

Delegated Decisions by Cabinet Member for Transport Management

Thursday, 24 April 2025

ADDENDA

- 4. Chipping Norton Local Cycling and Walking Plan (LCWIP)** (Pages 1 - 52)

Cycling Audit Report attached.

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Chipping Norton Local Cycling and Walking Infrastructure Plan

Appendix B: Cycling Audit Report

March 2025

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**OXFORDSHIRE
COUNTY COUNCIL**

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Introduction

Cycle audits were carried out in Chipping Norton to assess the current condition of cycle routes in Chipping Norton, to assign a score to sections of routes and to identify improvements.

This report sets out the findings from the cycling audits undertaken. The findings have been set out alongside photos for the primary and secondary routes as identified in Figure 5 of the LCWIP.

The site visit was undertaken on 22 July 2024, the details for each site visit and attendees are set out in Table 1.

Table 1: Cycling audit details

Areas Covered	Cycling Team
Area 1 - West Chipping Norton	2x OCC officers Chipping Norton resident
Area 2 – South Chipping Norton	2x OCC officers Chipping Norton resident
Area 3 – Town centre	OCC officer Chipping Norton resident
Area 4 – East Chipping Norton	OCC officer Chipping Norton resident

The cycling audits were undertaken along each of the primary, secondary and link roads as well as main cycle connections to neighbouring villages including Salford, and Over Norton. Figure 1 shows the extents of the cycle audits.

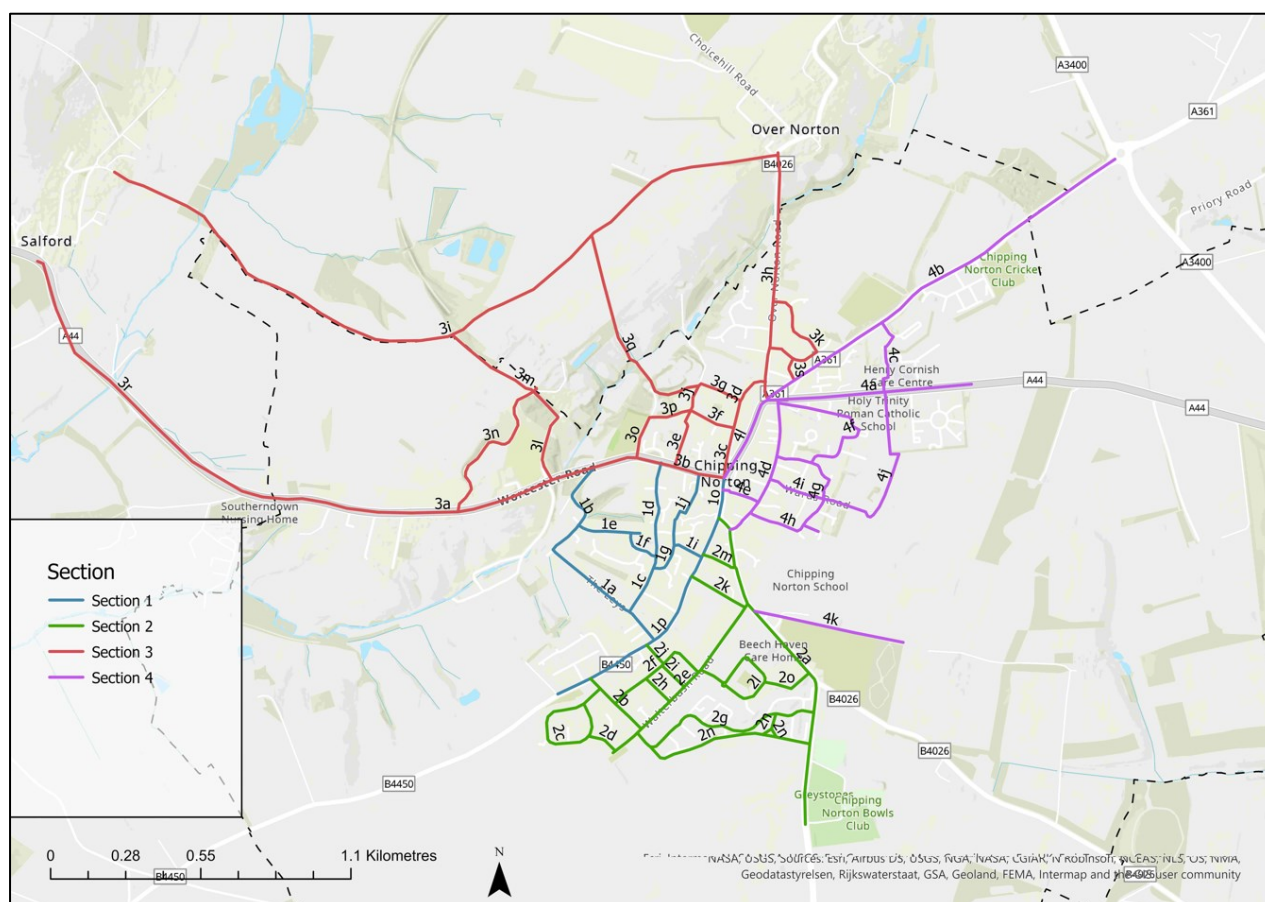


Figure 1: Scope of cycling audits

Findings

Figure 2 indicates the location of constraints identified from the site visits. The following pages give a more detailed breakdown of findings along each of the main primary and secondary routes audited with associated photos.

