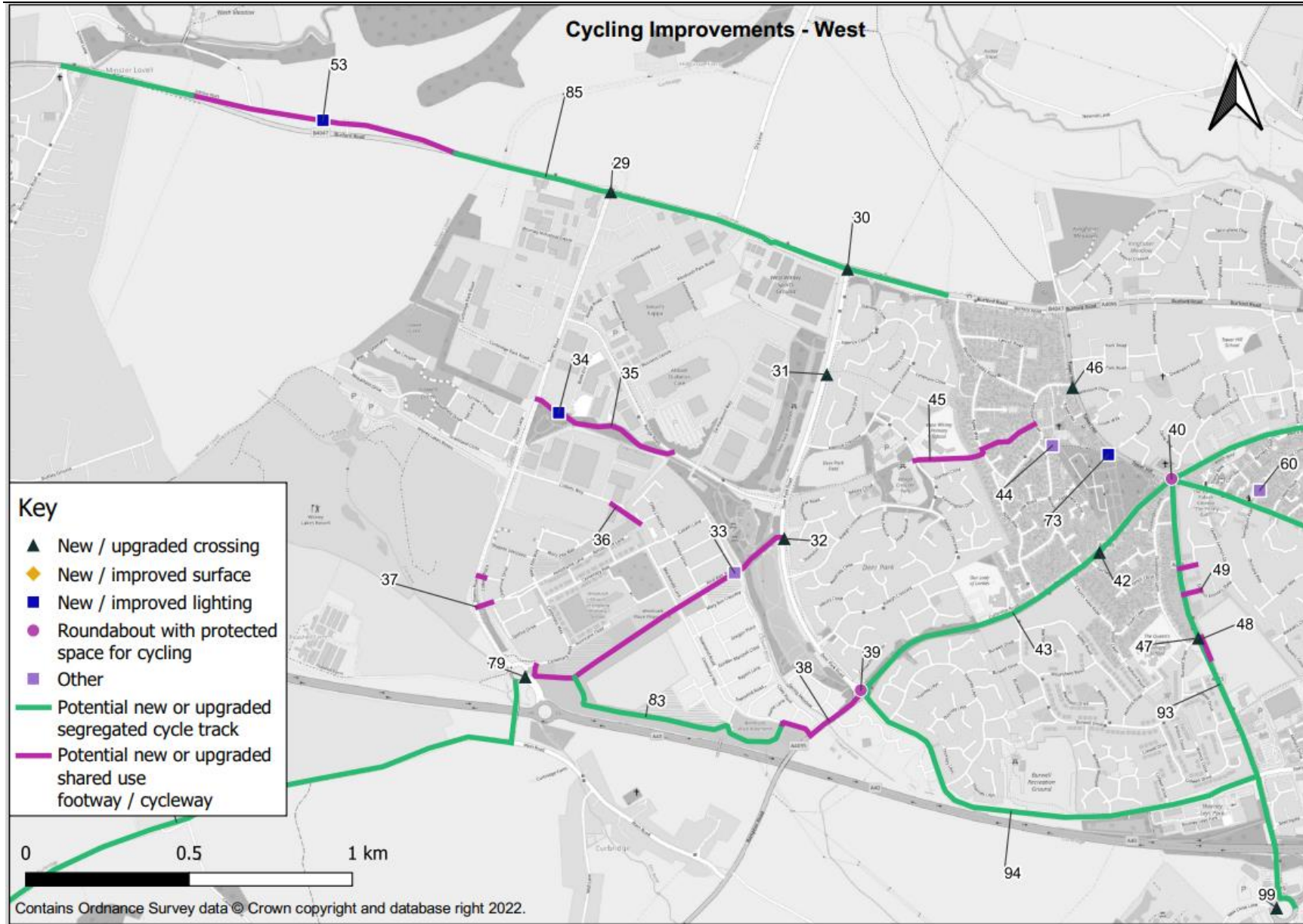


Figure 12: Proposed cycling improvements - West

Table 2 below outlines each of the improvements proposed. Those that benefit cycling only are shaded blue, and those that benefit both cycling and walking are shaded green. Improvements that benefit walking only are shown in **Section 3.3**.

Table 2: List of all proposed cycling improvements

Ref no.	Benefit to	Location	Description
1	Walking & Cycling	A4095 Woodgreen	A formal pedestrian crossing within the vicinity of Holy Trinity Church
2a	Cycling	Woodstock Road between Woodgreen and Wood Green School access	Two-way segregated cycle track on the western side of Woodstock Road
2b	Cycling	Woodstock Road between Wood Green School access and Jubilee Way	Two-way segregated cycle track on the western side of the Woodstock Road
3a	Walking & Cycling	A4095 Witney Road, between Jubilee Way and North Leigh	Two-way segregated cycle track between Jubilee Way and Common Road, North Leigh
3b	Walking & Cycling	A4095 Witney Road, between Common Road and Park Road, North Leigh	Two-way segregated cycle track and adjacent footway on the western side of A4095 past North Leigh, removing need to go through North Leigh
3c	Walking & Cycling	A4095 Witney Road, between North Leigh and Hanborough Station	Two-way segregated cycle track between Park Road and Hanborough Station
5	Cycling	B4022 Hailey Road, between West End and Witney Community Primary School access	Two-way segregated cycle track on the western side of Hailey Road
6	Cycling	B4022 Hailey Road, between Witney Community Primary School access and Hailey	Two-way segregated cycle track on the western side of Hailey Road
7	Walking & Cycling	B4022 West End/Crawley Road junction	Crossing to link Hailey Road and Woodford Mill cycle path (for people cycling and walking)
8	Walking & Cycling	Footpath link between B4022 West End and A4095 Mill Street	Provide lighting and raised path/boardwalk along Woodford Mill (as liable to flooding)
9	Walking & Cycling	Footpath link between B4022 West End and A4095 Mill Street	New bridge/new alignment to remove sharp turn and improve visibility
10a	Walking & Cycling	Footpath link from B4022 Oxford Hill, in vicinity of Madley Brook	Resurfacing of Public Right of Way (PRoW) 410/4 running parallel to the Madley Park cycle track to allow cycling
10b	Walking & Cycling	Footpath link between B4022 Oxford Hill and Woodbank in vicinity of Newland allotments	Ground lighting along section (circa 75m) of path parallel to Newland allotments
10c	Walking & Cycling	Footpath link from B4022 Oxford Hill, in vicinity of Madley Brook	Repair and possible widening/re-alignment of bridges along the Madley Park/Park View Lane track
10d	Walking & Cycling	Bridge between Woodbank and Northfield Road	Repair of bridge between Woodbank and Northfield Road
11	Walking & Cycling	Footpath link across Oxlease Park between Cogges Hill Road and Church Lane	Widen existing footpath and extend to Church Lane to accommodate people cycling
12	Walking & Cycling	Cogges Hill Road, north of Blakes Avenue	New toucan crossing to link people walking and cycling to East Witney development and existing PRoW 410/7

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Ref no.	Benefit to	Location	Description
13	Walking & Cycling	Shared use path parallel to Stanton Harcourt Road	Widening of existing shared use footway/cycleway
14	Walking & Cycling	Stanton Harcourt Road, between shared use path	New controlled crossing
15	Walking & Cycling	Cogges Hill Road, between shared use path	New controlled crossing
16	Walking & Cycling	PRoW 410/41, east of Blakes Avenue	Widen existing footpath where possible, re-surface and add lighting
17	Cycling	Witan Way between Station Lane and High Street	Two-way segregated cycle track on the western side of Witan Way
18	Walking & Cycling	Farm Mill Lane, between Witan Way and Station Lane	Re-surfacing, lighting and widening where possible of shared use path
19	Walking & Cycling	Link between Stanton Harcourt Road and Station Lane/Witan Way	New shared use footway/cycleway linking Stanton Harcourt Road across open land to new river crossing (21b)
20	Walking & Cycling	Link between Cogges Hill Road and Station Lane/Witan Way	New shared use footway/cycleway across open land to proposed new river crossing (21b)
21a	Walking & Cycling	Links between new river crossing and Station Lane/Witan Way and Farm Mill Lane	New shared use footway/cycleway from new river crossing (21b) to south side of Sainsbury Roundabout and Farm Mill Lane.
21b	Walking & Cycling	East of Farm Mill Lane, over the River Windrush	New southern river crossing (for people walking and cycling only)
22	Walking & Cycling	South of Witan Way roundabout, between Station Lane and Two Rivers Trading Estate	New toucan crossing
23	Walking & Cycling	B4022 Oxford Hill, east of the Windrush Cemetery	New toucan crossing
24	Walking & Cycling	B4022 Oxford Hill, between South Leigh and the new toucan crossing (23)	New shared use footway/cycleway on the southern side of Oxford Hill
25	Walking & Cycling	Stanton Harcourt Road, west of Eton Close	New toucan crossing
26	Walking & Cycling	Link between Stanton Harcourt Road and PRoW 410/41 (East Witney SDA)	New shared use footway/cycleway
27	Walking & Cycling	Link between PRoW 410/41 and B4022 Oxford Hill	Upgrade of PRoW 410/41 to a shared use footpath/cycleway from the East Witney site to B4022 Oxford Hill
28	Walking & Cycling	Witan Way/Farm Mill Lane	Upgrade existing uncontrolled crossing to a controlled crossing such as a raised tiger crossing.
29	Cycling	B4047 Burford Road/Downs Road junction	Upgrade pedestrian crossing to a toucan crossing
30	Cycling	B4047 Burford Road/Deer Park Road junction	Upgrade pedestrian crossing to a toucan crossing
31	Walking & Cycling	Deer Park Road, in the vicinity of the footpath south of Valence Crescent	New uncontrolled pedestrian crossing
32	Walking & Cycling	Deer Park Road, south of Range Road linking Deer Park Road and the Bridleway	Controlled toucan or sparrow crossing
33	Walking & Cycling	Bridleway between Deer Park Road and Downs Road	Widen, provide lighting and re-surface existing bridleway

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Ref no.	Benefit to	Location	Description
34	Walking & Cycling	Footpath between Downs Road and Book End	Maintenance of vegetation, lighting required
35	Walking & Cycling	Footpath between Book End and Range Road	Widen existing path
36	Walking & Cycling	Link between Colletts Way and Leslie Harvey Close	New link between employment park and housing estate
37	Walking & Cycling	Link between Downs Road and Chipmunk Drive/College Place	New link between Downs Road and housing estate
38	Cycling	Curbridge Road between Spring Meadow and Deer Park Road	Reduce length of right-turn pocket and extend shared-use section to the roundabout
39	Walking & Cycling	Curbridge Road/Deer Park Road	Roundabout with protected space for cycling (also known as a Dutch-style roundabout)
40	Walking & Cycling	Curbridge Road/Ducklington Lane/Welch Way	Roundabout with protected space for cycling (also known as a Dutch-style roundabout)
41	Walking & Cycling	Footpath linking Hyde Meadow View and Woodford Mill path	Upgrade existing footpath by raising up, re-surfacing and adding lighting. Re-alignment and modifications to bridge also required.
42	Walking & Cycling	Curbridge Road in the vicinity of the Tower Hill Cemetery	New controlled crossing
43	Cycling	Curbridge Road, between Deer Park Road and Tower Hill	Two-way segregated cycle track on the northern side of Curbridge Road (likely to be shared in places near Fiveways Roundabout)
44	Walking & Cycling	Shared use path east of Fettiplace Road	Remove barriers or widen to safely allow for inclusive access
45	Walking & Cycling	Footpath between Edington Road and Apley Way (south of West Witney Primary School)	Re-surface path
46	Walking & Cycling	Tower Hill in the vicinity of Windrush Valley Road	New controlled crossing
47	Walking & Cycling	A415 Ducklington Lane in vicinity of Burwell Drive	At-grade controlled crossing
48	Walking & Cycling	A415 Ducklington Lane	Shared use footpath/cycleway parallel to road as bypass to underpass and remove the need for users to traverse the gradients
49	Walking & Cycling	A415 Ducklington Lane	New links between Ducklington Lane and Queen Emma's Dyke
51	Walking & Cycling	Footpath next to Lakeside Allotments	Remove barriers (kissing gates) or widen to safely allow for inclusive access
53	Walking & Cycling	Shared use path parallel to B4047 Burford Road	Resurfacing of off-road path to provide smooth surface. Lighting also required
56	Walking & Cycling	Woodgreen (Narrow Hill)	Restrict motorised traffic to access only, in southbound direction and add signage to allow contra-flow cycling
57	Walking & Cycling	Path in the vicinity of Farmers Close	Widen where possible and re-align barriers
59	Walking & Cycling	Footpath link between Eastfield Road and Vanner Road	Widen cut through where possible
60	Walking & Cycling	Ashcombe Close link	Widen gap in the wall and re-align footway/cycleway
63	Walking & Cycling	Witan Way, north of Two Rivers Industrial Estate	Upgrade of uncontrolled crossing to a controlled crossing, linking to employment and Job Centre
64	Cycling	Welch Way	Realign hedgerow to accommodate space for a two-way segregated cycle track

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Ref no.	Benefit to	Location	Description
65	Walking & Cycling	B4022 Newland, in vicinity of PROW 410/4 entrance	New parallel crossing on B4022 Newland
66	Walking & Cycling	Link between Newland Mill and Church Lane	Re-surface path and widen footway to allow shared space
68	Walking & Cycling	Woodstock Road, north of Blenheim Heights	Realign barriers and add signage to warn of conflict. Barriers currently filter people cycling towards blind entrance with residential drive
71	Walking & Cycling	Path linking Cogges Hill Church and Church Lane	Remove barriers
73	Walking & Cycling	Footpath between Fettiplace Road and Tower Hill	Add lighting
77	Walking & Cycling	Path link at Spring Road	Add lighting
78	Walking & Cycling	Path parallel to Gordon Way	Widen where possible
79	Walking & Cycling	Downs Road/Centenary Way roundabout	New toucan crossing across the southern arm of Downs Road to connect the two cycle routes (ref 83 and 90)
81	Walking & Cycling	B4022 Oxford Hill/Jubilee Way	Upgrade junction to MOVA and review staging
83	Walking & Cycling	Path connecting Downs Road and Centenary Way parallel to the A40	Upgrade path to accommodate a two-way segregated cycle track
85	Walking & Cycling	A4095 Burford Road	Upgrade of existing segregated shared footway/cycleway to a two-way segregated cycle track
86	Walking & Cycling	Oxford Hill, between Cogges Hill Road and east of Windrush Cemetery	New shared use footway/cycleway on the southern side of Oxford Hill
87	Walking & Cycling	King George's Field, north of Newland	Shared use footway/cycleway around King George's Field
88	Walking & Cycling	New road linking Hailey Road and Woodstock Road (part of North Witney SDA)	New northern distributor road. Proposed one-way cycle track on both sides of the carriageway, to be a min of 1.8m width 'stepped' cycle track (2m is preferable to enable overtaking). A 2m wide footway each side is also proposed.
89	Walking & Cycling	Link between West End/Hailey Road junction and Burford Road/Woodford Way junction	West End Link 2 to include segregated walking and cycling routes
90	Cycling	Witney Road, between Carterton and Witney	Two-way segregated cycle track (some land take may be required)
91	Cycling	B4449 Aston Road	Two-way segregated cycle track between Bampton and Aston
92	Cycling	Aston Mile	Two-way segregated cycle track between Bampton and Ducklington
93	Walking & Cycling	Ducklington Lane	Upgrade of existing segregated shared footway/cycleway along Ducklington Lane to two-way segregated cycle track
94	Walking & Cycling	Thorney Leys	Two-way segregated cycle track along Thorney Leys including extension of existing footway
95	Cycling	Corn Street	Two-way segregated cycle track on Corn Street
96	Cycling	A415/Aston Mile	Crossing on A415 between Aston & Ducklington to link proposed routes

Ref no.	Benefit to	Location	Description
99	Walking & Cycling	Ducklington Lane Roundabout, adjacent to A40 western slips	Introduce sparrow crossings at the roundabout. Crossings required on Ducklington Lane, A415 and A40 slip roads (as a minimum). These could be standalone or as part of a junction signalisation.
100	Walking & Cycling	High Street and Market Square from Welch Way to Church Green	Active travel tranche 3 scheme - improve the public realm to make the High Street a more accessible, pleasant environment for people to walk, cycle and spend time.
101	Walking & Cycling	Bridge Street	Feasibility study under way 2022 with the aims to widened footways, provide improve crossings and cycle infrastructure.

