

# Oxfordshire County Council Infrastructure Locality Team Update to Witney TAC

September 2023

## Infrastructure Locality Team Update – contact Odele Parsons

### 1. A40/B4022 Shores Green, Access to Witney

Please direct any queries to [a40corridor@oxfordshire.gov.uk](mailto:a40corridor@oxfordshire.gov.uk).

Please see webpage [A40 Access to Witney | Oxfordshire County Council](#)

The Access to Witney scheme has successfully progressed through Preliminary Design stage and is commencing the transition to detail design stage. We recently completed two milestones with Compulsory Purchase Orders (CPO) and Side Roads Order (SRO) being approved at Formal Cabinet as well as the successful approval of the Regulation 25 Planning Application at the Planning Committee. The CPO & SRO objection period ends on 8th September 2023, following which the Project team will be working with the legal and planning team to respond to any objections raised.

Whilst the Planning Committee (LPA) approved the Access to Witney Scheme application, there were some conditions that will need to be discharged during the Detailed Design stage. Additionally, the project team are working to update the approved submitted documents to the LPA via a section 73 application which will capture the changes made following the original document submission to the LPA. This activity is currently on track to be submitted by the end of September 2023.

Alongside these activities, ongoing negotiations with the landowners affected by the scheme are progressing, with independent reports commissioned to affirm OCC's position on the valuation of the land due by the end of September 2023. These activities will allow the Project team to advance the negotiations further with an aim to obtaining a go/no-go decision on CPO and public enquiry by the end of 2023.

The Project team is working with OCC stakeholders to procure the consultants to undertake Detailed Design. We envisage to be in contract with our consultants by the end of September 2023 and will continue to work with all stakeholders in ensuring that the Access to Witney Scheme can continue through to construction.

### 2. Burford Road Signal Crossing (Stage: Delivery by development site)

Scheme has moved on significantly because the electrical supply has now been installed. OCC Traffic Signals Team has inspected and provided a short snagging list. The contractor is rectifying those and also organising the final testing date so that the signals can be commissioned and turned on.

### 3. Witney bus stop improvements (Stage: Implementation - funded).

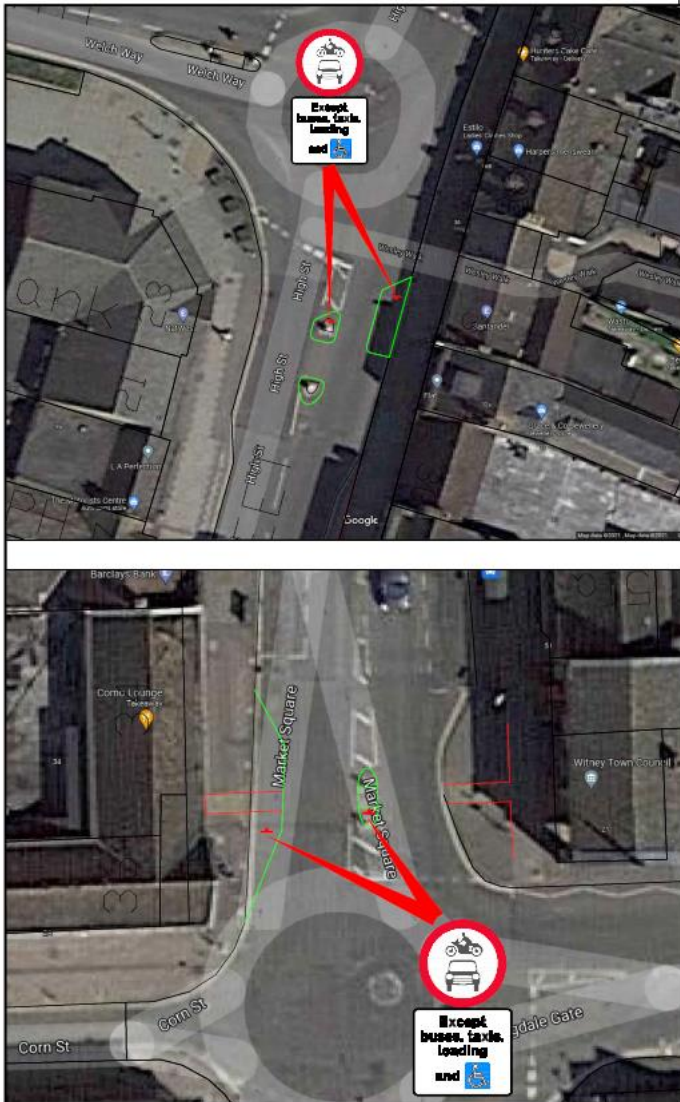
Three bus stops will undergo improvement works in October:

- High Street, north direction
- Staple Hall, Newland, southeast direction
- Thorney Leys, Curbridge Road, both directions

The improvements comprise a mix of new/replacement shelters, kerb work and additional hardstanding and I can provide details for each location on request. The work is scheduled for October and is being funded from the Bus Journey Time Reliability fund.