The site visits helped identify constraints and opportunities including:

- Existing barriers for active travel users
- Incorrect or misleading signage / wayfinding
- Missing or inconsistent infrastructure e.g. no dropped kerbs, tactile paving
- Narrow footways / shared use footway / cycleways
- Poor / uneven surfacing

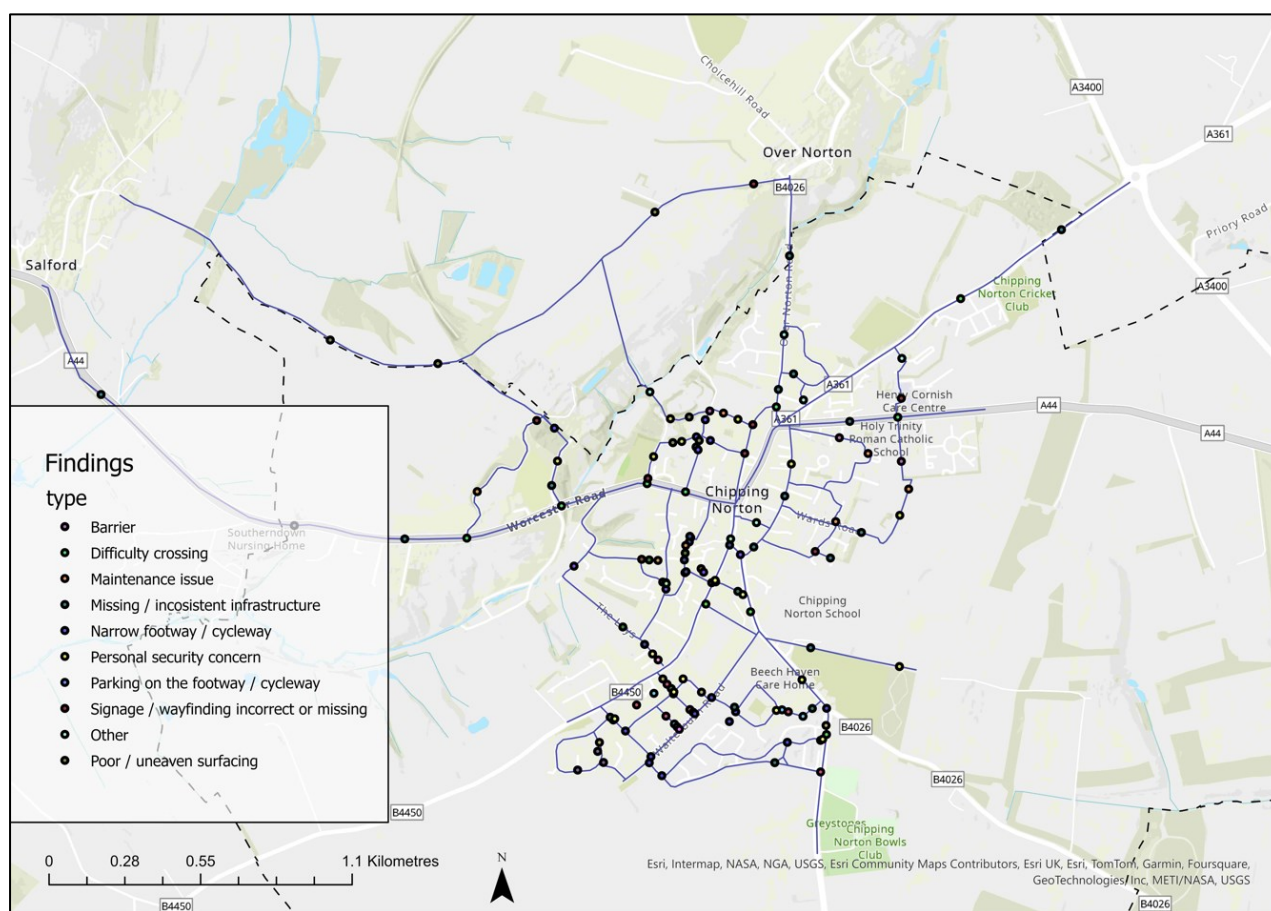


Figure 2: Location of constraints identified from the site visits

Route Selection Tool (RST)

The Route Selection Tool (RST), a Department for Transport (DfT) assessment tool, is used to assess existing infrastructure against the five core design outcomes for cycling: directness, gradient, safety, connectivity and comfort. The results of the RST are shown for each link in the following pages of this report.

Table 2: Route Selection tool criteria and scoring

RST Criteria	Scoring Range Green	Scoring Range Amber	Scoring Range Red
Directness	4 – 5 (Green)	2 – 3 (Amber)	0 – 1 (Red)
Gradient	4 – 5 (Green)	2 – 3 (Amber)	0 – 1 (Red)
Safety	4 – 5 (Green)	2 – 3 (Amber)	0 – 1 (Red)
Connectivity	4 – 5 (Green)	2 – 3 (Amber)	0 – 1 (Red)
Comfort	4 – 5 (Green)	2 – 3 (Amber)	0 – 1 (Red)

Link 1a – 1b – The Leys / Station Road**Route Description**

The Leys / Station Road between Churchill Road and A44 Worcester Road are two-way single carriageway roads subject to a 20mph speed restriction. There are no designated cycling facilities on this link. The steep gradient and poor-quality road surface will also be a barrier to some people cycling. There is a motorised vehicle width restriction on the Leys (6"6) and the southernmost extent of the road, approaching the Churchill Road junction, is narrow with no footways on either side and cars parking on road, forcing people cycling to give-and-take with oncoming traffic.

Route Selection Tool (RST)

1a – 1b	Directness (Green)	Gradient (Red)	Safety (Yellow)	Connectivity (Green)	Comfort (Red)
15	5	0	3.45	5	1

Findings

- Poor surfacing and a steep gradient on link 1a (The Leys) cause this link to be particularly unsafe and uncomfortable for people cycling
- Obstacles in the carriageway (rubbish bins) and informal on-street parking on either side of the road. People also observed walking on the carriageway
- HGVs typically turn onto Station Road, which could pose a danger to for people on the carriageway
- Narrow carriageway at the far southernmost extent nearing Churchill Road junction
- Opportunity for resurfacing to improve cycle safety and comfort
- Opportunity for formalised parking bays, particularly towards the southern end of the Leys
- Road markings at the junction with Cross Leys should be relined



Figure 3 (top left) - Section of poor surfacing and steep gradient on The Leys

Figure 4 (top right) - Narrow section of The Leys immediately following the Churchill Road junction



Figure 5 - HGV turning off Station Road into industrial site

Link 1c – 1d – Cross Leys / Dunstan Avenue**Route Description**

Cross Leys / Dunstan Avenue between The Leys and A44 Worcester Road are two-way single carriageway roads and are subject to speed restrictions of 20mph. There are no designated cycling facilities on this link. A northern section of Dunstan Avenue has recently been resurfaced, leading to generally positive comfort levels. There is a width restriction of 6"6 on Dunstan Avenue.