A concept level design has been produced for improvement 40 at Fiveways roundabout, to show an example of a roundabout with protected space for cycling (also known as a Dutch-style roundabout), see **Figure 13**. A concept level design has also been produced for improvement 2a/2b at Woodstock Road, to show an example of a two-way segregated cycle route and parallel crossing, see **Figure 14**. These designs are available at higher resolution and full key in **Appendix C**.

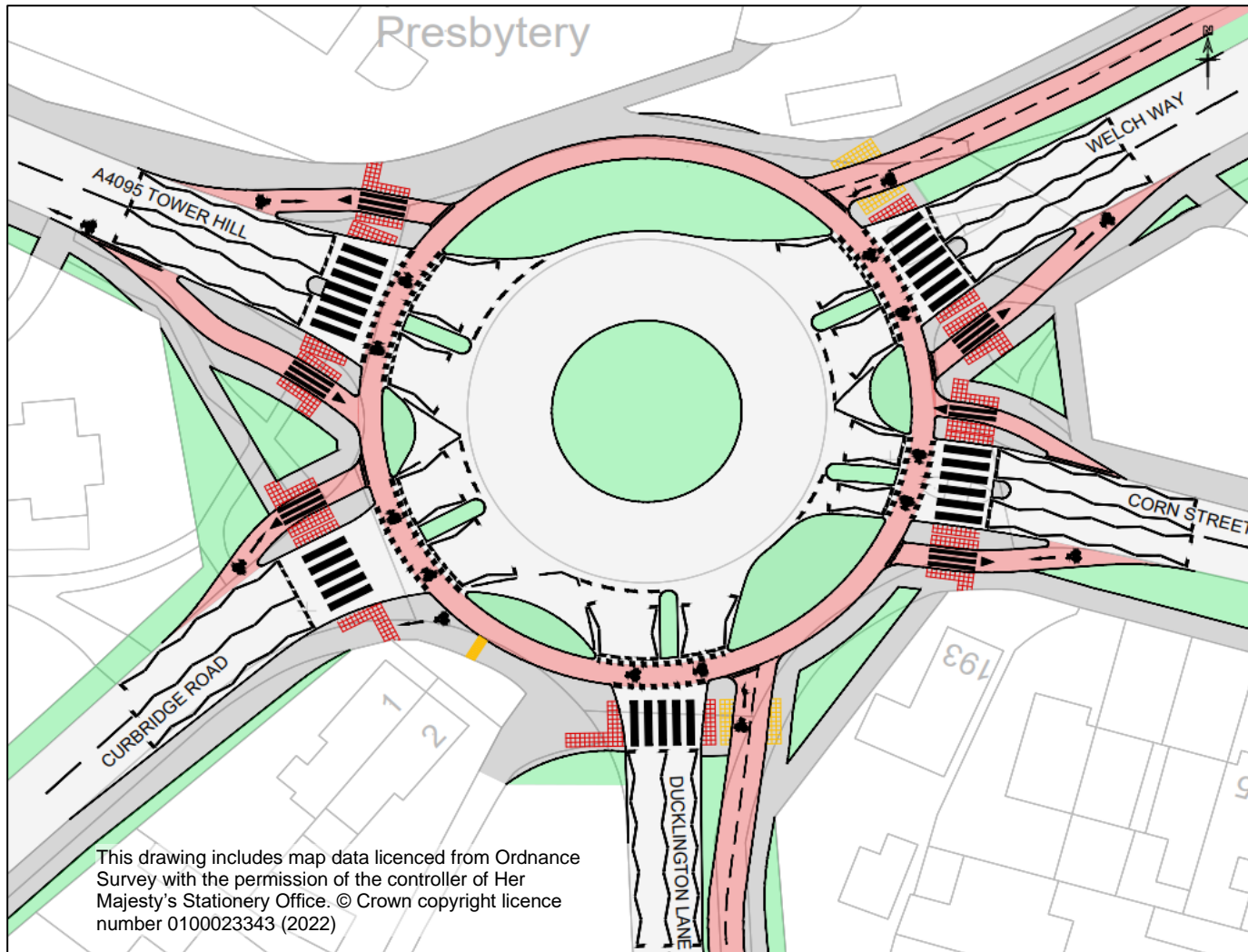


Figure 13: Roundabout with protected space for cycling at Fiveways Roundabout

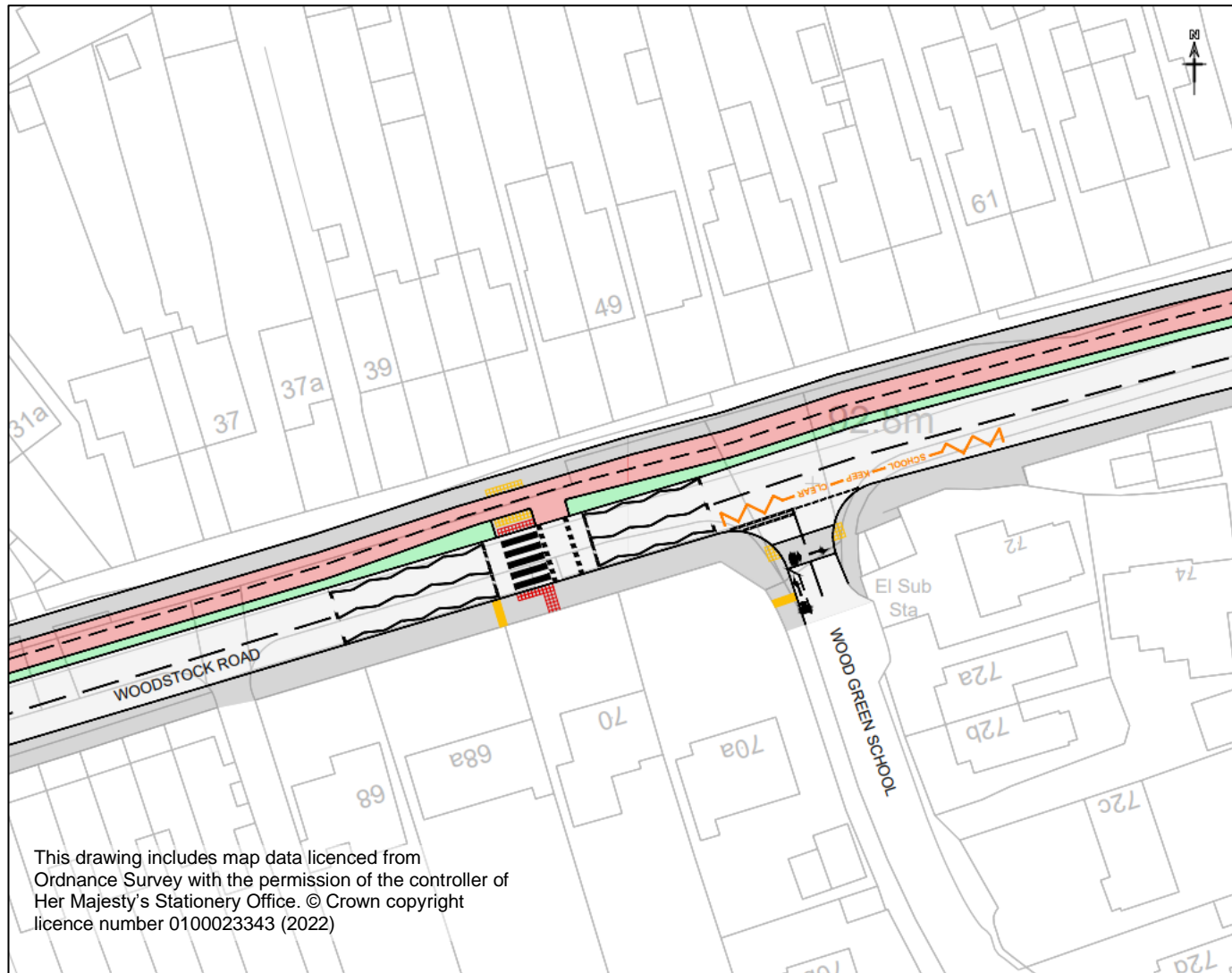


Figure 14: Woodstock Road segregated cycle track

3.3. Complementary measures

Complementary measures are considered vital to any infrastructure that prioritises and separates people cycling from other road users and will support the delivery of this LCWIP. Measures include:

- **Signage and wayfinding** – the delivery of strategic, comprehensive and consistent signage and wayfinding is important to support people cycling navigate their way around Witney. A study is required to identify how this can be achieved in Witney.
- **Cycle parking** – should be secure and conveniently located for where people want to travel. This could include cycle hubs at public transport interchanges or ‘Sheffield’ cycle stands outside key trip generators. Cycle parking should accommodate all types of bikes, including adapted bikes and cargo bikes. An audit of cycle parking in Witney will be carried out. This will assess the location and condition of current cycle parking and consider where upgrades and additional cycle parking is required. This will be a supporting document to this LCWIP.
- **High Street and Market Square** – there are aspirations to improve the public realm to make the High Street a more accessible and pleasant environment for people to walk, cycle and spend time in. This will complement the measures to reduce through traffic on High Street and Market Square delivered in 2020/21 as part of the Active Travel Fund. This is shown as reference 100 on the proposed cycling improvements figures.
- **Bridge Street** – specific measures have not been included within this LCWIP for Bridge Street. This is because a separate study is underway to identify what measures can be implemented at Bridge Street to improve traffic circulation, reduce congestion, and prioritise public transport and active travel. The outcome of this study will likely propose measures including widened footways, crossings and cycle infrastructure along Bridge Street and the nearby area. This is shown as reference 101 on the improvement plans.
- In some locations across Witney guard-railing, bollards, or barriers, which were originally installed for safety reasons, are preventing access for people on all bike types and other wheeled mobility aids including mobility scooters and double pushchairs. The Windrush Bike Project have conducted a thorough audit of such barriers across Witney and OCC are seeking to remove or alter these to enable access for all.

4. Network Map for Walking

This chapter sets out the walking improvements proposed as part of this LCWIP. The development of the walking network has been an iterative process and has combined using the Walking Route Audit Tool (WRAT), alongside local input from the public, key stakeholders, officers and councillors from OCC and WODC. The Audit Output Report can be found in **Appendix B**.

4.1. Methodology

The same trip generators used to develop the cycle network have been used for the walking network.

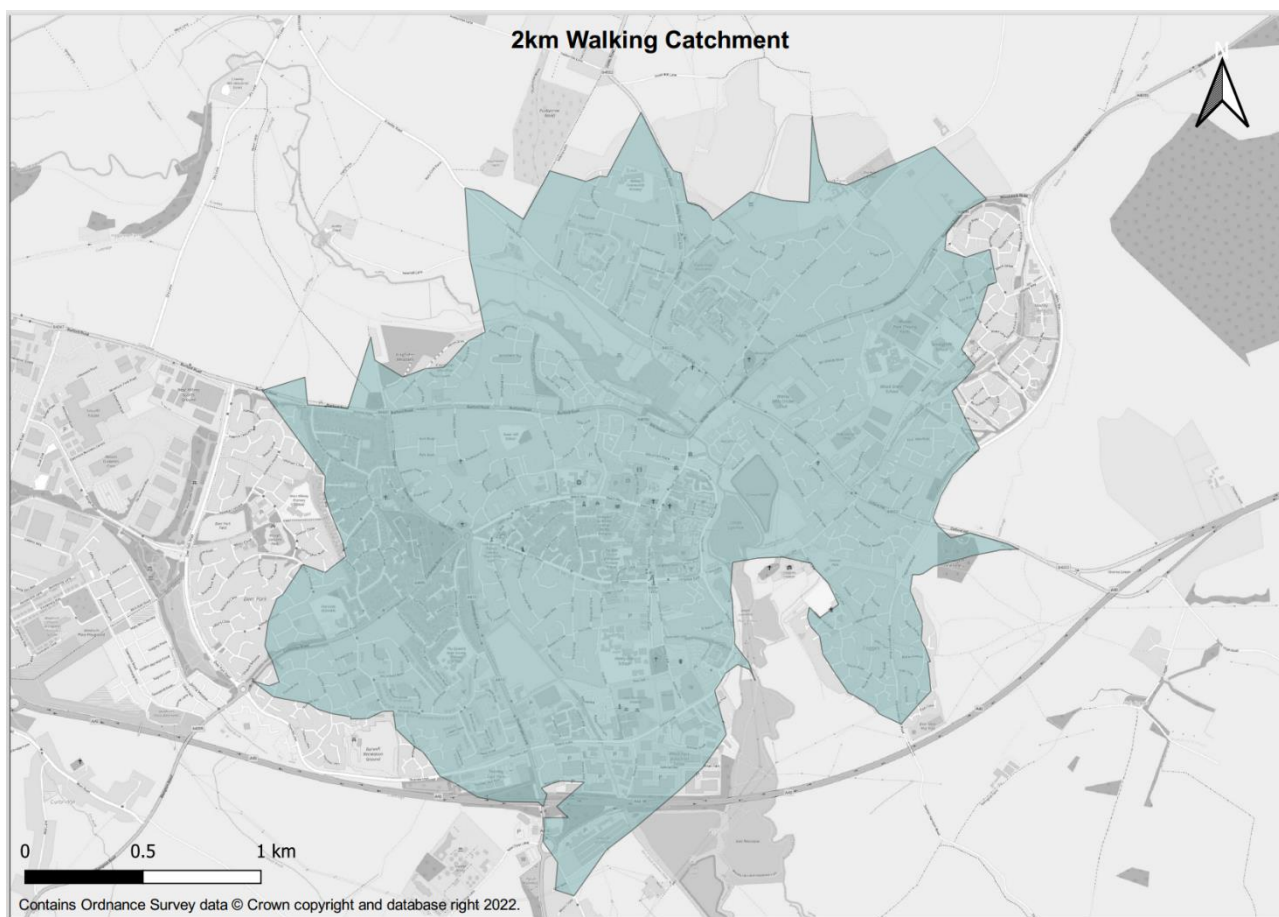


Figure 15: 2km walking catchment

On average people tend to walk up to 2km for a local trip, although it is noted that some people will walk further. **Figure 15** shows a 2km walking catchment, assuming Welch Way/High Street as the centre point. It shows that from High Street, most of north, central and east Witney are accessible within 2km or roughly a 30-minute walk.

