

Identification of Selected Cycling Infrastructure Enhancements in East Witney

FINAL REPORT

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Identification of Selected Cycling Infrastructure Enhancement in East Witney

1. Objectives

The objective of the report is to identify selected infrastructure improvements for active travel in East Witney, which in turn will form an input into a forthcoming strategy for cycling for Witney and the surrounding area. The measures identified in this report reflect field work, analysis and liaison between OCC and WODC and build upon and incorporate measures and recommendations from earlier investigations including the WitneyBUG and Witney Town Council.

The provision of safe and effective cycling and walking connections is an essential element to support the delivery of allocated new housing sites in East Witney as identified in the West Oxfordshire Local Plan. From the measures identified OCC and WODC will together now need to liaise with the East Witney developer to agree the range of improvements that will be secured through S278 and S106 agreements associated with the new development sites.

2. Background and Context Setting

2.1 Sustainable Transport and Development Policy

The Government's *National Planning Policy Framework (NPPF)*, updated February 2019, strongly promotes the commitment to sustainable transport and development stating the need to:

- *'Actively manage the patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are / can be made sustainable'* ¹
- *'Promote healthy, inclusive and safe places to become the norm for all new developments whether they be predominantly industrial, commercial or residential with site layouts that encourage walking and cycling uptake'* ²
- *'Consider transport issues at the earliest stages of plan making and development proposals in order that they be rectified through developer contributions and competent strategic planning'* ³

At the regional level Oxfordshire County Council's Local Transport Plan 2011-2031 (LTP4) is centrally focussed on reducing the need to travel and the harmful effects of traffic on people and the environment, encapsulated in a range of policy statements, including:

- *Policy 3: "OCC will support all measures that make more efficient use of network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot and by bicycle"*
- *Policy 17: "OCC will seek to ensure through cooperation with the districts and city councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport"*.
- *Policy 19: "OCC will encourage the use of travel modes associated with healthy and active lifestyles"*.
- *Policy 22: "OCC will promote the use of low or zero emission transport and associated infrastructure where appropriate"*.
- *Policy 29: "OCC will work with district and city councils to develop and implement affordable transport interventions to support Air Quality Action Plans, giving priority to measures which also contribute to other sustainable transport objectives"*.

¹ NPPF Paragraph 17.

² NPPF Paragraph 91c.

³ NPPF Paragraph 102.

- **Policy 34:** “OCC will require the layout and design of new developments to proactively encourage walking and cycling, especially for local trips”. To do this, we will:
 - “secure transport improvements to mitigate the cumulative adverse transport impacts from new developments in the locality and/or wider area”.
 - “ensure that developers promote and enable cycling and walking for journeys associated with the new development”.

West Oxfordshire Local Plan places sustainability at the forefront of all proposed development. The following selected policy statements have reference:

- **Policy T1. Sustainable transport:** “Priority will be given to locating new development in areas with convenient access to a good range of services and facilities and where the need to travel by private car can be minimised, due to opportunities for walking and cycling..”
- **Policy T3. Public transport, walking and cycling:** “All new development will be located and designed to maximise opportunities for walking and cycling”.
- **Policy EH4. Public Realm and Green Infrastructure:** stipulates that existing areas of public space and green infrastructure will be “protected” and more importantly “enhanced” for the contribution they make towards combating climate change.

2.2 West Oxfordshire Local Plan policies for Strategic Development Areas

Policy WIT1. Land to the East of Witney has been identified to accommodate a sustainable, integrated community, including up to 450 homes, that forms a positive addition to Witney. The site, along with proposed improved links for pedestrians and cyclists, as included in the WOLP 2031 is shown in Figure 1 below.

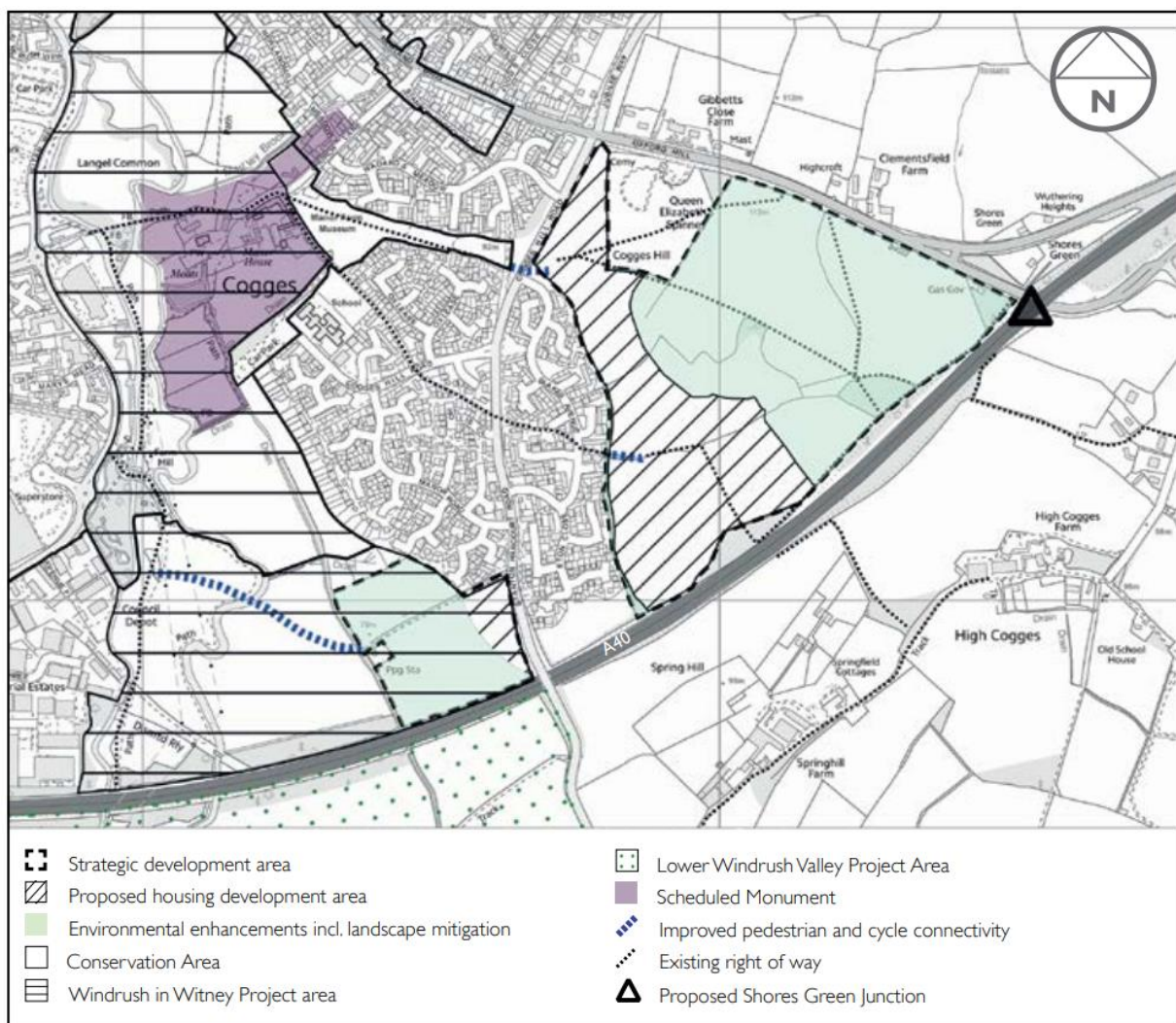


Figure 1 – map showing east Witney strategic development area “WIT1”. Source: West Oxfordshire Local Plan 2031(adopted September 2018)

Policy WIT2. Land to the north of Witney has been identified to accommodate a sustainable, integrated community, including up to 1400 homes, that forms a positive addition to Witney. This site is shown in Figure 2 below.

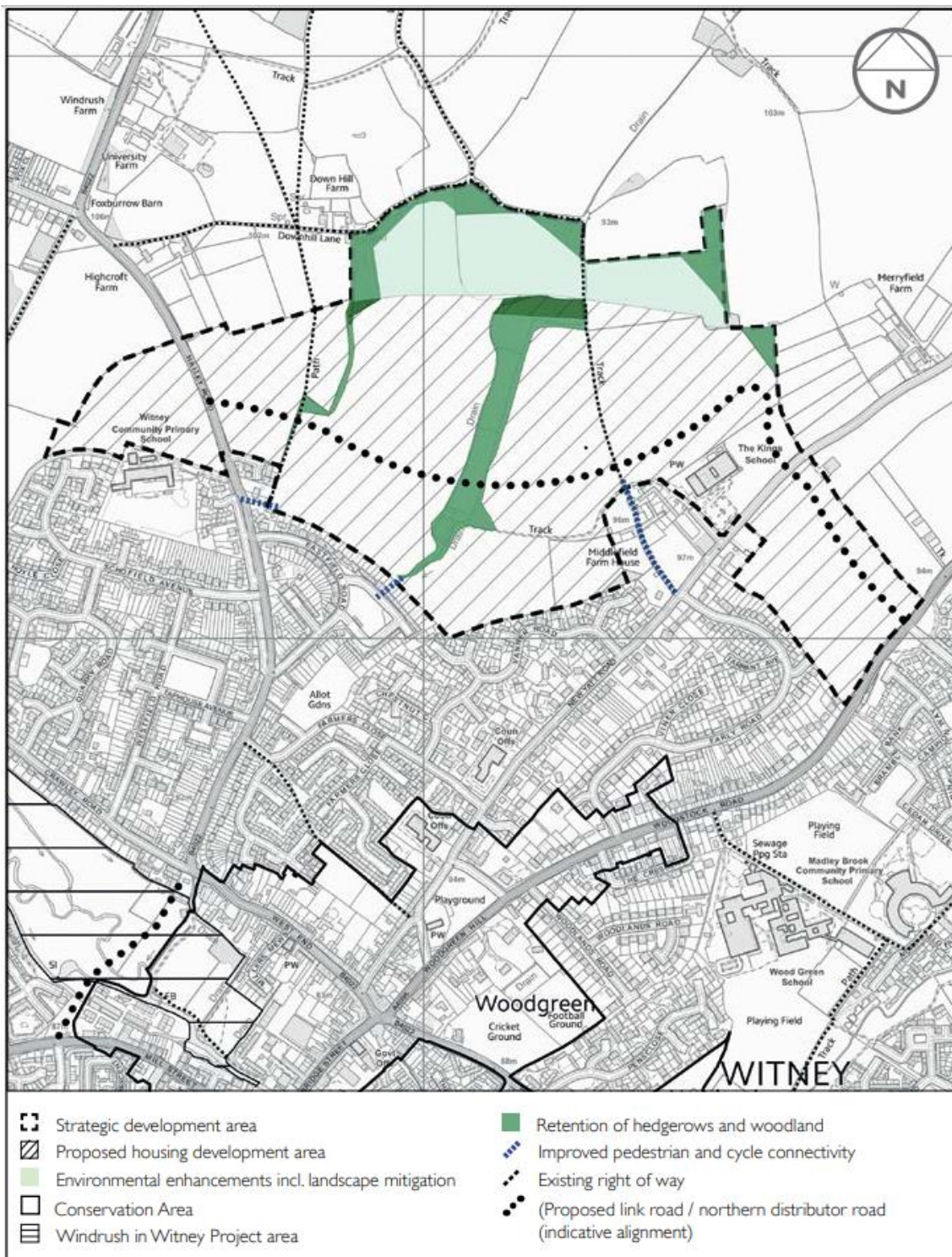


Figure 2 – Map showing North Witney Strategic Development Area “WIT2”. Source: West Oxfordshire Local Plan 2031(adopted September 2018)

Policy WIT1d) and WIT2d) calls for the provision of supporting transport infrastructure, including mitigating the impact of traffic associated with the development, the provision of appropriate financial contributions towards LTP4 transport schemes, provision of appropriate public transport (services and infrastructure) serving the site, and provision of a comprehensive network for pedestrians and cyclists with good connectivity provided to the adjoining areas including the town centre and other key destinations.