Route Selection Tool (RST)

1c – 1d	Directness (Green) 5	Gradient (Green) 4	Safety (Green) 4	Connectivity (Green) 5	Comfort (Green) 4
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Findings

- On-street parking at points may cause conflict with oncoming vehicles



Figure 6 -On-street parking on either side of the road

Link 1e – 1f – Lewis Road / Cross Leys**Route Description**

Lewis Road and Cross Leys between Station Road and Dunstan Avenue are two-way single carriageway roads, subject to speed restrictions of 20mph. There are no designated cycling facilities on this link. A footpath with a set of steps runs between Lewis Road and Dunstan Avenue. The steep gradient on 1e (Lewis Road) may be a deterrent to cycling for some.

Route Selection Tool (RST)

1e – 1f	Directness (Green) 5	Gradient (Red) 0	Safety (Green) 4	Connectivity (Green) 5	Comfort (Green) 4
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Findings

- Poor surfacing - Opportunity for resurfacing to improve cycle safety and comfort
- Steep gradient at Cross Leys / Dunstan Avenue junction
- Steps at the easternmost extent of Lewis Road prevent quick cycle access to Dunstan Avenue
- Potential for improved wayfinding at the steps to show alternative route
- No road markings (give way lines) at Cross Leys / Dunstan Avenue junction
- Potential to narrow the Cross Leys / Dunstan Avenue junction corner radii



Figure 7 (left) Steps to Dunstan Avenue at the easternmost extent of Lewis Road

Figure 8 (right) - Cross Leys / Dunstan Avenue junction

Link 1g, 1j – William Bliss Avenue / New Street Car Park**Route Description**

This link between Cross Leys and A44 New Street begins in the south as a two-way single carriageway road (subject to a speed restriction of 20mph) before becoming a footpath and then a car park. There are no designated cycling facilities on this link, but the footpath between William Bliss Avenue and New Street Car Park could potentially be used by people cycling.

Route Selection Tool (RST)

1g, 1j	Directness (Green) 5	Gradient (Amber) 3	Safety (Green) 4	Connectivity (Green) 5	Comfort (Amber) 3.81
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Findings

- Opportunity for resurfacing to improve cycle safety and comfort
- Chicanes are located at the northern access of the footpath, preventing people cycling from coming at high speeds from the car park but also potentially restricting access for mobility aids or non-standard cycles
- No dropped kerb leading to the footpath from the south
- Opportunity for better wayfinding as path to Withers Way was difficult to find from New Street Car Park
- No painted walking / cycling route in the car park and some faded road markings could be improved with relining
- No formalised cycle parking in New Street Car Park



Figure 9 (top left) – Entrance to path to New Street Car Park from Withers Way / William Bliss Avenue



Figure 10 (top right) – Path to New Street Car Park



Figure 11 (bottom left) - New Street Car Park (People cycling merging with traffic at pinch point)



Figure 12 (bottom right) – Opportunity for improved wayfinding and relining

Link 1i – Withers Way**Route Description**

This link between William Bliss Avenue and the B4450 West Street begins as a two-way single carriageway road (subject to a speed restriction of 30mph), before becoming an unlisted footpath and then a Bridleway (PRoW 166/26/10). The steep gradient is also a restriction to some less experienced people cycling

Route Selection Tool (RST)

1i	Directness (Green) 5	Gradient (Red) 0.78	Safety (Green) 4.93	Connectivity (Green) 5	Comfort (Amber) 2.83
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Findings

- No dropped kerb leading to the footpath from the south (William Bliss Avenue)
- Poor wayfinding at both ends of the pathway / bridleway. Also, unclear that people cycling can legally access the bridleway (cycle marking / signage on Withers Way and B4450 West Street would improve this)
- The entrance to the footpath from Withers Way is poorly lit and has limited passive surveillance



Figure 13 (left)- Entrance of footpath from Withers Way



Figure 14 (right) - Bridleway entrance from B4450

Link 1o - 1p - B4450 (Churchill Road / West Street)**Route Description**

This link consists of the A361 Burford Road and the B4450 Churchill Road / West Street. The B4450 between the A361 / Burford Road mini roundabout and the edge of Chipping Norton is a two-way single carriageway road and is subject to a speed restriction of 20mph. A footway runs along the north of the carriageway for its entire extent and to the south from Hailey Road to the A361 / Burford Road mini roundabout. There are no designated cycling facilities on this link. The B4450 / Burford Road / A361 Roundabout at the northern end of this route experiences flows of >5000 vehicles per day.

The A361 is a two-way single carriageway road and is subject to a posted speed restriction of 20mph. People cycling mix with heavy traffic on the B4450 / Burford Road / A361 Roundabout and at the A361 / A44 junction.

Route Selection Tool (RST)

1o – 1p	Directness (Green) 5	Gradient (Green) 5	Safety (Red) 1	Connectivity (Green) 5	Comfort (Red) 0
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Findings

- No designated cycle facilities force people cycling to be on-road for the duration
- B4450 experiences heavy traffic, with no designated cycling facilities, which has caused the low scores in comfort and safety (despite the high-quality surfacing)
- Junction between A44 New Street and the A361 West Street is heavily trafficked, and the road layout is hazardous for people cycling as priority is not clear
- Potential for carriageway narrowing to reduce overtaking of people cycling
- Roundabout improvement / transformation into priority give way junction
- At the B4450 / A361 roundabout, an existing footway could be used by people cycling to bypass the roundabout, but existing dropped kerb provision does not provide a direct route



Figure 15 (top left) - A44 / A361 junction

Figure 16 (top right) - A361 from B4450 / Burford Road / A361 roundabout



Figure 17 (bottom left) - Approach to B4450 / Burford Road / A361 roundabout from B4450

Figure 18 (bottom right) - Footway to the south of B4450 / Burford Road / A361 roundabout

Link 2a - A361 Burford Road

Route Description

This link between the A361 West Street and Chipping Norton Rugby Club is a two-way single carriageway road (subject to speed restrictions of 40mph to the far south and 20 mph for the majority of the route). There are no designated cycling facilities on this link. The route encompasses a mini roundabout with no infrastructure provision for people cycling which could cause conflict between people cycling and motor vehicle users, although visibility is relatively good and zebra crossings are provided.

