

Divisions affected: *Witney South and Central*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
14 OCTOBER 2021**

**WITNEY – CORN STREET: PROPOSED SHARED USE CYCLE
TRACK**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve a shared use footway/cycle track as advertised on the south side of Corn Street at and on the approach to its roundabout junction with Ducklington Lane.

Executive summary

2. This report presents responses received to a statutory consultation to introduce a shared use footway/cycle track on the south side of Corn Street at and on the approach to its roundabout junction with Ducklington Lane as shown at Annex 1 and forming part of the Witney 'Active Travel' improvement scheme which was consulted on in January/February 2021.

Financial Implications

3. Funding for the proposals has been provided by the Oxfordshire Local Enterprise Partnership in support of the Department for Transport's 'Active Travel' programme.

Equality and Inclusion Implications

4. A copy of the Witney Active Travel scheme Equality and Climate Impact Assessment is available at Annex 3.
5. The proposals to implement shared-use paths have the potential to negatively impact upon people with a disability, such as those with a sight impairment. Where we are implementing shared pedestrian and cycle paths, the impact on pedestrians with a sight impairment is being managed through adherence to the Department for Transport's Cycle Infrastructure Design Local Transport Note 1/20 (July 2020) design guidance, herein referred to as LTN 1/20.
6. In adherence to LTN 1/20 (paragraph 6.5.4) the proposals for the conversion of a footway to shared use is considered a last resort due to lack of other appropriate options. It is acknowledged that shared use facilities are generally not favoured by either pedestrians or cyclists and can create particular

difficulties for visually impaired people. Whilst actual conflict may be rare the interactions between people moving at different speeds can be perceived to be unsafe and inaccessible, particularly by vulnerable pedestrians. This can make the path unattractive for both types of user.

7. In order to try to reduce the likelihood or perceived risk to conflict between those walking and cycling we will deliver shared use routes that meet the recommended minimum width of 3.0m (where route traffic is up to 300 pedestrians and 300 cyclists per hour). We acknowledge that wherever possible and where pedestrian flows are higher, greater widths should be used to reduce conflict.

Sustainability Implications

8. The proposals will help facilitate the safe movement of cyclists and pedestrians and positively contribute to the council's climate change and carbon reduction targets. Additionally, investment in active travel measures is known to deliver significant health, environmental and congestion benefits.

Consultation

9. Formal consultation was carried out between 19 August and 17 September 2021. An email was sent to statutory consultees including: Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, West Oxfordshire District Council and Witney Town Council and the local County Councillor. Additionally, letters were sent to 120 properties in the immediate vicinity of the proposal and notices placed on site.
10. Eleven responses were received during the formal consultation. 4 in support 3 objections, 2 raising concerns and 2 non-objections. The responses are set out at Annex 2 with and copies of the original responses available for inspection by County Councillors.
11. Thames Valley Police and West Oxfordshire District Council did not object.
12. Cycling UK while agreeing that the scheme will help make the existing cycle provision more joined up and coherent also noted concerns over points of detail which they consider can be addressed at low cost. These suggestions (see Annex 2 for details) are welcomed and will be investigated by the scheme designers.
13. Three objections were received from local residents citing concerns over safety of shared use footway/cycle tracks, particularly in respect of child pedestrians and also wheelchair users and the elderly and infirm and the need for the proposals. Some of the responses including suggestions for alternative measures. Noting these comments, experience of shared use cycle tracks in similar environments similar to these proposals has been that they operate with good levels of safety for all road users. However, the scheme designers will also take account of the specific requests for signing included in these responses.