#### 4. High Street and Market Square – Short Term Measures (Stage: Implementation - funded)

At the time of writing (w/c 4 Sept 2023) the works to install the two buildouts at the traffic restriction points at High Street and Market Square have been ordered and we are waiting for a date for construction. We will share this date as soon as we can.



#### 5. High Street and Market Square Active Travel 3 (Stage: Design and implementation - funded)

The High Street and Market Square Enhancement scheme consultation is open until Tuesday 3<sup>rd</sup> October 2023. The scheme is at an early stage and a design yet to be developed. We are seeking the views of Witney residents, businesses, and visitors to help shape the designs by finding out what is important to the local community. This information

will be used to develop a draft (preliminary) design. We will then consult on the draft (preliminary) design through a further, formal consultation early next year.

Please visit [Witney High Street and Market Square enhancements | Let's Talk Oxfordshire](#) to share your views or email: [witneyhighstreet@oxfordshire.gov.uk](mailto:witneyhighstreet@oxfordshire.gov.uk).

There have been some queries regarding parking enforcement and loading bays at Market Square. Officers have initially reviewed the on-street restrictions and await the outcomes of the engagement before considering whether to make any changes to the restrictions ahead the main scheme being implemented.

#### **6. Windrush Place S106 West Witney – Active Travel Schemes (*stage: planning / design - funded*)**

We are currently pursuing the two proposed crossings on Deer Park Road and the bridleway improvements between Windrush Park and Deer Park Road as one project. We are working in the initial business case and scoping out the ecological surveys for the bridleway section. The design work is due to commence around March 2024, due to existing resource pressures we have been unable to commence this any earlier. Once we have the designs, we can then pursue the full business case and consider timings for implementation.

#### **7. Bridge Street Area Options Appraisal Report (*stage: Investigation/ feasibility*)**

Officers have finalised the Bridge Street/West End Link Options Assessment report from consultants Pell Frischmann. This work includes the transport impact across the area of the Local Plan housing allocations at North Witney and East Witney and reviews the merit of the proposed West End Link Road given the adoption of the Oxfordshire Local Transport and Connectivity Plan policy document in 2022.

Engagement and publication of the report is now being planned for after the Witney High Street and Market Square public realm engagement concludes in October. Initially this will involve Local Members before widening to other stakeholders include WODC, and the North Witney Strategic Development site among others.

Following the engagement, the county will confirm its position through the forthcoming Witney Area Travel Plan, a subsidiary document to the Oxfordshire Local Transport and Connectivity Plan, which will be subject to public consultation in its own right

#### **8. Low Traffic Neighbourhood (LTN) - Burwell Meadow (Stage: Investigation/ feasibility)**

Firstly, we apologise for the delay in responding to the data collected in 2022.

Please see **Error! Reference source not found.** for the full report.

In summary, there are very low levels of through / rat running traffic using Burwell Meadow around 1-6% of traffic.

#### **9. Traffic Lights on Woodford Way (Stage: Investigation / feasibility)**

Notes from the Site Visit June 2023:

Under [LTCP](#) policy we develop, assess and prioritise transport schemes and policies according to the following transport user hierarchy:

- Walking (including running and mobility aids)

- Cycling and riding (bicycles, non-standard cycles, e-bikes, cargo bikes, e-scooters and horse riding)
- Public transport (bus, scheduled coach and rail)
- Shared vehicles (taxis, car clubs and carpooling)
- Motorcycles
- Other motorised modes.

Looking at the accident data at this junction, four incidents occurred between 1 Jan 2015 and 18 June 2023. Three categorised as 'slight', the lowest category and one categorised as 'serious' the middle category (the highest category of severity being 'fatal'). Three of the four incidents involved pedestrians or cyclists. One of these involved a pedestrian crossing Woodford Way not directly on the crossing, however the report does not document which phase of the lights was running at the time. Overall, the accident report indicates the junction is operating as designed.