Route Selection Tool (RST)

2a	Directness (Green) 5	Gradient (Green) 4.24	Safety (Red) 0	Connectivity (Green) 5	Comfort (Red) 0
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Findings

- No designated cycle facilities force people cycling to be on-road for the duration
- Potential for 20mph speed restriction to improve safety, particularly within the more urban section of the link
- Link highly trafficked by motor vehicles, which negatively affects safety and comfort
- Relatively high number of dropped kerbs to allow for easy crossing of branching roads, but crossing of the A361 itself is challenging
- Consider centre line removal to slow traffic
- Potential opportunity for a shared cycleway / footway and appropriate signposting to the west of the carriageway, subject to further analysis and potentially footway widening (towards Evans Way and the rugby club)
- Missing appropriate wayfinding on A361 – implement wayfinding to key trip generators



Figure 19 (top left) - A361 Burford Road (approaching Charlbury Road junction)



Figure 20 (top right) - A361 Burford Road (approaching Vernon Court junction)



Figure 21 (bottom left) - A361 Burford Road (approaching Chipping Norton School)



Figure 22 (bottom right) - A361 Burford Road (Albion Street / Burford Road roundabout)

Link 2b - Hailey Road

Route Description

This link between the Walterbush Road to B4450 is a two-way single carriageway road (subject to speed restrictions of 20mph). There are no designated cycling facilities on this link.

Route Selection Tool (RST)

2b	Directness (Green) 5	Gradient (Green) 4	Safety (Green) 4	Connectivity (Green) 5	Comfort (Green) 4
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Findings

- Parking on footway - implement parking restrictions near the Costcutter to address this
- Road marking relining required at Hailey Road / Walterbush Road junction and at Hailey Road / Hailey Avenue junction



Figure 23 (left) - Hailey Road / Walterbush Road junction

Figure 24 (right) - Hailey Road / Hailey Avenue junction

Link 2c – 2d - Cornish Road

Route Description

This link between Walterbush Road to Hailey Road is a two-way single carriageway road (subject to speed restrictions of 20mph). There are no designated cycling facilities on this link.

Route Selection Tool (RST)

2c – 2d	Directness (Green) 5	Gradient (Green) 4	Safety (Green) 4	Connectivity (Green) 4	Comfort (Green) 5
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Findings

- Potential blind spot for drivers turning from Walterbush Road onto Cornish Crescent
- Potential to tighten junction corner radii on internal road
- General tree planting
- On street parking narrows carriageway space available for people cycling



Figure 25 (top left) - On-street parking on Cornish Crescent

Figure 26 (top right) - Walterbush Road / Cornish Crescent junction (from Walterbush Road)



Figure 27 (bottom) – Cornish Crescent - Junction corner radius estimated >9m on internal road

Link 2e - Walterbush Road

Route Description

This link between Evans Way / Hailey Road to B4026 Burford Road is a two-lane single carriageway road (subject to speed restrictions of 20mph) and is mostly unmarked. There are no designated cycling facilities on this route. On street parking on the northern side leads to a narrow carriageway which may force people cycling to give-and-take with oncoming motor vehicles.

Route Selection Tool (RST)

2e	Directness (Green) 5	Gradient (Green) 5	Safety (Amber) 3	Connectivity (Green) 5	Comfort (Green) 5
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Findings

- On street parking restricts carriageway width and may cause conflict with oncoming vehicles
- Potential to narrow junction corner radii
- Investigate traffic calming such as installing kerb buildouts and cycle-friendly chicanes in accordance with LTN 1/20
- Consider making Walterbush Road a “Home Zone”
- Consider sinusoidal ramps (with 1.5m spacing between the kerbs to allow for people cycling)



Figure 28 - Bus passing parked car on Walterbush Road

Link 2f - Hailey Avenue

Route Description

This link between Walterbush Road to Hailey Road is a two-lane single carriageway road (subject to speed restrictions of 20mph).

Route Selection Tool (RST)

2f	Directness (Green) 5	Gradient (Green) 5	Safety (Green) 4	Connectivity (Green) 4	Comfort (Green) 4
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Findings

- On-street parking restricts carriageway width and make cause conflict with oncoming cars



Figure 29 - On-street parking on Hailey Avenue

Link 2g - Evans Way

Route Description

This link between Walterbush Road to A361 Burford Road is a two-lane single carriageway road (subject to speed restrictions of 30mph). The character of the road is largely a new residential estate with good surfacing. The road is privately owned and not under OCC jurisdiction. A private, unsurfaced footpath runs to the south of the carriageway. There are no dropped kerb accesses to this footpath which prevents easy access to people cycling.

Route Selection Tool (RST)

2g	Directness (Green) 5	Gradient (Green) 5	Safety (Amber) 3	Connectivity (Green) 5	Comfort (Green) 5
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Findings

- Potential for 20mph speed restriction to improve safety
- No dropped kerb access to the footpath to the south
- People cycling turning into Evans Way from the A361 must utilise a ghost island right turn lane and cross a busy, fast route utilised by HGVs



Figure 30 – Ghost right turn junction to Evans way on A361 Burford Road (with HGV oncoming)

Link 2h - Hill Close

Route Description

This link between Walterbush Road to Hailey Avenue is a two-lane single carriageway road to the north (subject to speed restrictions of 20mph), and an unclassified footpath to the south (under Highways jurisdiction).