3. Transport in Witney

3.1 Introduction

Witney, located 19km west of Oxford, is a vibrant and historic market town and with a population of around 28,000 is the largest settlement in West Oxfordshire. Witney is the main economic and service centre in the district of West Oxfordshire providing a range of employment, shopping, healthcare, leisure and cultural opportunities for residents of surrounding towns and villages. There is a strong manufacturing and engineering presence in the town, and the availability of good quality employment sites on the western side of Witney has attracted significant investment. There has been significant housing growth in the town over the past thirty years, which has resulted in the population more than doubling over this time.

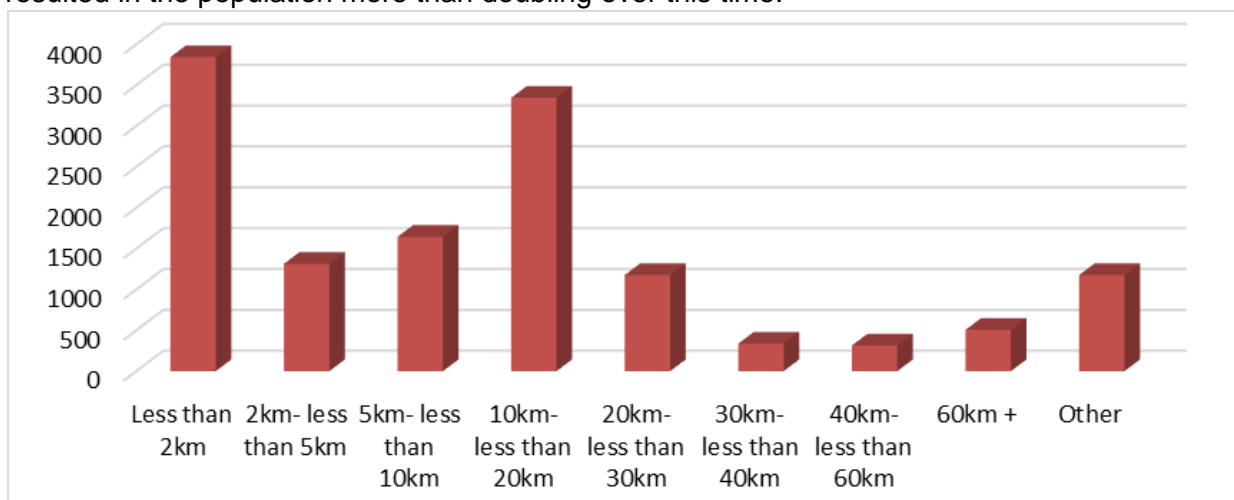


Figure 3 – Witney residents: distance travelled to work in KM (Census 2011)

Witney is a relatively compact town with a developed area spanning less than 5km east to west, and 3km north to south. The compact nature of the town implies that a large proportion of all trip needs can be satisfied within a short travel distance, thereby offering the potential for residents to walk or cycle for many local travel requirements.

3.2 Key Transport and Traffic Issues in Witney

Despite the high potential for cycle travel for local trip-making Witney has a high car dependency with around 74% of commuting trips involving some form of travel by private car (Census, 2011). This is higher than the county average which stands at 66% and significantly higher than Oxford City (40%). So, whilst 28% of the population commute less than 2km to work, only 18% of these journeys are walk or cycle trips (Census, 2011). This situation can and needs to change significantly.

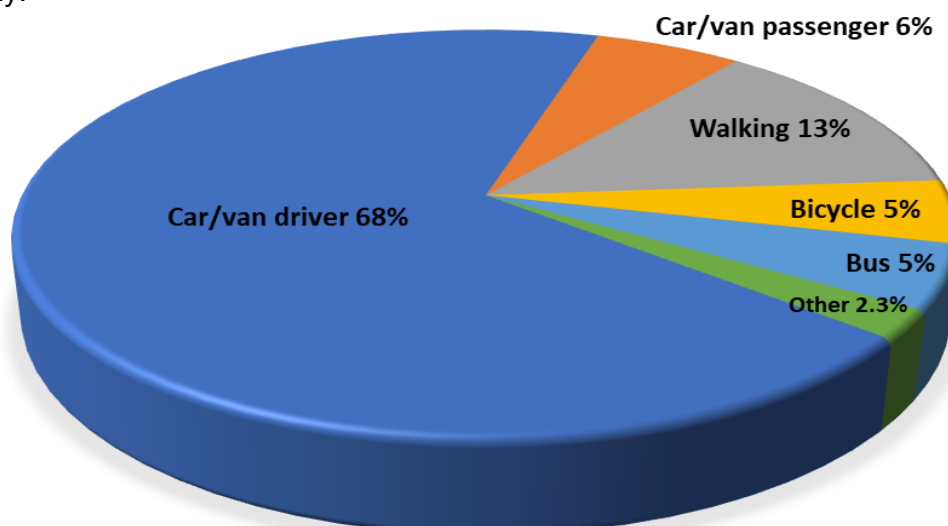


Figure 4 – Witney Primary Modes of Transport for Work (Census 2011)

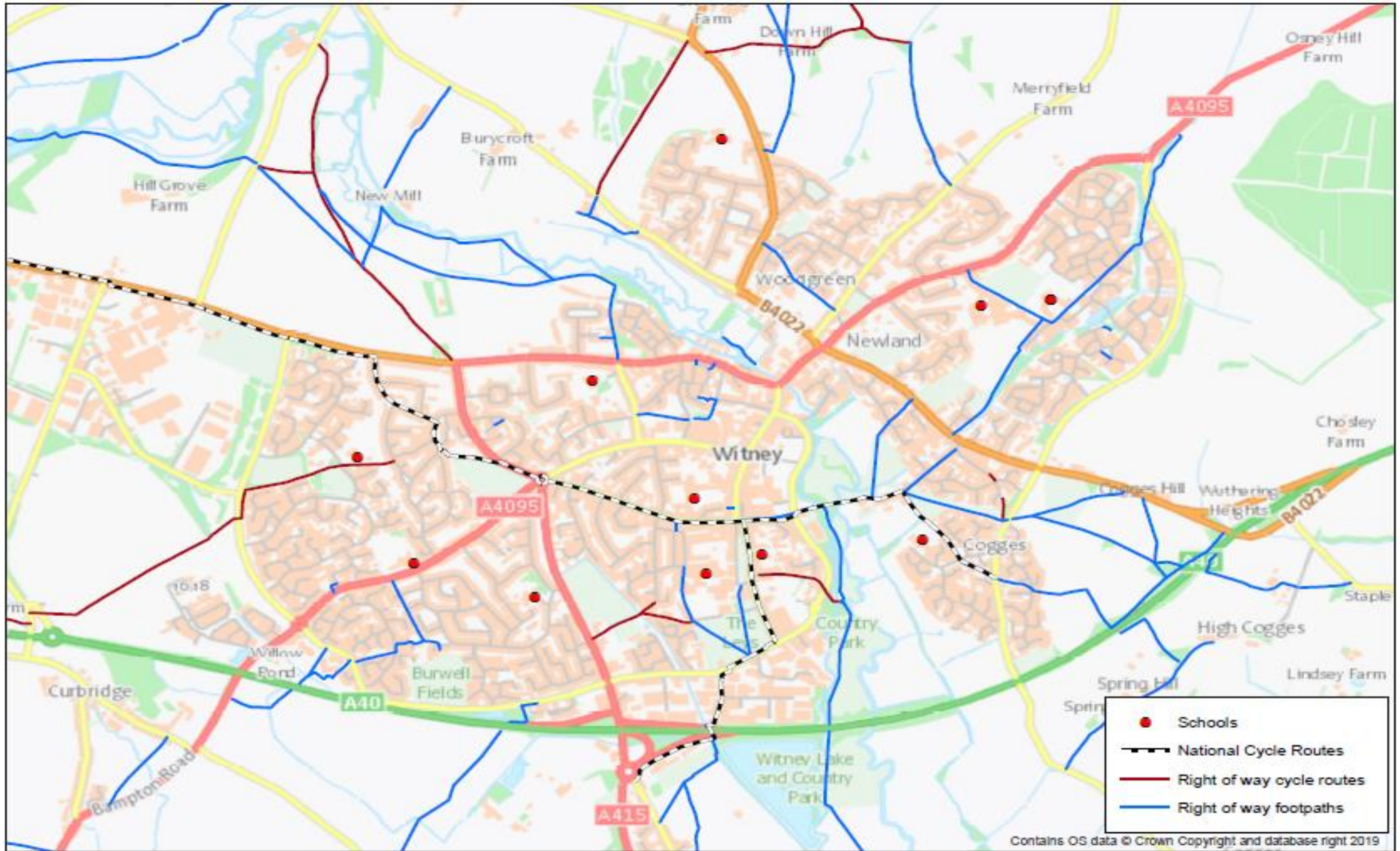


Figure 5 – National Cycle Routes & RoW Network throughout Witney (Oxfordshire County Council, 2019)

Traffic congestion is a significant issue especially around the town centre and Bridge Street throughout weekday peak periods and Saturday's causing delays and journey time unreliability also affecting the bus routes operating via Newland and Bridge Street. Indeed, an area incorporating Bridge Street and the junctions with New Yatt Road, Newland, Mill Street and High Street has been declared an Air Quality Management Area (AQMA).

3.3 Provision for Cycling in Witney

Witney currently has a mix of shared-use paths and limited on-carriageway cycle lanes but these do not comprise a comprehensive safe cycling network. There is a need to improve existing facilities and provide a connected, cohesive network to encourage and support many more cycle trips for shorter journeys. There is also a lack of safe, well connected links between Witney and the nearby surrounding settlements including Minster Lovell, Curbridge, Ducklington, South Leigh, North Leigh and Hanborough. The National Cycle Network Route 57 (NCR 57) runs through Witney yet its marked alignment through central Witney has no safe, dedicated provision (see Figure 4).

There is a lack of dedicated cycle parking facilities in the centre of town and various physical barriers to cycling, particularly along the rights-of-way network, which further erodes its appeal. Further information on this can be found in the "Witney Barrier Survey" conducted by the Windrush Bike Project, January 2019.

