

Oxfordshire County Council

Consultation Report:

Witney Local Cycling and Walking Infrastructure Plan

March 2023

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Executive Summary

Background

This consultation report outlines the response received to the Draft Witney Local Cycling and Walking Infrastructure Plan (LCWIP) consultation. The Witney LCWIP is a strategic plan which identifies a network of walking and cycling routes in and around Witney (including potential future routes) and sets out high level proposals for improvements to the walking and cycling infrastructure which makes up this network. These infrastructure improvements are intended for development over a ten-year period to 2033 and will help to enable modal shift from private vehicle use to active and sustainable modes of travel.

The Draft Witney LCWIP consultation ran from 5 December 2022 to 20 January 2023. 67 people responded to the online questionnaire and 9 responses were received in writing, mainly from organisations.

Overall comments on the proposed plan

The overall comments on the proposed plan for Witney LCWIP are mixed. Some residents and advocacy groups are positive about the plan to improve walking and cycling infrastructure in the area, including the idea of a Dutch Roundabout, one with protected space for cycling, at Fiveways roundabout. However, others have concerns such as the potential for increased traffic speed, difficulties faced by elderly and mobility-impaired individuals, and the need to address access for all. There are also concerns about the feasibility of the plan and the availability of resources to implement it effectively. There is also a need to consider the impact of the weather and the opinions of young people. Some residents are also concerned about a proposal to straighten a bridge and the impact of new infrastructure on the flood risk. Overall, there is a need to strike a balance between encouraging cycling and walking and accommodating the needs of all residents, especially those who rely on cars for transport.

Areas of support

Of those who completed the questionnaire 56% thought the proposed cycling improvements were 'ambitious' or 'adequate' and 64% thought the proposed walking improvements were 'ambitious' or 'adequate'.

Areas of concern

The questionnaire has been designed to acquire comments which could assist in improving the draft plan before it is finalised.

There are several areas of concern about the Witney LCWIP. First, there are concerns about the funding and financing of the proposed plan. Specifically, there is a lack of clarity about where the funds for the project will come from and how they will be managed. Additionally, there are concerns about the potential impacts of the proposed plan on the local community, including potential traffic congestion, loss of green spaces, and potential impacts on local businesses. Additionally, there are concerns about the lack of consultation with the local community and stakeholders, which could result in a lack of buy-in and support for the proposed plan. Finally, there are concerns about the lack of detail in the proposed plan, which could make it difficult to evaluate and assess its effectiveness.

Introduction

About this report

This report provides the results of the questionnaire about the opinions, attitudes, and preferences of the public regarding the proposed cycling and walking infrastructure plan for Witney.

The aim of this report is to provide a comprehensive overview of the feedback received from the community during the consultation period. The results of the questionnaire will be used to inform the final Witney LCWIP report and ensure that the plan is responsive to the needs and preferences of the community.

The report includes a summary of the questionnaire results and the written responses received from organisations. The first part of the report summarises the respondent profile and characteristics, the second section details the responses to questions about cycling, the third section is about walking, the fourth section is about the proposed packages of improvements, followed by any final thoughts from those answering the questionnaire. The final section of the report is a summary of the written responses received mainly from organisations.

Please note, the questions asked in the questionnaire are not reported sequentially in this document.

Background to the consultation

The draft Witney LCWIP has been developed over a two-year period with guidance from the steering group comprised of Council officers, Councillors, and local interest groups. In January 2022 an initial public consultation was held entitled “Suggest Walking and Cycling Improvements in Witney” to assist in developing the plan. Where members of the public could put forward initial ideas of cycling and walking infrastructure deficiencies to be included in the plan.

Once the plan was drafted it was consulted on at the end of 2022. The draft Witney LCWIP and its appendices were made available for viewing and downloading through the Let's Talk Oxfordshire website, which was used as a website for the consultation process, and to provide feedback through a questionnaire. The consultation ran from 5 December 2022 to 20 January 2023.

During the consultation period, in addition to Let's Talk Oxfordshire website, a physical copy of the LCWIP and its appendices was available at Witney Library.

About the questionnaire

The questionnaire is designed to gather information about the opinions, attitudes, and preferences of the public regarding the proposed cycling and walking infrastructure plan for Witney and the surrounding area.

The questionnaire includes a series of questions related to the proposed plan. The questions were grouped into three categories: cycling, walking, and packages of improvements. Demographic questions were also asked. The questionnaire also included open-ended questions that allow respondents to provide more detailed feedback.

The results of the questionnaire were analysed and used to inform the final LCWIP report. This information can help to identify areas where improvements are needed, what types of infrastructure are most desired by the public, and what the overall level of support is for the proposed plan.

By conducting a questionnaire, we can ensure that the final Witney LCWIP report reflects the needs and preferences of the community and that the plan is responsive to the concerns and issues raised by residents and stakeholders.

Respondent Profile

This section of the report outlines information about the people who responded to the online questionnaire.

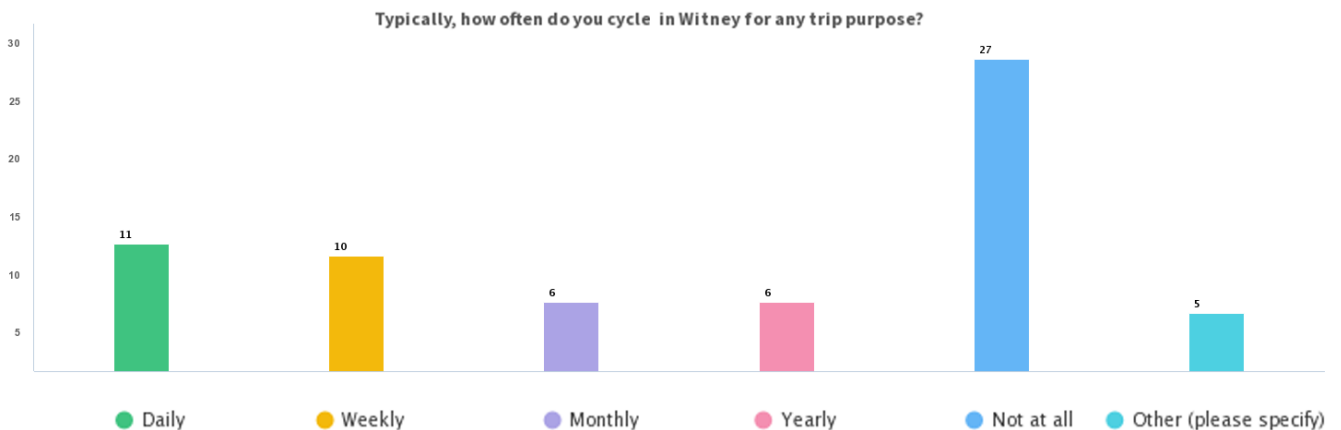
A total of 67 people completed the online questionnaire.

- Of these 62 said they lived in Oxfordshire, whilst 5 said they did not.
- In response to “I work in Oxfordshire” 41 people said they did work in Oxfordshire, and 26 said they did not.
- 8 people said they owned or represented a business in Oxfordshire, whilst 59 said they did not.
- 2 people said they study in Oxfordshire, and 65 did not.
- 1 person said none of the above categories applied to them but “I regularly visit Oxfordshire”.

If you live in Oxfordshire, which is the nearest town to where you live?

- 3 said Abingdon.
- 1 said Bicester
- 2 said Charlbury
- 2 said Oxford
- 50 said Witney
- 9 people did not respond to the question

Q1a Typically, how often do you cycle in Witney for any trip purpose?

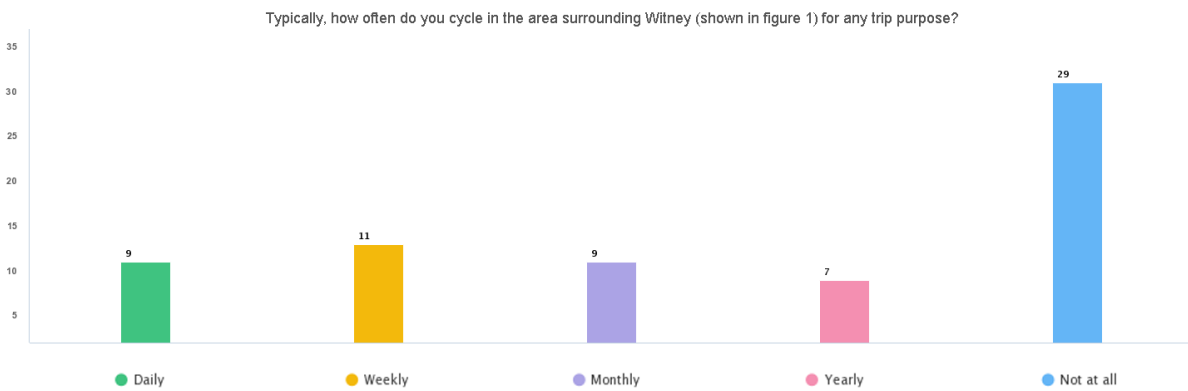


The results of the question on cycling frequency in Witney showed a relatively low frequency of cycling, with the majority of respondents reporting either cycling infrequently or not at all. Specifically, 11 individuals reported cycling daily, 10 reported

cycling weekly, and 6 each reported cycling monthly or yearly. However, 27 individuals reported not cycling at all. There were also 4 individuals who chose the “other” option.

These results suggest that there is a need for improved cycling infrastructure in Witney to encourage and support more frequent cycling. The low frequency of cycling may also indicate that there are barriers to cycling, whilst not explored in this question, they could be things such as lack of safe and convenient routes, lack of secure bike parking, or a lack of awareness of the benefits of cycling.

Q1b Typically, how often do you cycle in the area surrounding Witney (shown in figure 1) for any trip purpose?



Regarding the frequency of cycling in the area surrounding Witney of the 65 people who responded to the question, 36 people said they did cycle in the area surrounding Witney. 9 people said they cycled daily, 11 weekly, 9 monthly and 7 yearly. 29 people said they did not cycle at all in the area surrounding Witney.