Route Selection Tool (RST)

2h	Directness (Green) 5	Gradient (Green) 5	Safety (Green) 4.14	Connectivity (Green) 5	Comfort (Green) 4.57
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Findings

- Dropped kerb and seamless entry from carriageway onto the footpath from Hill Close. No dropped kerb from Walterbush Road
- Concrete bollards at both ends of the footpath, which may slow down people cycling and pose a barrier to non-standard people cycling
- Parking in front of footpath entrance prevents quick access for people cycling and obscures view from carriageway (Parking restriction could stop this)
- Some vegetation breaking footpath surface



Figure 31 (left) - Parking in front of footpath entrance on Walterbush Road



Figure 32 (right) - View of footpath and Hill Close from Walterbush entrance

Link 2i - 2j - Marshall Close

Route Description

This link between Walterbush Road to B4450 Churchill Road is a two-lane single carriageway road to the south (subject to speed restrictions of 20mph) before becoming an unclassified footpath (under Highways jurisdiction) at its northernmost extent.

Route Selection Tool (RST)

2i - 2j	Directness (Green)	Gradient (Green)	Safety (Green)	Connectivity (Amber)	Comfort (Amber)
	5	5	4.2	5	3

Findings

- Poor wayfinding at the entrance of the footpath to B4450 Churchill Road
- Chicanes at the northern end of the footpath prevent access to non-standard riders. Bollard at the southern end of the footpath
- Thick tree canopy and limited passive surveillance on the footpath, though it is lit
- Bollards at either end of the Marshall Close to Walterbush Road footpath
- No dropped kerb between path to Marshall Close on Walterbush Road
- Footpath to B4450 Churchill Road has dropped kerbs at either end which allows access for people cycling
- Path is narrow, give and take required between users



Figure 33 (left) - Entrance to footpath from Back Alley

Figure 34 (right) - View of footpath to Marshall Way from Walterbush Road

Link 2k - The Green

Route Description

This link between Walterbush Road to B4450 West End is a two-lane single carriageway road (subject to speed restrictions of 20mph). There are parking restrictions on the entire southern side of the carriageway for the entire extent, although there are some parking bays on the northern side which restrict the carriageway when filled and cause give-and-take between people cycling and cars. The steep gradient is also a restriction to some less experienced people cycling. St Mary's C of E primary school is accessed from this link.

Route Selection Tool (RST)

2k	Directness (Green) 5	Gradient (Amber) 3	Safety (Green) 4	Connectivity (Green) 5	Comfort (Green) 5
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Findings

- Investigate potential for one-way route and cycle lanes (and contra-flow)
- No tactile paving on dropped kerb crossing at B4450 West End junction



Figure 35 (left) - The Green (Walterbush Road junction)

Figure 36 (right) - St Marys C of E School entrance from the Green

Link 2I - Cotswold Terrace

Route Description

This link connects to Walterbush Road and is a two-lane single carriageway road (subject to speed restrictions of 20mph). Cotswold Terrace loops around and joins back up on itself via a mini roundabout. A potential footpath route to Burrows Crescent has been boarded up and a patch of grass outside of OCC ownership.

Route Selection Tool (RST)

2I	Directness (Green) 5	Gradient (Green) 5	Safety (Green) 4	Connectivity (Green) 4	Comfort (Green) 5
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Findings

- On-street parking blocks visibility at mini roundabout, which is a safety concern
- Roundabout may be a deterrent to people cycling, despite low traffic. Remove roundabout, replace with simple priority junction and add traffic calming / landscaping features to slow traffic
- Barrier on path. Attain ownership of land and create shared footpath / cycle path to Burrows Crescent



Figure 37 (left) - On street parking at mini roundabout

Figure 38 (right) - Blocked path between Burrows Crescent and Cotswold Terrace

Link 2m - Vernon Court

Route Description

This link connects Burford Road to the B4450 West End and is a two-lane single carriageway road (subject to speed restrictions of 20mph). It is a permissive path. The path is unsurfaced over a section and has a steep gradient.

Route Selection Tool (RST)

2m	Directness (Green) 5	Gradient (Red) 1.67	Safety (Amber) 3.17	Connectivity (Green) 5	Comfort (Red) 0.67
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Findings

- Poor wayfinding – not obvious that there is a through route (Private road sign)
- Dropped kerbs at both ends
- Unlit and no passive surveillance for the majority of the path
- Poor visibility for people cycling turning onto the B4550 West End poses a hazard for people cycling turning on the B4550 West End and people walking on the footway. No give way / Stop line onto the B4450. Suitably situated barriers and marking could prevent people cycling from travelling at high speeds onto the carriageway (accounting for non-standard people cycling and wheelchair users)



Figure 39 - View of permissive path from B4450 West Street

Link 2n - Evans Way Footpath

Route Description

This link connects Evans Way and the A361 Burford Road and is a private segregated footpath. The path splits towards the east, with a northern branch rejoining Evans Way and an eastern branch continuing to A361 Burford Road. The path is surfaced with unbound graded aggregate, although it was relatively comfortable to cycle on. The eastern branch of the route provides a good connection to the football and rugby clubs on A361 Burford Road.

Route Selection Tool (RST)

2n	Directness (Green) 5	Gradient (Green) 5	Safety (Green) 5	Connectivity (Green) 4	Comfort (Red) 0
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Findings

- No dropped kerbs at several of the accesses to the footpath. Potential to improve cycle access to the footpath by implementing dropped kerbs
- Unlit
- Chicanes at the eastern entrance to the footpath prevents access to non-standard cycles



Figure 40 (top left) - Chicanes at entrance of footway onto A361 Burford Road



Figure 41 (top right) – Unsurfaced path still conducive to cycling



Figure 42 (bottom left) - No dropped kerb on entrance to footpath from Evans Way



Figure 43 (bottom right) - Misaligned dropped kerb at entrance to footpath from Evans Way

Link 2o - Back Alley

Route Description

This link connects Hailey Road and Back Alley and is a private road under the ownership of Cottsway Housing. A set of four concrete bollards are located mid-way along the route to prevent cars using the alley as a through route, although this also could prevent access for non-standard cycles.