We would advise that the signals be retained as they provide a much safer pedestrian environment than a mini-roundabout would. On site we witnessed confident pedestrians crossing outside of the green pedestrian phase of the lights in gaps which are created by the signals inter-green time (the time between one signal going red and the next going green). This is perfectly legitimate action if the pedestrian feels safe. However, the pedestrian signals are there to ensure all people can cross safely.

Mike Herbert reported that the signals are progressing towards the end of their serviceable life, however not yet on a prioritised list for replacement or significant refurbishment. We suggest that when this junction is prioritised that the following aspects form part of the works:

1. Remove the signalisation of the Fire Station /Police Station access and have this as a give-way/standard side turning. Need to consider if this creates any safety issues for vehicles turning right out of the Fire Station. A new yellow box would probably be needed to ensure the fire appliance can exit swiftly.
2. Add tactile paving across the Fire Station access.
3. Add pedestrian sensors to the crossings to move the signal phase on if there is no one crossing on the green pedestrian phase.
4. Add a right turn box from Welch Way to Woodford Way for westbound traffic, if there is room without moving the kerb lines.

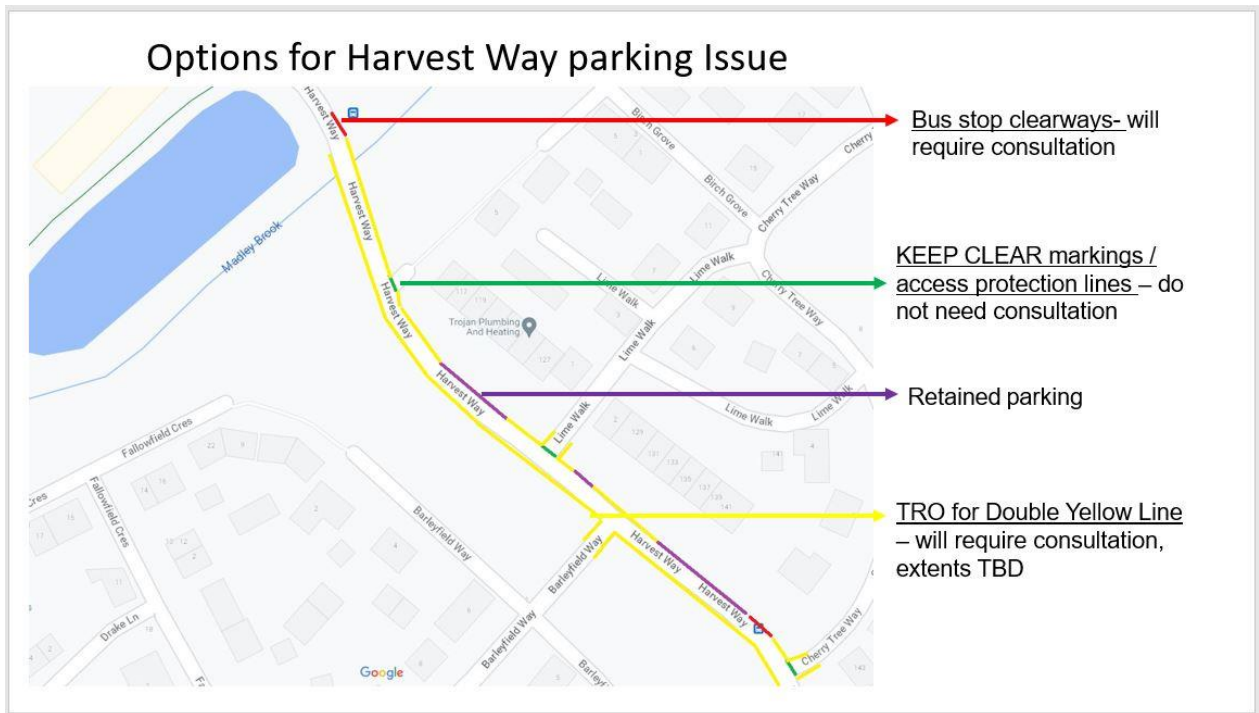
In the mean time we suggest a junction count and review of the existing signal timings is conducted to ensure what is currently present is optimised if the signals team have the capacity to take this forward.

## **10. Parking on Harvest Way / Barleyfield Way (Stage: Investigation / Feasibility)**

It was previously raised that there is considerable on-street parking taking place on the eastern side of Harvest Way at Madley Park. There are currently no parking restrictions.

There are a number of options to consider.