Q2 Typically, how often do you walk in Witney for any purpose?



The results of the question on walking frequency in Witney showed a clear pattern of frequent walking activity, with the majority of respondents walking either daily or weekly. Specifically, 32 individuals reported walking daily, 19 reported walking weekly, and 4 reported walking monthly.

However, there were also a small number of respondents who reported either not walking at all (1 individual) or choosing a different option (4 individuals). These results suggest that there may be a small group of individuals who do not engage in walking in Witney, or who may have a different pattern of walking behaviour.

Q44 How did you find out about this consultation?

The most popular channels were Facebook (16 respondents), followed by email from OCC (12 respondents). Twitter, Instagram, LinkedIn, NextDoor, and the OCC website were also used as sources of information, with 6, 2, 2, 2, and 4 respondents respectively. Local news (5 respondents), Councillors and local community groups (3 respondents), friends or relatives (4 respondents), and other sources (4 respondents) were also used.

Q45 What is your age?

The results of the question on the age of respondents showed a diverse range of ages, with the majority of respondents being in the 55-64 age group (19 respondents). This was followed by respondents in the 45-54 age group (10 respondents) and the 65-74 age group (12 respondents). There were also 9 respondents in the 25-34 age group, 6 respondents in the 35-44 age group, 2 respondents in each of the 16-24 and 75 or more age groups, and 5 respondents who preferred not to say.

These results provide a useful insight into the age distribution of respondents and can help to ensure that the views and needs of different age groups are taken into account when developing plans and initiatives. This information can also be used to identify any potential barriers or biases in engagement with different age groups and to develop strategies for increasing participation from under-represented groups.

Q46 What is your sex?

The results illustrate a clear majority of male respondents (40), with 16 female respondents and 7 respondents who preferred not to say.

These findings provide a useful overview of the gender distribution of respondents and can help to ensure that the views and needs of both male and female respondents are taken into account when developing plans and initiatives. This information can also be

used to identify any potential biases in engagement with different genders and to develop strategies for increasing participation from underrepresented groups.

Q47 What is your ethnic background?

The majority of respondents identified as white with a British, English, Welsh, Scottish, Northern Irish, Irish, or any other white background (53). A smaller number of respondents preferred not to say (8).

Q48. Are your day-to-day activities limited because of a long-term illness, health problem or disability that has lasted, or is expected to last, at least 12 months?

A low number of respondents reported that their day-to-day activities were impacted by a long-term illness, health problem, or disability (5 a lot and 6 a little). The majority of respondents reported that their activities were not limited (47). A small number of respondents preferred not to say (5).

By considering the needs of those who may have limited mobility, the authorities can ensure that the LCWIP (Local Cycling and Walking Infrastructure Plan) is designed in a way that promotes active travel for everyone, regardless of their health status.

Representative of Oxfordshire

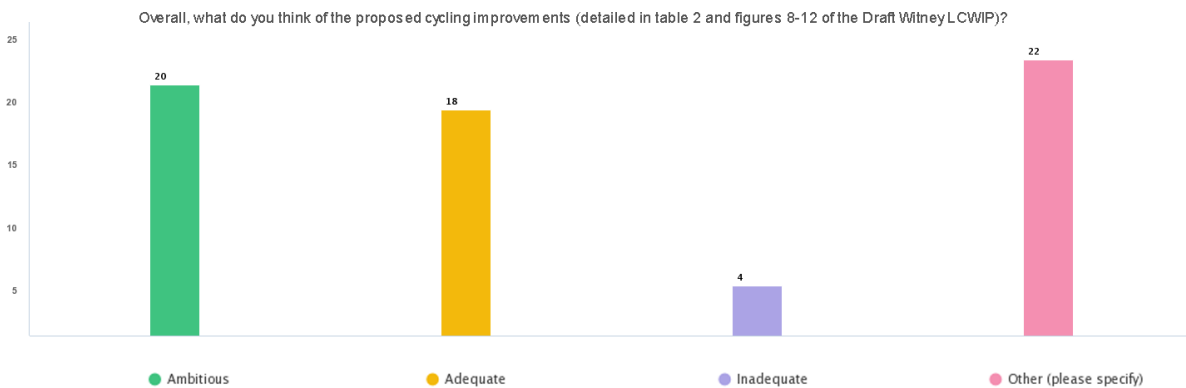
The number of responses at just 67 means that the demographic profile of the respondents is not fully representative of Witney or Oxfordshire. We value what each person has said in the questionnaire and their comments on the plan, however we cannot conclude that their views, experiences, and characteristics are representative of the rest of the population.

Comments on the draft Witney LCWIP

Questions about Cycling

This section of the report outlines the responses in relation to the proposals for improvements to cycle infrastructure.

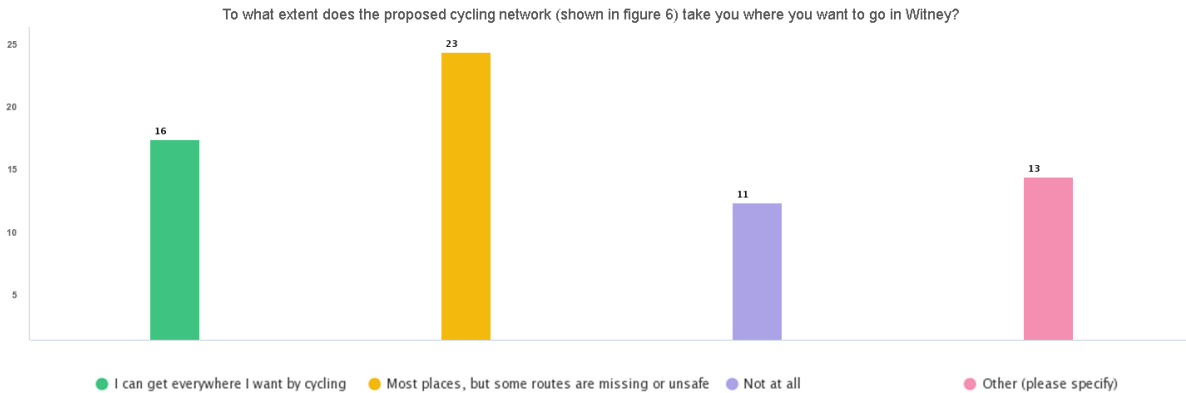
Q3 Overall, what do you think of the proposed cycling improvements (detailed in table 2 and figures 8-12 of the [Draft Witney LCWIP](#))?



The results of the questionnaire show a mixed response towards the proposed cycling improvements with a majority of respondents viewing it as either ambitious or adequate. However, a small percentage of respondents felt that the proposals were inadequate.

The "Other" category highlights the diversity of opinions and suggestions from the respondents. The proposed cycle lanes in Witney are seen as a waste of money by the majority of the "Other" respondents. They believe the money would be better spent on other things and that the cycle lanes are not practical or necessary. Some respondents have concerns about the loss of green vegetation and parking spaces. They also believe that the first phase should be obtaining real data from people who are not recreational cyclists and that the cycle routes should not be forced on people. Some believe walking should be prioritised over cycling and that car drivers should not be affected.

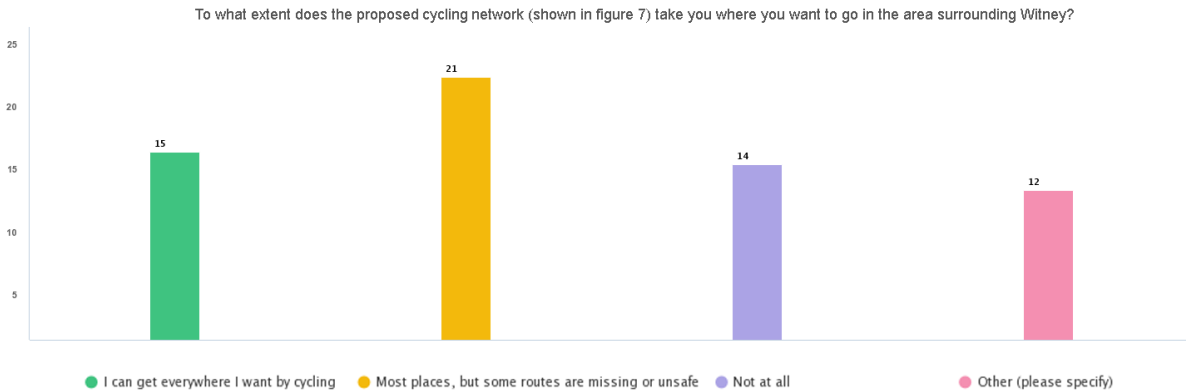
Q4 To what extent does the proposed cycling network (shown in figure 6) take you where you want to go in Witney?



The proposed cycling network in Witney appears to be effective to a varying extent for different individuals. 63 people responded to this question. 16 respondents feel that they can reach everywhere they want to go by cycling, while 11 say it does not help them at all. 23 respondents feel that they can reach most places, but some routes are either missing or unsafe. The remaining 13 have other views on the matter.

The "Other" responses to the question of the extent to which the proposed cycling network in Witney takes people where they want to go are varied and include: concerns about the lack of enforcement against cyclists using pavements, belief that the current network is sufficient, personal behaviours unlikely to change, lack of cycling ability due to injury or other reasons, concerns about safety on bike paths, and criticism of the plans for not reflecting the priority of walking over cycling for most residents. Some respondents also pointed out issues with maintenance and suggested reducing spending on certain projects to budget for proper maintenance. Overall, the proposed cycling network has received mixed feedback, with some finding it useful while others still have concerns regarding its effectiveness and safety.

Q5 To what extent does the proposed cycling network (shown in figure 7) take you where you want to go in the area surrounding Witney?



Based on the results of the questionnaire, a majority of respondents (15 out of 62) feel that the proposed cycling network, shown in figure 7, would allow them to get everywhere they want to go in the area surrounding Witney. However, there are some who feel the network is insufficient, with 14 respondents indicating that it would not take them where they want to go at all, and 21 respondents indicating that while they could get to most places, some routes are missing or unsafe. There are also 12 respondents who provided other responses. Overall, the proposed cycling network has received mixed reviews, with some feeling it would meet their needs while others feel it is lacking.

