

Witney Active Travel Infrastructure Plan

Beyond 2020. (July 2020)

Items on the Infrastructure Plan are thematic but not prioritised or ordered further in this document.

"We recognise this moment for what it is: a once in a generation opportunity to **deliver a lasting transformative change** in how we make short journeys in our towns and cities. According to the National Travel Survey, in 2017-18 over 40% of urban journeys were under 2 miles – perfectly suited to walking and cycling.

Active travel is affordable, delivers significant health benefits, has been shown to improve wellbeing, mitigates congestion, improves air quality and has no carbon emissions at the point of use. Towns and cities based around active travel will have happier and healthier citizens as well as lasting local economic benefits.

The government therefore expects local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians. Such changes will help embed altered behaviours and demonstrate the positive effects of active travel. I'm pleased to see that many authorities have already begun to do this, and I urge you all to consider how you can begin to make use of the tools in this guidance, to make sure you do what is necessary to ensure transport networks support recovery from the COVID-19 emergency and provide a lasting legacy of greener, safer transport'.

Secretary of State for Transport 9 May 2020

Measure	Witney Active Travel Infrastructure	Suggested Action/Witney Streets	Comment
Routes	Improvements to Witney's existing network of cyclable routes.	High Street and Bridge Street between the two roundabouts, to create space for cycles alongside cars.	
		Bridge Street from Mill Street to Newlands.	
		Making one way streets contraflow for cyclists	
		Temporary or Experimental cycle lane from Windrush Place to the roundabout, leaving the shared pavement for pedestrians. The bridleway from Windrush Place is listed below.	
		Temporary or Experimental cycle lane along Thorney Leys road.	
		Common path through Jacobs Mill is too narrow for effective social distancing Bridge should also be replaced with a wider one. There is a muddy footpath to the pedestrian crossing at Hyde Meadow View. Resurface to reduce pressure on Jacobs Mill route. River crossing could also be upgraded to level and sufficiently wide enough to enable cycling.	
		Path at back of The Dairy is too narrow in places for social distancing. Consider improving surface by old Boxing Club and cutting back vegetation to improve viable alternative route.	
		Cycle lane on the road at Langdale Gate to connect the Langel Common route to the town centre.	
		Reopen access to the town centre through Unterhaching Park because Puck Lane is narrow and has high walls, unsuitable for social distancing.	
		Make the Common path at Hailey Road Roundabout cyclable for the first 30 metres, before widening across the meadow. The adjoining road is private and denies public access.	
		Residents at Windrush Place (near Curbridge) urgently need the bridleway through their estate to Deer Park road surfacing. It is impassable for all but recreational mountainbiking. This is also part of an off-road route for commuters from Carterton.	

Safety	<p>Traffic reduction measures to improve road safety and air quality for people travelling on foot, by pedal bike, by mobility scooter, in wheelchairs, in pushchairs. (May include introducing pedestrian and cycle zones: restricting access for motor vehicles at certain times (or at all times) to specific streets, or networks of streets, particularly town centres and high streets.)</p>	<p>Improve the pedestrian/cycle surface from Newland to Wood Green School, including Public Right of Way running from Madley Park to Wood Green School entrance on the Woodstock Road. Install removeable bollard by Wood Green School to prevent vehicular access which is dangerous for pedestrians (except for service vehicles). This is on 'agenda' but ownership needs to be established.</p> <p>Create one way system (apart from Buses) to allow motor vehicles to migrate to the centre of road spaces and free up the camber either side. Again reducing convenience to traverse town, whilst retaining access and parking on the 'outskirts'. NB this would be a preferred global option which could have such an impact as to negate/reduce the need for other measures.</p> <p>Suspending parking bays on: - High Street at the Market Square (except for taxi rank and disabled)</p> <p>Consider pedestrianising town centre (or just 'snips' of road so not 'easy access' thoroughfares) either at certain times/days or at all times. From Welch way roundabout up to Corn Street, for example and/or Nuffield health centre to traffic lights. Only permit disabled/delivery/emergency access. Consider taxi access too or 'call' in points from town outskirts</p> <p>Carry out Air Quality Impact Assessments to establish if results in increased fumes from standing traffic</p>	
Cycle Parking	<p>Providing additional cycle parking facilities at key locations, such as outside stations and in high streets, to accommodate an increase in cycling, for example by repurposing parking bays to accommodate cycle racks.</p>	<p>Cycle racks will be needed at the Bridge Street end. The last ones are at the junction of High Street and Welch Way.</p> <p>Behind the Methodist Church (they are open to this - this almost a scheme to be brought forward, as it was being planned by Suzanne Bartington and/or Laura Price)</p> <p>Cycle racks needed at bus stops inbound to town</p> <p>Cycle racks needed for shops on Corn Street</p> <p>Cycle racks needed at Deer Park shops</p> <p>Cycle racks needed at Fettiplace Road shops</p> <p>Cycle racks needed at Sainsbury's</p> <p>Cycle racks near all parks and sports facilities</p> <p>Cycle racks needed for shops at the Bridge St end of High St.</p> <p>Cycle racks needed at cemeteries</p> <p>Cycle racks needed at Lidl and Mc Donald's</p> <p>Cycle racks needed at the Parish Church, St Mary's</p> <p>Cycle racks needed at the church end of The Leys</p>	
Policy Considerations	<p>Introducing pedestrian and cycle zones: restricting access for motor vehicles at certain times (or at all times) to specific streets, or networks of streets, particularly town centres and high streets. This will enable active travel but also social distancing in places where people are likely to gather.</p>	<p>Consider making provision of cycle racks a requirement for employers with more than a certain number of employees if they have their own parking facilities</p>	