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) West Oxfordshire District Council	No objection
(3) Cycling UK Oxfordshire	<p>Concerns – This scheme will help make the existing cycle provision more joined up and coherent. BUT there are some details that need improving at minimal cost:</p> <ul style="list-style-type: none"> • 189 Corn St - Queen Emma's Dyke - footway is wide enough to be segregated use, so should not be shared use. Shared use is the least popular type of provision to users. • Side entry treatment for Orkney Place and Queen Emma's Dyke. The cycle/footway should have priority across these turnings (which are no through roads). Give way lines should be provided set back to allow this. As kerbs are being re-laid, the kerb radii should be tightened. <p>More detailed response.</p> <ul style="list-style-type: none"> • The footway width. This is 5 - 5.8m wide (west of Orkney Place) and 5.3 - 6m (Orkney Place - Queen Emma's Dyke, ~4.5m at roundabout sign/litterbin) so why shared use? The existing footway is wide enough to be segregated use from approx the location of the existing tactile slabs (outside no.189) to Queen Enna's Dyke. Just round the corner it is 3.4m segregated use (could be wider if the lamp stand/road sign were moved back), which is much narrower than your proposed shared use provision. I appreciate there needs to be a short section of shared use at the crossing. • Relaying lowered kerbs - good • Kerb radii. If you are relaying the kerbs, it would be a good opportunity to tighten the kerb radii to slow turning traffic (so benefitting walkers and cycle users). A proper side entry treatment as per LTN 1-20 would be much more preferable. • Orkney Place entry - the foot/cycle way should have priority over the ride road exit - so give way lines set back behind the foot/cycle way should be added

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	<ul style="list-style-type: none"> • Queen Emma's Dyke entry - the foot/cycle way should have priority over the ride road exit - so give way lines set back behind the foot/cycle way should be added. • Where cycling provision ends. There needs to be some sign/lines/indication that cycling on the footway east of Queen Emma's Dyke is not permitted. Whilst the tactile slabs mark the end of the shared use foot/cycle way, most people's knowledge on the details of such markings is scant, and a lot of people will not connect the textured slabs with the requirement to not cycle on the footway after crossing Queen Emma's Dyke. • "End of cycle way" or "Cyclists re-join main carriageway" signs would be appropriate. "Cyclists dismount" signs should NOT be used. • On road cycle lane (east bound) outside 172/170 Corn St. The outward taper on the cycle lane markings needs to be more gradual, the outward taper starting closer to the bus stop. This will also have the benefit of moving cycle users. the cycle lane further way from the kerb. This will make cycle users more visible to any drivers turning into the private covered vehicle entrance at 172, so reducing the chance of a left hook.
<p>(4) Local Resident, (Witney, Corn Street)</p>	<p>Object – I live on Corn Street and have been very concerned for a considerable time re the dangers for pedestrians on the pavement outside my house--- because of all ready dangers caused by cyclist on the pavement.</p> <p>What happens to cycling in Corn Street after Emma's Dyke??? There is no sign telling cyclist "go no further "up Corn Street pavement, this was the longstanding problem at the end of Ducklington Lane track it just suddenly stopped so people just cycled around the corner-- all up Corn Street because there wasn't no a sign or barrier saying not too and became very dangerous especially at the conjunction where the crofts joined Corn Street because of the students from henry box school taking he "backway" down the crofts home very fast round the corner when there were toddlers on the pavement with parents parking their cars going to collect their children from the batts primary school in Corn Street hope this might help in solving an ongoing problem as seen by some local experiencing it regularly</p>
<p>(5) Local Resident, (Witney, Corn Street)</p>	<p>Object – Primarily, who would this benefit? People who live in Queen Emma's Dyke who want to cycle towards Ducklington? As anyone who cycles from Ducklington Lane toward the town centre has to cycle on the road after the proposed new cycle lane ends at Queen Emma's Dyke Entrance.</p> <p>These Properties have driveway access, which is fine currently when entering to and from the road. However, if you had cyclists, cycling at speed (I used to be able to cycle up to speeds of 30 mph) this could result in more potential accidents. Also, if a child walked out of these Corn street Properties into an oncoming cyclist I dread to think what the outcome could be!</p> <p>As I am typing this Email about 6 cyclists have cycled past my drive on the footpath. (various ages). Most people</p>