The "Other" responses indicate that the proposed cycling network in Witney is not useful or desirable for all people. Some respondents do not cycle, while others believe that the road conditions are too dangerous for cycling. There were also concerns about the lack of dedicated cycle paths, as well as the difficulty in verifying the details of the proposal. Some respondents suggested that cycling lanes from Witney to Bladon and along the A40 are more necessary. Some respondents think that the proposal is unrealistic and do not believe that anyone would choose to cycle to Hanborough Station instead of driving. Some respondents feel that the road from Curbridge to Brize Norton/Carterton is too dangerous for cycling and that there should be a dedicated cycle and pedestrian path.

Q6 If the measures in the Witney LCWIP were implemented, would this encourage you to cycle more?

If the measures in the Witney LCWIP were implemented, would this encourage you to cycle more?	Number of responses
Yes	28
No	26
Unsure	2
Other (please specify)	8
Blank / did not respond	3
Total responses	67

Q7 Please provide further information on your selection in Q6

People in Witney face various obstacles that make cycling either impractical or not their preferred mode of transport. These include distance, age, disability, lack of public transport options, security concerns, hilly terrain, and inclement weather. Many individuals prefer to drive, walk, or take a bus for shopping and other short journeys. Some own e-bikes, but do not feel comfortable leaving them in public areas and would only use them for passing through. Others work outside of Witney and do not see cycling as a viable option for their weekly shopping.

Q8 Please suggest any other improvements to cycling you think should be included in the Witney LCWIP.

There are a number of suggestions made by people for improvements to cycling in the Witney LCWIP. One of the key suggestions is the inclusion of rental bikes or e-scooters, which would allow people who do not live in Witney to access different parts of the town without driving. This would reduce the need for driving once in Witney and allow people to easily travel from one part of the town to another on a rented bike or e-scooter.

Another suggestion is the installation of CCTV covering the bike parking in central Witney, to enable the police to follow up on any thefts that occur. Additionally, some people believe that all cyclists should be required to pay Vehicle Excise Duty.

One of the main focuses of the suggestions is the creation of a safe cycle route from Witney to Carterton, as many people who work in Witney and live in Carterton would like to cycle to work but find the roads narrow and unlit, making it unsafe to do so. Improving the B4044 from Eynsham to Botley was also mentioned as a priority, as accidents involving cyclists and aggression from drivers make it difficult to travel by bike. This scheme is geographically outside of the Witney LCWIP; however, we note the importance of the scheme to those who live in Witney and the surrounding area.

There are differing opinions on the use of cycle lanes, with some suggesting that they should be removed, and the roads returned to their original use, while others believe that separate dedicated only cycling paths should be created. Some also suggested that cyclists should be required to have lights on their bikes and wear reflective clothing.

Improving the links to Hanborough station, improving the B4044 from Eynsham to Botley cycle route, including Standlake in the plans, and improving routes further afield from the town were also mentioned. Some people believe that it is important to promote safe cycling, while others feel that cyclists should be fined if they use roads when there is also a cycle way adjacent.

Additionally, there were suggestions for secure, free and dry parking for electric bikes, seating/benches on long distance or steep routes, and safer crossings for cyclists.

There were also suggestions for improvements to the surfacing of roads and for widespread cycle parking in the town centre. Some people also suggested using the old railway track bed as a possible route for linking Witney to surrounding villages.

In general, the suggestions made by the respondents cover a range of topics, including accessibility, safety, infrastructure, and cost. While some respondents are in favour of promoting cycling in Witney, others believe that it should not be promoted at the expense of vehicle-tax paying motorists.

Questions about Walking

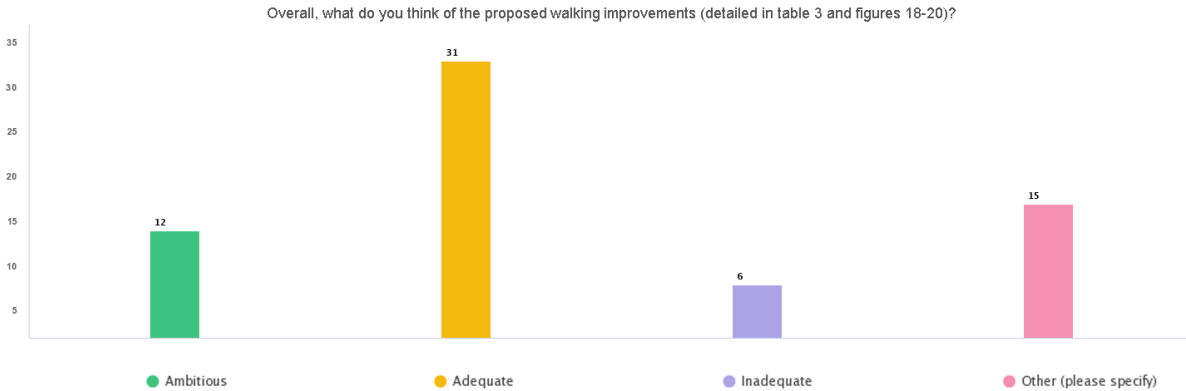
This section of the report outlines the responses in relation to the proposals for improvements to walking infrastructure.

Q9 Typically, how often do you walk in Witney for any purpose?



Of the 65 people that responded to this question, the majority of respondents (32) walk in Witney on a daily basis. 19 individuals walk weekly, 4 monthly, 5 yearly and 1 person reported not walking at all. 4 individuals specified that they walk every few days, when necessary, use a mobility scooter to take their dog out, or they are a carer and need to drive.

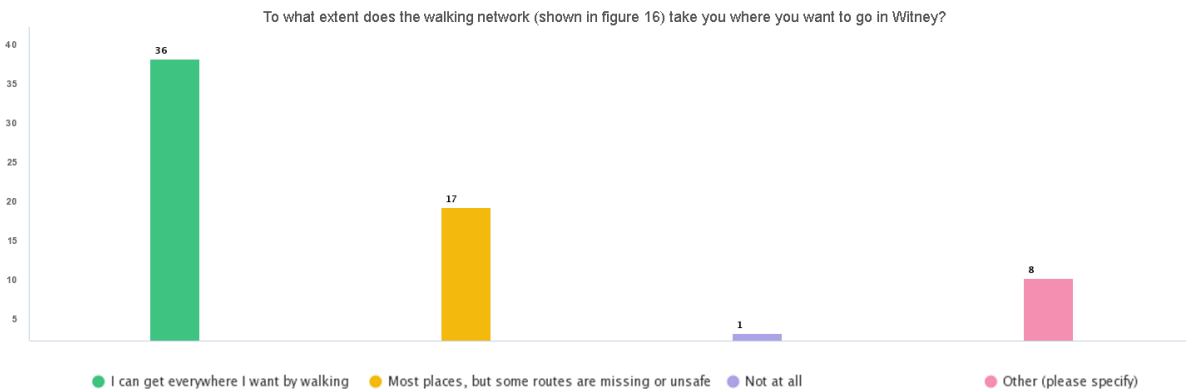
Q10 Overall, what do you think of the proposed walking improvements (detailed in table 3 and figures 18-20)?



64 people responded to this question. A total of 12 respondents viewed the improvements as ambitious, 31 considered them adequate, and 6 found them inadequate. Additionally, 15 respondents gave other responses, ranging from concerns about the necessity of the improvements, to issues with the practicality of the proposals, to suggestions for alternative solutions.

The comments mention specific locations such as the dropped kerb by Sainsbury's on Station Lane and the 5-ways roundabout on Ducklington Lane, where the respondents believe pedestrian crossings are necessary for improved safety. Additionally, there is a lack of direct footpaths into Witney, specifically from existing and proposed houses, which the respondents suggest the need for more river crossings and footpaths.

Q11 To what extent does the walking network (shown in figure 16) take you where you want to go in Witney?



62 people responded to this question. According to the results, 36 respondents stated that they can get everywhere they want by cycling in Witney, while 1 respondent stated that they cannot get anywhere they want by walking. 17 respondents reported that they can get most places by walking, but some routes are missing or unsafe. 8 respondents provided other answers, with some mentioning that they have no issue with the current walking network and others mentioning that they do not walk enough in Witney to

provide an accurate response, or that they find it annoying when cars park on pavements or when cyclists use pavements. Additionally, some respondents mentioned specific difficulties, such as elderly clients not being able to walk or having to face near-death experiences while walking.

Q12 If the measures in the Witney LCWIP were implemented, would this encourage you to walk more?

If the measures in the Witney LCWIP were implemented, would this encourage you to walk more?	Number of responses
Yes	20
No	26
Unsure	10
Other (please specify)	7
Blank / did not respond	4
Total responses	67

The results of the question show that 20 respondents believe that the measures in the Witney LCWIP would encourage them to walk more, 26 respondents believe it would not, and 10 are unsure. Seven respondents provided additional comments, with concerns about cyclists using the pavements, the need for better links from certain areas, questioning the logic behind spending public money, their current walking habits or the difficulty for elderly clients to walk.

Q13. Please provide further information on your selection from Q12.

Residents of Witney have shared their thoughts on the proposed walking improvements in the town. Some of them already walk or cycle to the central areas of Witney for shopping and other activities but feel that the current walking network is already sufficient for their needs. Some also mention the lack of convenient public transport and secure bike parking as reasons for having to use their cars to get to the town.

Others are concerned about the proposed shared paths with cyclists, as they believe it will make walking less likely in the future. They also express their dissatisfaction with the pedestrian crossings at the Tower Hill/Curbridge Rd roundabout (Fiveways roundabout) and feel that they are adequate as long as everyone is cautious.

Many residents are worried about the segregation of motorists and vehicles and believe it will negatively impact the economy. They want the High Street to be reopened to through traffic and the return of 30mph speed limit instead of 20mph.