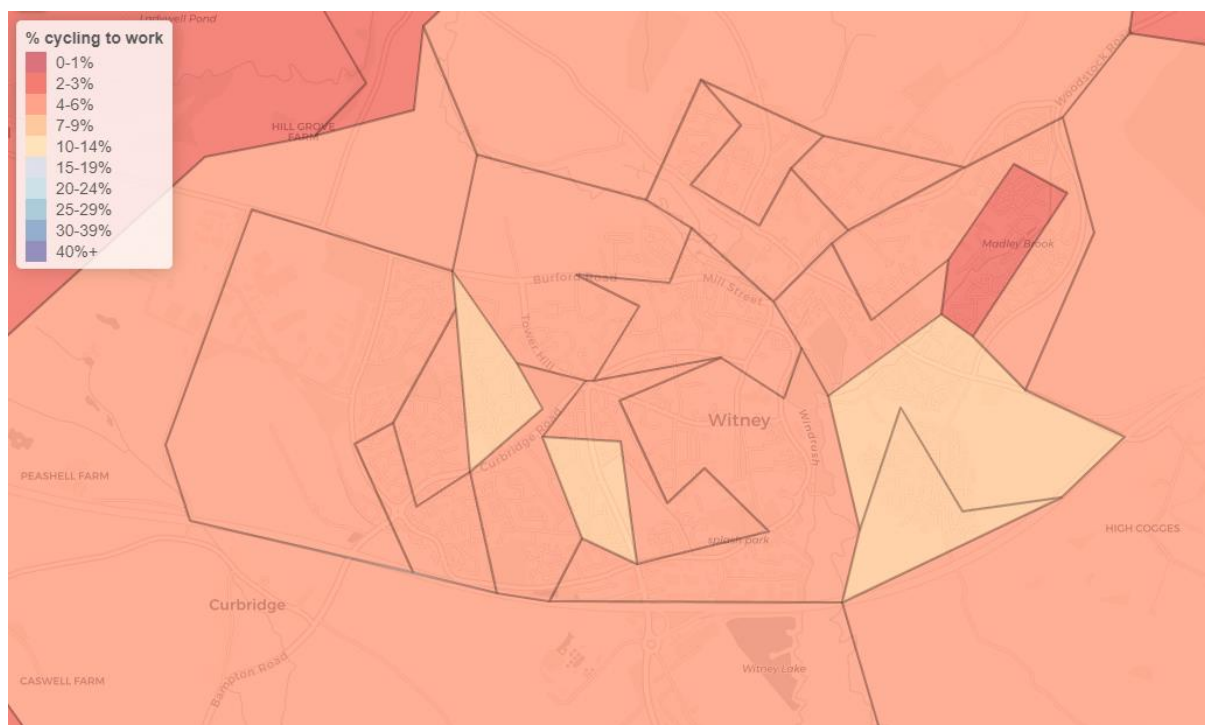


Figure 6 – Map of Witney Propensity to Cycle (PCT, 2011)

Figure 6 is an output from the Propensity to Cycle Tool (www.pct.bike) using data taken from the 2011 census, to map the current cycling levels amongst Witney residents. For most of the town, including the North Witney SDA (WIT2), only around 4% to 6% of the population cycle for work trips. In comparison in East Witney a significantly higher (10-14%) cycle rate is indicated. This can be largely attributed to the existence of a safe traffic-free non-motorised connection between Witney East and the town centre. This link is a walking and cycling shared use facility flanking Cogges Manor Farm linking East Witney residents to the Witan Way roundabout via a river crossing west of Church Lane.

Figure 7 shows a shortest path trip assignment of current daily cycling trips as generated from the *Propensity to Cycle Tool* (it is 2011 census based, not an actual count of observed cycling volumes). The mapped output shows the important cycle link between East Witney and Witney town centre provided by a single route and bridged crossing of the River Windrush (Fig 7, A). It also highlights a link via Bridge Street (Fig 7, B) as a vital cycle connection, despite there currently being no provision for safe cycling on this often traffic congested link.

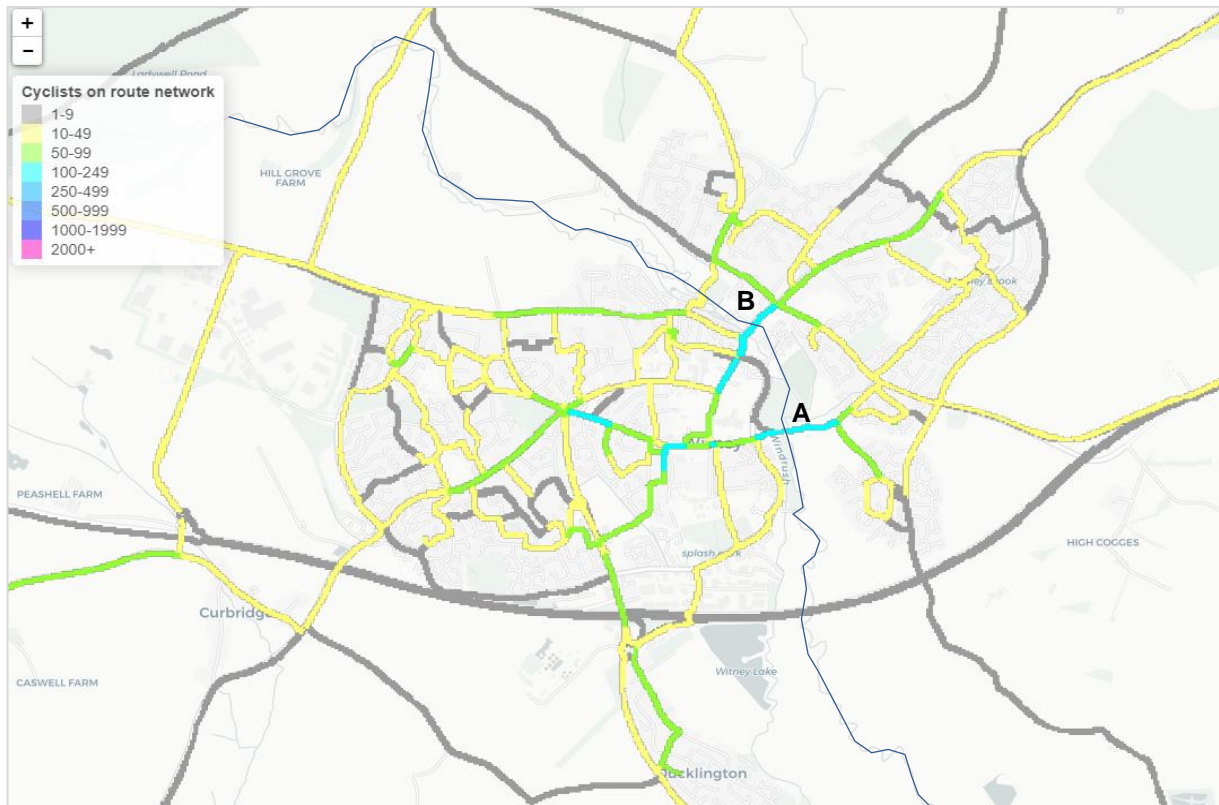


Figure 7 – Cycle volumes on links in Witney, from Propensity to Cycle Tool (PCT, 2011)

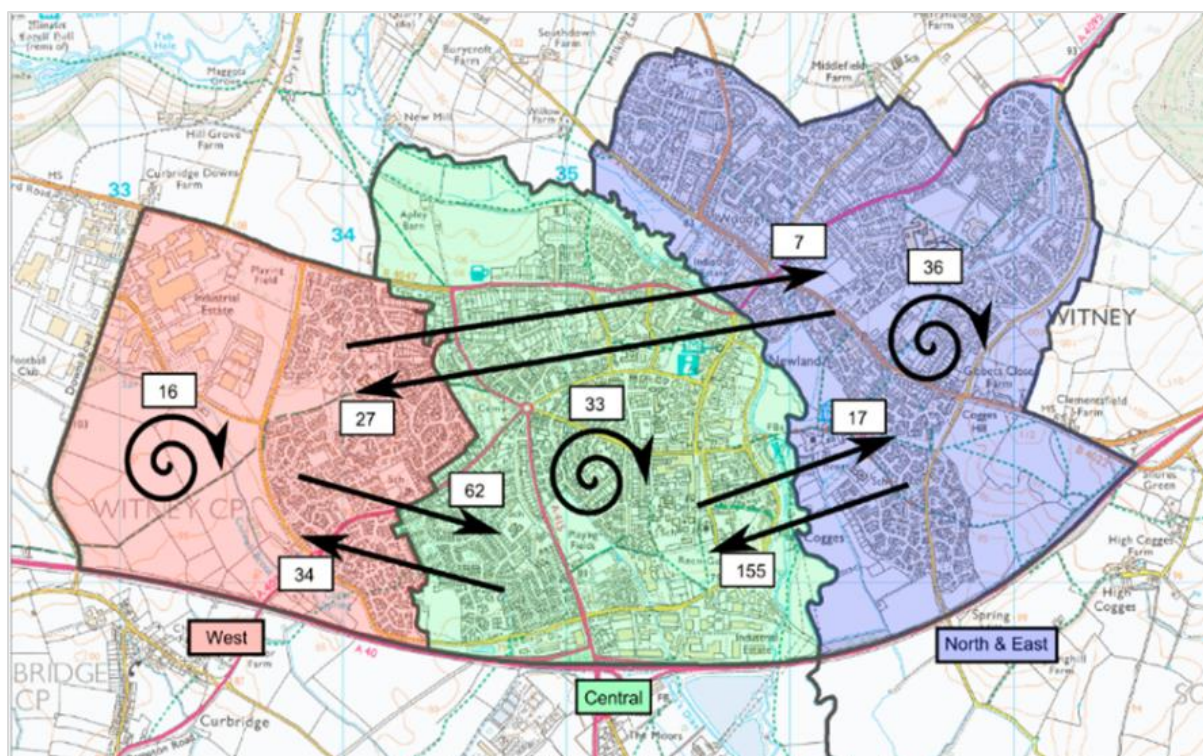


Figure 8 – Commute to work map by bicycle – origin & destinations within Witney (Census, 2011)

Figure 8 shows origin and destinations for work commuters living and working within the town for whom cycling is their main mode of transport. The directional arrows show movements between Witney's West, Central, North and East areas. The spiral arrows indicate short trips undertaken by bicycle by residents who live and work in the same Middle Super Output Areas (MSOA). The largest commuter flows by bicycle are made by residents of North & East Witney with 208 daily work commuters by bike, 75% of these travel into the central MSOA.

Figure 9 shows roads and rights of way in Witney classified according to provision for cycling. The map, produced by WODC, was prepared in 2010. In terms of provision, little has changed to the current date. The cordon drawn around the central area denoted by the broken black lines highlights that routes from the north east, north and west entering the central area do not have any segregated provision for cyclists. This means that cyclists are forced to share the carriageway with motorised vehicles along these busy narrow roads. For example, whilst Hailey Road, Woodstock Road and High Street offer the most direct routes into the town centre from WIT2 they are classified as "busy" roads and offer no parallel off-street provision or any on street designated space for cyclists.

Figure 10 indicates locations of reported accidents involving cyclists where injuries were sustained. It shows the busier trafficked streets as having more cycling accidents, noting the double roundabout at Mill Street & Bridge Street especially.

A Cycling Infrastructure Evaluation (CIE) for Witney was undertaken in early 2019 by the Windrush Bike Project organisation as part of an Oxfordshire County Council project. An output from the CIE showing current road infrastructure hazards to cycling is mapped in Figure 11. The key routes relevant to both WIT1 and WIT2 development areas are shown. Further information on cycling incidents and the CIE audit is included in Appendix A.