Identifying a hierarchy of walking routes

The walking hierarchy map illustrated in **Figure 16** shows the different roles that each road has for walking. There are four main categories which are:

- **Prestige/Primary Walking Routes** – very busy areas of town and main walking routes through the town centre with high footfall
- **Secondary Walking Routes** – medium usage routes through local areas feeding into primary routes and places such as local shopping centres
- **Link Footways** – links to connect access footways through urban areas and busy rural footways
- **Local Access Footways** – footways associated with low usage, short estate roads to the main roads and cul-de-sacs

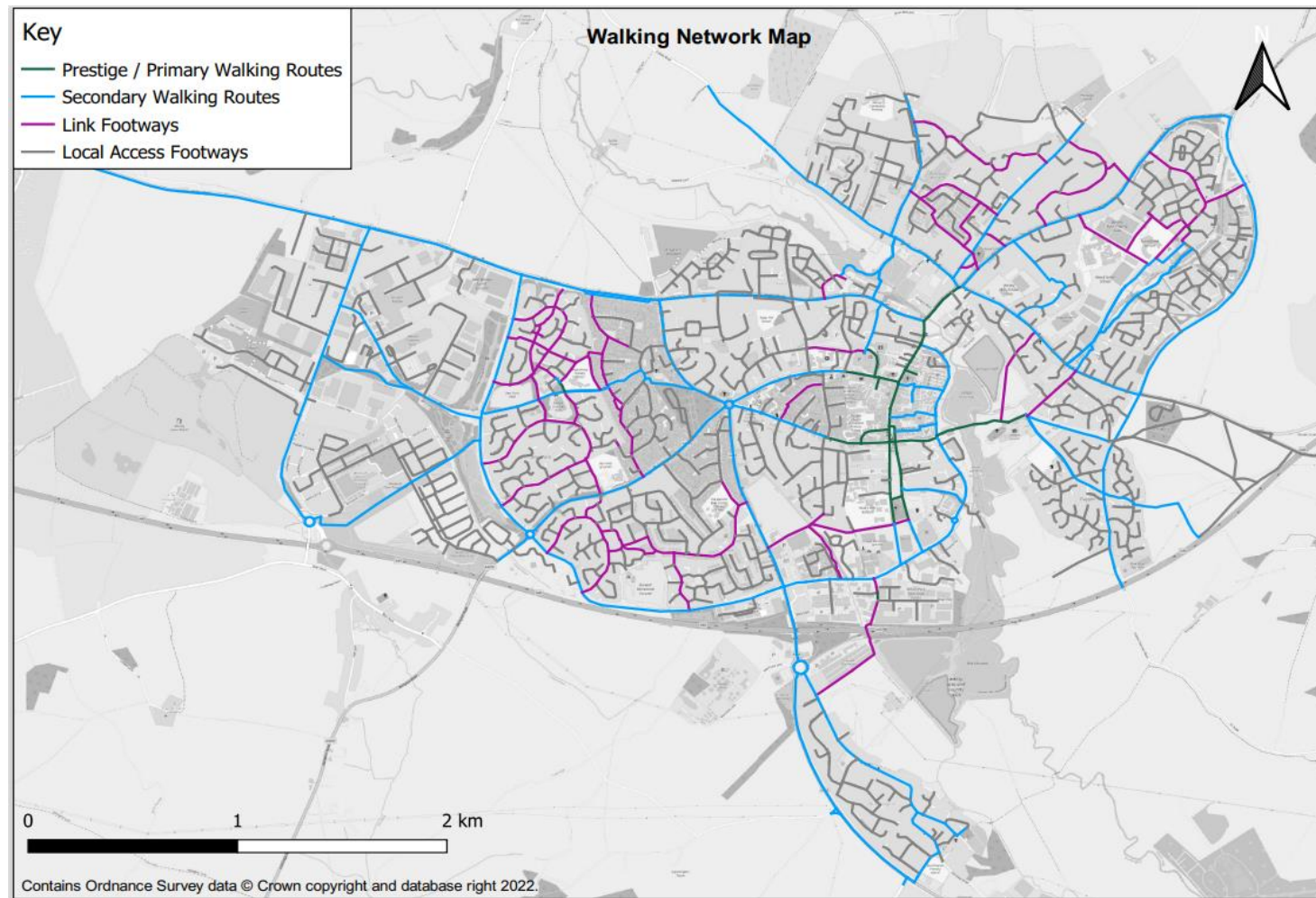


Figure 16: Walking network map with route hierarchy

Identifying walking network improvements

The improvements to footways and other walking infrastructure in Witney are designed to be attractive, comfortable, direct, safe and coherent. They have been identified through the analysis of the data gathered (**Section 2** and **Appendix A**), consultation feedback from 'Let's Talk Oxfordshire' and stakeholder engagement.

A Walking Route Audit Tool (WRAT) assessment has been carried out to assess the five core design outcomes. The assessment also considers the needs of people with disabilities, mobility aid users, older people and people with young children/pushchairs.

The improvements identified are high-level proposals, which will require further feasibility and design work, along with public consultation before being implemented.

Types of improvements

Below is a summary of some of the possible improvements to the walking experience in Witney that have been proposed.



Dropped kerbs – features to facilitate non-stepped access to allow wheelchair/mobility aid users and people with pushchairs to cross the road unimpeded.



Tactile paving – paving that warns visually impaired people about where the footway ends and the carriageway begins. There are different types of tactile paving.



Refuge island – a small area of footway in the centre of the road to allow people walking to cross in two stages. Refuge islands are usually found on roads with higher speeds and greater numbers of vehicles, where crossing in a single movement is more difficult.



Controlled pedestrian crossing – there are three types of controlled pedestrian crossings: Zebra, Pelican and Puffin.

Zebra – these crossings are marked out by black and white stripes across the road with flashing beacons and zig zag markings.

Pelican – these are signalised crossings and require people walking to press a button and wait for the green man to appear before crossing the road.

Puffin – these are signalised crossings similar to Pelican crossings in that they require people walking to press a button. However, they are more advanced than Pelican crossings as they

can detect people walking in the waiting area and whilst they are crossing the road.



Uncontrolled pedestrian crossing – unlike controlled crossings, people walking must wait for traffic to stop or for a suitable gap to cross the road. These crossings may include dropped kerbs, tactile paving and a refuge island.



Raised table – a form of traffic calming that aims to slow the speed of vehicles and to emphasise features such as crossing points. They are sometimes used at the entry of a side road to provide a level surface for people walking to cross the road without the need for dropped kerbs.



Footway buildout - widenings of footways that run beside a carriageway and provide greater space for people walking to wait, reduce crossing distances, and improve the visibility of people walking and other road users.

Figure 17: Types of walking improvements

4.2. Proposed walking improvements

The walking improvements are shown in **Figure 18**. The subsequent two maps in **Figure 19** and **Figure 20** show a scaled up version of **Figure 18**. The reference numbers shown on the map refer to the improvements described in **Table 3**.