On the other hand, some believe that the current walking network is more than sufficient but feel that some areas need improvement to make them more accessible for other people such as those with disabilities. They also feel they walk a sufficient distance each day.

Overall, the residents of Witney have mixed opinions on the proposed walking improvements, with some finding the current walking network adequate and others want improvements to make Witney more accessible and safer.

Q14. Please suggest any other improvements to walking you think should be included.

There are a number of improvements to walking in Witney and the surrounding areas that locals suggest should be considered. One of the suggestions is to allow e-scooters as a mode of transport. People have also raised concerns about dangerous cyclists riding in pedestrian areas and have asked for a separation between cyclists and pedestrians to ensure safety. Another suggestion is to enforce speed limits and fully pedestrianise some roads. Additionally, walking routes should be prioritised over cycling, and the town's High Street and Market Square should be re-opened to through traffic. The footpath from Witney to Carterton is also in need of improvement, as are some of the pavements in the town, which are too narrow or in a poor state of repair for disabled users. Basic maintenance, such as cutting overhanging hedges, sweeping paths, repairing broken slabs, and fixing pot holes, is also needed to make the paths more accessible.

People have also expressed a need for better lighting, handrails on bridges in icy conditions, and wider, better-lit footpaths, especially for women. More pedestrian crossings are also needed, particularly between West End and the A4095, and improvements should be made to the walking routes from Windrush Place to Curbridge.

Some people have expressed concerns about the cost of the improvements in the plan, while others believe that walking journeys should be encouraged as a healthy and free mode of transport for all. Protection from other forms of transport, as well as safer and strategically placed pedestrian crossings, should be a priority.

However, there is also opposition to the current 20mph speed limit across Witney, which residents feel are politically motivated and not based on road safety. They believe that the taxpayer money spent on implementing the 20mph could have been better used on local amenities like recycling centres or leisure facilities such as bird aviaries. The blanket speed restriction across the town is seen as unjust and is causing distress to residents, leading to low spirits and mistrust in local politics.

Packages of improvements

This section of the report outlines the responses in relation to the proposals which have been packaged into eleven packages which summarise the cycling and walking infrastructure plan.

Q15 Would you like to provide feedback on a specific package (shown in figures 24-26)?

Out of the total of 67 responses, 17 people provided feedback on a specific package shown in figures 24-26, while the remaining 50 did not.

Q16 Would you like to comment on the Woodstock Road package and Q17 Please provide your comments on the Woodstock Road package.

9 people provided comments on this package. The Woodstock Road package has received a mix of opinions from the public. Some see the proposed segregated cycle lane as a waste of money and believe there isn't enough space for such a lane. They also express concern over the potential damage to the environment through removal of trees and narrowing of grass verges. Others believe that shared cycle paths on Woodstock Road are not safe or practical. They suggest that the proposed crossing near Wood Green/Holy Trinity should be positioned between two junctions for better visibility and to avoid traffic. A few people welcome the western side of the road to be designated as cycle-only and upgrading of the pedestrian side footpath.

Some see the gap between the cycle paths at North Leigh as a vital component in connecting people to Hanborough Station and suggest provision of various amenities like changing rooms, laundry services, food and drink options, and bike and e-scooter rental along with electric vehicle charging facilities. They also suggest the possibility of a covered cycle path with solar panels. One person considers the cycle path to Hanborough as an expensive folly, as the same route is already covered by the 233 bus service. They suggest that the money would be better spent subsidising the bus service.

One person suggests conversion of Narrow Hill to motorised access only southbound, and 2-way cycling (also known as contra-flow) and walking. They also raise concerns about the kerbs/footways being too narrow for walkers and suggest the measures should be implemented in the short term.

Finally, one person objects to the proposal and believes that no changes are necessary. They also express confusion over the named B4022 Newland Crossing on Fig 10 and its apparent route around the back of Bridge Street on Fig 11.

Q18 Would you like to comment on the Hailey Road package and Q19 Please provide your comments on the Hailey Road package?

5 people provided comments on this package. The Hailey Road package has received mixed reviews, with some commenting that it is a waste of money. However, there are also those who believe that ensuring a smooth flow between pedestrians and cyclists is important and suggest reminding people of the hierarchy of use through signs. The detail and protection offered for cyclists on a fast car route is also appreciated. Additionally, the proposal of a crossing to access water meadows and Woodford Mill is welcomed. On the other hand, some respondents object to the changes and feel that there is no need for them to be made.

Q20 Would you like to comment on the Burford Road package and Q21 Please provide your comments on the Burford Road package?

5 respondents have expressed their opinions on the Burford Road package. Some consider the package to be a waste of money and believe it should be left alone. However, one person thinks that connecting the cycle path at Woodford Way and Deer Park Road would be a major improvement and that Burford Road is currently the scariest part of their cycling route. Another person simply wants the pedestrian crossing by The Windrush public house to start functioning properly.

Q22 Would you like to comment on the West Witney package and Q23 Please provide your comments on the West Witney package?

4 people provided comments on this package. The West Witney package has received mixed responses, with some considering it to be a waste of money and others appreciating the roundabout idea [the proposed roundabout with protected space for cycling]. Three respondents object to any changes being made. Overall, the opinions seem to be divided on the West Witney package.

Q24 Would you like to comment on the Witney Road package and Q25 Please provide your comments on the Witney Road package?

Out of 4 respondents, one person thinks the Witney Road package is a waste of money. Another person feels that the footpath on the southern side of Curbridge Road is in

urgent need of renovation or widening. One respondent objects and feel that there is no need for changes to be made. One of the respondents who cycles down Corn Street twice daily for work is concerned about being "doored" by cars parked to the left of the cycle paths.

Q26 Would you like to comment on the Ducklington Lane package and Q27 Please provide your comments on the Ducklington Lane package?

Out of the 3 respondents, one felt that the Ducklington Lane package was a waste of money, and another felt that there was no need for changes to be made. The third respondent suggested that although the shared path could use some basic maintenance, it is not a frequently used route by either cyclists or pedestrians. However, they suggested that the crossing by Pure Gym could be altered to separate cycles from pedestrians, allowing cyclists to ride straight through onto Colwell Drive without using the footway.

Q28 Would you like to comment on the South Witney package and Q29 Please provide your comments on the South Witney package?

Out of the 4 people who responded to the South Witney package, one person believed it to be a waste of money, while another believed that there is no need for any changes to be made. However, another respondent mentioned that connecting all the new estates would be great, as currently the area is heavily focused on cars.

Another respondent expressed concerns about the proposed changes and deemed the idea as "crazy." They pointed out that the path alongside Gordon Way is a footpath, not a bridleway, and that creating a 5-way junction at the intersection of this path and the bridleway to The Leys/The Springs could lead to dangerous conditions, particularly during busy school times when cyclists already race downhill. The respondent also noted that the crossing on Station Lane works fine and there is no need to change it. They also mentioned that the green line on Figure 26 of the proposal does not continue through the industrial estate and reappears south of the A40, which they considered to be illogical. They expressed concerns about schoolkids from Ducklington mixing with deliveries to builders' merchants in the morning, stating that it could lead to fatal accidents if not addressed. The respondent suggested encouraging cycling along the existing Station Lane cycle path to the crossroads and then south to Ducklington as a safer alternative.

Q30 Would you like to comment on the Witan Way package and Q31 Please provide your comments on the Witan Way package?

Regarding the Witan Way package, 5 individuals responded with a mix of positive and negative comments. Some felt that the package was a waste of money and there was no need for changes to be made, while others welcomed the idea of improving the path through the woods between New Bridge Street and Langel Common, possibly with a simple footbridge connecting Aquarius at the end of Marsh Lane. However, the need for more cycle infrastructure along Witan Way was emphasised as it is a busy vehicle route and many cyclists avoid it due to its lack of safety.

Q32 Would you like to comment on the East Witney package and Q33 Please provide your comments on the East Witney package?

6 people provided comments on this package. The comments on the East Witney package are mixed. While some believe it is a waste of money and there is no need for changes to be made, others have specific suggestions for improvement.

There is a concern for those who often cross over from the path leading to the A40 to South Leigh that this route would still be open during the proposed A40/B4044 Shores Green slip roads work.

Lighting is deemed important for the section of path by the allotments and improving the bridges between Oxford Hill and Madley/Woodbank.

One person felt disappointed that the toucan crossing at reference 23 to the cemetery is identified as 'long term' and the walking access is 'medium term'. As there is no safe way to walk to the cemetery, they felt these should be higher priority.

The linking of Woodstock Road and New Yatt Road is welcomed, but it is suggested that this be done at the start of the development [the North Witney Strategic Development Area], rather than the end, as cycling to New Yatt to purchase eggs can be difficult due to the high speed of motorised traffic.

Q34 Would you like to comment on the Newland package and Q35 Please provide your comments on the Newland package?

The Newland package has received mixed reviews, with three people expressing their thoughts on the proposal. One person deemed it a waste of money and another believed that no changes should be made.

However, one person raised concerns about the proposed link between Newland Mill and Church Lane [reference 66], stating that it would be a disaster for the character of the Windrush valley if cycling was allowed on the path and it widened to accommodate cycling. This person believed that the existing narrow path would be better if the macadam surface were replaced with a more natural material, and that the proposed

cycle track would cause irreparable harm to the valley and its surroundings, including the Scheduled Ancient Monument of Cogges Farm Museum and the Windrush in Witney Project. The person emphasised the importance of preserving the rural character of the valley and maintaining its ecological balance.