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	<p>either disregard the Law or are not aware it is illegal to cycle on a footpath. Can You possibly tell me when a person was last prosecuted for breaking this law as I see it on a daily basis around Witney. If no prosecutions are to be made for breaking this law, Why spend valuable Monies on presumably re surfacing this piece of path to make no difference to what has been in place for years.</p> <p>If you are concerned about road safety, i would look closer at the Stagecoach Bus station directly opposite Queen Emma's Dyke entrance. Often there are buses parked in Corn Street directly opposite a junction. I have seen up to 3 in the past, one behind the other, making it extremely dangerous for road uses travelling in all directions. I have other concerns but feel pretty much, even this is a waste of my time!</p>
<p>(6) Local Resident, (Witney, Corn Street)</p>	<p>Object – During and since lockdown there has been a marked increase in cyclists illegally cycling on pavements. It seems to be all ages. Many of them are riding at speed without due respect for other people using the pavement. I am a wheelchair user and many a time I have nearly had riders cycle into my lap or cycling at speed very close to me. They come up behind silently and startle me at times causing me to swerve.</p> <p>The 'shared' pathway idea proposed at the bottom of Corn Street is neither safe or practical for the reasons described above. The other element that has not been considered is the permanent use of that particular stretch of pathway by parked cars and vans. This has been the case for as long as I have lived in Corn Street, (43years). Sometimes parked vehicles block access to the letterbox so I cannot use it from my wheelchair.</p> <p>To allow cyclists to use this part of the pathway is not going to work and I consider it to be very dangerous.</p> <p>My suggestion would be to narrow the pavement and widen the road so that a cycle lane could be created. Pedestrians do not mix with cyclists because cyclists do not respect pedestrians especially if they are older and walk slowly or with walking aids. I hope that this ill thought out scheme does not happen.</p>
<p>(7) Local Resident, (Witney, Corn Street)</p>	<p>Concerns – I live on Corn street Witney OX28 6AZ I am disabled and have a blue badge. I am unable to walk far, and park on the yellow line overnight and sometimes in the day for Three hours. now that cycle tracks have been marked where can I park?</p> <p>Which takes precedent in law the yellow line or the cycle track?</p>

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<p>(8) Local Resident, (Witney, Corn Street)</p>	<p>Support – I cycle to work and it would be safer</p>
<p>(9) Local Resident, (Witney, South Lawn)</p>	<p>Support – I was very surprised that when the roundabout work happened on the roundabout, the crossings over Ducklington Lane and Curbridge Road were ignored. Lots of parents use these crossings at school drop off and pick up, including families on bikes. Today I saw a girl fall off her bike crossing Ducklington Lane, partly due to how narrow in both directions the mid-road point is. It's dangerous. I wasn't sure if this proposal would affect this crossing, but the shared use path would still be helpful to the families who use the stretch frequently.</p>
<p>(10) Local Resident, (Witney, Orkney Place)</p>	<p>Support – The path is very wide and people often cycle on the paths, so it will be good to have it as an official safe space for cyclists and pedestrians as clear marking will make this safer for everyone.</p> <p>We live in Orkney Place and often witness acts of dangerous driving on the 5 ways roundabout at the bottom of Corn Street and also on Corn Street itself. A few weeks back we nearly had a head on collision with a BMW losing control as they came off the roundabout to go up Tower Hill so fast they could barely control the car.</p> <p>We really need speed cameras or infrastructure to deter dangerous driving - it's common on Corn Street. I love that there are changes being made to encourage cyclists and I really hope this will continue as cycling in Witney isn't particularly safe. I have also heard suggestions in the past of making Corn St with only busses and emergency vehicles being allowed to use the road two ways at the top end - that would be brilliant!</p> <p>Also, it's great that the high street is still closed to traffic. It would be brilliant if it could stay like this - it's so much safer and cleaner going into town and there are so many opportunities to make the centre of Witney amazing should this continue. Cameras would be good too as lots of people flout the traffic rules which is unsafe.</p> <p>I really hope you will continue to improve Witney for cyclists and pedestrians - the climate issue is significant and investment like this is good future planning.</p>
<p>(11) Local Resident, (Church Hanborough, Church Road)</p>	<p>Support – Anything that improves safety conditions for cyclists is welcomed</p>