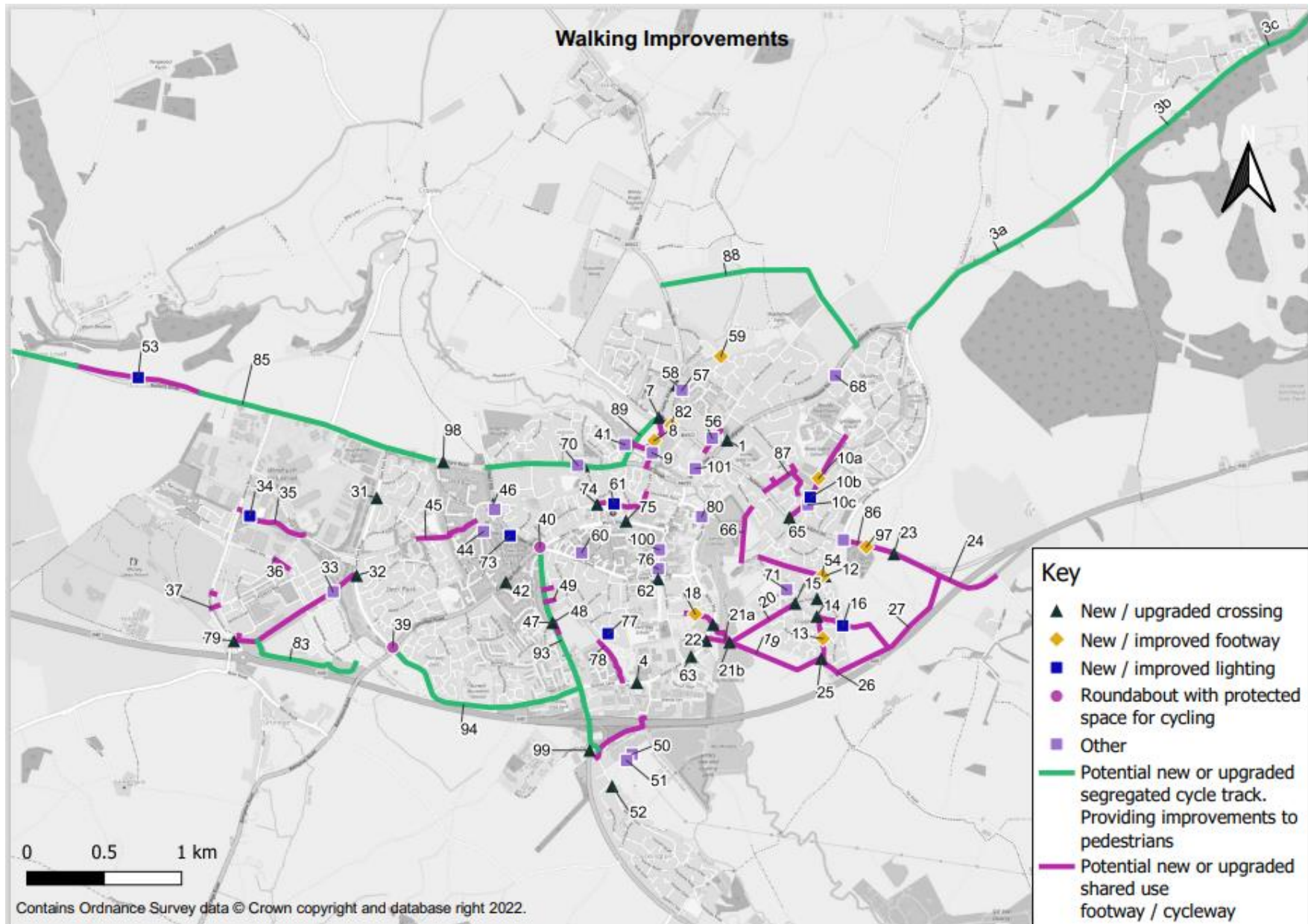


Figure 18: Proposed walking improvements - Witney

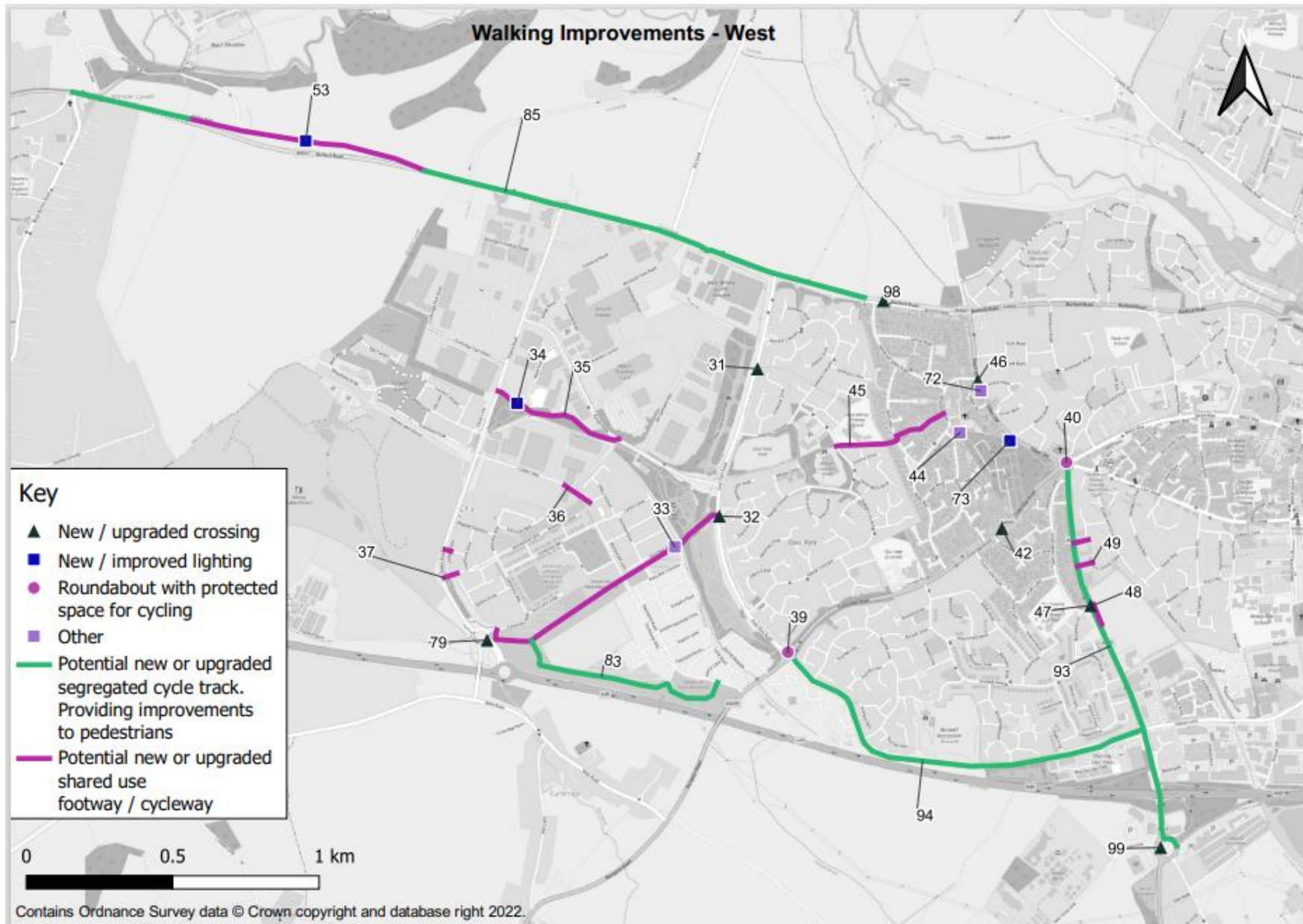


Figure 19: Proposed walking improvements – West Witney

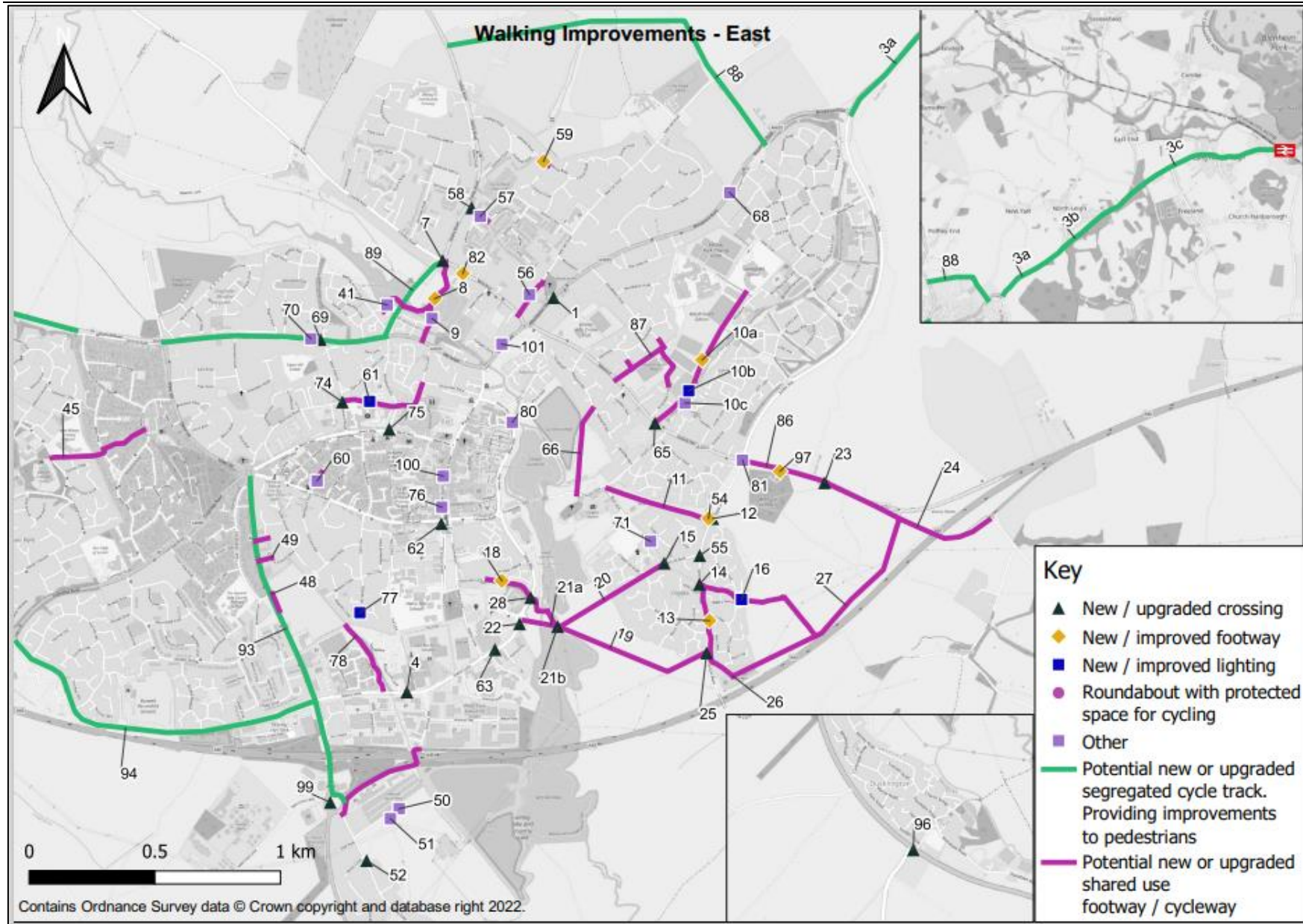


Figure 20: Proposed walking improvements – East Witney

Table 3 below outlines a description of each of the improvements proposed. Those that benefit walking only are shaded purple, and those that benefit both walking and cycling are shaded green. Improvements that benefit cycling only are shown in **Section 3**.

Table 3: List of all proposed walking improvements

Ref no.	Benefit to	Location	Description
1	Walking & Cycling	A4095 Woodgreen	A formal pedestrian crossing within the vicinity of Holy Trinity Church
3a	Walking & Cycling	A4095 Witney Road, between Jubilee Way and North Leigh	Two-way segregated cycle track between Jubilee Way and Common Road, North Leigh
3b	Walking & Cycling	A4095 Witney Road, between Common Road and Park Road, North Leigh	Two-way segregated cycle track and adjacent footway on the western side of A4095 past North Leigh, removing need to go through North Leigh
3c	Walking & Cycling	A4095 Witney Road, between North Leigh and Hanborough Station	Two-way segregated cycle track between Park Road and Hanborough Station
4	Walking	Station Lane, in vicinity of Avenue One and Gordon Lane	Provision of controlled crossing
7	Walking & Cycling	B4022 West End/Crawley Road junction	Crossing to link Hailey Road and Woodford Mill cycle path (for people cycling and walking)
8	Walking & Cycling	Footpath link between B4022 West End and A4095 Mill Street	Provide lighting and raised path/boardwalk along Woodford Mill (as liable to flooding)
9	Walking & Cycling	Footpath link between B4022 West End and A4095 Mill Street	New bridge/new alignment to remove sharp turn and improve visibility
10a	Walking & Cycling	Footpath link from B4022 Oxford Hill, in vicinity of Madley Brook	Resurfacing of PRow 410/4 running parallel to the Madley Park cycle track to allow cycling
10b	Walking & Cycling	Footpath link between B4022 Oxford Hill and Woodbank in vicinity of Newland allotments	Ground lighting along section (circa 75m) of path parallel to Newland allotments
10c	Walking & Cycling	Footpath link from B4022 Oxford Hill, in vicinity of Madley Brook	Repair and possible widening/re-alignment of bridges along the Madley Park/Park View Lane track
10d	Walking & Cycling	Bridge between Woodbank and Northfield Road	Repair of bridge between Woodbank and Northfield Road
11	Walking & Cycling	Footpath link across Oxlease Park between Cogges Hill Road and Church Lane	Widen existing footpath and extend to and Church Lane to accommodate people cycling
12	Walking & Cycling	Cogges Hill Road, north of Blakes Avenue	New toucan crossing to link people walking and cycling to East Witney development and existing PRow 410/7
13	Walking & Cycling	Shared use path parallel to Stanton Harcourt Road	Widening of existing shared use footway/cycleway

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Ref no.	Benefit to	Location	Description
14	Walking & Cycling	Stanton Harcourt Road, between shared use path	New controlled crossing
15	Walking & Cycling	Cogges Hill Road, between shared use path	New controlled crossing
16	Walking & Cycling	PRoW 410/41, east of Blakes Avenue	Widen existing footpath where possible, re-surface and add lighting
18	Walking & Cycling	Farm Mill Lane, between Witan Way and Station Lane	Re-surfacing, lighting and widening where possible of shared use path
19	Walking & Cycling	Link between Stanton Harcourt Road and Station Lane/Witan Way	New shared use footway/cycleway linking Stanton Harcourt Road across open land to new river crossing (21b)
20	Walking & Cycling	Link between Cogges Hill Road and Station Lane/Witan Way	New shared use footway/cycleway across open land to proposed new river crossing (21b)
21a	Walking & Cycling	Links between new river crossing and Station Lane/Witan Way and Farm Mill Lane	New shared use footway/cycleway from new river crossing (21b) to south side of Sainsbury Roundabout and Farm Mill Lane.
21b	Walking & Cycling	East of Farm Mill Lane, over the River Windrush	New southern river crossing (for people walking and cycling only)
22	Walking & Cycling	South of Witan Way roundabout, between Station Lane and Two Rivers Trading Estate	New toucan crossing
23	Walking & Cycling	B4022 Oxford Hill, east of the Windrush Cemetery	New toucan crossing
24	Walking & Cycling	B4022 Oxford Hill, between South Leigh and the new toucan crossing (23)	New shared use footway/cycleway on the southern side of Oxford Hill
25	Walking & Cycling	Stanton Harcourt Road, west of Eton Close	New toucan crossing
26	Walking & Cycling	Link between Stanton Harcourt Road and PRoW 410/41 (East Witney SDA)	New shared use footway/cycleway
27	Walking & Cycling	Link between PRoW 410/41 and B4022 Oxford Hill	Upgrade of PRoW 410/41 to a shared use footpath/cycleway from the East Witney site to B4022 Oxford Hill
28	Walking & Cycling	Witan Way/Farm Mill Lane	Upgrade existing uncontrolled crossing to a controlled crossing such as a raised tiger crossing.
31	Walking & Cycling	Deer Park Road, in the vicinity of the footpath south of Valence Crescent	New uncontrolled pedestrian crossing
32	Walking & Cycling	Deer Park Road, south of Range Road linking Deer Park Road and the Bridleway	Controlled toucan or sparrow crossing

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Ref no.	Benefit to	Location	Description
33	Walking & Cycling	Bridleway between Deer Park Road and Downs Road	Widen, provide lighting and re-surface existing bridleway
34	Walking & Cycling	Footpath between Downs Road and Book End	Maintenance of vegetation, lighting required
35	Walking & Cycling	Footpath between Book End and Range Road	Widen existing path
36	Walking & Cycling	Link between Colletts Way and Leslie Harvey Close	New link between employment park and housing estate
37	Walking & Cycling	Link between Downs Road and Chipmunk Drive/College Place	New link between Downs Road and housing estate
39	Walking & Cycling	Curbridge Road/Deer Park Road	Roundabout with protected space for cycling (also known as a Dutch-style roundabout)
40	Walking & Cycling	Curbridge Road/Ducklington Lane/Welch Way	Roundabout with protected space for cycling (also known as a Dutch-style roundabout)
41	Walking & Cycling	Footpath linking Hyde Meadow View and Woodford Mill path (8)	Upgrade existing footpath by raising up, re-surfacing and adding lighting. Re-alignment and modifications to bridge also required.
42	Walking & Cycling	Curbridge Road in the vicinity of the Tower Hill Cemetery	New controlled crossing
44	Walking & Cycling	Shared use path east of Fettiplace Road	Remove barriers or widen to safely allow for inclusive access
45	Walking & Cycling	Footpath between Edington Road and Apley Way (south of West Witney Primary School)	Re-surface path
46	Walking & Cycling	Tower Hill in the vicinity of Windrush Valley Road	New controlled crossing
47	Walking & Cycling	A415 Ducklington Lane in vicinity of Burwell Drive	At-grade controlled crossing
48	Walking & Cycling	A415 Ducklington Lane	Shared use footpath/cycleway parallel to road as bypass to underpass and remove the need for users to traverse the gradients
49	Walking & Cycling	A415 Ducklington Lane	New links between Ducklington Lane and Queen Emma's Dyke
50	Walking	Footpath next to Lakeside Allotments	Widen path where possible
51	Walking & Cycling	Footpath next to Lakeside Allotments	Remove barriers (kissing gates) or widen to safely allow for inclusive access
52	Walking	Witney Road, in the vicinity of Dale Walk, Ducklington	Uncontrolled crossing required, narrowing of carriageway and widening of footway

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Ref no.	Benefit to	Location	Description
53	Walking & Cycling	Shared use path parallel to B4047 Burford Road	Resurfacing of off-road path to provide smooth surface. Lighting also required
54	Walking	Cogges Hill Road, north of Blakes Avenue	Formalisation of western path by re-surfacing
55	Walking	Cogges Hill Road/Cogges Hill Road	Uncontrolled crossing required
56	Walking & Cycling	Woodgreen (Narrow Hill)	Restrict motorised traffic to access only, in southbound direction and add signage to allow contra-flow cycling
57	Walking & Cycling	Path in the vicinity of Farmers Close	Widen where possible and re-align barriers
58	Walking	B4022 Hailey Road between Farmers Close and Taphouse Avenue	New uncontrolled crossing closer to the junction
59	Walking & Cycling	Footpath link between Eastfield Road and Vanner Road	Widen cut through where possible
60	Walking & Cycling	Ashcombe Close link	Widen gap in the wall and re-align footway/cycleway
61	Walking	Footway between Moorland Road and Woodford Way	Widen where possible, add lighting
62	Walking	Market Square, crossing on Langdale Gate/Corn Street roundabout's southern arm	Pedestrian crossing movements on south of Langdale Gate are unclear and can be confused with motorcycle parking. Enhance walking areas to make crossing movements clearer
63	Walking & Cycling	Witan Way, north of Two Rivers Industrial Estate	Upgrade of uncontrolled crossing to a controlled crossing, linking to employment and Job Centre
65	Walking & Cycling	B4022 Newland, in vicinity of PROW 410/4 entrance	New parallel crossing on B4022 Newland
66	Walking & Cycling	Link between Newland Mill and Church Lane	Re-surface path and widen footway to allow shared space
68	Walking & Cycling	Woodstock Road, north of Blenheim Heights	Barriers filter people cycling towards blind entrance with residential drive. Realign barriers and add signage to warn of conflict
69	Walking	A4095 Burford Road in vicinity of Moor Avenue	Build-out within layby to make crossing movements safer and easier
70	Walking	A4095 Burford Road, east of Springfield Park	Widen footway into adjacent verge
71	Walking & Cycling	Path linking Cogges Hill Church and Church Lane	Remove barriers
72	Walking	Tower Hill between Windrush Valley Road and Wilkinson Place	Convert verge on western side of Tower Hill to footway, providing continuous footway connection
73	Walking & Cycling	Footpath between Fettiplace Road and Tower Hill	Add lighting

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Ref no.	Benefit to	Location	Description
74	Walking	Moorland Road/Moor Ave junction	Move uncontrolled junction further into Moorland Road crossing to provide safer crossing
75	Walking	Woodford Way/Welch Road	Review signal timings as long wait time for people crossing Woodford Way at signal-controlled junction
76	Walking	Market Square western footway, south of Marlborough Lane	Review bollard locations and potential to extend build-out to remove pinch point
77	Walking & Cycling	Footpath link at Spring Road	Add lighting
78	Walking & Cycling	Footpath parallel to Gordon Way	Widen where possible
79	Walking & Cycling	Downs Road/Centenary Way roundabout	New toucan crossing across the southern arm of Downs Road to connect the two cycle routes (ref 83 and 90)
80	Walking	Witan Way, north of Waine Rush View	New controlled pedestrian crossing north of Waine Rush View
81	Walking & Cycling	B4022 Oxford Hill/Jubilee Way	Upgrade junction to MOVA and review staging
82	Walking	West End, east of Hailey Road/West End roundabout	Add chicane on outbound carriageway to allow for footway widening at the pinch point
83	Walking & Cycling	Path connecting Downs Road and Centenary Way parallel to the A40	Upgrade path to accommodate a two-way segregated cycle track
85	Walking & Cycling	A4095 Burford Road	Upgrade of existing segregated shared footway/cycleway to a two-way segregated cycle track
86	Walking & Cycling	Oxford Hill, between Cogges Hill Road and east of Windrush Cemetery	New shared use footway/cycleway on the southern side of Oxford Hill
87	Walking & Cycling	King George's Field, north of Newland	Shared use footway/cycleway around King George's Field
88	Walking & Cycling	New road linking Hailey Road and Woodstock Road (part of North Witney SDA)	New northern distributor road. Proposed one-way cycle track on both sides of the carriageway, to be a min of 1.8m width 'stepped' cycle track (2m is preferable to enable overtaking). A 2m wide footway each side is also proposed.
89	Walking & Cycling	Link between West End/Hailey Road junction and Burford Road/Woodford Way junction	West End Link 2 to include segregated walking and cycling routes
93	Walking & Cycling	Ducklington Lane	Upgrade of existing segregated shared footway/cycleway along Ducklington Lane to two-way segregated cycle track
94	Walking & Cycling	Thorney Leys	Two-way segregated cycle track along Thorney Leys including extension of existing footway
97	Walking	Cogges Hill Road/B4022 Oxford Hill	New footpath to the south of Oxford Hill between Oxford Hill/Jubilee Way to Windrush Cemetery

Ref no.	Benefit to	Location	Description
98	Walking	A4095 Burford Road, in the vicinity of Windrush Valley Road	New pedestrian crossing to help access bus stops east of Windrush Valley Road
99	Walking & Cycling	Ducklington Lane Roundabout, adjacent to A40 western slips	Introduce sparrow crossings at the roundabout. Crossings required on Ducklington Lane, A415 and A40 slip roads (as a minimum). These could be standalone or as part of a junction signalisation.
100	Walking & Cycling	High Street and Market Square from Welch Way to Church Green	Active travel tranche 3 scheme - improve the public realm to make the High Street a more accessible, pleasant environment for people to walk, cycle and spend time.
101	Walking & Cycling	Bridge Street	Feasibility study under way 2022 with the aims to widened footways, provide improve crossings and cycle infrastructure.

