

# **Oxfordshire County Council Infrastructure Locality Team and Traffic & Road Safety Team Update to Witney TAC**

**September 2021**

## **1. Infrastructure Locality Team Update – contact Odele Parsons/Kim Sutherland**

### **1.1 Witney Active Travel scheme**

The implementation of the Witney Active Travel scheme is now nearing completion, with the lining and 20mph limit signage being implemented over the last week or so.

The main outstanding item is the proposal to convert the wide footway at the western end of Corn Street on the southern side approaching the roundabout to shared space. This is because there is insufficient space on the carriageway for two advisory cycle lanes. Any objections received to the recent consultation will be reported to Cabinet Member Decisions for Highways Management on Thursday 14 October.

The engineers are also working on a number of snagging issues identified following on site checks, which we hope to quickly remedy.

Once complete, a Stage 3 Road Safety audit will be conducted.

New monitoring sensors have been installed and will be used to monitor volumes of pedestrians and cyclists.

### **1.2 Windrush Bike Project Barriers Report**

A brief has been written based on the report produced by Windrush Bike Project and an officer site visit. This will be passed onto the traffic and road safety team who have identified some budget through their Road Safety and Accessibility Fund to contribute to delivering this work. They will assess what needs doing against the budget they have and suggest actions to be prioritised.

### **1.3 Windrush Place S106 West Witney**

Engineers have now reviewed and provided high level costs for the different walking and cycling schemes proposed to connect Windrush Place to other key areas of Witney. As expected, the cost estimates exceed the available budget of £280,000 from developer funding S106. Officers will review and prioritise the scheme list for local member approval, before proceeding with the design stage.

#### **1.4 Witney Local Cycling and Walking Infrastructure Plan (LCWIP)**

The first steering group for the Witney LCWIP has been held (10/09/2021). The purpose of this group is to guide the development of the LCWIP and provide local and expert knowledge to the project. The governance, programme, geographic scope and evidence base were discussed at this meeting. OCC officers are currently updating the geographic scope from this meeting and will send out to steering group members for final agreement once this is completed. Officers also continue to build the evidence base and will shortly be arranging the next steering group meeting.

Progress will be reported to TAC, however, if there are members of TAC who would like to join the LCWIP steering group please contact [odele.parsons@oxfordshire.gov.uk](mailto:odele.parsons@oxfordshire.gov.uk) and we will add you to the list.

OCC were recently awarded Capability Funding of £236,000, from the Department for Transport, some of which will go towards funding new resource to develop the LCWIPs including Witney.

#### **1.5 A40/B4022 Shores Green, Access to Witney**

A report "Access to Witney Engagement report June 2021" has been published summarising the responses from the optioneering and feasibility design consultation held in May 2021. These responses will inform the preliminary design phase which has now commenced.

In July 2021 Cabinet approved in principle the use of compulsory purchase order (CPO) powers to acquire the land required for the scheme, and also approved the preferred option.

Planning application submission is likely early in 2022, as part of an overall programme to reach scheme completion by the end of 2023.

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

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

#### **1.6 High Street, Witney**

OCC have submitted a bid to the Department for Transport's Active Travel Tranche 3 fund. OCC's bid is for around £20 million covering 27 schemes. One of these schemes is a £1.9m bid to make the temporary traffic regulation order at Witney High Street and Market Square permanent and conduct public realm and street scene enhancements to reflect the reduction in traffic and reflect the priority for walking, cycling and public transport uses. The Department for Transport are likely to announce funding awards later in the autumn.

## **1.7 West End**

In response to the letter to Cllr Prosser from a resident at Newland we fully understand the issues they describe at West End, and across the wider area, with regard to increased accidents, queuing traffic, speeding traffic and difficulty for pedestrians to cross the road safely. Whilst the medium to long term Witney area transport strategy is seeking to reduce these travel impacts, we acknowledge the improvements, such as the proposed West End Link 2 bridge and prioritising public transport, cycling and walking at Bridge Street are unfunded and therefore not yet confirmed for delivery.

In reviewing the accident data for West End, there has been 10 incidents in the last 10 years. Of these 1 in 2012 involved pedestrians, 1 in 2017 involved a cyclist, 1 in 2018 involved a cyclist. The other 7 incidents involved cars or light goods vehicles. There is no particular pattern to these incidents, although there is a cluster at the West End/ Crawley Road/ Hailey Road roundabout.

The lower cost measures identified by the resident are likely to be able to be pursued in the short-medium term. The Council is pursuing 20mph speed limits on all residential roads starting with a number of trials across Oxfordshire. Witney town centre has already received a 20 mph speed limit as part of the 2021 active travel scheme. It is therefore likely that if the initial trials are favourable, the 20 mph speed limits will be rolled out across Oxfordshire more widely. Initially, these are being pursued without traffic calming measures such as speed bumps, to see if drivers' behaviour alone will reduce speeds in the areas.