	Identifying and bringing forward permanent schemes already planned, for example under Local Cycling and Walking Infrastructure Plans, and that can be constructed relatively quickly.	LCWIP for Witney in conjunction with OCC and WODC	
Pump		Install a fixed community bike pump (like in Oxford). Town centre - on the Welch Way/High Street corner near Halifax/St Andrew's Bookshop. Additional sites are Langel Common and Burwell Drive.	
Junction Redesign	'Whole-route' approaches to create corridors for buses, cycles and access only on key routes into town and city centres.	Crossing needed on Newlands at the entrance to King George's Field to link the path from Langel to the onwards path to Wood Green School and to facilitate travel between Cogges/Langel and Wood Green/Farmers Close/New Yatt Road locations because the crossing at the Old Dairy does not facilitate this.	
		Create one way system (apart from Buses) to allow motor vehicles to migrate to the centre of road spaces and free up the camber either side. Again reducing convenience to traverse town, whilst retaining access and parking on the 'outskirts'. NB this would be a preferred global option which could have such an impact as to negate/reduce the need for other measures (subject to 5C)	
		Widening pedestrian refuge at: - the exit of Langel common to Witan Way	
		The double-roundabout at West End/Newlands/Woodstock Road/Bridge St feels one of the most dangerous places for pedestrians crossing, for bus users alighting, for cyclists on the road, for using the narrow pavement. A professional view of what can be done here would be enormously helpful. One idea is creation of a foot/cycle path between Newlands and the Bridge St spur behind Newlands to cut the corner - but would need to speak to property owners - and /or better facilitating movement/crossing in near vicinity eg Wood Green/Woodstock Road to provide attractive alternative routes	
		Inclusion of cycle friendly advanced stop line at traffic lights Woodford Way to Welch Way.	
		Corn Street needs space creating for cyclists (and is a heavy bus route). Would it work as one-way to motor vehicles? What are the options?	bus gate proposed by Highways at OCC
		Tower Hill needs space creating for cyclists - consider the parallel route, Woodford Way. Could one (Tower Hill) be closed to motor vehicles except for access and buses?. NB the third parallel road, Moor Avenue, has Tower Hill School on it - school street measures	
		Consult with WODC to obtain plans for pedestrian/cycling routes as part of recent developments	

20 mph	<p>Reducing speed limits: 20mph speed limits are being more widely adopted as an appropriate speed limit for residential roads, and many through streets in built-up areas. 20mph limits alone will not be sufficient to meet the needs of active travel, but in association with other measures, reducing the speed limit can provide a more attractive and safer environment for walking and cycling.</p>	<p>20 mph blanket from all urban approaches to the town i.e. Cogges Hill Road, Woodstock Road, Burford Road at West Witney Sports and Social Club, Deer Park Road, Curbridge, Ducklington entrances into the town, to encompass all routes between residential estates and the town centre. A blanket 20 mph limit is easy to understand, advertise and provide signs for.</p>
School Streets	<p>Encouraging walking and cycling to school, for example through the introduction of more 'school streets'. Pioneered in London, these are areas around schools where motor traffic is restricted at pick-up and drop off times, during term-time. They can be effective in encouraging more walking and cycling, particularly where good facilities exist on routes to the school and where the parents, children and school are involved as part of the scheme development.</p>	<p>School streets at all Witney's primary and secondary schools.</p> <p>Henry Box (high school) on Church Green: suspension of parking on Church Green at school movement times/reallocate spaces so school approach and approach from West is clearer and safer</p> <p>Consider across Holloway Road, for example, and other residential roads in Witney where they could be easily facilitated at set times of the day/or set days. Play streets for areas with a high concentration of young children</p>