4.3. Complementary measures

Complementary infrastructure is considered vital to any infrastructure that prioritises and separates people cycling from other road users and will support the delivery of this LCWIP. This includes:

- **Signage and wayfinding** – the delivery of strategic, comprehensive and consistent signage and wayfinding is important to support people walking navigate their way around Witney. A study is required to identify how this can be achieved in Witney.
- **High Street and Market Square** – there are aspirations to improve the public realm to make the High Street a more accessible and pleasant environment for people to walk, cycle and spend time in. This will complement the measures to reduce through traffic on High Street and Market Square delivered in 2020/21 as part of the Active Travel Fund. This is shown as reference 100 on the proposed cycling improvements figures.
- **Bridge Street** – specific measures have not been included within this LCWIP for Bridge Street. This is because a separate study is underway to identify what measures can be implemented at Bridge Street to improve traffic circulation, reduce congestion, and prioritise public transport and active travel. The outcome of this study will likely propose measures including widened footways, crossings and cycle infrastructure along Bridge Street and the nearby area. This is shown as reference 101 on the improvement plans.
- In some locations across Witney guard-railing, bollards, or barriers, which were originally installed for safety reasons, are preventing access for people on all bike types and other wheeled mobility aids including mobility scooters and double pushchairs. The Windrush Bike Project have conducted a thorough audit of such barriers across Witney and OCC are seeking to remove or alter these to enable access for all.

5. Prioritisation of improvements and Packaging of improvements

This section outlines how the proposed improvements in Sections 3 and 3.3 have been prioritised, given a ranked score and delivery timescale, and grouped into one of eleven packages.

5.1. Prioritisation of improvements

A table has been produced (**Table 5**) which shows a prioritisation score/rank for each measure and a delivery timescale. The process for determining the prioritisation score/rank is separate to how the delivery timescale has been determined. That is to say, the delivery timescale has not influenced the prioritisation score/rank.

To establish the prioritisation score/rank order of the improvements proposed in **sections 3 and 3.3**, they have been assessed against the following criteria:

- Effectiveness: How effective is the measure?
 - Potential increase in cycling trips
 - Population who directly benefit from the improvement
 - Improvement in road safety

- Policy: Is the measure policy compliant?
 - Supports connectivity to Strategic Development Areas (SDA)
 - Complementary to active travel users
 - Complementary to public transport

- Deliverability: How deliverable is the measure?
 - Indicative cost
 - Funding potential
 - Physical constraints
 - Stakeholder acceptability

- Environmental: What are the environmental impacts of the measure?
 - Impact on air quality
 - Impact on natural and historic environment

- RST/WRAT Scoring:
 - Walking Route Assessment Tool
 - Route Selection Tool scoring

Each measure has been scored against the criteria above on a scale of 0-2, with a total score of 28 available. **Table 4** outlines the scoring requirements of each criterion.

Table 4: Prioritisation criteria

Effectiveness	Source	0	1	2
Potential increase in cycling trips (people cycling per day)	Propensity to Cycle Tool – increase in people cycling for commutes and school travel	Less than 50	50-100	More than 100
Population who directly benefit from the improvement	2020 Lower Super Output Area (LSOA) mid-year population within 400m of proposed measure ¹³	Less than 999	1000-1999	More than 2000
Improvement in road safety	Number of people walking, or cycling killed or seriously injured (KSI) in the same location as the proposed measure between 2017-2021	No people walking or cycling KSI's along route	People walking or cycling KSI's along route = 1	People walking or cycling KSI's along route more than 2
Policy		0	1	2
Supports connectivity to Strategic Development Areas (SDA)	Link to SDA	Does not connect to a SDA	Indirectly benefits/connects to SDA	Provides direct link to SDA/lies within SDA
Complementary to other Active Travel Users	Benefits to people walking and cycling	Negative impact to other active travel users	No impact to other active travel users	Strongly complements other active travel users
Complementary to Public Transport	Impact on buses, trains and other public transport	Negative impact to public transport	No impact to public transport	Strongly complements public transport e.g. improves connections to bus stops/railway stations
Deliverability		0	1	2
Indicative cost	A combination of indicative costs outlined in: <ul style="list-style-type: none"> • Figure 10 of the LCWIP guidance • Cycling measures, DfT 2017 • Spons Civil Engineering & Highway Works Price Book 2022 All costs were then amended to a 2021 cost inclusive of inflation	High cost (More than £1.5m)	Medium cost (£0.75m-£1.5m)	Low cost (Less than £0.75m)

¹³ No adjustments were made to population estimates to account for potential new developments in North and East Witney.

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Effectiveness	Source	0	1	2
Funding potential	Whether the measure aligns to <i>DfT's Gear Change</i> , including <i>LTN 1/20 Cycle Infrastructure Design</i> compliance, and the likelihood of encouraging behavioural change.	Funding very unlikely e.g.	Medium likelihood of funding	High likelihood of funding
Physical constraints (land ownership, buildings)	Whether the measure can be delivered within the Highway Boundary	Significant constraints (bridges, land take etc)	Some minor constraints (likely to be able to overcome)	No physical constraints (no bridges, land take etc)
Stakeholder acceptability	Prioritisation exercise carried out with the Steering Group.	Not supported by stakeholders	Limited support by stakeholders	Strongly supported by stakeholders
Environmental		0	1	2
Impact on air quality	Whether the measure will have an impact on air quality/the environment and its proximity to Air Quality Management Areas	Negative impact on air quality	No impact to air quality	Positive impact on air quality/falls within AQMA
Impact on natural and historical environment	Impact on green space and historic environments	Loss of green space or vegetation (over and above highway verge) Street lighting impact to off-road paths	No impact on natural or historic environment	Positive impact on natural or historic environment
RST/WRAT Scoring		0	1	2
RST Scoring	Score of the Route Selection Tool Assessment	Less than 9	9 to 18	More than 18
WRAT Scoring	Score of the Walking Route Audit Tool	More than 70%	35 to 70%	Less than 35%

A delivery timescale has also been determined for each measure as shown in **Table 5**.

The delivery timescales are:

- **Short term** (typically less than 3 years) – improvements which can be implemented quickly or are under development
- **Medium term** (typically less than 5 years) – improvements where there is a clear intention to act, but delivery is dependent on further funding availability or other issues
- **Long term** (typically more than 5 years) – more aspirational improvements or those awaiting a defined solution

Three factors have influenced the delivery timescale assessment. Firstly, the prioritisation score/rank. Low scoring/ranking improvements were prioritised for long term delivery while improvements that scored highly, which offer greater benefits, were prioritised for short term delivery. Secondly, consideration of whether a high scoring/ranking measure can practicably be delivered in the short term given the level of complexity of the scheme. Estimated construction cost has been used as proxy for complexity. **Figure 21** outlines this process, where more costly improvements have been categorised to be delivered in the medium or long term.

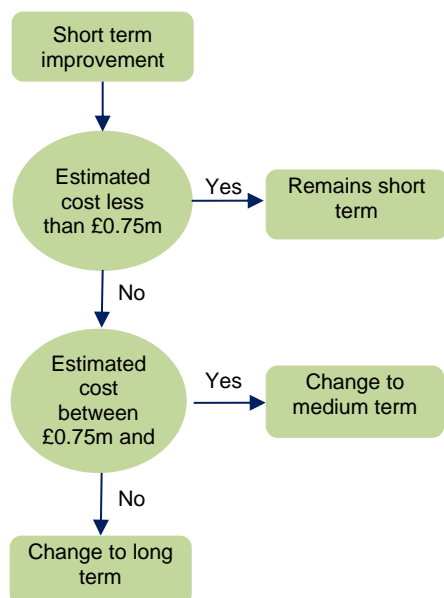


Figure 21: Cost adjusted delivery timescales

Thirdly, where improvements were categorised for short- or medium-term delivery based on the scoring but are reliant upon a Local Plan Strategic Development Area (SDA) for delivery for the benefits to be realised, they automatically became a long-term priority. At the time of writing, the East Witney or North Witney SDA do not have consented planning permission

and are therefore unlikely to be delivering improvements on the ground in less than 5 years' time.

The prioritisation scoring/ranking will remain under review and may change if new funding or other opportunities become available to deliver the improvements sooner than planned.

Figure 22 shows a map of the improvements by the short-, medium- and long-term delivery timescales. Wider cycle connections are shown in the larger scale plan in **Figure 23**.

Table 5: Prioritised improvements in ranked order

Ref no.	Benefit to	Location	Description	Prioritisation Score	Prioritisation Rank	Delivery Timescale
7	Walking & Cycling	B4022 West End/Crawley Road junction	Crossing to link Hailey Road and Woodford Mill cycle path (for cyclists and pedestrians)	18	1	Short
2a	Cycling	Woodstock Road, between Woodgreen and Wood Green School access	Two-way segregated cycle track on the western side of the Woodstock Road	16	=2	Short
65	Walking & Cycling	B4022 Newland, in vicinity of PROW 410/4 entrance and Church Lane	New parallel crossing on B4022 Newland	16	=2	Short
93	Cycling	Ducklington Lane	Upgrade of existing segregated shared use footway/cycleway along Ducklington Lane to footway with segregated two-way cycle track	16	=2	Medium
8	Walking & Cycling	Woodford Mill footpath between B4022 West End and A4095 Mill Street	Provide lighting and raised path/boardwalk along Woodford Mill (as liable to flooding)	15	=5	Short
9	Walking & Cycling	Footpath link between B4022 West End and A4095 Mill Street	90 degree overbridge. New bridge/alignment to remove sharp turn and improve visibility	15	=5	Short
32	Walking & Cycling	Deer Park Road, south of Range Road linking Deer Park Road and the Bridleway	Controlled toucan or sparrow crossing	15	=5	Short
40	Walking & Cycling	Curbridge Road/Ducklington Lane/Welch Way	Roundabout with protected space for cycling (also known as a Dutch-style roundabout)	15	=5	Long

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Ref no.	Benefit to	Location	Description	Prioritisation Score	Prioritisation Rank	Delivery Timescale
44	Walking & Cycling	Shared use path east of Fettiplace Road	Remove barriers or widen to safely allow for inclusive access	15	=5	Short
45	Walking & Cycling	Footpath between Edington Road and Apley Way (south of West Witney Primary School)	Re-surface path and lower manholes to footpath surface level	15	=5	Short
47	Walking & Cycling	A415 Ducklington Lane in vicinity of Burwell Drive	At-grade controlled crossing	15	=5	Short
48	Walking & Cycling	A415 Ducklington Lane	Shared use footpath/cycleway parallel to road as bypass to underpass and remove the need for users to traverse the gradients	15	=5	Short
73	Walking & Cycling	Footpath between Fettiplace Road and Tower Hill	Add lighting	15	=5	Short
1	Walking & Cycling	A4095 Woodgreen	A formal crossing within the vicinity of Holy Trinity Church	14	=14	Short
3a	Walking & Cycling	A4095 Witney Road, between Jubilee Way and North Leigh	Two-way segregated cycle track between Jubilee Way and Common Road, North Leigh	14	=14	Long
3c	Walking & Cycling	A4095 Witney Road, between North Leigh and Hanborough Station	Two-way segregated cycle track between Park Road and Hanborough Station	14	=14	Long
5	Cycling	B4022 Hailey Road, between West End and Witney Community Primary School access	Two-way segregated cycle track on the western side of Hailey Road	14	=14	Medium
10c	Walking & Cycling	Footpath link from B4022 Oxford Hill, in vicinity of Madley Brook	Repair and possible widening/re-alignment of bridges along the Madley Park/Park View Lane track	14	=14	Medium
10d	Walking & Cycling	Bridge between Woodbank and Northfield Road	Repair of bridge between Woodbank and Northfield Road	14	=14	Medium
11	Walking & Cycling	Footpath link across Oxlease Park between	Widen existing footpath and extend to and Church Lane	14	=14	Short

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Ref no.	Benefit to	Location	Description	Prioritisation Score	Prioritisation Rank	Delivery Timescale
		Cogges Hill Road and Church Lane	to accommodate cyclists			
16	Walking & Cycling	PRoW 410/41, east of Blakes Avenue	Widen existing footpath where possible, re-surface and add lighting	14	=14	Long
22	Walking & Cycling	South of Witan Way roundabout, between Station Lane and Two Rivers Trading Estate	New toucan crossing, providing connection to new footpath/cycleway links (19 and 20)	14	=14	Long
41	Walking & Cycling	Footpath linking Hyde Meadow View and Woodford Mill path (8)	Upgrade existing footpath by raising up, re-surfacing and adding lighting. Re-alignment and modifications to bridge also required.	14	=14	Medium
42	Walking & Cycling	Curbridge Road in the vicinity of the Tower Hill Cemetery	New controlled crossing	14	=14	Short
49	Walking & Cycling	A415 Ducklington Lane	New links between Ducklington Lane and Queen Emma's Dyke	14	=14	Short
56	Walking & Cycling	Woodgreen (Narrow Hill)	Restrict motorised traffic to access only, in southbound direction and add signage to allow contra-flow cycling	14	=14	Short
85	Walking & Cycling	A4095 Burford Road	Upgrade of existing segregated shared footway/cycleway to footway and two-way segregated track	14	=14	Long
95	Cycling	Corn Street	Two-way segregated cycle track on Corn Street	14	=14	Medium
99	Walking & Cycling	Ducklington Lane Roundabout, adjacent to A40 western slips	Introduce sparrow crossings at the roundabout. Crossings required on Ducklington Lane, A415 and A40 slip roads (as a minimum). These could be standalone or as part of a junction signalisation.	14	=14	Short
10a	Walking & Cycling	Footpath link from B4022 Oxford Hill, in vicinity of Madley Brook	Resurfacing of Public Right of Way 410/4 running parallel to the	13	=30	Short