Additionally, a Local Cycling and Walking Infrastructure Plan (LCWIP) is in the early stages of development for Witney. This will consider new walking infrastructure such as pedestrian crossings, we will add the request for a crossing at West End near the Elm Tree pub to the list of potential schemes.

The LCWIP could also consider the benefits to walking of:

- A raised pavement at the entrance to West End Industrial Estate – assuming this proposed is to make it more obvious that pedestrians have priority, and that it is a private access and not a road.
- Giveways to reduce traffic to single file where West End narrows near the Woodgreen end - assuming this proposed is to make it easier to cross the road, this would need considerable consideration as this type of shuttle-working can make queueing and congestion worse.

## **1.8 Emerging Local Transport and Connectivity Plan (LTCP)**

A draft of the LTCP will be presented to OCC Cabinet on 19 October 2021 to seek agreement of the LTCP document and supporting strategies for public consultation.

This is the main over-arching policy document and does not yet include the area transport strategies. These will be developed over the coming year.

### **1.9 LOW TRAFFIC NEIGHBOURHOOD (LTN) - BURWELL MEADOW**

The first step to identifying if an LTN is appropriate for an area is to understand the level of through traffic. In the case of Burwell Meadow, a decision will need to be taken about the definition of through traffic. One definition could be traffic that traverses Burwell Meadow without stopping, or this could be taken wider, in that Burwell Meadow acts as an access route for the wider Burwell Drive area, so through traffic could be anything that traverses Burwell Drive and/or Burwell Meadow without stopping.

Once defined, an Automatic Number Plate Recognition survey can be designed to capture vehicle number plates coming into and out of the study area. The data is time stamped and the journey time of each vehicle which matches on at least two cameras, is analysed to determine if the vehicle is likely to have stopped within the study area. If a vehicle did dwell in the area it can be considered to have legitimate reason for being there. If a vehicle did not stop e.g., between entering Burwell Drive at Curbridge Road and exiting Burwell Meadow at Thorney Leys, this vehicle had no business in the area and could have chosen a different route.

If the level of through routing is particularly high, then an LTN may be appropriate to reduce this. However, there would be implications for residents and businesses in the Burwell area as they would have their route options by motorised vehicle reduced.

OCC do not currently fund surveys for speculative LTN requests. However, town councils or other bodies could fund the surveys which OCC officers can assist in arranging.

### **1.10 Public Transport via Centenary Way at Windrush Place**

Discussions are continuing to take place between OCC, Stagecoach and the developer consortium with a view to making the road surface suitable for bus operation in the near future.

### **1.11 Burford Experimental Weight Restriction**

A review of the Burford experimental traffic regulation order for a 7.5t weight restriction will be taken to Cabinet Member Decisions for Travel and Development Strategy on Wednesday 5 January 2022.

We recommend any further written representations are submitted no later than 6 weeks before. Please contact OCC democratic services if you wish to present your views at the meeting.

## 2. Traffic & Road Safety Team Report – contact Mike Wasley/James Wright

### 2.1 Upcoming work

Name	Road Name	Description of Works	Delivery *
Carriageway Improvement	Woodstock Road	Minor Patching	Completed
Carriageway Improvement	Moor Ave-Dark Ln	Minor Patching	Completed
Carriageway Improvement	Pens Close	Patching/Resurfacing	Completed
Carriageway Improvement	Corn Street	Structural Patching/Resurfacing	Starts on 21/10/21
Carriageway Improvement	Valance Crescent	Micro Asphalt	11 <sup>th</sup> to 13 <sup>th</sup> of Oct
Carriageway Improvement	Moorland Ave	Micro Asphalt	12 <sup>th</sup> – 14 <sup>th</sup> of Oct
Carriageway Improvement	Woodgreen/Narrow Hill	Micro Asphalt	13 <sup>th</sup> – 21st of Oct
Footway Improvements	Burwell Drive – Curbridge Rd – Burwell Meadow	Footway Slurry	Deferred due to this year's budget
Carriageway Improvement	Woodford Way	Surface Dressing	Completed
Carriageway Improvement	Burford Road	Surface Dressing	Completed
Drainage Improvements	A40 Witney Bypass from Ducklington Lane	Drainage Improvements	Ongoing will continue in 21/22

### 2.2 Lining

The lining programme has now been completed for this year and we are now putting together next year's programme, if there are any specific sites that our feel need refreshing then your input would be appreciated.