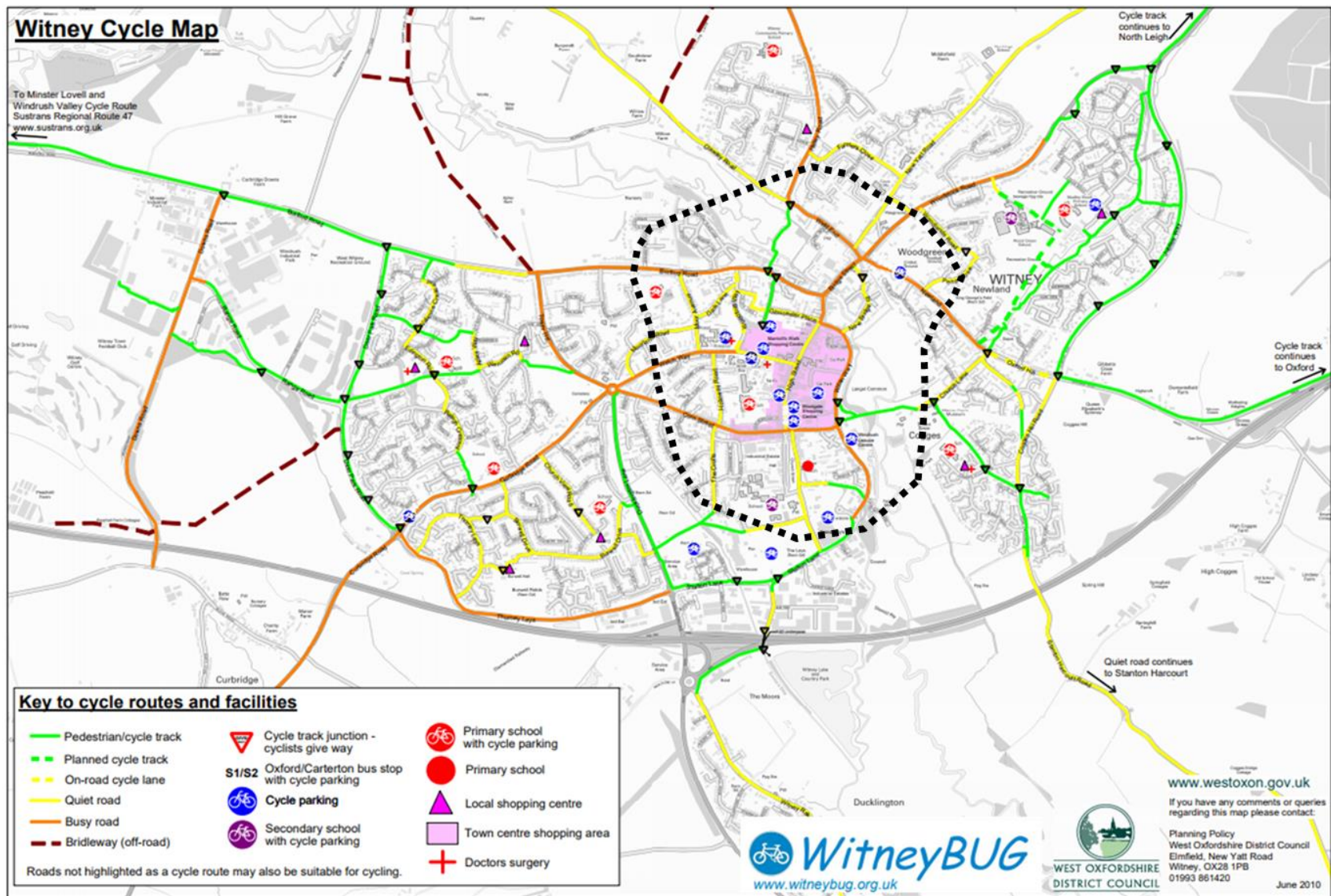


Figure 9 – Routes in Witney classified according to provision for cycling (West Oxfordshire District Council, 2010)

Oxfordshire County Council - Highways & Transport Service

Selected Range of Accidents between dates 01/01/2014 and 30/04/2019
Selected using Manual Selection

Witney cycle accidents Jan 2014 to Apr 2019



Figure 10 – Road safety data showing all recorded accidents involving cyclists between January 2014 to April 2019 (Oxfordshire County Council, 2019) see Appendix for details.

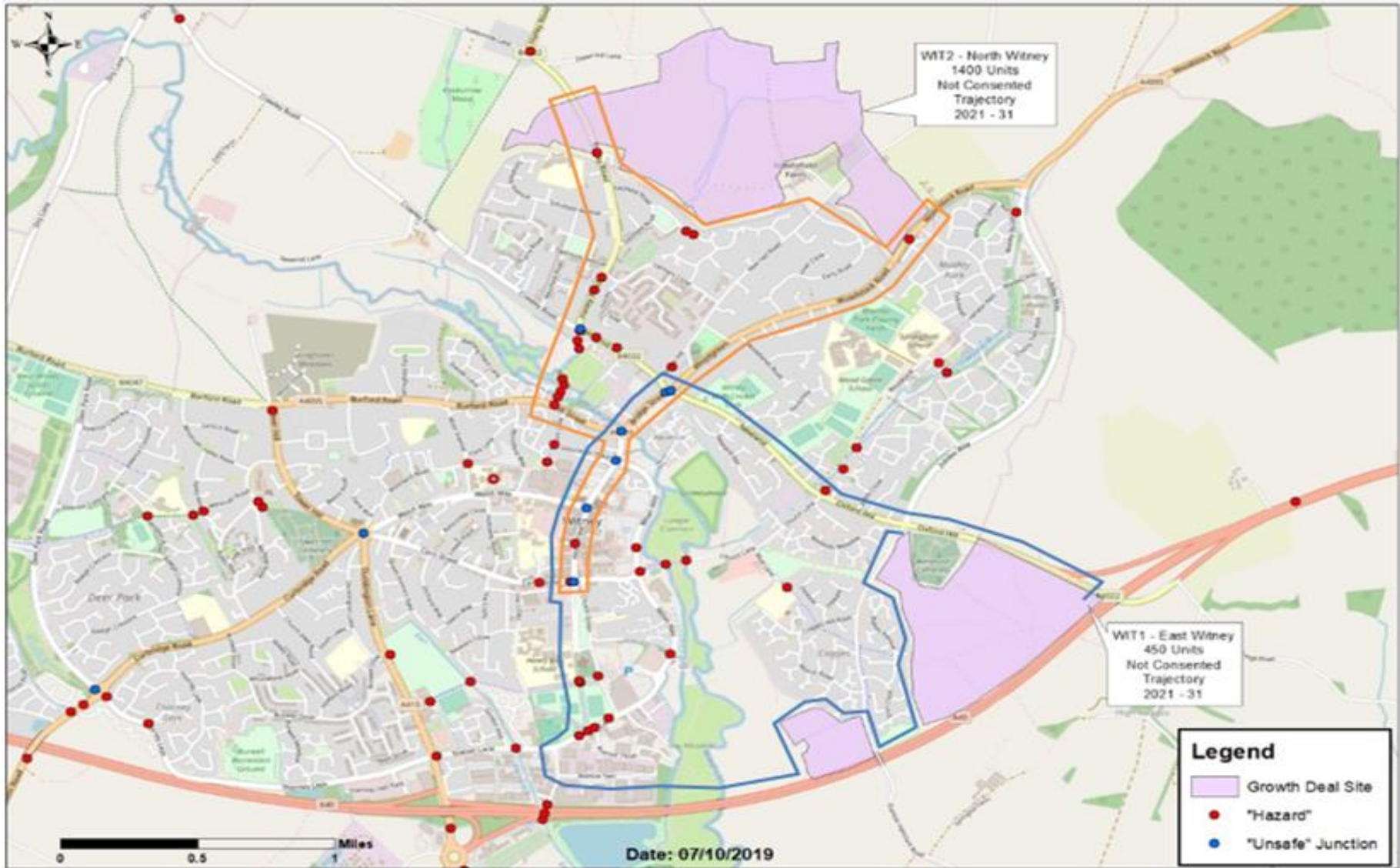


Figure 11 – Map showing SDAs and the issues identified through CIE grouped according to relevance (Oxfordshire County Council, 2019) see Appendix for details

4. Required Improvements for Cycling with New Developments: East Witney

4.1 Introduction

To ensure that the East Witney SDA develops as a sustainable and integrated community and forming a positive addition to Witney, Policy WIT 1 includes the following commitment:

'The provision of a comprehensive network for pedestrians and cyclists with good connectivity provided to adjoining areas, including a particular emphasis on improving the linkages across the Windrush Valley into the town centre consistent with the aims and objectives of the Windrush in Witney Project and to Hanborough Station.'

The sections below outlines the measures that are seen as vital in order that the urban expansion through the East Witney SDA can facilitate and encourage trips by walking and cycling.

4.2 Overview of Proposed Links for Improvement

The proposed improvements set out below have been selected based on the following inputs and previous work:

- Desire lines for local travel between new development areas and key trip attractors.
- Existence of key missing links along an otherwise viable route.
- The current level of provision for safe cycling and the route surveys undertaken in 2016.
- The CIE infrastructure evaluation work undertaken in 2019.
- The opportunity presented for immediate/short term implementation.

The route options considered were then verified by a site visit in October 2019 by OCC staff and through discussions at meetings with WODC in January 2020 and June 2020.

4.3 Traffic Calming on Cogges Hill Road and Stanton Harcourt Road.

As part of the A40 Corridor Strategy, west facing slip roads are being delivered on the A40 at Shores Green as part of the East Witney Strategic Development Area (SDA) and through the Housing Infrastructure Fund (HIF). Cogges Hill Road and Stanton Harcourt Road will therefore retain a local access function for the current residential area of East Witney as well as for the planned new development in East Witney. To align with OCC and WODC policies aimed at promoting sustainable transport provision over private vehicle movement (refer to Paragraph 2.1 above) the necessary measures need to be put in place to ensure that priority right of way is provided for non-motorised users travelling along and crossing Cogges Hill Road and Stanton Harcourt Road.

At the key locations, therefore, the movement of non-motorised users should be facilitated through the installation of designated pedestrian and cycle crossings termed '*Parallel Crossings*' (previously informally referred to as '*Tiger Crossings*') on Cogges Hill Road and Stanton Harcourt Road that give priority to walkers and cyclists. See Figure 12 for an example of a parallel crossing.



Figure 12 – Example of a Parallel Crossing in London (also referred to as a “Tiger Crossing”).

The current Public Rights of Way for East Witney are shown in Figures 13 & 14. The proposed links for improvement to the East Witney Strategic Development Area are set out in Table 1 and mapped in Figure 22.