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Ref no.	Benefit to	Location	Description	Prioritisation Score	Prioritisation Rank	Delivery Timescale
			Madley Park cycle track to allow cycling			
10b	Walking & Cycling	Footpath link between B4022 Oxford Hill and Woodbank in vicinity of Newland allotments	Ground lighting along section (circa 75m) of path parallel to Newland allotments	13	=30	Short
12	Walking & Cycling	Cogges Hill Road, north of Blakes Avenue	New toucan crossing to link pedestrians and cyclists to East Witney development and existing PRow 410/7	13	=30	Long
14	Walking & Cycling	Stanton Harcourt Road, between shared use path	New raised controlled crossing	13	=30	Short
18	Walking & Cycling	Farm Mill Lane, between Witan Way and Station Lane	Re-surfacing, lighting and widening where possible of shared use path	13	=30	Short
23	Walking & Cycling	B4022, Oxford Hill, east of the Windrush Cemetery	New toucan crossing	13	=30	Long
25	Walking & Cycling	Stanton Harcourt Road, south of Eton Close	New toucan crossing	13	=30	Long
33	Walking & Cycling	Bridleway between Deer Park Road and Downs Road	Widen, provide lighting and re-surface existing bridleway	13	=30	Medium
39	Walking & Cycling	Curbridge Road/Deer Park Road	Roundabout with protected space for cycling (also known as a Dutch-style roundabout)	13	=30	Long
43	Cycling	Curbridge Road, between Deer Park Road and Tower Hill	Two-way segregated cycle track on the northern side of Curbridge Road (likely to be shared in places near Fiveways Roundabout)	13	=30	Long
46	Walking & Cycling	Tower Hill in the vicinity of Windrush Valley Road	New controlled crossing	13	=30	Short
63	Walking & Cycling	Witan Way, between Station Lane and Two Rivers Trading Estate	Upgrade of uncontrolled crossing to a controlled crossing, linking to employment and Job Centre	13	=30	Short

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Ref no.	Benefit to	Location	Description	Prioritisation Score	Prioritisation Rank	Delivery Timescale
64	Cycling	Welch Way	Realign hedgerow to accommodate space for a two-way segregated cycle track	13	=30	Short
66	Walking & Cycling	Link between Newland Mill and Church Lane	Re-surface path and widen footway to allow shared space (to reflect the meadow setting)	13	=30	Short
68	Walking & Cycling	Woodstock Road, footpath adjacent to driveway for 120-122	Barriers filter cyclists towards blind entrance with residential drive. Realign barriers and add signage to warn of conflict	13	=30	Short
75	Walking	Woodford Way/Welch Road:	Long wait time for pedestrians crossing Woodford Way at signal controlled junction. Review signal timings	13	=30	Short
77	Walking & Cycling	Footpath link at Spring Close	Add lighting	13	=30	Short
78	Walking & Cycling	Footpath parallel to Gordon Way	Widen where possible	13	=30	Short
81	Walking & Cycling	B4022 Oxford Hill/Jubilee Way	Upgrade junction to MOVA and review staging	13	=30	Short
83	Walking & Cycling	Path connecting Downs Road and Centenary Way parallel to the A40	Upgrade path to accommodate a shared footway/cycleway	13	=30	Long
94	Cycling	Thorney Leys	Two-way segregated cycle track along Thorney Leys	13	=30	Long
98	Walking	A4095 Burford Road, in the vicinity of Windrush Valley Road	New pedestrian crossing to help access bus stops east of Windrush Valley Road	13	=30	Short
2b	Cycling	Woodstock Road between Wood Green School and Jubilee Way	Two-way segregated cycle track on the western side of the Woodstock Road	12	=52	Long
3b	Walking & Cycling	A4095, between Common Road and Park Road, North Leigh	Two-way segregated cycle track on the western side of A4095 past North Leigh, removing need	12	=52	Long

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Ref no.	Benefit to	Location	Description	Prioritisation Score	Prioritisation Rank	Delivery Timescale
			to go through North Leigh			
6	Cycling	B4022 Hailey Road, between Witney Community Primary School access and Hailey	Two-way segregated cycle track Witney Community Primary School access and Hailey	12	=52	Long
13	Walking & Cycling	Shared use path parallel to Stanton Harcourt Road	Widening of existing segregated shared use footpath/cycleway	12	=52	Medium
15	Walking & Cycling	Cogges Hill Road, between shared use path	New raised controlled crossing	12	=52	Medium
17	Cycling	Witan Way between Des Roches Square (Sainsbury's access) and High Street	Two-way segregated cycle track on the western side of Witan Way.	12	=52	Long
26	Walking & Cycling	Link between Stanton Harcourt Road and PRow 410/41 (East Witney SDA)	New shared use footpath/cycleway	12	=52	Long
27	Walking & Cycling	Link between PRow 410/41 and B4022 Oxford Hill	Upgrade of PRow 410/41 to a shared use footpath/cycleway from the East Witney site to B4022 Oxford Hill	12	=52	Long
28	Walking & Cycling	Witan Way/Farm Mill Lane	Upgrade existing uncontrolled crossing to a controlled crossing such as a raised tiger crossing.	12	=52	Medium
30	Cycling	B4047 Burford Road/Deer Park Road junction	Upgrade pedestrian crossing to a toucan crossing	12	=52	Medium
55	Walking	Cogges Hill Road/Cogges Hill Road	Uncontrolled crossing required	12	=52	Medium
57	Walking & Cycling	Footpath in the vicinity of Farmers Close (between numbers 126 and 148)	Widen where possible and re-align barriers	12	=52	Medium
67	Walking & Cycling	Multiple locations	Wayfinding	12	=52	Medium
69	Walking	A4095 Burford Road in vicinity of Moor Avenue	Build-out within layby to make crossing	12	=52	Medium

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Ref no.	Benefit to	Location	Description	Prioritisation Score	Prioritisation Rank	Delivery Timescale
			movements safer and easier			
71	Walking & Cycling	Path linking Cogges Hill Church and Church Lane	Remove barriers	12	=52	Medium
74	Walking	Moorland Road/Moor Ave junction	Move uncontrolled crossing further into Moorland Road to provide safer crossing	12	=52	Medium
80	Walking	Witan Way, north of Waine Rush View	Provide controlled pedestrian crossing north of Waine Rush View	12	=52	Medium
89	Walking & Cycling	Link between West End/Hailey Road junction and Burford Road/Woodford Way junction	West End Link 2 to include segregated walking and cycling routes	12	=52	Long
19	Walking & Cycling	Link between Stanton Harcourt Road and Station Lane/Witan Way	New shared use footpath/cycleway linking Stanton Harcourt Rd across open land to proposed new river crossing (21b)	11	=70	Long
20	Walking & Cycling	Link between Cogges Hill Road and Station Lane/Witan Way	New shared use footpath/cycleway across open land to proposed new river crossing (21b)	11	=70	Long
21a	Walking & Cycling	Link between Station Lane/Witan Way and new river crossing	Links between new river crossing and Station Lane/Witan Way and Farm Mill Lane	11	=70	Long
24	Walking & Cycling	B4022 Oxford Hill, between South Leigh and the new toucan crossing (23)	New shared use footway/cycleway on the southern side of Oxford Hill	11	=70	Medium
29	Cycling	B4047 Burford Road/Downs Road junction	Upgrade pedestrian crossing to a toucan crossing	11	=70	Medium
38	Cycling	Curbridge Road between Spring Meadow and Deer Park Road	Reduce length of right-turn pocket and extend shared-use section to the roundabout	11	=70	Medium
58	Walking	B4022 Hailey Road between Farmers Close	New uncontrolled crossing closer to the junction	11	=70	Medium

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Ref no.	Benefit to	Location	Description	Prioritisation Score	Prioritisation Rank	Delivery Timescale
		and Taphouse Avenue				
59	Walking & Cycling	Footpath link between Eastfield Road and Vanner Road	Widen cut through, where possible	11	=70	Medium
60	Walking & Cycling	Ashcombe Close link to Corn Street	Widen gap in the wall and re-align footway/cycleway	11	=70	Medium
62	Walking	Market Square, crossing on Langdale Gate/Corn Street roundabout's southern arm	Pedestrian crossing movements on south of Langdale Gate are unclear and can be confused with motorcycle parking. Enhance pedestrian areas to make crossing movements clearer	11	=70	Medium
70	Walking	A4095 Burford Road, east of Springfield Park	Widen footway into adjacent verge	11	=70	Medium
72	Walking	Tower Hill between Windrush Valley Road and Wilkinson Place	Convert verge on western side of Tower Hill (between Windrush Valley Road and Wilkinson Place) to footway, providing continuous footway connection	11	=70	Medium
76	Walking	Market Square western footway, south of Marlborough Lane	Review bollard locations and potential to extend build-out to remove pinchpoint	11	=70	Medium
86	Walking & Cycling	Oxford Hill, between Cogges Hill Road and east of Windrush Cemetery	New shared use footway/cycleway on the southern side of Oxford Hill	11	=70	Medium
87	Walking & Cycling	King George's Field, north of Newland	Shared use footpath/cycleway around King George's Field	11	=70	Medium
4	Walking	Station Lane, in vicinity of Avenue One and Gordon Lane	Provision of controlled crossing	10	=85	Long
36	Walking & Cycling	Link between Colletts Way and Leslie Harvey Close	New link between employment park and housing estate	10	=85	Long

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Ref no.	Benefit to	Location	Description	Prioritisation Score	Prioritisation Rank	Delivery Timescale
54	Walking	Cogges Hill Road, north of Blakes Avenue	Formalisation of western path by re-surfacing	10	=85	Long
61	Walking & Cycling	Footway between Moorland Road and Woodford Way	Widen where possible, add lighting	10	=85	Long
88	Walking & Cycling	New road linking Hailey Road and Woodstock Road (part of North Witney SDA)	New northern distributor road	10	=85	Long
90	Cycling	Witney Road, between Carterton and Witney	Two-way segregated cycle track (some land take may be required)	10	=85	Long
21b	Walking & Cycling	East of Farm Mill Lane, over the River Windrush	New southern river crossing (pedestrians and cyclists only)	9	=91	Long
31	Walking	Deer Park Road, in the vicinity of the footpath south of Valence Crescent	New uncontrolled pedestrian crossing	9	=91	Long
34	Walking & Cycling	Footpath between Downs Road and Book End	Maintenance of vegetation, lighting required	9	=91	Long
37	Walking & Cycling	Link between Downs Road and Chipmunk Drive/College Place	New link between Downs Road and housing estate	9	=91	Long
50	Walking	Footpath next to Lakeside Allotments	Widen path where possible	9	=91	Long
51	Walking	Footpath next to Lakeside Allotments	Remove barriers (kissing gates) or widen to safely allow for inclusive access	9	=91	Long
52	Walking	Witney Road, in the vicinity of Dale Walk, Ducklington	Uncontrolled crossing required, narrowing of carriageway and widening of footway	9	=91	Long
53	Walking & Cycling	Shared use path parallel to B4047 Burford Road	Resurfacing of off-road path to provide smooth surface. Lighting also required	9	=91	Long
79	Walking & Cycling	Downs Road/Centenary Way roundabout	New toucan crossing across the southern arm of Downs Road to connect the two cycle routes (ref 83 and 90)	9	=91	Long

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Ref no.	Benefit to	Location	Description	Prioritisation Score	Prioritisation Rank	Delivery Timescale
82	Walking	West End, east of Hailey Road/West End roundabout	Add chicane on outbound/westbound carriageway to allow for footway widening at the pinchpoint	9	=91	Long
97	Walking	Cogges Hill Road/B4022 Oxford Hill	New footpath to the south of Oxford Hill between Oxford Hill/Jubilee Way to Windrush Cemetery	9	=91	Long
35	Walking & Cycling	Footpath between Book End and Range Road	Widen existing path	8	102	Long
96	Cycling	A415/Aston Mile	Crossing on A415 between Aston & Ducklington to link proposed routes	7	103	Long
91	Cycling	B4449 Aston Road, between Bampton and Aston	Two-way segregated cycle track (some land take may be required)	6	=104	Long
92	Cycling	Aston Mile, between Bampton and Ducklington	Two-way segregated cycle track (some land take may be required)	6	=104	Long

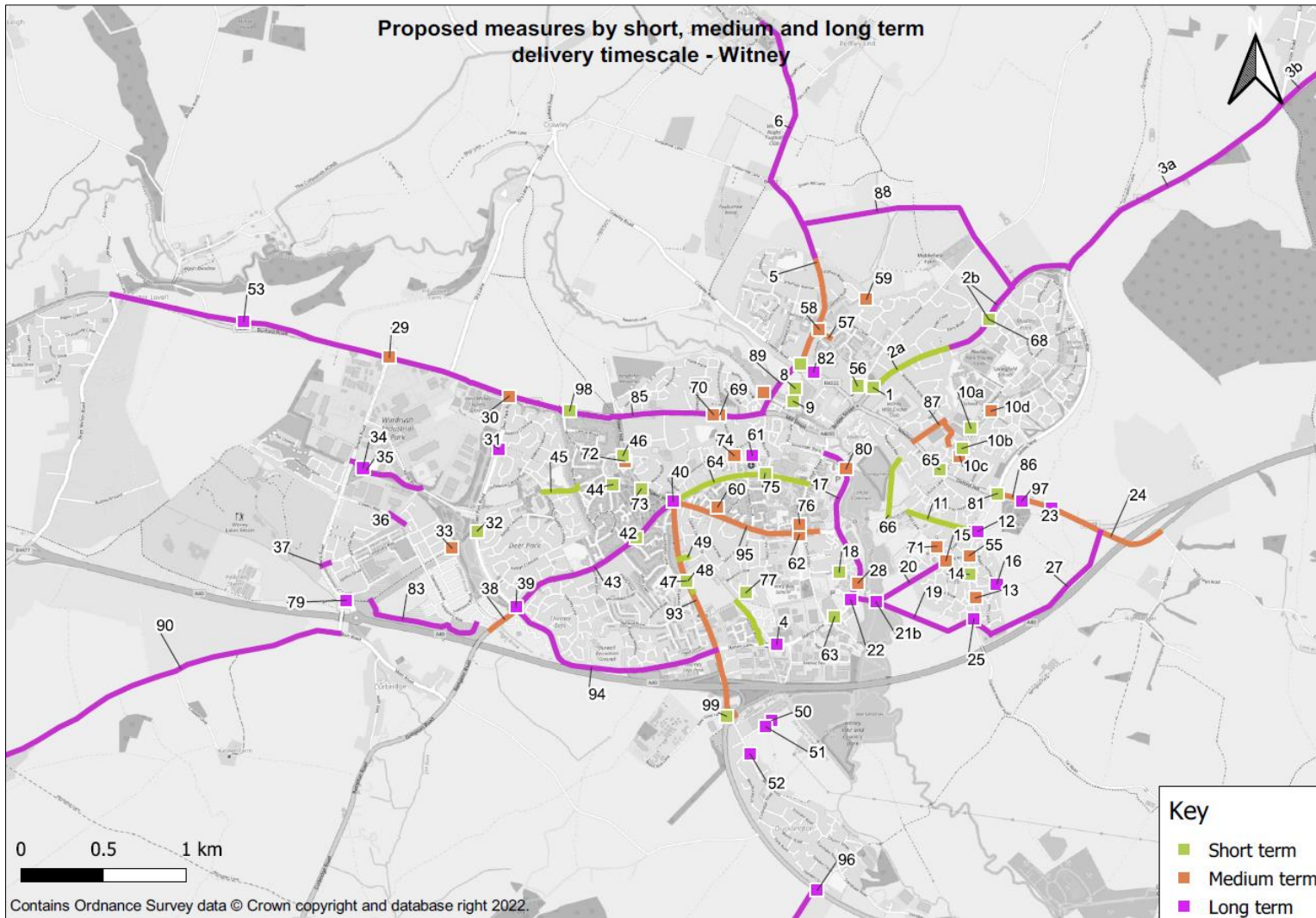


Figure 22: Proposed improvements by short, medium and long term delivery timescale - Witney