DISTRICT COUNCIL
NORTH OXFORDSHIRE



OXFORDSHIRE
COUNTY COUNCIL

Cherwell District Council and Oxfordshire County Council

**Equality and Climate Impact Assessment
Witney Active Travel Corridor
September 2021**

****Please see the guidance note for support with completing this assessment****

Section 1: Summary details

Directorate and Service Area	Communities
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Witney Active Travel Corridor LEP funded scheme
Is this a new or existing function or policy?	New infrastructure to support cycling and walking in Witney

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<p>Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).</p>	<p>In response to COVID-19 the Department for Transport (DfT) launched two funding streams for Active Travel. The project being assessed has arisen from the second tranche of DfT funding. This will support active travel interventions that will aid community recovery to COVID-19 by supporting businesses, social distancing and general healthy lifestyle choices.</p> <p>The proposal benefits people of all ages from children and their journeys to school, to commuters and businesses. People with disabilities will also benefit from a removal of barriers to active travel, affording them an equal space on the street. In addition, due to the promotion of active travel for short journeys as opposed to carbon intensive modes, the proposal contributes to Oxfordshire County Council's ambition of reducing carbon emissions.</p> <p>The proposal does not discriminate or unfairly disadvantage any individual or groups within the community, the aim of the route is to create a place that is accessible and beneficial for all.</p>
<p>Completed By</p>	Kim Sutherland, Assistant Transport Planner; Odele Parsons, Senior Transport Planner
<p>Authorised By</p>	Amrik Manku, Growth Manager
<p>Date of Assessment</p>	Original 12/2020; revised 15/02/2021; revised 30/09/2021.

Section 2: Detail of proposal:

<p>Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>In response to COVID-19 the DfT launched two funding streams for Active Travel. This project is in response to the second tranche of this funding announced in July 2020. The aim of this funding is to support active travel interventions that will aid the reopening of the economy and social distancing; meaningfully reallocate road space for cyclists; and develop both cycling and walking as an attractive alternative mode of travel for short journeys, reducing potential overcrowding on public transport in the process. In addition, promoting active travel has many health benefits, including tackling obesity, which is said to increase a person's risk to the adverse effects of Covid-19.</p>
<p>Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The project involves infrastructure measures to create a cross town active travel route between Tower Hill and Madley Park in Witney. Several measures are proposed throughout the route: a co-ordinated network of direction cycling signing with travel times; a review of cycle parking facilities and improvement if necessary; monitoring before, during and after completion of improvements; and a review of traffic signs to redirect vehicles to more appropriate routes. A combination of widening paths to create shared use off-road facilities, on-road advisory cycle lanes, widening of traffic islands, reviewing crossing points, surfacing and lighting improvements and 20mph speed limits are used throughout the route also.</p> <p>Suggestions for possible interventions were provided through initial stakeholder engagement between May-June 2020. The location and type of interventions that were ultimately chosen were chosen due to their compliance with the DfT objectives, the available budget and timescales. In conjunction with this, consideration was given to where would have the greatest positive impact on the population, reflecting locations with a high population density and amenities including schools, retail and employment. The Propensity to Cycle Tool and Active Mode Appraisal Tool were also used in identifying the most valuable route. This was supported by analysis of hazard and traffic data.</p>

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<p>Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>Consultation:</p> <ul style="list-style-type: none"> • A consultation workshop was held with stakeholders in December 2020, to gain their views on the proposals for the project. Their views were then considered by officers and engineers and the design alerted to reflect these where appropriate. • A public consultation took place in January 2021 on the preferred options, taking into consideration the intelligence from the workshop session. • A further public consultation took place between 19 August and 17 September 2021 for the Corn Street proposed shared use cycle track. <p>Data:</p> <ul style="list-style-type: none"> • Speed surveys were conducted between 8th-15th December to inform the location of the 20mph speed limits • MCC traffic flow data analysed for the three major junctions of the scheme route (Five Ways Roundabout, Corn Street/Market Square/ Langdale Gate and Witan Way) focusing on the proportion of HGVs to determine flows and where safety concerns may arise. <p>Research: Bike Life All cities publication, Inclusive City Cycling, Women: reducing the gender gap, Sustrans, June 2018 provides evidence that ‘most women would like to cycle ...most women don’t feel safe and are hesitant to start, or restart cycling’. This research shows that 74% of women would like to see more investment in cycling and that 79% of women favour more protected cycle routes – even if that means less space for other road users.</p>
<p>Alternatives considered / rejected Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Many suggestions were put forward during the initial engagement period and not all of these have been taken forward. The proposals that were selected best met the government objectives, timescale and budget as discussed above. The suggestions that were not included have not been disregarded but added to a long list of schemes that will be reviewed when additional funding sources are available in the future.</p> <p>The original proposals included in the funding bid for cycle lanes protected by wands on the Five Ways and Witan Way roundabouts will not be taken forward with this funding because appraisal of these measures has identified they would not meet safety requirements.</p>