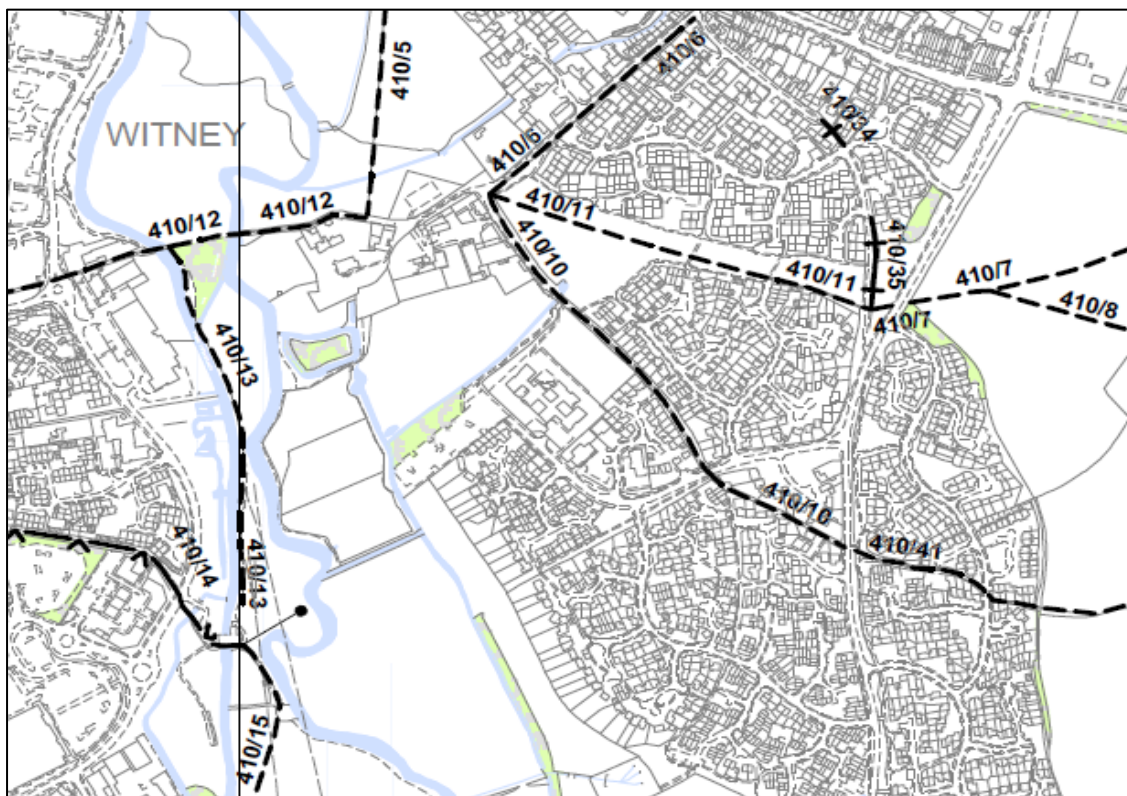


Figure 13– Existing Public Rights of Way, East Witney. Image extract from the Definitive Map of Public Rights of Way for Oxfordshire 2006 (SHEET SP30NE). If viewing online:
<https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/countryside/definitivemap/defmapPDFs/SP30NE.pdf>

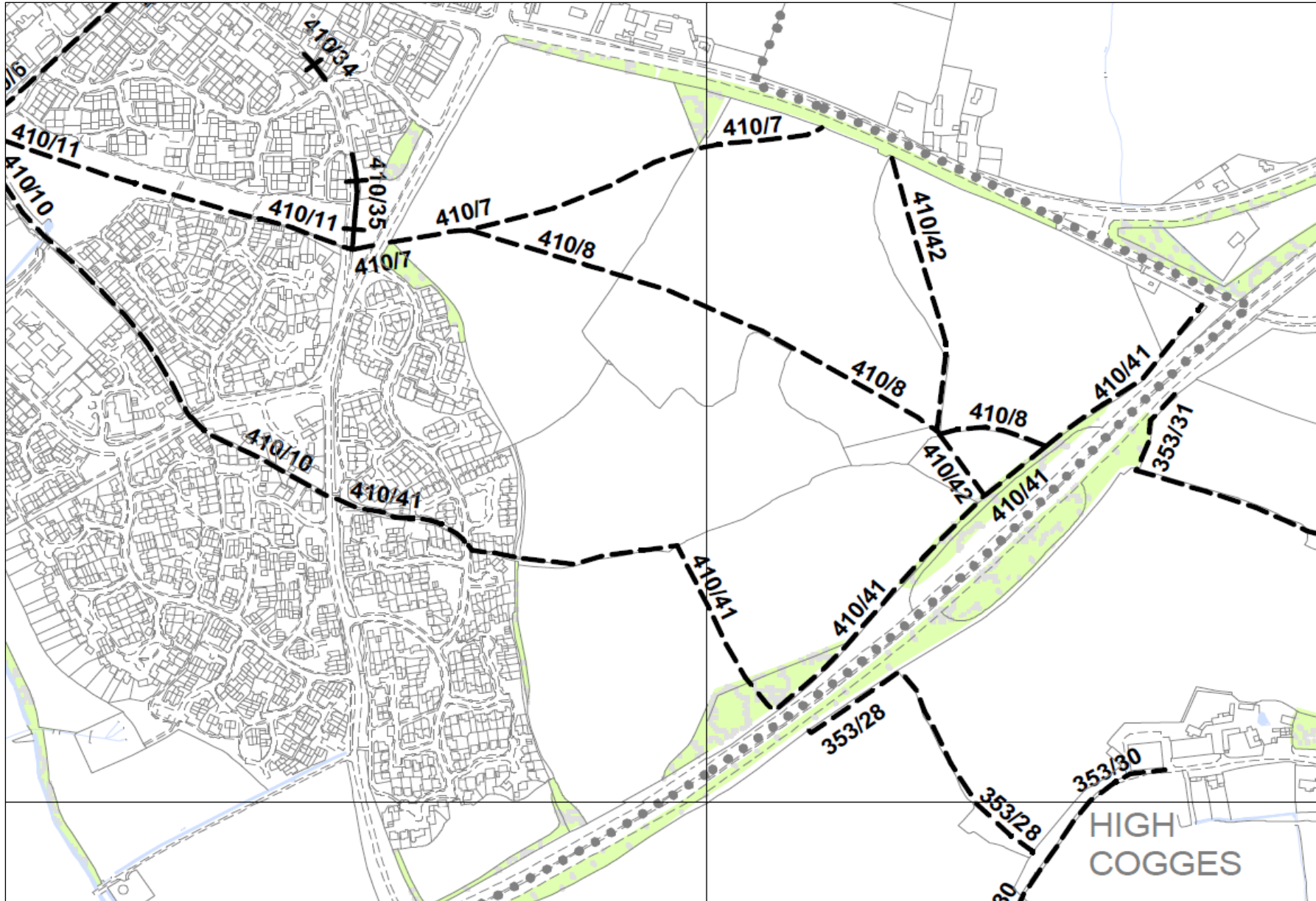


Figure 14 – Existing PRoW in Witney East. Image extract from the Definitive Map of Public Rights of Way for Oxfordshire 2006 (SHEET SP30NE). If viewing online: <https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/countryside/definitivemap/defmapPDFs/SP30NE.pdf>

4.4 Improvement to Existing Walking and Cycling Routes and Links to East Witney Strategic Development Area.

The Cogges Hill area is linked to Witney town centre by the off-road shared use pedestrian and cycle facility (ROW route 410/12, Fig. 13) running past Cogges Manor Farm to the Witan Way roundabout via Langdale Meadow and bridge over the River Windrush west of Church Lane. (*Existing facility No.1* in Figure 15). This route is very well used times by both pedestrians and cyclists and requires an assessment to determine options for future expansion with possible separation between of cyclists from pedestrians. Running east the route splits at Church lane, with a pathway running along the north side of Oxlease Park (ROW route 410/11, Fig. 13 and Fig. 15). This route extends east of Cogges Hill Road and links to Blakes Avenue, although there is no current crossing facility. ROW 410/7 east of Cogges Hill Road runs in a north east direction towards Oxford Hill Road.

RoW 410/11 east of Church Lane is a footpath that is too narrow to accommodate safe cycling (*Existing facility No.3* in Figure 15). Therefore, this facility requires widening or a parallel facility should be provided (*Proposed facility No.1*, Figure 15). A signalised crossing is required for pedestrians and cyclists on Cogges Hill Road which ideally should be raised in order to slow road vehicle speeds on approach (*Proposed facility No.2*, Figure 15). Ideally this road crossing should be placed to connect directly with existing RoW 410/7 east of Cogges Hill Road which would require taking the route down the embankment to connect 410/11 to 410/7. RoW 410/7 would then need to be surfaced as a shared use pathway and extended into the East Witney SDA.

A public right of way ROW 410/10 runs to the south of Oxlease Park, past Blake Primary School and across Cogges Hill Road, then across Stanton Harcourt Road, connecting to Blake Avenue south and then extending east as RoW 410/41 (*Existing facility No.2* in Figure 15). This route should be audited to assess any possible improvements to the shared use pathway, street furniture and signage along the path's length. A priority crossing of Stanton Harcourt Road is required (*Proposed new facility No. 4* in Figure 15). This path will then connect into the new development at Point 5.

4.5 Required New Walking and Cycling Routes Links to East Witney Strategic Development Area

A second east-west cycle and pedestrian route between the East Witney SDA and Witney town centre (south) and Station Rd is needed to cater for the significant new local trips generations to be undertaken by active modes, in line with policy mandates. This route (see *No. 8* and *No 9*, Figure 15) will provide a direct connection from the southern portion of the new development area requiring a new bridged crossing of the River Windrush (see *No. 10* in Figure 15) to connect to Farm Mill Lane, across Witan Way and on towards Church Green.. This second route will allow current and future residents to link directly into central Witney and the industrial and commercial area off Station Road, saving significant time and trip distance.

The WIT1 development area will need a walking and cycling link onto and across the B4022 Oxford Hill Road. The crossing point will provide a connection to the existing shared use pathway on the northern side of Oxford Hill Road and along the A40. This facility will need to be a signalled crossing located a sufficiently safe distance away from the A40 slip roads. A segregated shared use pathway will be needed on the southern side of the B4022 heading east over the A40 to link into the South Leigh Road (see Figure 15). With the planned Shores Green west facing slips, A40 this shared-use pathway will need to cross these main road links. The intention would be for this route to link directly to a new safe crossing point of the B4022, Oxford Hill Road and join up with the existing shared used pathway on the northern side of the A40.

A list of improvements to existing facilities as well as the required new facilities and links for walking and cycling in East Witney are shown in Table1 and Table 2 below.

Figure 15 – Priority network improvements for walking and cycling in East Witney in support of the East Witney SDA

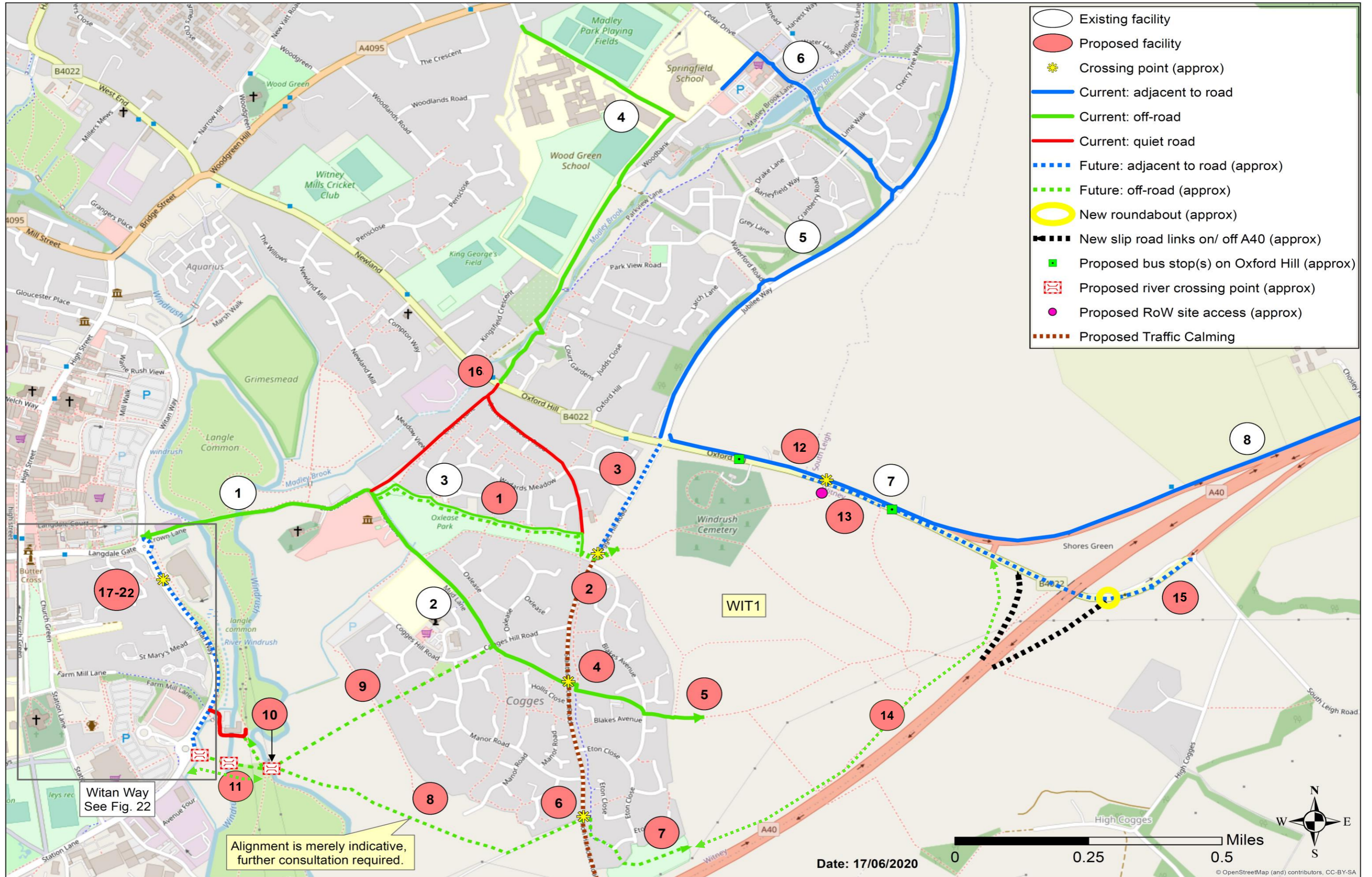


Table 1 –Improvements to Existing Facilities in East Witney (see Figure 15)