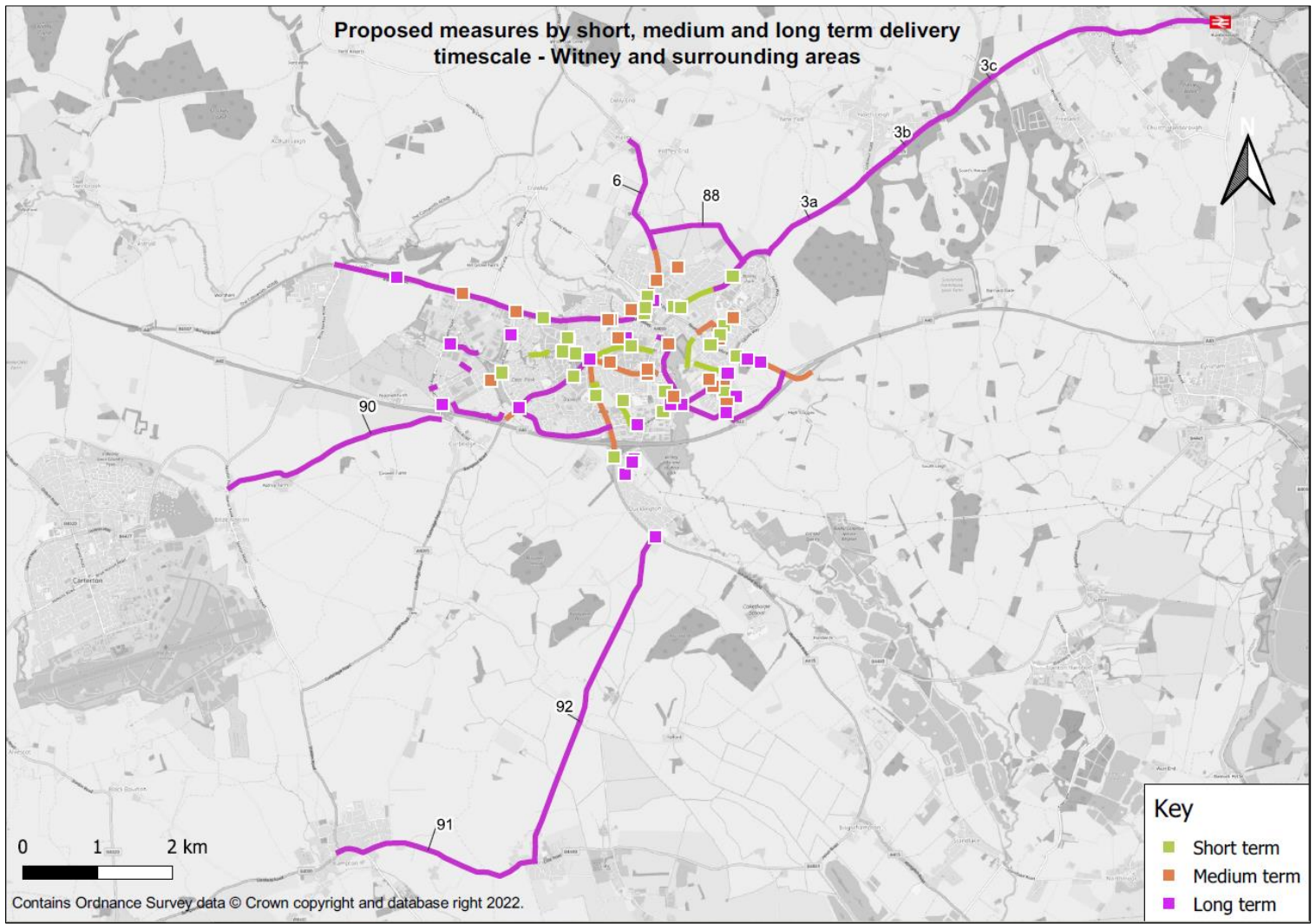


Figure 23: Proposed improvements by short, medium and long term delivery timescale – Witney and surrounding area

5.2. Packages of Improvements

Whilst each improvement can be implemented as a standalone scheme, in some cases the proposals work together to improve a whole route. The improvements have been grouped into eleven geographical packages. **Figure 24** illustrates the corridors/areas of packages across Witney.

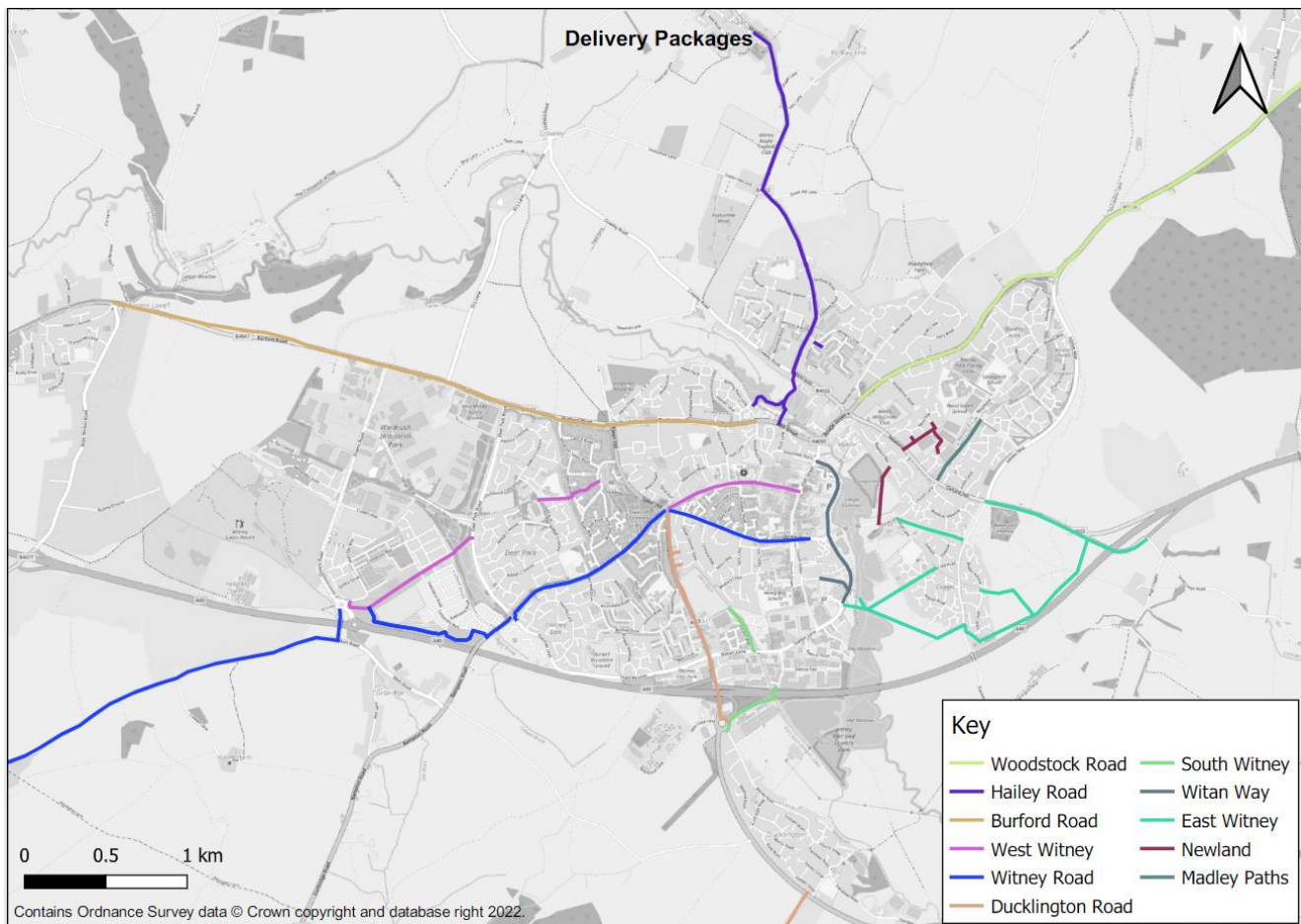


Figure 24: Delivery packages

Figure 25 and **Figure 26** show a more detailed breakdown of the improvements included within each package.

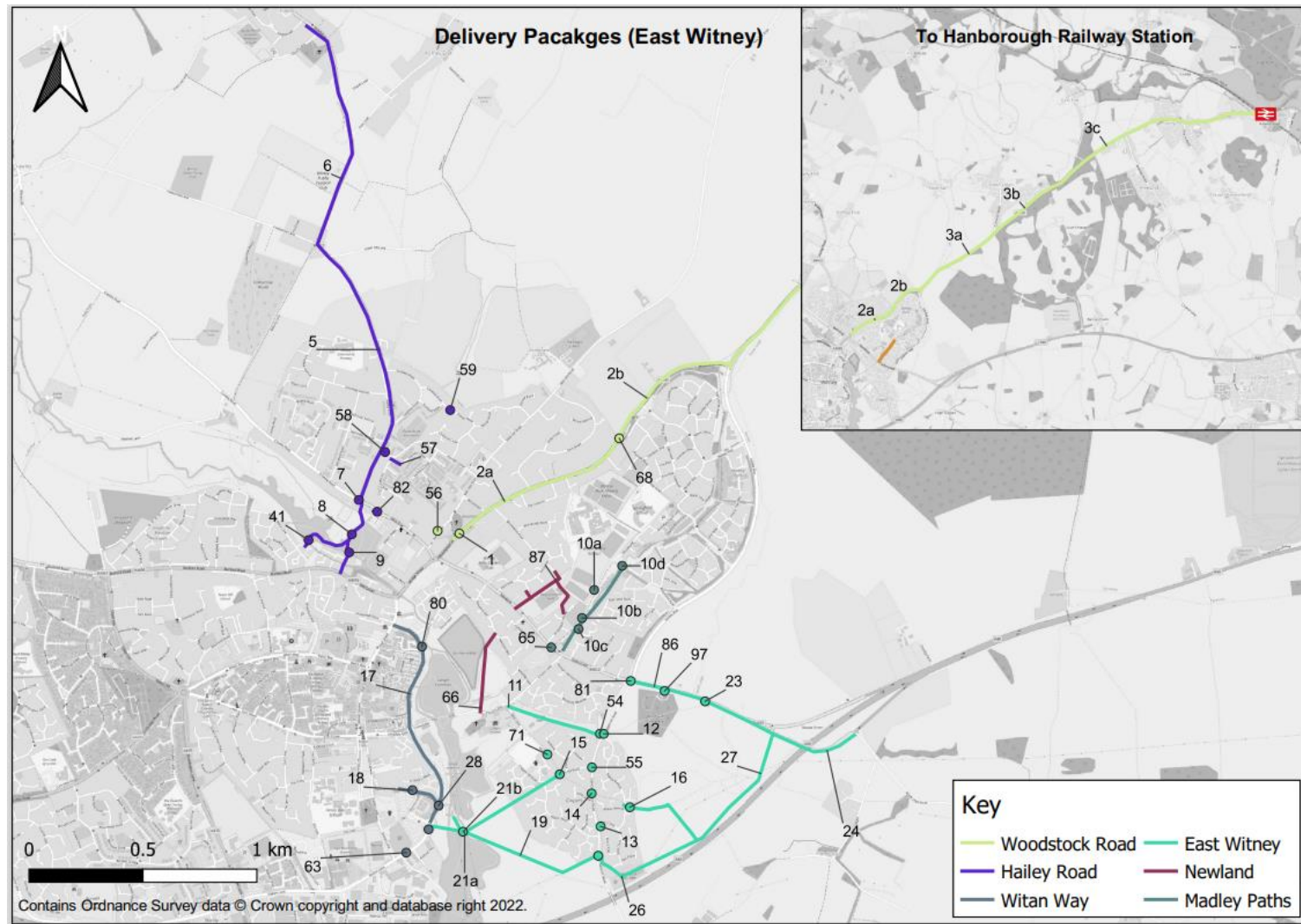


Figure 25: East Witney delivery packages

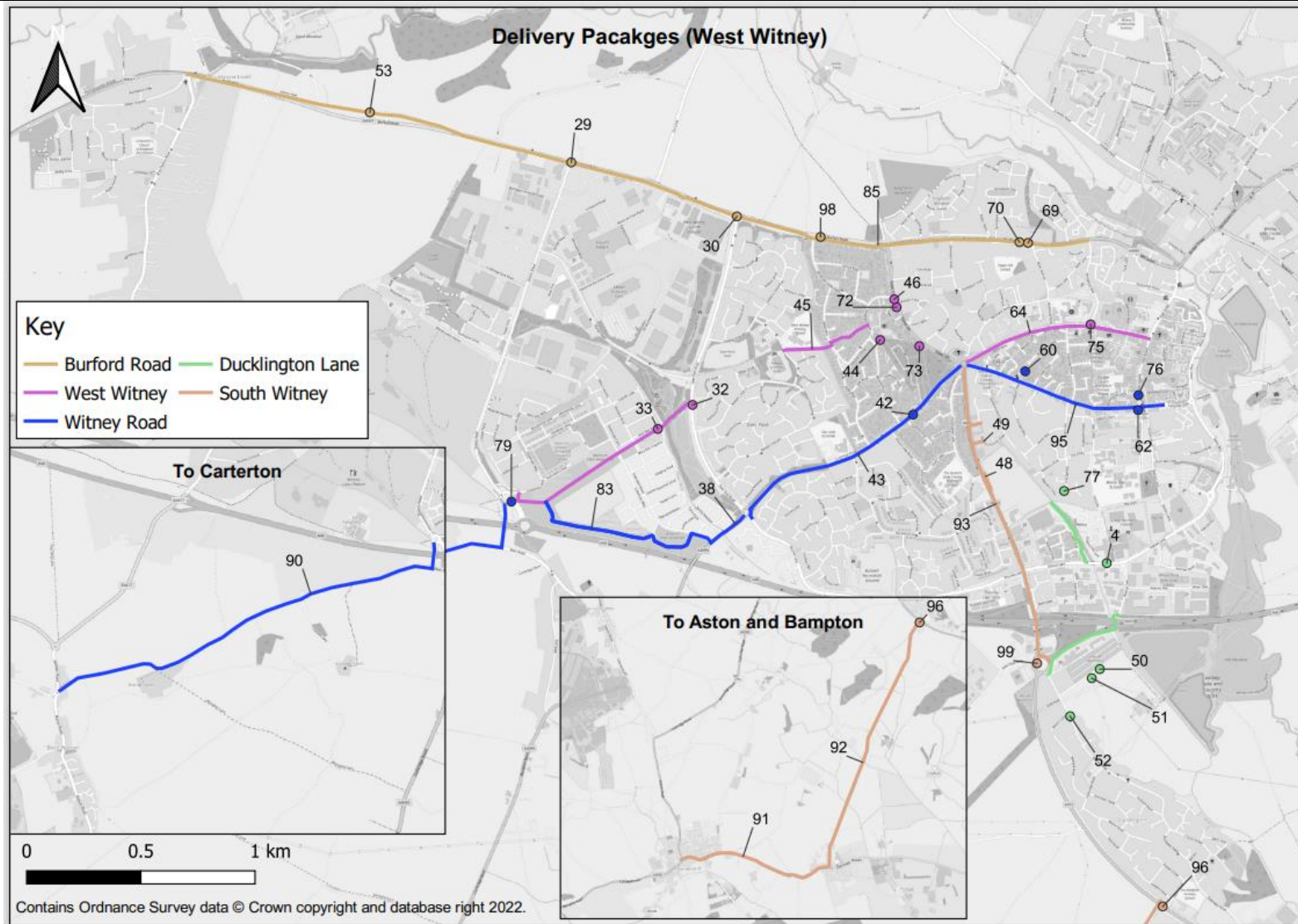


Figure 26: West Witney delivery packages

Table 6 shows the breakdown of improvements within each package and the associated cost of delivering the whole package. The packages have not been prioritised in delivery order but have been grouped geographically along corridors or areas. The cost rank shows 1 as the highest cost package and eleven as the lowest cost package. A more detailed version of table 6 is available in **Appendix D**.