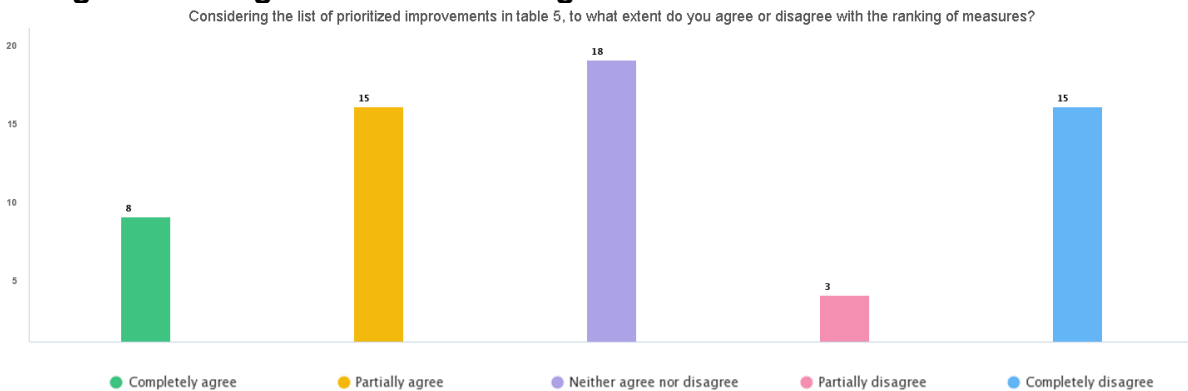
Q36 Would you like to comment on the Madley Paths package and Q37 Please provide your comments on the Madley Paths package?

6 people provided comments on this package. The Madley Paths package has received mixed reviews, with two people feeling that it would be a waste of money and that no changes need to be made. However, four others believe that upgrades are needed for these cycle and pedestrian-friendly routes. The need for lighting by the allotments has been emphasised by some people and upgrading the footpaths along the allotments is also seen as a positive change. The possibility of lighting and surfacing the paths has been described as transformative, as it could provide a new route for people from North and East Witney, making it easier for them to cycle or walk.

Prioritisation of improvements

This section of the report outlines the responses received regarding section 5 of the LCWIP ‘Prioritisation of Improvements’ as outlined in Table 5, which prioritises the proposed measures by ranking them in priority order.

Q38 Considering the list of prioritised improvements in table 5, to what extent do you agree or disagree with the ranking of measures?



There is a mix of opinions regarding the ranking of measures in table 5, to which 59 people responded, with 8 respondents completely agreeing with the ranking, 15 partially agreeing, 18 neither agreeing nor disagreeing, 3 partially disagreeing, and 15 completely disagreeing. Overall, 23 people agreed to some extent where as 18 people disagreed to some extent.

Q39-40 Please provide further information on your selection

The responses to the question "Please provide further information on your selection" are a mix of opinions with some agreeing with the prioritised improvements while others disagree.

- Some respondents mention that they believe cycling is important, however, they are concerned about its accessibility and impact on the safety of walkers.
- Others are disappointed that the Oxford Hill cemetery will not have easy walking access and believe that the improvements should be short term (as highlighted earlier).
- Some respondents feel that there is too much support for non-car drivers and view the prioritised improvements as a waste of money.
- Others express frustration that the list does not address widespread poverty, cost of living crisis, and other pressing social issues.
- Some respondents believe that the proposed changes are unnecessary and prefer that the money be used to fix roads and support the growing population.
- A few respondents express the opinion that the current infrastructure is fine as it is and does not need any changes.
- Completely pointless if you don't deliver 2a 2b 3a 3b 3c at the same time.
- Someone responded that scheme 93: Ducklington Lane is a very low priority. Highlighted that scheme 65 for a new parallel crossing on B4022 Newland has been installed in 2022. Scheme 40 Roundabout with protected space for cycling (also known as a Dutch-style roundabout) is not needed, just put better islands on the spurs.
- Someone else identified, the Fiveways Dutch-style roundabout and the second bridge over the river Windrush should be highest priority.

Final thoughts

This section outlines comments received to the final question asking if there are any further comments. In this section people could raise any additional issues they wish.

Q41 Please let us know if you have any further comments

42 people responded to this question. Some are supportive of the plans and believe they should be implemented as soon as possible, such as the safe cycle route from Witney to Carterton and the Woodstock Road package. Others feel that the council is not considering the needs of all residents, particularly those who are disabled and

unable to walk or cycle, and those who are negatively impacted by the 20mph speed limit.

Some feel that the cycling and walking improvements should focus on larger, more impactful projects rather than just clearing and repairing existing infrastructure. On the other hand, some feel that the council should prioritise fixing the infrastructure that already exists, such as maintaining the roads and paths to a decent standard, before spending money on new projects.

Some also express their concerns about the impact of the proposed improvements on the rural character of the area, and the feasibility and expense of implementing Dutch roundabouts.

Some respondents mentioned that initiatives within the community may increase walking and cycling, such as working with schools and also more work is needed to educate cyclists in the Highway Code.

There is no recognition in the plan that the weather is a great determining factor in people choosing to cycle, walk or take a bus. They may well do so on warm, dry summer days but not many people would choose to walk, cycle or wait at a bus stop on cold, wet winter days.

We note that the picture of a 'Tiger crossing' on p28 is not one. There are now examples of these on Ferry Hinksey Road, Osney and Cowley Road/Oxford Road, Oxford.

The Oxfordshire Cycling Network and the Coalition for Healthy Streets and Active Travel have praised the draft Witney LCWIP for its inclusion of walking and cycling elements, as well as its scope which includes nearby villages and the major town of Carterton. They particularly appreciate the idea of a Dutch Roundabout at Fiveways roundabout; however, they acknowledge the challenge of finding the resources to implement these schemes quickly and effectively.

In addition, some residents of Woodford Mill and members of the Witney Flood Mitigation Group have concerns about the proposal to straighten the bridge, as it may become a racetrack and increase the risk of accidents. They also raise concerns about the poor lighting on the path from Woodford Mill to Mill Street and the potential impact on the already bad flood situation.

With regard to the consultation itself, some raised concerns about the design of the proposed plans, including the lack of clarity in the maps and the dense information that requires several hours or days to analyse. Some feel that the consultation process is not accessible to all residents and that there is limited opportunity for feedback. Some felt the consultation was not publicised widely enough. The questionnaire has been poorly laid out and not able to follow the document or the questionnaire.

OCC's response to main issues raised and changes to the LCWIP

The carbon impact of schemes will be assessed. Retrofitting and using existing infrastructure will be considered first to lower the carbon impact of schemes. Reducing carbon emissions is one of the key reasons for encouraging more cycling and walking and therefore the carbon footprint of infrastructure cannot be ignored.

The feasibility of all schemes requires assessment. Any scheme that is deemed unfeasible will not be delivered or will be modified to ensure that it is feasible.

Safety will be considered upfront in the feasibility and design of all schemes. Any scheme that is deemed unsafe will not be implemented. All schemes will be subject to safety audits both before and following construction.

The Witney LCWIP is not the only plan that will address cycling in relation to Witney – there is also the Strategic Active Travel Network being developed by Oxfordshire County Council. This considers connections between settlements and key transport interchanges.

All schemes will adhere to guidance from the Department for Transport, particularly Local Transport Note 1/20, which sets the standards for cycling infrastructure and considers factors including safety.

Short, medium and long term refers to the time it will take to deliver a scheme. This is influenced by many factors, often beyond the control of the Council. The schemes that will take longer to deliver may be subject to many complex factors. The time it takes to deliver a scheme does not influence its priority.

Any improvements will take account of local character and the environment. The detail of improvements will be determined in collaboration with relevant stakeholders, including West Oxfordshire District Council heritage and conservation officers and subject to public consultation. Any improvements to cycling and walking that are deemed to have a significant negative impact on character will not be progressed or will be modified to ensure they are acceptable.

Oxfordshire County Council realises the opportunities presented by schemes such as e-scooter and e-bike hire. The feasibility of these will be explored in the Witney Area Travel Plan. This considers how the transport network in Witney will look in the future and how people will move about.

Oxfordshire County Council's adopted Local Transport and Connectivity Plan (LTCP), guides decision making on transport. It includes policies including establishing a transport hierarchy, which puts walking at the top, followed by cycling. The Witney LCWIP and other transport documents must adhere to the policies set in LTCP.

The need for more secure cycle parking in Witney has been emphasised. Cycle parking has initially been considered in the cycle parking audit that accompanies the Witney

LCWIP. Further consideration of secure cycle parking in Witney will be given when developing the Witney Area Travel Plan.

Written Responses

This section details responses to the consultation that were received in writing instead of via the questionnaire. In total 9 responses were received to the consultation by email. These responses came from:

- West Oxfordshire Ramblers
- West Oxfordshire District Council officer
- Resident
- Witney Town Councillor
- Windrush Bike Project
- Witney Traffic Advisory Committee
- Witney Town Council
- West Oxfordshire District Council
- Jubb on behalf of North Witney Strategic Development Site

A range of points were raised through the email responses. The following list provides a summary of the types of responses received:

- Map and figure corrections
- Additional routes to consider for cycling and walking
- Need to include Eynsham within the catchment area of Witney and consider connections to Eynsham
- Need to make clearer how the Witney LCWIP is inclusive of all
- Piecemeal approach to prioritisation
- Safety and environmental concerns about some routes
- Importance of Strategic Development Areas in helping to deliver improved cycling and walking infrastructure
- Need to tie to and reference West Oxfordshire District Council's Local Plan update to 2041