Existing Facilities		PRoW	Image Reference (see Appendix)	
1	The Cogges Hill area is linked to Witney town centre via off-road shared use pedestrian and cycle facility (ROW route 410/12, Fig. 13) running past Cogges Manor Farm to Witan Way via Langdale Meadow and bridge over the River Windrush.	410/12	Fig A.10	
2	Shared use route extends south east from Church Lane through Cogges Hill to Blakes Avenue (no current street crossing facility at Cogges Hill Road or Stanton Harcourt Road).	410/10	Fig A.6 Fig A.22	
3	Footpath running along the north side of Oxlease Park extends to Church Lane.	410/11	Fig A.1	
4	Off-road bridleway trail from Oxford Hill towards Woodbank (mainly following an eastern perimeter pathway along the eastern side of King George's Field), connects to Woodgreen School & Madley Brook CP School.	410/4	Fig A.11 Fig A.12	
5	Shared use path adjacent to Jubilee Way on western side (runs from Oxford Hill junction to A4095 junction and beyond).		Fig A.13	
6	Off-road shared use path along the southern side of Harvest Way to Madley Brook CP school.		Fig A.14	
7	Off-road shared use path along the Northern side of Oxford Hill (B4022).		Fig A.15	
8	Linking on from No.7 the shared use path continues onto the slip road and along the A40 towards Eynsham, Oxford.		Fig A.16	

Table 2 - Proposed New Facilities for Walking & Cycling in East Witney (see Fig. 15)








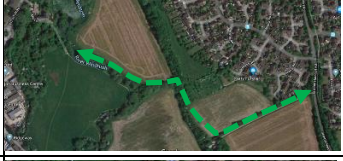














New Facilities		PRoW	Image Ref. (See Appendix)	
1	RoW 410/11 east of Church Lane is a current footpath (running along both north and south of Oxlease Park) and too narrow to accommodate safe cycling. The pathway on one side needs to be widened for cycling (or a parallel facility built) to Cogges Hill Rd.	410/11	Fig A.1 Fig A.17	
2	RoW 410/11 & 410/7. Signalised toucan crossing required for pedestrians and cyclists on Cogges Hill Road, preferably raised. Located to link with RoW 410/7 and new cycle/pedestrian access into East Witney site. Some excavation of embankment needed here to ensure direct link without steep gradient.	410/11	Fig A.2 Fig A.3 Fig A.4	
3	Existing path running on west side of Cogges Hill Road to Oxford Hill junction needs upgrading & widening to accommodate for safe cycling.		Fig A.3	
4	New parallel crossing facility of Stanton Harcourt Road, preferably raised.	410/10 410/41	Fig A.19	
5	Off-road footpath east of Blakes Avenue PRoW link leading into East Witney SDA. Widen where possible, re-surface and landscape & add lighting.	410/41	Fig A.20	
6	New parallel crossing connecting bridleway at Eton Close) across to Stanton Harcourt Road to proposed new links No.7 & No. 8.		Fig A.8 Fig A.9 Fig A.21	
7	New short pathway across OCC open land to provide link into East Witney SDA. [Possible future connection to PRoW 410/41 running parallel to A40 along south SDA site]			
8	New pathway linking Stanton Harcourt Rd across open land to proposed new second river crossing (see 10). Alignment indicative at this stage.			
9	New pathway linking Manor Rd, Cogges Hill across open land to proposed new second river crossing (see 10). Alignment indicative at this stage.			

Table 2 (cont.) Proposed New Facilities for Walking & Cycling in East Witney

	Proposed Facilities	PRoW	Image Ref. (See Appendix)	
10	A new southern river crossing (across the River Windrush) linking to Farm Mill Lane.	410/15	Fig A.9 Fig A.22	
11	Future direct link from new river crossing (Point 10) to south side of Sainsbury Roundabout and new safe crossing point			
12	New toucan crossing between WIT1(d) site access across Oxford Hill Rd linking to north side shared use footpath, and provide access to bus stop (eastbound services)			
13	New section of shared use path on Oxford Hill Rd, south side, between WIT1(d) and bus stop(s) for westbound services.		Fig A.23	
14	New connection following sections of existing PRoW along the southern edge of East Witney SDA. Link to B4022 & A40 Shared use path.	410/41		
15	New section of shared use pathway on Oxford Hill Rd south side to connect from South Leigh Road to proposed new toucan crossing (No. 11 above).		Fig A.24	
16	Existing quiet road Church Lane link to Oxford Hill. To improve safe cycling connection, propose to drop kerb to pathway leading to raised parallel crossing of Oxford Hill Road.		Fig A.25	
17	Upgraded pedestrian and cycle crossing of Witan Way at roundabout (point 2, fig. 16) to provide direct connection from Church Lane to Langdale Gate access into town centre.	410/12	Fig 17	
18	Langdale Gate should be calmed to enable safe on-street cycling / function as a cycle street or redesigned to include a cycleway			
19	Upgrade current pathway on east side of Witan Way extending from Langdale Gate to Farm Mill Lane to provide sufficient width for both cycling and walking.		Fig 18	
20	A new route from Witney East (see Points, 8,9,10 above and in fig 15) to emerge on Farm Mill Lane will require safe crossing point of Witan Way.		Fig 19	
21	Quiet route into the town centre along Farm Mill Lane needs upgrading (where possible) to function as shared use.		Fig 20	
22	Pedestrian path on west side of Witan Way needs widening to accommodate shared use between Sainsbury rndbt. and Farm Mill Ln.			

4.6 Witan Way and access into Witney Town Centre, Current Situation

Cycling and walking trips between East Witney and Witney Town Centre need to cross Witan Way, a busy distributor road for motor vehicles running east of the town centre. The existing NMU link from East Witney along Church Lane, connects to a current controlled pedestrian crossing point of Witan Way opposite the entrance to Waitrose (point 1, in figure 15) and also at point 3 opposite the Windrush Leisure Centre. A link across Witan Way from Church Lane onto Langdale Gate is provided via an uncontrolled pedestrian crossing point (point 2 & figure 16). There is no current provision designed for cyclists using Church Lane to cross Witan Way.

New parallel / toucan crossing connecting #8 across from Witan Way. This will also include new formalised shared-use path on the eastern side of Witan Way. This will extend south to the Sainsbury's roundabout – joining a similar facility which already exists and also north to connect up with the existing shared use path coming out of the Church Lane river crossing.

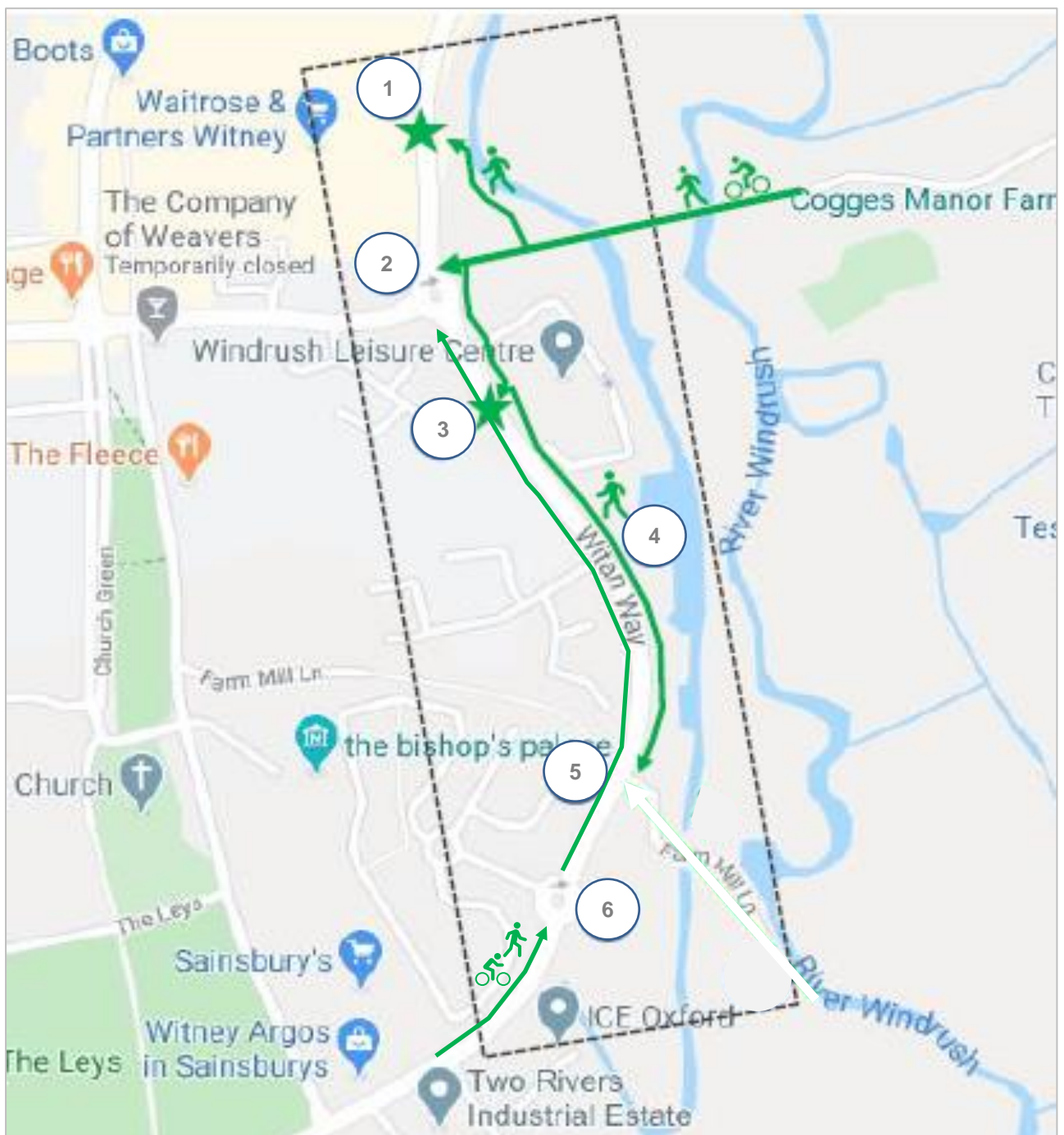


Figure 16 – Current NMU Links from East Witney towards Witney Town Centre



Figure 17 – Witan Way junction at Langdale Gate, looking south



Figure 18 – Witan Way controlled crossing at Windrush Leisure Centre, looking north



Figure 19 – Uncontrolled crossing of Witan Way close to Farm Mill Lane, looking north

An off-road pedestrian link on the east side of Witan Way connects Windrush Leisure Centre south to Farm Lane Road (point 4). Pedestrians along Farm Mill Lane needing to cross Witan Road are required to navigate an uncontrolled crossing point (5) shown in Figures 18 and 19. There are no controlled crossing points and no provision for cyclists at the roundabout access to Sainsbury's.