Table 6: Total cost of packages

Package	Improvements Included	Total Package Cost	Cost Rank
Woodstock Road	1, 2a, 2b, 3a, 3b, 3c, 56,68	£14,347,500	1
Hailey Road	5, 6, 7, 8, 9, 41, 57, 58, 59, 82	£5,940,875	6
Burford Road	29, 30, 53, 69, 70, 85, 98	£6,013,000	5
West Witney	32, 33, 44, 45, 46, 64, 72, 73, 75	£1,959,300	9
Witney Road	38, 42, 43, 60, 62, 76, 79, 83, 90	£10,885,350	3
Ducklington Lane	47, 48, 49, 93, 96, 99	£13,644,250	2
South Witney	4, 50, 51, 52, 77, 78	£257,700	11
Witan Way	17, 18, 22, 28, 63, 79, 80	£2,345,000	8
East Witney	11, ,12, 13, 14, 15, 16, 19, 20, 21a, 21b, 23, 24, 25, 26, 27, 54, 55, 71, 81, 86, 97	£7,793,800	4
Newland	66, 87	£564,500	10
Madley Paths	10a, 10b, 10c, 10d, 65	£3,082,000	7
Improvements not in packages	31, 34, 35, 36, 37, 39, 40, 61, 67, 74, 88, 89, 94	£7,139,390 ¹⁴	Not Applicable

The costs presented in **Table 6** are estimates based on potential constructions costs and not including planning or contingency costs. They can be used as a guide; however, all improvements require feasibility design to ascertain a more accurate cost.

5.3. Appraisal

Each measure or package of improvements will require a business case, setting out how the improvement will meet the objectives and provide value for money. This will also be based on a preliminary design appraisal that will adhere to the latest design guidance, both national guidance such as LTN 1/20 and local guidance produced by OCC. As it is not yet known which funding streams may be available to deliver the LCWIP improvements, no further appraisal has been undertaken at this stage.

¹⁴ Improvement 88 and 89 are not included in the cost estimate.

6. Integration and Application

6.1. Embedding the Witney LCWIP

The Oxfordshire Local Transport and Connectivity Plan and Witney Area Travel Plan

The Witney LCWIP will form a key component of the Witney Area Travel Plan, which is a supporting document to LTCP. The Witney Area Travel Plan will identify how the policies in LTCP can be applied to the Witney area through a series of actions. These actions cover all types of transport, such as public transport and road schemes as well as cycling and walking. The improvements in this LCWIP are key actions that will improve cycling and walking in Witney and the surrounding area, contributing to healthy place shaping and addressing the climate emergency.

- **Local Transport and Connectivity Plan (parent document)**
 - Witney Area Travel Plan (place-based document)
 - Witney LCWIP (supporting document)

Future developments

The improvements identified in this LCWIP are required to facilitate sustainable travel in Witney and the surrounding area. It is important to embed sustainable travel choices from first occupation of new developments. Contributions from developers will be sought and/or developers will be requested to provide the improvements identified in this LCWIP where they are relevant to their development. Additional improvements may be identified as this LCWIP is reviewed or through the individual planning application processes.

Funding bids

The prioritised measure list in this LCWIP will support future funding bids, by guiding what funding should be sought and where it should be spent. This LCWIP provides an evidence-based justification for the improvements proposed, which gives weight to the need for funding. Funding opportunities can arise from a variety of sources, including central government, Oxfordshire Local Enterprise Partnership, planning obligations from development and internal OCC funds.

Funded improvements

Funding has been secured for the following proposed improvements shown in **Table 7**.

Table 7: Proposed improvements with funding secured

Ref no.	Benefit to	Location	Description
33	Walking & Cycling	Bridleway between Deer Park Road and Downs Road	Widen, provide lighting and re-surface existing bridleway
32	Walking & Cycling	Deer Park Road, south of Range Road linking Deer Park Road and the Bridleway	Controlled toucan or sparrow crossing
33	Walking & Cycling	Bridleway between Deer Park Road and Downs Road	Widen, provide lighting and re-surface existing bridleway
76	Walking	Market Square western footway, south of Marlborough Lane	Review bollard locations and potential to extend build-out to remove pinch point
100	Walking & Cycling	High Street and Market Square from Welch Way to Church Green	Active travel tranche 3 scheme - improve the public realm to make the High Street a more accessible, pleasant environment for people to walk, cycle and spend time.

Initiatives to support infrastructure improvements

To support the implementation of infrastructure improvements, initiatives will be needed that engage and empower the community to choose cycling and walking for journeys. These initiatives can include cycle hire schemes and cycle training. We will work with colleagues, such as those in public health, and local stakeholders to bring forward improvements.

6.2. Reviewing the Witney LCWIP

This LCWIP will be regularly reviewed to ensure that progress is being made in achieving the vision for cycling and walking in Witney, and that the improvements reflect the needs of the community.

Understanding changes in the number of people cycling and walking in association with the implementation of improvements, will be important in showing whether this LCWIP is effective. OCC have permanent cycle counters installed in Witney, which provide daily counts of people cycling at that location. These counts can then be compared over time. There are a range of methods for counting the number of people walking. These are often ad hoc surveys that are commissioned over a specified period e.g., one week, and make use of CCTV cameras.

Stages of monitoring and review

1. A baseline level of the current number of people cycling and walking will be established by using the permanent cycle counters and conducting walking surveys.
2. The Witney LCWIP will be reviewed every 2 years. A supplementary document will be produced. This will include a review of progress against the LCWIP targets and local monitoring data for levels of cycling and walking in Witney and the level of change recorded in association with implemented improvements.

3. The Witney LCWIP will be updated and re-issued, if necessary, to reflect the current situation and aspirations.

7. Glossary

Active travel	'Making journeys in physically active ways – like walking, wheeling (using a wheelchair or mobility aid), cycling, or scooting'. ¹⁵
Air Quality Management Area (AQMA)	Areas where air pollution levels exceed the accepted national air quality objectives.
All bike types	Refers to all forms of bicycle including standard bikes, cargo bikes, tandem bikes, and tricycles etc.
Appraisal	An assessment
Areas of deprivation	Areas that do not have something that is essential for day-to-day life and where there are less opportunities compared to other areas
At-grade controlled crossing	A signalised (traffic light) crossing across a road
Audit	The examination of something against set criteria
Boardwalk	An elevated path often made of wood
Bridleway	A path or track where horse riders have right of way which can also be used for walking and cycling
Conservation Area	An area of historic, architectural or rural significance that has been designated for protection. This places restrictions on the changes that can be made in the area.
Contraflow cycle lane	A cycle lane which allows people cycling to travel in the opposite direction to other traffic. Often used on one-way roads to allow people cycling a direct passage along the road. ¹⁶
Department for Transport (DfT)	The government department responsible for the English transport network
Desire lines	The most direct route for people cycling or walking to travel; this may not be a formal path
Dropped kerbs	Features to facilitate non-stepped access to allow wheelchair/mobility aid users and people with pushchairs to cross the road unimpeded.

¹⁵ Paths for all, *About Active Travel*, <https://www.pathsforall.org.uk/about-active-travel>

¹⁶ Photo credit: TSRGD 2016, Diagram 960.2

Dutch-style roundabout	As the name suggests, this type of roundabout has been inspired by the Dutch, with a priority lane for people cycling around the outside of the roundabout and controlled crossings on each arm of the junction for people walking. Vehicles are expected to give way to people cycling and walking crossing at the entry/exit arms of the roundabout.
Feasibility	How easy something is to do
Footway buildout	Widenings of footways that run beside a carriageway to provide greater space for people walking to wait, to reduce the crossing distances or to improve the visibility between people walking and other road users.
Formal pedestrian crossing	A signal-controlled crossing for people walking across a road
Guard railing	Safety features often made of metal that are placed on a path to slow down people cycling and walking to prevent conflict between different users and alert to hazards including a road.
Highway boundary	The extent of the highway and land owned, managed or controlled by the highway authority
Isochrone	A line on a map or diagram that connects places that take the same time to travel to from a specified point
Killed or seriously injured (KSI)	Standard metric used to measure road safety
Kissing gate	A gate that allows people but not livestock to pass through and has a standard gate and half-round or V-shape feature
Land take	An area of land required for infrastructure
Link footway	Linking local access footways through urban areas and busy rural footways
Local access footways	Footways associated with low usage, short estate roads to the main roads and cul-de-sacs
Local cycling and walking infrastructure plan (LCWIP)	Strategic policy documents that identify improvements to active travel infrastructure at the local level
Local cycle connection	Cycle route where lower flows of people cycling are forecast along desire lines that cater for local cycle trips, often providing links to primary or secondary desire lines
Local Enterprise Partnership (LEP)	Voluntary partnerships between local authorities and businesses

Local Transport and Connectivity Plan (LTCP)	Oxfordshire County Council's new Local Transport Plan (2022)
Long term	Typically more than 5 years – more aspirational improvements or those awaiting a defined solution
Lower Super Output Area (LSOA)	A geographic area that has a population of approximately 1,500 and is based on Census data
Medium term	Typically less than 5 years – improvements where there is a clear intention to act, but delivery is dependent on further funding availability or other issues.
Network plan	A map showing routes for cycling and walking and how these connect together between origins and destinations
Non-committed	Used to describe a proposed development site which does not yet have planning permission approved.
Pelican crossing	A type of controlled pedestrian crossing. These are signalised (traffic light) crossings and require people walking to press the button and wait for the green man to appear before crossing the road.
Permanent cycle counters	OCC owned counters on roads that continuously count how many people are cycling at that location. This data is projected onto an online platform that can then be analysed.
Place shaping	Multi-faceted approach to creating public places that support health, well-being and happiness and increase people's connection to the place, thereby maximising the shared value of public places.
Prestige/primary walking route	Very busy areas of town, with high public space and street scene contribution and main walking routes
Primary cycle connection	High flows of people cycling are forecast along desire lines that link large residential areas to trip attractors such as town centre
Propensity to Cycle Tool (PCT)	A tool that shows routes where cycling is currently common and routes where there is the potential for cycling to increase
Public Rights of Way (PRoW)	Network of routes where public use is legally protected
Public transport	Transport that is available to the public for a set fare and includes buses and trains
Puffin crossing	A type of controlled pedestrian crossing. These are signalised (traffic light) crossings similar to Pelican crossings in that they require people walking to press the button. However, they are more advanced than Pelican crossings as they can detect

	people walking in the waiting area and also whilst they are crossing the road.
Raised table	A raised table is a form of traffic calming which aims to slow the speed of vehicles and to emphasise features such as crossing points. They are sometimes used at the entry of a side road to provide a level surface for people walking to cross the road without the need for dropped kerbs.
Refuge island	A small area of footway in the centre of the road to allow people walking to cross in two stages. Refuge islands are usually found on roads with higher speeds and greater numbers of vehicles where crossing in a single movement is more difficult.
Route Selection Tool (RST)	A tool for assessing the suitability of a route in its existing condition against the core design outcomes to identify where improvements need to be made
Rural hinterland	The rural area surrounding a town or city
Secondary cycle connection	Medium flows of people cycling are forecast along desire lines that link to trip attractors such as schools, colleges and employment sites
Secondary walking route	Medium, usage routes through local areas feeding into primary routes, local shopping centres, etc
Service centre	A place that provides a range of everyday services such as shops, schooling and medical to many people living both in the immediate area and further afield who lack services where they live
Service road	A road that runs parallel to the main road and provides access to properties
Segregated cycle track	A cycle facility physically segregated from vehicles and people walking
Segregated shared footway/cycleway	A footway that legally allows cycling, with separate spaces for people walking and cycling. Segregation is usually light and consists of signage and markings.
Shared use footway/cycleway	Shared use paths allow people cycling and walking to share the space, although people walking have priority. These paths are identified by a blue circle with a white symbol of people walking and a bike. ¹⁷
Sheffield cycle stand	A metal cycle stand that is inverted U shaped

¹⁷ Photo credit: TSRGD 2016, Diagram 956

Short term	Typically less than 3 years – improvements which can be implemented quickly or are under development
Sparrow crossing	A sparrow crossing is the same as a tiger crossing; however, it is at a signal-controlled (traffic light) junction ¹⁸
Steering group	A group of local stakeholders and council officers, which gathers to discuss progress and ideas and ensures that local views are represented
Strategic Development Areas (SDA)	A large-scale site that has been allocated for development of houses and/or employment. This is included within the local plan.
Tactile paving	There are different types of tactile paving with the purpose providing a warning to visually impaired people who would otherwise find it difficult to differentiate between where the footway ends, and the carriageway begins.
Tiger crossing	(Parallel crossing) – A tiger crossing consists of a zebra crossing with a parallel priority space for people cycling to cross.
Topography	The natural form and features of an area
Toucan crossing	A signal-controlled (traffic light) crossing that allows people walking and cycling to cross together. Toucan crossings are usually wider than standard pedestrian crossings to accommodate people cycling safely.
Trip generator	An area or place people travel from and to
Uncontrolled pedestrian crossing	Unlike controlled crossings, people walking must wait for traffic to stop or for a suitable gap in order to cross the road. These crossings may include dropped kerbs, tactile paving and a refuge island.
Walking Route Audit Tool (WRAT)	A tool developed to assess the condition and suitability of walking routes. This requires evaluation of features along the route including crossings and dropped kerbs.
Wayfinding	Signage to support people walking and cycling navigate their way around a place
Wheeled users	People who use a mobility scooter or wheelchair instead of walking. Also includes people with pushchairs and who travel

¹⁸ Photo credit: <https://www.stockport.gov.uk/news/stockports-first-bee-network-scheme-which-will-be-part-of-greater>

by small, self-propelled wheeled modes such as skateboards, rollerblades and scooters.

Zebra crossing

A type of controlled pedestrian crossing. These crossings are marked out by black and white stripes across the road with flashing beacons and zig zag markings.