- 1) Introducing bus stops clear ways – requiring TRO consultation of £3-4k.
- 2) Introduce Keep Clear markings at the dropped kerb crossing points. This does not require a TRO.
- 3) Introduce double yellow lines particularly around the junctions and on bends. requiring TRO consultation of £3-4k. This would leave some short areas of parking.



The image below shows a similar example of what would be possible – Teasel Way, Carterton – a TRO was promoted which covered many similar junctions in one scheme.



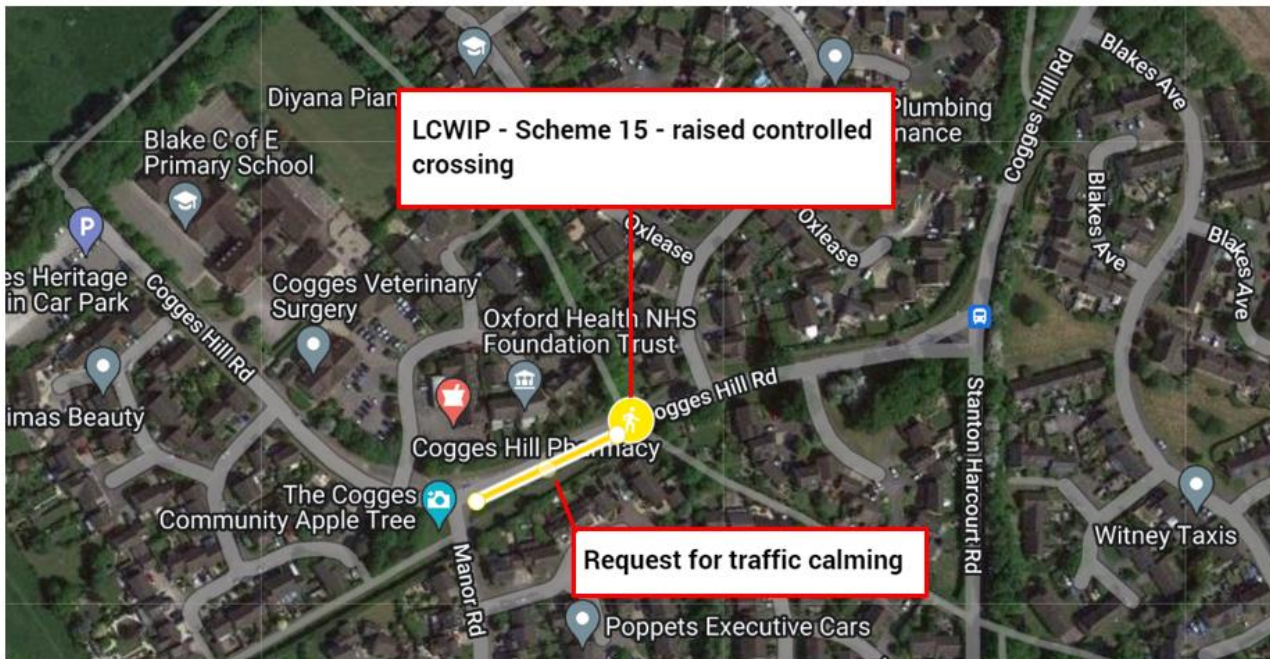
## Items submitted Via Witney Town Council

### 11.20mph at Cogges Hill Road

*“Residents in Cogges have expressed concern over the inadequacy of the 20mph speed limits on the Cogges Hill Road before the Blake Primary School. Traffic are ignoring the speed restriction 20mph sign and there is concern that a child may be injured. A questionnaire was put out and so far we have 72 residents who are in favour of a sleeping*

*policemen or similar out on the road , a location suggestion has been made, before the Manor Road turn and Tesco turn , possibly half way down the hill."*

The terms of the 20mph transformation programme did not include traffic calming, such as road humps. Would the WTC consider funding £150 speed survey to inform any consideration of traffic calming?



Witney LCWIP scheme 15 at Cogges Hill Road new raised controlled crossing. However, this is unfunded at present.

## 12. Pedestrian Crossing at West End

[Request for a pedestrian crossing on West End.](#)

The Bridge Street Area options appraisal work will set out a long-term plan for West End. However, there is clear merit in a zebra crossing being provided on West End close to the junctions of Bridge Street or Narrow Hill, to help people cross in such a highly trafficked area. To initiate the design process funding is required; and we do not have funding for this area at present. We will look for ways to fund this as the arise including from any relevant development site.

As an aside, LCWIP scheme - 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