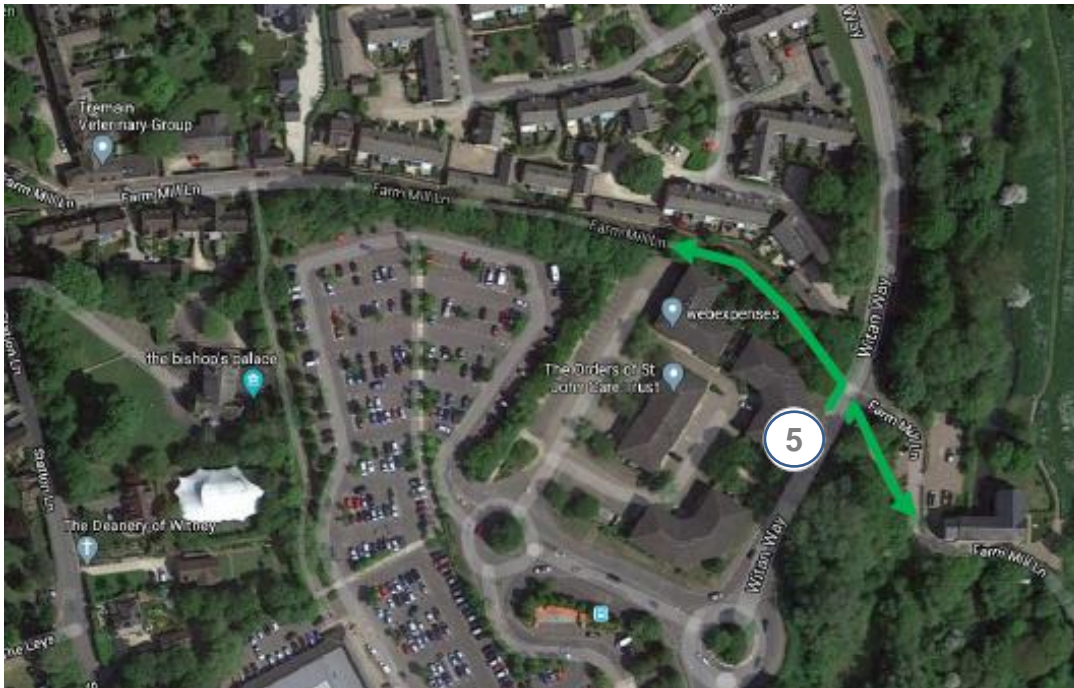


Figure 20 – NMU link on Farm Mill Lane showing direct route into town centre



Figure 21 – Witan Way looking south onto the roundabout access to Sainsburys

4.7 Future Links to Witan Way and Town Centre

Figure 22 maps the links that need to be in place for safe connections by both pedestrians and cyclists. To directly connect Church Lane with Langdale Gate for access into the town centre an upgraded crossing is required at the roundabout (point 2, fig 15). Langdale Gate should be calmed to enable safe on-street cycling or alternatively redesigned to include a cycleway. The current pathway on the east side of Witan Way extending from the roundabout at Langdale Gate to Farm Mill Lane needs to be upgraded into a shared use path of sufficient width for cycling and walking.

A new route from Witney East that emerges on Farm Mill Lane (point 20, fig 22) will require a safe crossing point of Witan Way for both pedestrians and cyclists with a continuous quiet route into the town centre along Farm Mill Lane. The existing shared use pathway along Witan Way from the south, extends up to the Sainsburys roundabout on the north-west side of Witan Way. There will need to be an extension of this shared path up to Farm Mill Lane to complete the network connection (Point 22, Fig 22).

To provide the most direct link from the required new river crossing a new shared pathway through OCC land running to the south of the roundabout on Witan Way at the Sainsburys access is proposed (Point 11, Fig 22). Once built this will divert many walking and cycling trips away from Farm Mill Lane and thereby shorten the route to the industrial & commercial area off Station Lane.

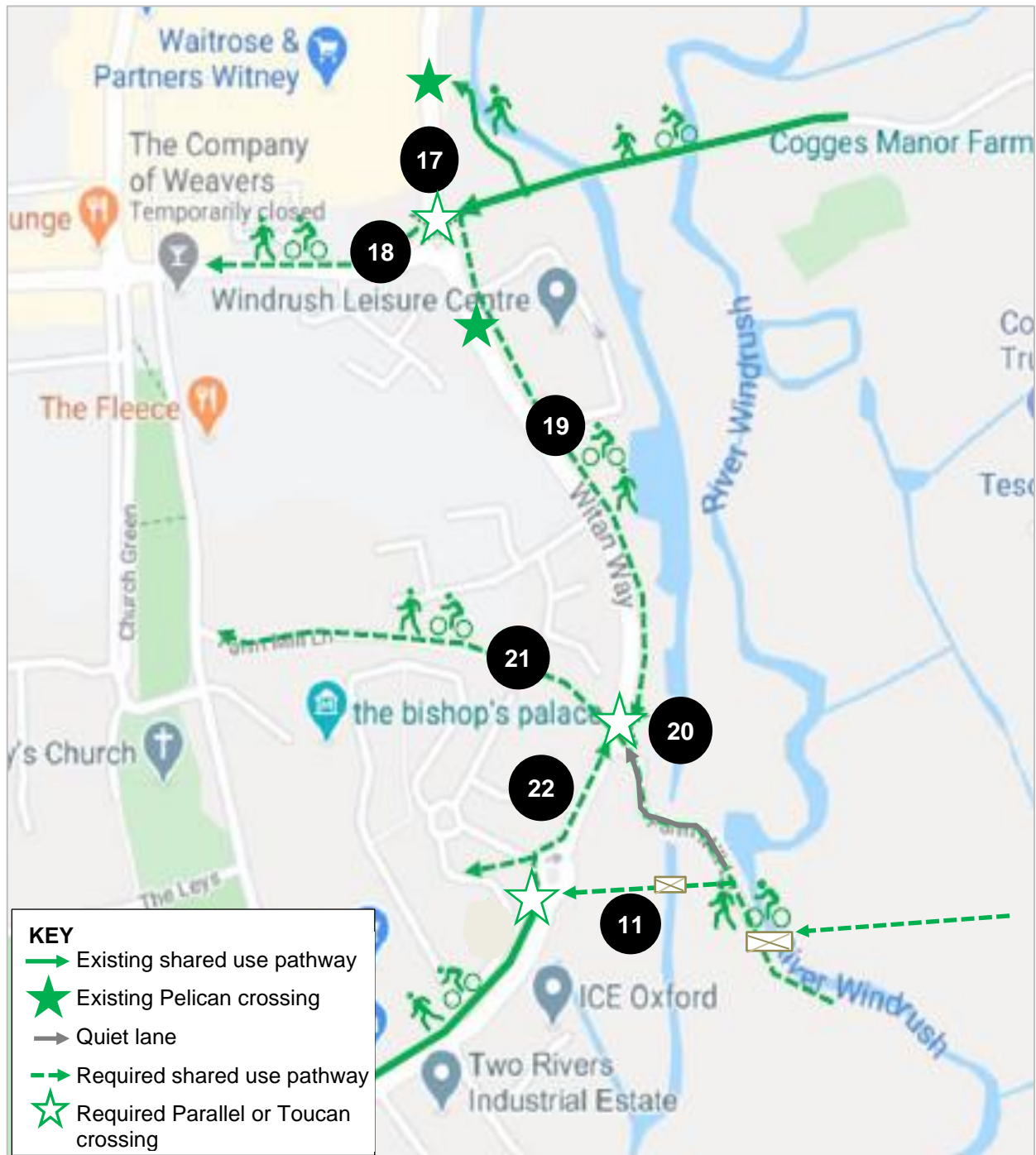


Figure 22 – Future required connections for both pedestrians and cyclists along/across Witan Way providing access into Witney town centre.

5. Conclusion and Way Forward

The provision of a comprehensive cycle network throughout Witney is an essential element to achieving key sustainability goals as reflected in policies 3; 17; 19; 22; 29; 34 of Oxfordshire County Council's LTP4 '*Connecting Oxfordshire*'. Establishing excellent links for active and sustainable travel is also a central requirement for all new development proposals, as reflected in the National Planning Policy Requirement.

There are strong opportunities for the East Witney strategic development site to provide a flagship example throughout West Oxfordshire on how to place sustainable active travel modes at the forefront of any new development proposal and ultimately provide both current and future residents with a real alternative to the private car particularly for local trip-making.

This report describes short-term interventions and improvements that are recommended in order to support and facilitate local trip-making by walking and cycling considering the planned urban development in East Witney. To take this work forward there are details that need to be worked up by the developer's designers and which will require further discussion between local, district and county authorities. Hence the suggested next steps are as follows:

- a) Liaise with relevant stakeholders and the East Witney developer to seek agreement on a future connectivity plan and agreement of the interventions to be brought forward through the development.
- b) The East Witney site developer will need to undertake an audit, specification and outline costing of the range of interventions.
- c) Once this report is finalised it will be added, in conjunction with a similar document for the 'WIT2' North Witney strategic development, as an appendix to Oxfordshire County Council's LTP4 Witney strategy, and eventually will feed into a Local Cycling and Walking Infrastructure Plan (LCWIP) as part of an overall Witney Cycle Strategy.

APPENDIX

A.1 Recorded Cycling Incidents in Witney

As mapped in Figure 10 The table below shows all the recorded accidents involving a cyclist over the last 5 years.