Route Selection Tool (RST)

2o	Directness (Green) 5	Gradient (Amber) 4	Safety (Green) 5	Connectivity (Green) 5	Comfort (Amber) 3
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Findings

- No wayfinding at either end of the track
- Anti-social behaviour reported by residents during site visit and evidence of extensive littering was observed. Unlit but relatively good passive surveillance from adjacent houses. Installing lighting may dissuade anti-social activity
- “No through route” signs would be beneficial to prevent cars taking a wrong turn and coming into conflict with cycles
- Concrete bollards could restrict access to non-standard cycles – review considering accessibility criteria
- Installing formalised shared cycleway / walking infrastructure and signage



Figure 44 (left) - Back Alley entrance from Hailey Road

Figure 45 (right) - Back Alley – concrete bollards

Link 2p - Cotswold Terrace to A361 Burford Road footpath

Route Description

This link connects to Cotswold Terrace and Burford Road and is traffic free route and at the time of the site visit was heavily overgrown.

Route Selection Tool (RST)

2p	Directness (Green) 5	Gradient (Green) 5	Safety (Green) 5	Connectivity (Green) 5	Comfort (Red) 0
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Findings

- Poor road surfacing towards footpath to A361 Burford Road – dangerous for people cycling
- Poor wayfinding
- Severely overgrown vegetation on footpath
- Chicanes at entrance from Cotswold Terrace are a barrier to non-standard cycles
- Poor surveillance and lighting



Figure 46 (left) - Poor road surfacing and wayfinding onto adjacent footpath to A361 Burford Road



Figure 47 (right) - Overgrown vegetation on footpath

Link 3a – 3b – 3r - A44 Worcester Road, New Street

Route Description

This section of the A44 spans 3 km and features a two-way road. The speed limits vary along the route: 30 mph on Worcester Road, 20 mph on New Street, and 50 mph from Worcester Road up to Salford. The road experiences a high volume of motor traffic, including frequent use by heavy goods vehicles (HGVs).

Route Selection Tool (RST)

3a – 3b	Directness (green) 5	Gradient (red) 0.36	Safety (red) 1	Connectivity (green) 5	Comfort (red) 0
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Findings

- There is no cycling infrastructure on this section
- People cycling share the road with heavy motor traffic
- The junction between New Street and High Street / Elmsfield is particularly dangerous for people cycling
- Implementing a segregated cycle lane would be ideal



Figure 48 (above) - A44 approaching Dunstan Avenue junction

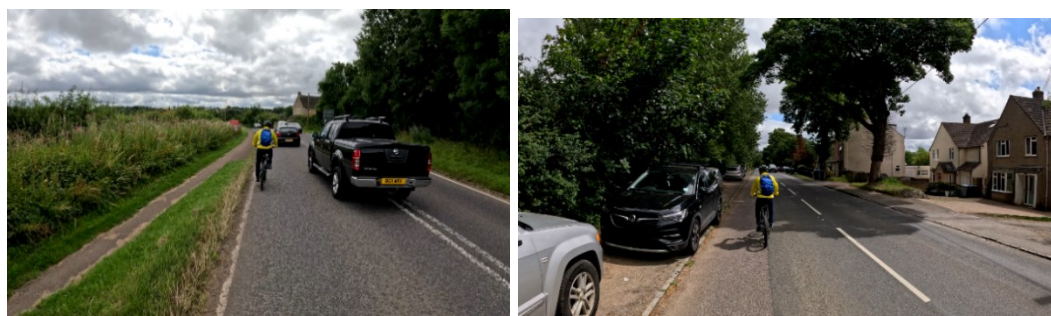


Figure 49 (bottom left) - A44

Figure 50 (bottom right) - A44 Worcester Road (west of Chipping Norton)

Link 3c – 3d - Market Street, Spring Street PRow

Route Description

This link connects New Street with Over Norton Road, avoiding the heavy traffic on the A44. It also provides access to Market Square, The Theatre, St. Mary Church via Church Street, and Pool Meadow via Church Lane.

Route Selection Tool (RST)

3c-3d	Directness (green) 5	Gradient (red) 0	Safety (green) 4	Connectivity (green) 5	Comfort (amber) 3
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Findings

- The street scape is dominated by car parking, which makes it unattractive
- The street is not wide enough to accommodate segregated cycling facilities
- Crossing from London Road to Spring Road is difficult



Figure 51 - Spring Street / B4026 Over Norton Road junction

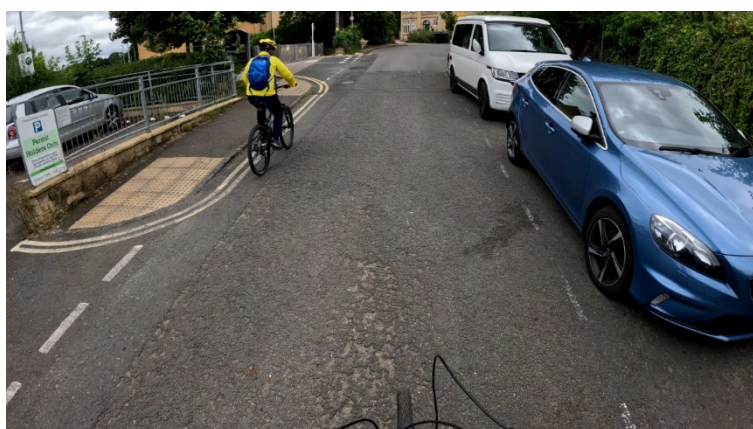


Figure 52 - Market Street (Outside the Co-op)

Link 3e – 3g – 3f – 3j – 3o – 3p - St Mary Church PRow, Diston's Lane, Church Street, Church Lane

Route Description

These routes connect the West and North of Chipping Norton avoiding the A44. The St Mary Church located in the centre of these routes. Some of the routes are designated as footpath and other sections are designated as restricted by-way

Route Selection Tool (RST)

3e, 3f, 3g, 3j, 3o, 3p	Directness (green) 5	Gradient (red) 0	Safety (amber) 2	Connectivity (green) 5	Comfort (amber) 3
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Findings

- No active surveillance on Church Lane
- Parked cars on Church Street occupy half of the street's width
- Public Right of Way (PRoW) lacks lighting and needs resurfacing
- Barriers at the end of the routes near St. Mary Church make it difficult to manoeuvre for wheelchair users, mobility scooter users and non-standard cycles