Respondent	Response summary	OCC action
West Oxfordshire Ramblers	Changes to Public Rights of Way such as redesignation from footpath to bridleway, or new footpaths, will be subject to a standard consultation process. It is unclear how the LCWIP will deal with this consultation process.	Update Witney LCWIP to make it clearer where schemes are proposed on the Public Rights of Way Network and add more information about the next steps of developing any of the schemes (involving several statutory processes).
West Oxfordshire District Council Officer	The importance of the bridleway in encouraging more active travel through Windrush Place development is highlighted. The section of bridleway through Colwell Green is particularly emphasised and should be prioritised for funding if funding is not already secured. Clarification sought on bridleway funding and why it appears in the secured funding and prioritisation/ ranked tables.	Funding for the Colwell Brook section of bridleway has been secured, although the exact cost of bridleway improvements is not yet known. The bridleway is included in the prioritisation table in case of a funding shortfall, and this will be made clearer in the Witney LCWIP.
Resident	<p>Error figure 6 – shared use path indicated when it is a footpath only.</p> <p>Extend proposed new/ upgraded shared use route so that it bypasses proposed Acorn Bioenergy plant where lorry movements present a danger to people cycling.</p> <p>Delivery should focus on delivering specific packages or a desired outcome rather than being focused on time e.g., piecemeal short-term measures and budget. Full package of measures are needed as short-term measures are not enough to bring about change.</p>	<p>Amend map to account for error.</p> <p>A new section of potential Witney LCWIP routes suggested through the consultation, which need to be fully appraised before they enter the LCWIP will be added.</p> <p>The LCWIP prioritisation and packages are flexible to respond to a variety of funding opportunities to bring about change. This approach will be evaluated during the LCWIP review process to see if it is effective.</p>
Witney Town Councillor	Requesting clarification that the proposed crossing of Deer Park Road in the vicinity of the junction with Curbridge Road will be delivered.	The Witney LCWIP will be amended to make clear that the crossing of Deer Park Road will be delivered, and the long-term aspiration is for a Dutch Style roundabout at the Deer Park Road/ Curbridge Road junction.
Windrush Bike Project	<p>Dutch style roundabouts, segregated cycle tracks and parallel crossings represent the ambitions direction of cycling and walking desired in Witney.</p> <p>No cycle infrastructure proposed at present Newland and Oxford Hill.</p> <p>Study looking at motor traffic flow across the town and the impact of filtering traffic e.g., through traffic filters, bus gates and LTNs desired.</p>	

	<p>Dutch style roundabout does not make cycling on Tower Hill safer. Only option on Tower Hill appears a modal filter, which would need picking up in a wider study.</p> <p>Station Lane – a cycle path on the south side is required to make it safe for people to cycle to/from employment sites.</p> <p>No cycle infrastructure on Cogges Hill Road between Oxford Hill and Cogges – require clarification on whether funding for this will come from East Witney Development.</p> <p>Downs Road lacks cycle infrastructure along its length – this needs addressing.</p> <p>Map errors identified.</p>	<p>Study looking at motor traffic flows and filtering traffic across the town (including at Tower Hill) will be picked up in the development of Witney Area Travel Plan.</p> <p>A new section of potential Witney LCWIP routes suggested through the consultation, which need to be fully appraised before they enter the LCWIP will be added.</p> <p>Map errors will be corrected.</p>
<p>Witney Traffic Advisory Committee (TAC)</p>	<p>Unclear whether refuge island that has been sought on Witan Way (near Farm Mill Lane) is included in the Witney LCWIP.</p> <p>Need to improve Fiveways roundabout from its current unsafe layout acknowledged but lack of consensus on whether Dutch style roundabout is the best option. Would like to see a solution that is safe for everyone.</p> <p>The Leys – upgrade of existing path to shared use should be included and should inform new and utilize existing s106.</p>	<p>Included in the Witney LCWIP is a proposal at this location to upgrade existing uncontrolled crossing to a controlled crossing such as a raised tiger crossing (improvement 28).</p> <p>Feasibility work is currently ongoing for Fiveways roundabout to produce a solution that is safe for everyone. This will be shared with stakeholders in due course.</p> <p>A new section of potential Witney LCWIP routes suggested through the consultation, which need to be fully appraised before they enter the LCWIP will be added.</p>
<p>Witney Town Council</p>	<p>Would like to understand how suggestions and amendments to the Witney LCWIP can be made once it is adopted.</p> <p>Eynsham does not feature on the 5/10km cycling catchment area map. Has consideration been given to a leisure route between Witney and Eynsham?</p>	<p>The mechanisms for suggestions and amendments to the Witney LCWIP will be outlined in greater detail in section 6.2 of the Witney LCWIP.</p> <p>Eynsham will be added to the 5/10km catchment map. The route between Witney and Eynsham via the A40 is considered the main route due to directness. If the demand for a leisure route becomes substantial, this will be explored in later iterations of the Witney LCWIP.</p>