Section 3: Impact Assessment

Please indicate for each of the Public Sector Equality Duty ‘protected characteristics’ whether there may be no impact, a positive or negative impact, or a mixture of both. If there is no impact, you do not need to complete the rest of that row.

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Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cycle conditions will be made safer for all, including for children, meaning that more will be able to travel by bike. The scheme emphasises safe connections to schools and is complimented by School Streets interventions that benefit children, teenagers and their families.			Scheme implementation by end of May 2021. Monitoring throughout 2021.
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	The scheme will improve cycle infrastructure to provide routes for cycling for all bike users including those with specially adapted bikes. Mobility Scooter users will also be considered in the scheme design to ensure that are not adversely impacted.	The proposals to implement shared-use paths have the potential to negatively impact upon people with a disability, such as those a sight impairment. Where we are implementing shared pedestrian and cycle paths, the impact on pedestrians with a sight impairment is being managed through adherence to the Department for Transport's Cycle Infrastructure Design Local Transport Note 1/20 (July 2020) design guidance, which states where route traffic is up to 300 pedestrians and 300 cyclists per hour the path width should be a minimum of 3.0m.		Scheme implementation by end of May 2021. Monitoring throughout 2021 including of accident statistics.
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

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Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There is evidence that women don't feel safe and are hesitant to start or restart cycling the aim of the proposed cycle infrastructure is to provide safe attractive routes for everyone to use and to enable a greater take up of cycling irrespective of sex.			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Additional impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Additional community impacts							
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Witney Central and South have been identified as areas where income deprivation and income deprivation affecting children are significantly worse than in Oxfordshire or England (Oxfordshire Insight 2020). In addition, all wards of Witney apart from Witney West include areas			

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				that are within the 10% most deprived in West Oxfordshire (Oxfordshire Insight 2020). The route provides an enhanced, accessible and free connection between these areas and local amenities including employment, meaning that people in deprived areas are not isolated due to lack of accessibility and producing an environment that may be attractive to further investment from businesses, thereby helping to reduce deprivation.			
Wider impacts							
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The route will increase the connectivity of the community by improving the accessibility of retail, leisure and employment facilities. The route will also enhance the quality of the built environment. Improved lighting along the route will help to discourage anti-social behaviour. A more pleasant street scene will be created for all users.			

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to:							

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

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Energy use in our buildings or highways	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The route facilitates a modal shift to active travel for short journeys by creating an attractive environment for walking and cycling and raising awareness of these modes. Increased uptake of active travel will reduce unnecessary car trips and carbon emissions.			
Our fleet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Staff travel	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The increased attractiveness and convenience of active travel in Witney places it as a realistic alternative to the car potentially for some work journeys.			
Purchased services and products (including construction)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Maintained schools	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The increased attractiveness and convenience of active travel in Witney places it as a realistic alternative to the car for journeys to school.			
We are also committed to enable Oxfordshire to become carbon neutral by 2050. How will your proposal affect our ability to:							

Enable carbon emissions reduction at district/county level?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The route facilitates a modal shift to active travel for short journeys by creating an attractive environment for walking and cycling and raising awareness of these modes. Increased uptake of active travel will reduce unnecessary car trips and carbon emissions.			
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Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	01 April 2022
Person Responsible for Review	Odele Parsons, Senior Transport Planner
Authorised By	Amrik Manku, Growth Manager

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