Figure 53 (top left) – Path to the east of children's playground

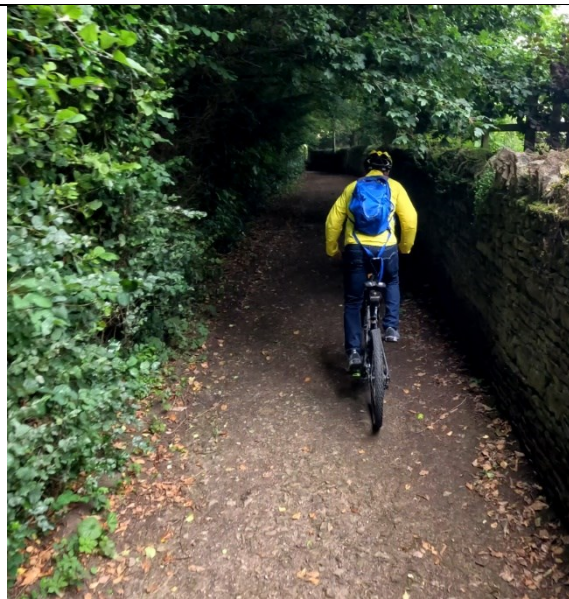


Figure 54 (top right) – shared cycle path / footpath



Figure 55 (middle left) – barrier on route



Figure 56 (middle right) – barriers near St Mary's



Figure 57 (bottom left) – Church Street



Figure 58 (bottom right) – well surfaced route

Link 3h - Over Norton Road

Route Description

Over Norton Road connects Chipping Norton with Over Norton to the north. A bus service runs through this lane, and most of the road has a speed limit of 20 mph.

Route Selection Tool (RST)

3h	Directness (green) 5	Gradient (amber) 2	Safety (amber) 2.33	Connectivity (amber) 3.33	Comfort (red) 0
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Findings

- Parked cars on the road take up a third of its width, creating more dangerous cycling conditions by forcing people to cycle on the wrong side of the road
- Motor vehicles often exceed the speed limit
- Lack of cycling infrastructure



Figure 59- Over Norton Road

Link 3k, 3s - Park Road, Marlborough Road, Chalford Close

Route Description

These routes are neighbourhood connections between Banbury Road and Over Norton Road, with a speed limit of 20 mph. Part of Chalford Close is an alley that goes to Banbury Rd.

Route Selection Tool (RST)

3k, 3s	Directness (green)	Gradient (red)	Safety (green)	Connectivity (green)	Comfort (red)
	5	0	4	5	1

Findings

- The routes are steep, especially when going south from Over Norton Road.
- Part of Chalford Close is a narrow alleyway
- Safe cycling conditions due to low motor vehicle flows and speeds within the speed limit



Figure 60 (top) - Alley between Chalford Close and Banbury Road



Figure 61 (bottom) – Park Road / Marlborough Road

Link 3q – 3i - Pool Meadow PRow, Salford PRow

Route Description

This link connects Chipping Norton to Over Norton and Salford, providing a route away from traffic. Pool Meadow Right of Way (PRow) connects to Pool Meadow, a recreational site. A section of Pool Meadow PRow (from Pool Meadow up to the intersection with Salford PRow) is designated only as a footpath. This path is also suitable for leisure cycling.

Route Selection Tool (RST)

3q, 3i	Directness (green) 5	Gradient (red) 0	Safety (amber) 3	Connectivity (red) 0.33	Comfort (red) 0
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Findings

- Most of the link needs surfacing, except for the first part of Salford PRow from Over Norton
- No surveillance, and the vegetation has overgrown the path
- Link has the potential to connect the cycling network of Chipping Norton with Over Norton and Salford, providing a route away from road traffic
- Cycle parking near the Pool Meadow site would be beneficial



Figure 62 (top left) - Salford PRow

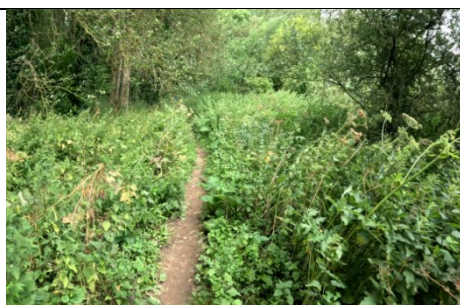


Figure 63 (top right) - Overgrown and unsurfaced PRow

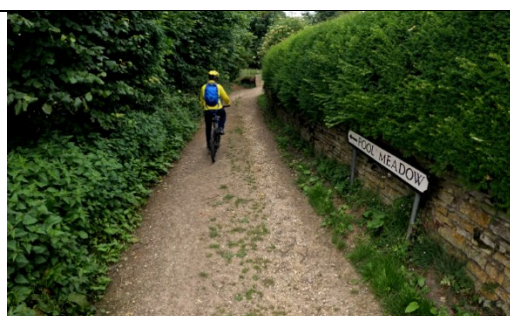


Figure 64 (bottom left) - Pool Meadow PRow



Figure 65 (bottom right) - Barrier on PRow

Link 3l – 3m – 3n - Elmsfield Road, Community Orchard PRow

Route Description

These routes connect the industrial estates, the gym, the bike shop, and the community orchard with the A44 and the town. The speed limit on Elmsfield is 20 mph.