	2014	2015	2016	2017	2018	2019	Total
Slight	8	5	7	7	7	0	1
Serious	0	1	0	4	1	1	7
Fatal	0	0	0	0	1	0	34
Total	8	6	7	11	9	1	42

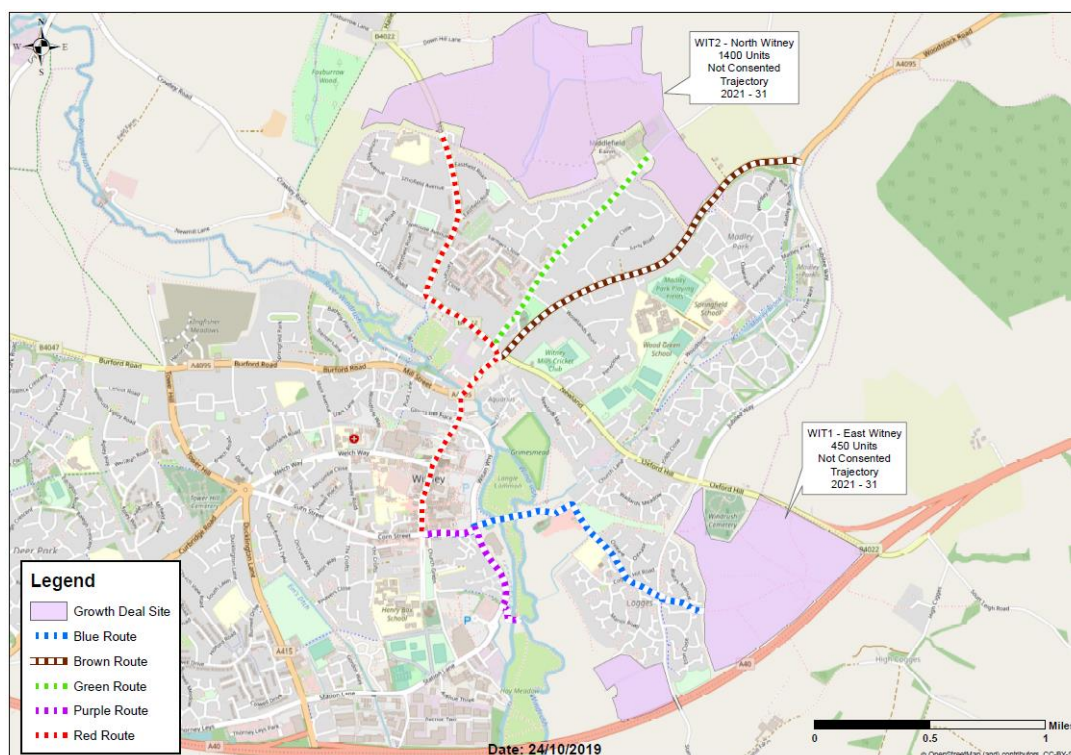
Recorded road traffic accidents involving a cyclist between Jan 2014 – April 2019 (OCC 2019)

Almost all accidents occurred at, or close to, a junction. In particular the following roundabouts show up as accident hotspots:

- Five Ways
- Bridge Street / West End double mini
- Bridge Street / Mill Street mini
- Tower Hill / Burford Road
- Witan Way / Sainsburys
- Thorney Leys / Curbridge Road

A.2 Route Audits (2016)

OCC, WitneyBUG and the Windrush Bike Project teamed up to undertake route audits along the main travel corridors connecting the two SDAs to the town centre. The figure below maps the audited routes; three directly relevant to WIT2 and two representing the main connections between East Witney (WIT1) and the town centre.

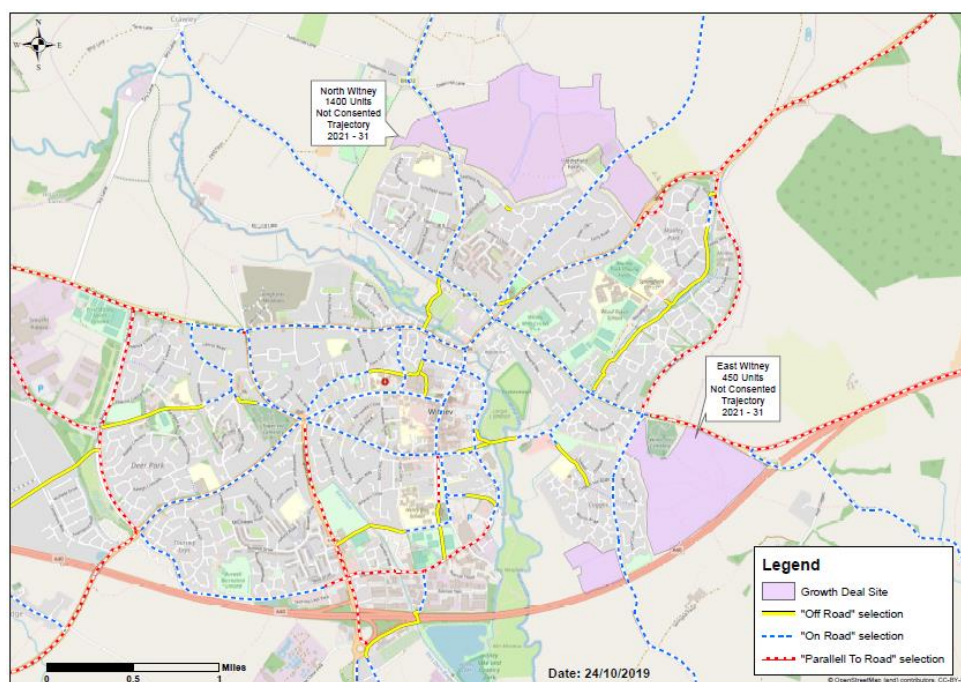


Map showing audited routes in May 2016 undertaken by OCC, Kevin Hickman (WitneyBUG) and Brigitte Hickman (Windrush Bike Project), Oxfordshire County Council, 2019.

The route auditors cycled along these routes recording then drawing up detailed information on existing conditions and potential hazards from a cycling point of view.

A.3 Cycle Infrastructure Evaluation (CIE)

Open Oxfordshire: Cycle Infrastructure Evaluation (CIE) ran for a duration of 6 months between October 2018 and March 2019, conducted by Oxfordshire County Council's Research and Innovation Department (iHUB) and funded by the Open Data Institute (ODI). This evaluation provides a useful reference of current infrastructure elements that affect network connectivity for cycling. However, this assessment does not constitute a formal OCC road safety audit.



CIE data extract showing the differing types of facilities audited.

Identified hazards and challenging junctions for cyclists along the network were detailed onto an OpenStreetMap spatial layer. Figure 11 in this report shows a summary map. The full CIE interactive map, can be found at:

<https://oxfordshire.maps.arcgis.com/apps/MapJournal/index.html?appid=d25511cb32f74f4db32602fe5458c1e1>

The tables below show 39 recorded hazards throughout the network, the most common being “narrowings” which can range from street geometry or simply unmaintained hedges restricting the width of the highway or pavement. There were eight junctions classified as being “unsafe”, for cyclists currently, mostly related to roundabouts. The table below highlights the respective location of each of these six roundabouts that require closer inspection.

	Type	#	Issue	# of Issues	
Combined Unique Values (Excluding duplicates)	Hazard	39	Barrier Types	1	
			Bus Stops	1	
			Lamp Posts and Poles	1	
			Narrowings	30	
				Traffic Calming	6
	Unsafe Junction	8	Roundabout	6	
			Traffic Signals	2	

CIE data extract showing the number of recorded hazards & directly relevant to connecting the SDAs to the town centre

Ref	Type of Issue	Hazard Type	Roundabout Location
405	Unsafe Junction	Roundabout	<i>Hailey Road/ West End/ Aldridge Corner/ Crawley Road</i>
1605	Unsafe Junction	Roundabout	<i>Mill Street/ Bridge Street/ High Street</i>
1606	Unsafe Junction	Roundabout	<i>Double Mini Rounabout (1 - Woodgreen Side) Woodgreen Hill/ Newland or straight over for Bridge Street/ West End.</i>
1607	Unsafe Junction	Roundabout	<i>Double Mini Rounabout (2 - Bridge Street Side) Bridge Street/ West End or straight over for Woodgreen Hill/ Newland</i>
1608	Unsafe Junction	Roundabout	<i>Welch Way High Street Roundabout</i>
1609	Unsafe Junction	Roundabout	<i>High Street/ Langdale Gate/ Church Green/ Corn Street</i>

CIE data extract showing the breakdown of the junctions labelled as unsafe for cyclists

The two remaining junctions listed as being unsafe due to traffic signal issues were the Oxford Hill/ Jubilee Way/ Cogges Hill Road junction and High Street/ Gloucester Place/ Witan Way Roundabout. These were viewed as being unsafe due to an “absent right turn phases” for Gloucester Place in addition the advanced stop line for eastbound Oxford Hill traffic at the junction was viewed as only offering an unpleasantly short green phase for cyclists attempting to gain a head start up the hill – particularly for less experienced cyclists.

A.4 East Witney Cycle Routes Improvement Photos



Figure A. 1 – View west across Oxlease Park showing RoW route 410/11



Figure A. 2 – Crossing over Cogges Hill Road (connecting RoW route 410/11 & 410/7)



Figure A. 3 – Cogges Hill Road looking south (Google street view, 2019)

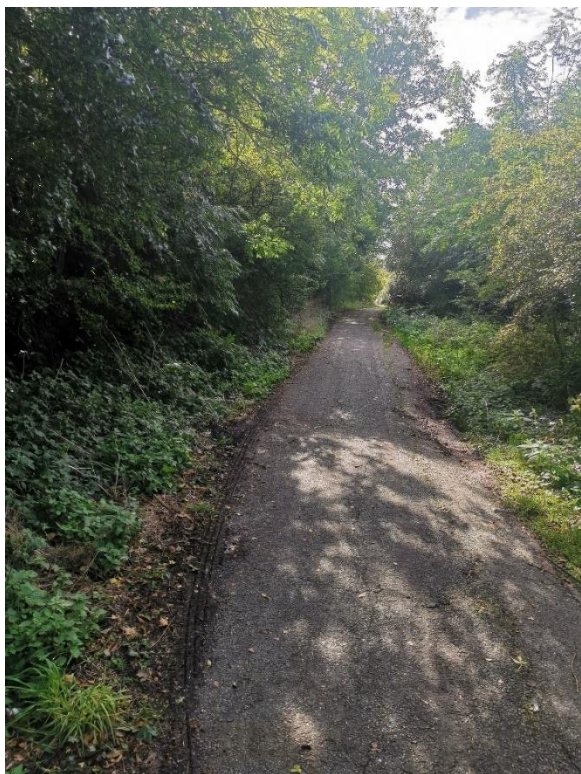


Figure A. 4 – RoW route 410/35



Figure A. 5 – RoW 410/10 Crossing at Stanton Harcourt Road; continues as RoW route 410/41



Figure A. 6 – RoW route 410/10



Figure A. 7- Barriers at Blakes Avenue crossing on RoW route 410/41



Figure A. 8 – Stanton Harcourt Road looking south (Google street view,2019)



Figure A. 9– View from Stanton Harcourt Road looking west into the proposed development site and route of proposed Link B



Figure A. 10 – Existing facilities “1” (looking west at RoW 410/12)



Figure A. 11 – Existing facilities “4” (looking north towards RoW 410/4 from Oxford Hill)



Figure A. 12 – Existing facilities “4” (looking south at RoW 410/4 from Woodbank)



Figure A.13 – Existing facilities “5” (looking north along Jubilee Way at the shared use cycleway)



Figure A. 14 – Existing facilities “6” (looking northwest along Harvest Way)



Figure A. 15– Existing facilities “7” (looking east along Oxford Hill at the shared use cycleway)



Figure A. 16 – Existing facilities “8” (looking northeast along the A40 slip road at the shared use cycleway)



Figure A. 17 – Proposed facilities “1” (looking southeast at RoW 410/34)



Figure A. 18 – Proposed facilities “1” (looking northwest at RoW 410/34)



Figure A. 19 – Proposed facilities “4” (crossing point between RoW 410/10 & 410/41 looking north; on Stanton Harcourt Road)



Figure A. 20 – Proposed facilities “5” (looking east from Blakes Avenue at RoW 410/41)



Figure A. 21 – Proposed facilities “6” (looking south on Stanton Harcourt Road)



Figure A. 22 – Proposed facilities “6” (looking southeast at RoW 410/41 from Stanton Harcourt Road)



Figure A. 23 – Proposed facilities “12” (looking northwest on Oxford Hill at the shared use cycleway on the north side)



Figure A. 24 – Proposed facilities “13” (looking southeast along the B4022 at the shared use narrow path on the south side)



Figure A. 25 – Proposed Improvement 14 (looking south at the entrance to Church Lane). Potential to drop kerbs at mouth of junction to Oxford Hill (B4022).