	<p>West Witney proposals should be a higher priority due to the development nearing completion.</p> <p>East Witney Strategic Development Area (SDA) should include an enhanced designated footpath/ cycleway which links east Witney to the southern industrial and commercial areas.</p> <p>Connections to North Witney SDA should be considered now.</p> <p>Consider referencing potential rail line between Witney and Oxford and need for connectivity to this.</p> <p>More consideration should be given to the elderly and disabled in the plan e.g. benches.</p> <p>Minimal disruption to the environment is requested.</p> <p>Drainage mitigations and topography should be considered during the design and building process to ensure flooding is not caused. This is particularly relevant on the flood plain between Hailey Road and Woodford Mill, which floods regularly. The path through</p>	<p>S106 funding has been secured for the West Witney development. This includes funding for active travel improvements. OCC are actively seeking to deliver these improvements to active travel connectivity for residents, employees, and visitors to the development.</p> <p>A new section of potential Witney LCWIP routes suggested through the consultation, which need to be fully appraised before they enter the LCWIP will be added.</p> <p>The proposals in the Witney LCWIP have considered connectivity to the North Witney SDA and routes/ improvements included in LCWIP proposals.</p> <p>Later iterations will include reference to the rail line between Witney and Oxford once the direction of this proposal is more established.</p> <p>The Witney LCWIP promotes the Healthy Streets Approach, which looks to make places more accessible for everyone and includes features such as benches. During the design stage of every scheme the needs of everyone will be considered and the Healthy Streets Approach applied – this will be made clearer in the Witney LCWIP.</p> <p>This is noted. All schemes are subject to a Climate Impact Assessment and OCC also has policies such as a Tree Policy to ensure minimal impact to the environment.</p> <p>Drainage and flooding will be considered during the feasibility and design stage of schemes.</p>
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	<p>Langel Common should also be raised so that it does not impede flooding.</p> <p>There is a need for maintenance, and this should be emphasised more in the Witney LCWIP.</p> <p>Witney Town Council object to any measures that use or increase traffic on private roads within the vicinity of Lakeside allotments.</p>	<p>Maintenance is beyond the remit of the Witney LCWIP. Maintenance will be considered during later stages of scheme development.</p> <p>OCC will ensure measures in this area are directly related to the public rights of way and amend the LCWIP accordingly.</p>
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<p>West Oxfordshire District Council</p>	<p>Overall support for the plan.</p> <p>Greater emphasis should be given to design including public realm, landscaping and quality of materials.</p> <p>Consider more ambitious interventions on linkages to SDAs.</p> <p>Importance of linking active travel routes to bus stops and need for improved cycle storage at bus stops should be a key consideration.</p> <p>Technological advances will support active travel and greater reference to this is needed.</p> <p>Reference should be made to 20mph speed limit in Witney.</p> <p>Make clearer that access for all includes people on wheelchairs, mobility scooters etc.</p> <p>Reference how the Witney LCWIP will help to inform the new West Oxfordshire Local Plan to 2041.</p> <p>Place shaping concept should be elaborated.</p> <p>Vision should be reworked to better emphasise challenges and opportunities arising from active travel.</p> <p>Target amendments and additions suggested.</p> <p>Additions and amendments are suggested to the background section of the document.</p> <p><u>Network plan for cycling</u></p>	<p>Whilst detailed design is beyond the scope of this plan and will come during individual scheme development, design expectations will be highlighted in the Witney LCWIP.</p> <p>The optimal option at each location will be considered during the feasibility and design stage.</p> <p>An audit of bus stops will be undertaken and consider aspects such as additional cycle storage. This will become an appendix to the Witney LCWIP.</p> <p>Technology will be picked up in the Witney Area Travel Plan, which the LCWIP sits under and will be considered in conjunction with.</p> <p>This will be added to the background section of the Witney LCWIP.</p> <p>Noted. Document to be amended to reflect comments.</p> <p>Noted. Document to be amended to reflect comments.</p> <p>Noted. Document to be amended to reflect comments.</p> <p>Noted. Document to be amended to reflect comments.</p> <p>Targets have been proposed in line with other OCC policy/ strategy targets.</p> <p>Noted. Document to be amended to reflect comments.</p> <p><u>Network plan for cycling</u></p>
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	<ol style="list-style-type: none"> 1. Amalgamate sections 3 and 4 or the table within to avoid repetition, as improvements are relevant to both 2. Greater emphasis on safer cycle storage required. 3. Link between A40 from Witney to Eynsham Park & Ride should be identified. 4. Further explanation required on what constitutes a destination cluster. 5. Quality of environment should be included as an outcome of cycle improvements 6. Elaborate on meaning of attractiveness and why it is not included as an assessment criterion. 7. Various map amendments proposed due to errors or suggested improvements. 8. Cycle provision along A4095 to North Leigh supported but should be given lower priority. Shared use path may be more cost effective 9. Segregated route on Hailey Road is supported but should be part of more comprehensive improvements including public realm and flooding to support North Witney SDA. 10. Feasibility of various cycle route proposals questioned. 11. Consider Hailey Road/ West End junction crossing as part of Hailey Road package. 12. Intervention 8 should be reviewed in light of West End Link Road. 13. Intervention 9 priority questioned. 14. Consider new/upgraded cycle lane along Avenue 2, Station Lane. 15. A toucan crossing on Oxford Hill is not supported on safety grounds (intervention 23) but support improved accessibility closer to Jubilee Way junction. 	<ol style="list-style-type: none"> 1. The document has been set out in this way to recognise cycling and walking as different modes of travel with different requirements and purposes in some instances. The Witney LCWIP follows DfT guidance on the structure of LCWIPs. 2. Noted. Document to be amended to reflect comments. 3. Whilst no improvements to the A40 route are proposed in this LCWIP, the route will be added as it is an important part of the wider Witney cycle network. 4. Noted. Document to be amended to reflect comments. 5. The outcomes of cycle improvements have been taken from national guidance – LTN 1/20, which outlines the core design principles. 6. Noted. Document to be amended to reflect comments. 7. Noted. Document to be amended to reflect comments. 8. The link between Witney and Hanborough Station via the A4095 is important for facilitating longer journeys by train. The Witney LCWIP is a long-term plan and so does not just consider flows and usage now but potential future flows and aspirations. LTN 1/20 compliant interventions are proposed from the outset, as this is the standard of cycling provision aspired. During scheme design the details and feasibility of each scheme will be considered and amendments may be made. 9. A Hailey Road package is proposed in the Witney LCWIP. These comments will be incorporated into the detail of this.
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	<ul style="list-style-type: none"> 16. Environmental concerns related to route 41 and suggestion to wait for West End Link work. 17. Question the necessity of an uncontrolled crossing on Deer Park Road south of Valence Crescent (improvement 31). 18. Safety concerns about the removal of barriers. 	<ul style="list-style-type: none"> 10. Feasibility and details of schemes will be considered during the feasibility and design stages. 11. A Hailey Road package is proposed in the Witney LCWIP. 12. Without guarantee that the West End Link will be delivered, alternatives for active travel have been considered. Once outcomes of the West End Link study have been reviewed and progress made on the direction of this project, the Witney LCWIP will be updated to reflect this. 13. Cycle routes should be direct and without conflict points. Intervention 9 has been included to reflect this desired design. 14. New section of potential Witney LCWIP routes that need to be fully appraised before they enter the LCWIP will be added. 15. The exact location of the crossing on Oxford Hill will be determined during the feasibility/ design stage. 16. Environmental impact will be considered during the feasibility and design of a scheme and if the impact is deemed too great schemes will not be progressed. 17. To remain in the Witney LCWIP as a need was identified during the audit process. Schemes to progress when funding becomes available will be determined on the degree of positive impact they have. 18. Barriers will only be removed where this does not pose a safety risk. If barriers are removed and there are safety concerns, an alternative solution will be installed.
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	<p><u>Network plan for walking</u></p> <ol style="list-style-type: none"> 1. Judds Close should be identified for improvements. 2. Visibility of maps including figure 18 unclear – would support an online interactive map. 3. Complementary measures should include improved lighting, planting, seating, surveillance, and route information. <p>Prioritisation of improvements and improvement packages</p> <ol style="list-style-type: none"> 1. Policy criteria should include connectivity to other areas of development and destinations such as business sites and town centre. 2. Concern about safety and environmental implications of some routes. <p>Integration and application</p> <ol style="list-style-type: none"> 1. Greater detail needed in this section. 2. Question realism of reviewing LCWIP every 2 years <p>Other comments</p> <ol style="list-style-type: none"> 1. Greater connectivity to green spaces beyond the town needed. 2. No projects proposed in Lower Windrush Valley which appears a missed opportunity e.g. improve pedestrian 	<p><u>Network plan for walking</u></p> <ol style="list-style-type: none"> 1. New section of potential Witney LCWIP routes that need to be fully appraised before they enter the LCWIP will be added. 2. Map resolution will be improved in the document. The option of providing an online interactive map tool for schemes will be explored. 3. These aspects are included within the Healthy Streets approach that the Witney LCWIP supports. This will be made added to the complementary measures section. <p>Prioritisation of improvements and improvement packages</p> <ol style="list-style-type: none"> 1. Noted. This would lead to significant re-evaluation which will be considered in the first update of the LCWIP. 2. Safety and environmental impact will be considered during the feasibility and design stage of scheme development. Any schemes that are deemed unsafe or have an unacceptable impact on the environment will not be progressed. <p>Integration and application</p> <ol style="list-style-type: none"> 1. Noted. Document to be amended to reflect comments. 2. Noted. <p>Other comments</p> <p>1+2. Key trip generators have been considered in the Witney LCWIP – this has accounted for current and predicted future flow patterns. This it is not an exhaustive list of walking and cycling</p>
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	<p>and cycle access to Rushy Common Nature Reserve and tar Lakes via tar Lane.</p> <ol style="list-style-type: none"> 3. Cycle path along half of Tar Lane to Rushy Common is not shown in Figure 2 as it is in Figure 1. 4. Why are some 'existing on road' routes not being improved (figure 6)? 5. Will the improvements to the A40 underpass that connect Ducklington to Witney remove the metal barriers to ease cycling and assess lighting/ maintenance to improve safety? 6. Will EVCP charging for electric bikes form part of the audit of cycle parking in Witney? 7. 2km catchment area centred on the town centre does not include all residential areas and reflect all trips residents could take. 8. Figure 15 2km catchment area does not extend 2km/ 30 minutes in some places. 9. Figure 16 secondary route to Ducklington via A4095 does not exist. 10. Prioritisation criteria should include reduction in carbon emissions. 11. Rather than having lots of interventions with the same priority, those that benefit both cycling and walking could be placed above improvements that benefit just one mode. 12. Significant number of improvements to be delivered over a long timescale and are aspirational. 13. Source of total cost of packages 14. Further work needed on looking at funding bids. 	<p>connections, however. A new section of potential Witney LCWIP routes suggested through the consultation, which need to be fully appraised before they enter the LCWIP will be added.</p> <ol style="list-style-type: none"> 3. Figure 1 shows the geographic scope of the Witney LCWIP. This was determined through consultation from stakeholders and reflects local experience. Figure 2 shows the Propensity to Cycle Desire Line Classification, which uses 2011 Census data to determine where people would like to cycle. 4. Existing on road routes are considered appropriate where the road conditions are LTN 1/20 compliant for on road cycling. 5. Improvement 48 = "shared use footpath/ cycleway parallel to road as bypass to underpass "and improvement 99 = introduce sparrow crossings on the arms of the Ducklington Lane roundabout are proposed in relation to the A40 underpass that connect Ducklington and Witney. A study of barriers has been conducted in Witney and is currently under review by OCC engineers. Where it is considered there are no safety implications, barriers will be removed or modified. 6. EVCP charging for electric bikes will be reviewed in the next iteration of the cycle parking audit for Witney. 7. It is acknowledged that not all trips have a destination in the town centre and some people may walk more or less than 2km, the Witney LCWIP represents an average situation. Trip attractor generation considered trip attractors in residential areas also. Walking route improvements are proposed across Witney. All improvements will consider aspects such as
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		<p>lighting during the design stage – this will be made clearer in the LCWIP.</p> <ol style="list-style-type: none">8. Figure 15 to be amended to reflect comments.9. Figure 16 to be amended to reflect comments.10. As it is challenging to measure the carbon emission reduction from individual schemes at this stage, it has not been included as criteria in the prioritisation process. Impact on air quality has been considered.11. The impact of each improvement will be considered when determining which scheme to progress when funding becomes available.12. Where possible, Witney LCWIP improvements aim to deliver the highest quality walking and cycling infrastructure that is compliant with LTN 1/20 – this is the aspiration. In many instances this requires a radical change to the way things are currently done and this can take a longer time and be more costly, hence the long delivery timescale.13. The package costs have been estimated based on current industry construction costs and do not include planning or contingency costs.14. OCC remain abreast of funding opportunities and actively seek funding when appropriate opportunities present themselves. The Witney LCWIP puts OCC in a better position to bid for funding. Many fundings bids require LCWIPs to have been produced/ result in schemes being viewed more favourably.
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<p>Jubb, North Witney Strategic Development Area</p>	<p>Outlining how the North Witney SDA will assist in the delivery of the Witney LCWIP.</p> <p>North Witney Consortium supports an approach that seeks to prioritise sustainable modes.</p> <p>Outline proposals related to North Witney.</p> <p>Highlights how the West End Link would not be in accordance with Oxfordshire's Decide and Provide approach, with alternative routes having been identified in the LCWIP.</p> <p>North Witney SDA would deliver infrastructure on site to support active travel including the Northern Distributer Road and a potential mobility hub.</p> <p>North Witney SDA can contribute to improvements within North Witney through S106 contributions. The level of contribution would depend on the impact of North Witney SDA.</p>	<p>The support and commitment to active travel is noted.</p>
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Appendix A – Questionnaire

Witney Local Cycling and Walking Infrastructure Plan (LCWIP)

Let's Talk Oxfordshire

What are your views on the Witney LCWIP?

Cycling

Tell us about your views on the cycling elements of the Witney LCWIP (Chapter 3 and Chapter 5)

Typically, how often do you **cycle** in Witney for any trip purpose?
(Choose any 1 options)

- Daily
- Weekly
- Monthly
- Yearly
- Not at all
- Other (please specify)

Typically, how often do you **cycle** in the area surrounding Witney (**shown in figure 1**) for any trip purpose? (Choose any 1 options)

- Daily
- Weekly
- Monthly
- Yearly
- Not at all

Overall, what do you think of the proposed **cycling** improvements (**detailed in table 2 and figures 8-12**)? (Choose any 1 options)

- Ambitious
- Adequate
- Inadequate
- Other (please specify)

To what extent does the proposed **cycling** network (**shown in figure 6**) take you where you want to go in Witney? (Choose any 1 options)

- I can get everywhere I want by cycling
- Most places, but some routes are missing or unsafe
- Not at all

- Other (please specify)

To what extent does the proposed **cycling** network (**shown in figure 7**) take you where you want to go in the area surrounding Witney? (Choose any 1 options)

- I can get everywhere I want by cycling
- Most places, but some routes are missing or unsafe
- Not at all
- Other (please specify)

If the measures in the Witney LCWIP were implemented, would this encourage you to **cycle** more? (Choose any one option)

- Yes
- No
- Unsure
- Other (please specify)

Answer this question only if you have chosen No for If the measures in the Witney LCWIP were implemented, would this encourage you to cycle more?