Route Selection Tool (RST)

3l, 3m, 3n	Directness (green) 5	Gradient (red) 0	Safety (amber) 2	Connectivity (green) 4	Comfort (red) 0
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Findings

- No active surveillance on Elmsfield, and it is not lit
- Community Orchard Public Right of Way (PRoW) is designated as a footpath and connects with Salford PRow to the north
- PRow surface is poor and needs maintenance; it is also narrow near the Community Orchard
- No cycle parking near the gym, bike shop, or the Community Orchard.
- Difficult to cross from the A44 to Elmsfield

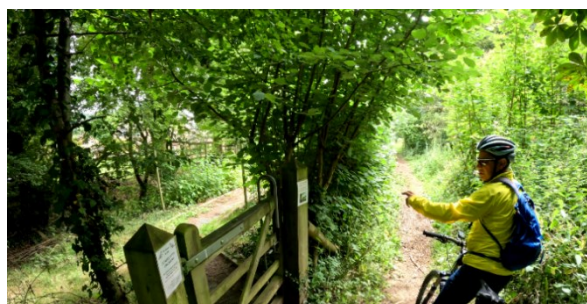


Figure 66 - Community Orchard PRow



Figure 67 - Elmsfield

Link 4a – 4b – 4c - London Road, Banbury Road, Cromwell Park and PRow

Route Description

Both routes connect at the double mini roundabout and have similar characteristics in terms of width, speed limit, and vehicle flow volume. They both provide access to supermarkets like Aldi and M&S Food. Cornish Care Centre and the Roman Catholic Primary School can be reached via London Road, while Chipping Norton Veterinary Hospital, the business park, and the allotments can be accessed via Banbury Road. Banbury Road and London Road are connected through a shared cycle and pedestrian path via Cromwell Park.

Route Selection Tool (RST)

4a - 4c	Directness (green) 5	Gradient (red) 0	Safety (red) 0.52	Connectivity (green) 4.26	Comfort (red) 0
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Findings

- Lack of cycling infrastructure on Banbury Road and London Road
- Cars overtaking people cycling pose a danger
- No clear crossing from Banbury Road to Aldi
- Wayfinding missing on the shared path



Figure 68 (top left) - A44 London Road



Figure 69 (top right) - Banbury Road / Cotshill Gardens



Figure 70 (bottom) - Cromwell Park shared footpath / cycle path

Link 4d – 4e – 4l - Albion Street, Horse Fair, Cattle Market

Route Description

This route connects the centre of Chipping Norton, where shops, restaurants, and supermarkets are concentrated. Albion Street and Horse Fair connect at the north, near the Esso Station and the double mini roundabout, and in the south through Cattle Market and High Street. The speed limit on these roads is 20 mph. As part of the A44, Horse Fair is frequently used by HGV vehicles, leading to high air pollution due to the heavy traffic flow and its narrow width.

Route Selection Tool (RST)

4d, 4e, 4l	Directness (green)	Gradient (red)	Safety (amber)	Connectivity (green)	Comfort (red)
	5	0	2	5	0

Findings

- Cattle Market: This one-way road could benefit from allowing counterflow cycling, which would promote active travel
- Horse Fair: There are two particularly dangerous spots for people cycling: the double mini roundabout and the junction with New Street
- Albion Street: Despite being one of the busiest roads in Chipping Norton, there is potential to introduce advisory cycle lanes



Figure 71 (top left)- Albion St / Portland Rd junction



Figure 72 (top right) – Cattle Market



Figure 73 (bottom) - A44 / Goddard's Lane junction

Link 4f – 4g – 4h - Rock Hill, Cooper Close, Rowell Way, Fox Field, Fox Close

Route Description

These routes serve as neighbourhood connections between Albion Street and London Road. The traffic speed is 20 mph, and the vehicle flow is low.

Route Selection Tool (RST)

4f – 4h	Directness (green) 5	Gradient (red) 0	Safety (green) 4	Connectivity (green) 5	Comfort (green) 5
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Findings

- A barrier at the intersection between Rock Hill and Summerton Place prevents people cycling, mobility scooter users, and wheelchair users from linking between London Road and Rock Hill
- Rock Hill and Cooper Close connect through a relatively narrow section with an unmaintained surface
- Foxfield ends at the swimming pool, where there is no cycle parking or wayfinding



Figure 74 (top left) – Chicanes at Rock Hill / Summerton Place



Figure 75 (top right) - approach to footpath



Figure 76 (bottom) - Chipping Norton Lido entrance

Link 4i – 4j - Wards Road, Wards Road PRow

Route Description

This link connects Albion Street to London Road, away from traffic. The Right of Way (PRoW) section is designated as a footpath and ends next to M&S Food.

Route Selection Tool (RST)

4i – 4j	Directness (green) 5	Gradient (red) 1	Safety (amber) 3	Connectivity (green) 5	Comfort (red) 0
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Findings

- Public Right of Way (PRoW) is blocked near the end of London Road – investigation is required to understand the reasoning for this so that it can be addressed
- Overgrown vegetation and a poor surface make it difficult to navigate



Figure 77 (top) - Wards Road PRow - overgrown section

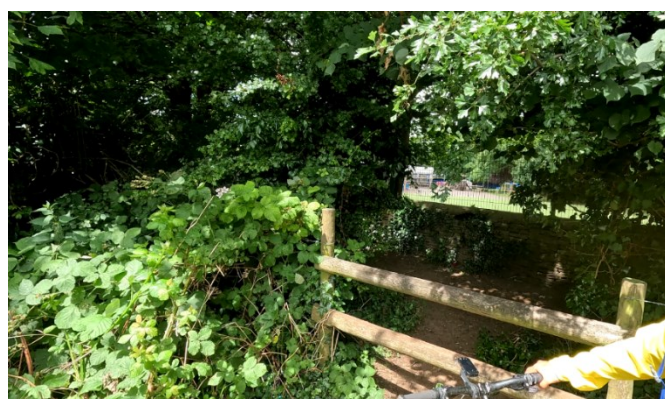


Figure 78 (bottom) - Barriers on PRow route

Link 4k - PRow south of Chipping Norton Leisure Centre

Route Description

This designated footpath extends from near the Chipping Norton Leisure Centre to the east, reaching Old Chalford via a bridleway. The path is wide enough to accommodate vehicles accessing the allotments on the southern side. The northern side of the path borders the land of the East Chipping Norton Strategic Development Site (SDA).

Route Selection Tool (RST)

4k	Directness (green) 5	Gradient (green) 4	Safety (amber) 3	Connectivity (amber) 2	Comfort (red) 0
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Findings

- Poorly surfaced
- Lacks adequate lighting
- Active surveillance is missing



Figure 79 - Poor surfacing on PRow

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