Please provide further information on your selection

Please suggest any other improvements to cycling you think should be included in the Witney LCWIP

Walking

Tell us about your views on the walking elements of the Witney LCWIP (Chapter 4 and Chapter 5)

Typically, how often do you **walk** in Witney for any purpose? (Choose any 1 options)

- Daily

- Weekly
- Monthly
- Yearly
- Not at all
- Other (please specify)
-

Overall, what do you think of the proposed **walking** improvements (**detailed in table 3 and figures 18-20**)? (Choose any 1 options)

- Ambitious
- Adequate
- Inadequate
- Other (please specify)

To what extent does the **walking** network (**shown in figure 16**) take you where you want to go in Witney? (Choose any 1 options)

- I can get everywhere I want by walking
- Most places, but some routes are missing or unsafe
- Not at all
- Other (please specify)

If the measures in the Witney LCWIP were implemented, would this encourage you to **walk** more? (Choose any one option)

- Yes
- No
- Unsure
- Other (please specify)

Please provide further information on your selection

Please suggest any other improvements to walking you think should be included

Packages of improvements

Please tell us about your views on the packages of improvements in **figures 24-26, section 5.2 and Appendix D**

Would you like to provide feedback on a specific package (**shown in figures 24-26**)?
(Choose any one option)

- Yes
- No

Would you like to comment on the **Woodstock Road** package? (Choose any one option)

- Yes
- No

Please provide your comments on the **Woodstock Road** package

Would you like to comment on the **Hailey Road** package?
(Choose any one option)

- Yes
- No

Answer this question only if you have chosen Yes for Would you like to comment on the Hailey Road package?

Please provide your comments on the **Hailey Road** package

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific package (shown in figures 24-26)?

Would you like to comment on the Burford Road package? (Choose any one option)

- Yes
- No

Answer this question only if you have chosen Yes for Would you like to comment on the Burford Road package?

Please provide your comments on the **Burford Road** package

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific package (shown in figures 24-26)?

Would you like to comment on the **West Witney** package? (Choose any one option)

- Yes
- No

Answer this question only if you have chosen Yes for Would you like to comment on the West Witney package?

Please provide your comments on the **West Witney** package

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific package (shown in figures 24-26)?

Would you like to comment on the **Witney Road** package?
(Choose any one option)

- Yes
- No

Answer this question only if you have chosen Yes for Would you like to comment on the Witney Road package?

Please provide your comments on the **Witney Road** package

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific package (shown in figures 24-26)?

Would you like to comment on the **Ducklington Lane** package? Choose any one option)

- Yes
- No

Answer this question only if you have chosen Yes for Would you like to comment on the Ducklington Lane package?

Please provide your comments on the **Ducklington Lane** package

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific package (shown in figures 24-26)?

Would you like to comment on the **South Witney** package? (Choose any one option)

- Yes
- No

Answer this question only if you have chosen Yes for Would you like to comment on the South Witney package?

Please provide your comments on the **South Witney** package

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific package (shown in figures 24-26)?

Would you like to comment on the **Witan Way** package?

(Choose any one option)

- Yes
- No

Answer this question only if you have chosen Yes for Would you like to comment on the Witan Way package?

Please provide your comments on the **Witan Way** package

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific package (shown in figures 24-26)?

Would you like to comment on the **East Witney** package? (Choose any one option)

- Yes
- No

Answer this question only if you have chosen Yes for Would you like to comment on the East Witney package?

Please provide your comments on the **East Witney** package

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific package (shown in figures 24-26)?

Would you like to comment on the **Newland** package? (Choose any one option)

- Yes
- No

Answer this question only if you have chosen Yes for Would you like to comment on the Newland package?

Please provide your comments on the **Newland** package

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific package (shown in figures 24-26)?

Would you like to comment on the **Madley Paths** package? (Choose any one option)

- Yes

- No

Answer this question only if you have chosen Yes for Would you like to comment on the Madley Paths package?

Please provide your comments on the **Madley Paths** package

Prioritisation of improvements

Please tell us your views on the prioritised improvements in **table 5**

Considering the list of prioritised improvements in **table 5**, to what extent do you agree or disagree with the ranking of measures?

(Choose any 1 options)

- Completely agree
- Partially agree
- Neither agree nor disagree
- Partially disagree
- Completely disagree

Answer this question only if you have chosen Partially disagree for Considering the list of prioritised improvements in table 5, to what extent do you agree or disagree with the ranking of measures?

Please provide further information on your selection
(Required)

Answer this question only if you have chosen Completely disagree for Considering the list of prioritised improvements in table 5, to what extent do you agree or disagree with the ranking of measures?

Please provide further information on your selection
(Required)

Final thoughts

Please let us know if you have any further comments

About you

How did you find out about this consultation? (Choose any one option)

- Facebook
- Twitter
- Instagram
- LinkedIn
- NextDoor
- Oxfordshire.gov.uk website
- Email from Oxfordshire County Council
- Local news
- Oxfordshire County Councillor
- District Councillor
- Town/ Parish Councillor
- Local community group organisation
- Friend/ relative
- Other (please specify)

What is your age? (Choose any one option)

- 0-15
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 or more
- Prefer not to say

What is your sex? (Choose any one option)

- Female

- Male
- Prefer not to say
- Other (please specify)

What is your ethnic background? (Choose any one option)

- Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)
- Black or Black British (Caribbean, African, or any other Black background)
- Chinese
- Mixed (White and Black Caribbean, White and Black African, White and Asian, and any other mixed background)
- White (British, English, Welsh, Scottish, Northern Irish, Irish, or any other white background)
- Prefer not to say
- Other (please specify)

Are your day-to-day activities limited because of a long-term illness, health problem or disability that has lasted, or is expected to last, at least 12 months? (Choose any one option)

- Yes - a lot
- Yes - a little
- No
- Prefer not to say

Stay in touch: would you like to sign up for regular email updates on news, events, and developments from across the county? (Choose any one option)

- Yes
- No

Answer this question only if you have chosen Yes for Stay in touch: would you like to sign up for regular email updates on news, events, and developments from across the county?

Please provide your email address below, so we can contact you and send a link to our sign-up page where you can tailor which communications you receive:

Appendix B - List of Stakeholder written responses in full.

- West Oxfordshire Ramblers
- West Oxfordshire District Council Officer
- Witney resident
- Witney Town Council Councillor (4 emails)
- Windrush Bike Project
- Witney Traffic Advisory Committee
- Witney Town Council
- West Oxfordshire District Council
- Jubb representing North Witney Consortium

West Oxfordshire Ramblers

“I have read much of the Draft Plan and I can see that some of the proposed changes may involve changes to the designation of various Rights of Way e.g. that footpaths might be redesignated as bridleways or that new sections of footpaths are being proposed. I presume whoever reads this will know that there is a standard consultation process for looking at such changes, and I wondered how the development of the Plan will interface with Rights of Way consultations? (*Redacted*) I would find it difficult to put together the maps provided in the consultation document with the OCC Definitive Map that shows all current Rights of Way and proposals for changes – this would be a complex task.

Needless to say, (*Redacted*) I welcome proposals that will encourage walking in West Oxon, and personally, I welcome more access for cycling. Thus, I am not seeking to hold up the process in any way, but to be sure I can contribute in the best way possible.”

West Oxfordshire District Council Officer

“Hope you are well and enjoyed the Christmas break.

Just before the Christmas break a colleague raised an idea, which rang a bell...

We have a (S106 funded) Creative Community Connector based at Windrush Place (a new development in West Witney) who’s role is to bring the community together using arts/creative outlets. He is doing a lot of work with the school and the allotments and really embedding himself well into the community, which is great. He mentioned the bridleway that crosses the site, that is currently underused, but with some work could be a good cut through (encouraging more active travel – as it connects two parts of Witney - but the currently situation he mentioned is that – some of a path that is unusable during the wetter months of the year – Please see attached Google Image map with **the route highlighted in orange** - The part with the most potential use/benefit to the community though, would be the part through Colwell Green - connecting Windrush to Deer Park/West Witney estates - **highlighted in the green circle**. It jogged my memory, so having checked the LCWIP, it looks like this has already been proposed, which is great! (Page 80)

Table 7: Proposed improvements with funding secured

Ref no.	Benefit to	Location	Description
33	Walking & Cycling	Bridleway between Deer Park Road and Downs Road	Widen, provide lighting and re-surface existing bridleway
32	Walking & Cycling	Deer Park Road, south of Range Road linking Deer Park Road and the Bridleway	Controlled toucan or sparrow crossing

Just wondering if you provide some clarification - as these proposals (Ref. number 32 & 33) are show as having funding secured in Table 7, but are also showing in the ‘Prioritisation score/rank’ charts. Hopefully the funding is secured and there is no issue – but if not my concern would be that - As a whole, it may not score very highly and the work may not be undertaken, which would be a missed opportunity. If this is the case, I would propose to divide the improvement - Ref. number 33. into two parts. Separating out the shorter bit of the bridleway - through Colwell Green (Approx.155m - **highlighted in the green circle**) as a higher priority piece of work and have the proposed resurfacing/widening etc. of the full bridleway (Approx.885m - **highlighted in orange**) as a separate proposal item, which could completed over a longer period of time. As I said, hopefully it’s had funding approved so shouldn’t be an issue, but if you could clarify please that would be great.

Many thanks,”



Witney resident

Map error Figure 6



The path shown vertically in the centre of the map is not currently shared use between

coordinates:

51.78236507661562, -1.4706966261311925

51.78136945609421, -1.470653710787193



The shared use section turns left at this point (following the white line) and crosses the road. The pedestrian only path continues straight ahead.

New proposed development

The proposed potential new or upgraded shared use rout ending at coordinate 51.78367096559589, -1.4538630823599397 finishes exactly at the point where a new Acorn Bioenergy plant is proposed with a predicted extra 70 lorry movements per day. Please consider extending the planned path by a short distance to get around this potential danger point.



Delivery packages and timescales Figure 22 to 26

Witney has disjointed cycle paths that limit the possibilities for safe cycling.

Comparing the delivery packages with the time scale plans it is clear that short term improvements will not deliver a joined up solution. If medium or long term plans are not realized, then the short term improvement will have little impact.

Should the focus be more on delivering a specific "delivery package" or a specific "desired outcome" rather than work packages based on logistics and budgets?

An example of a "desired outcome" may be "when there are safe cycle routes for more than 90% of pupils attending Woodgreen School"

Witney Town Council Councillor (4 emails)

- 1) "I have had a look in the LCWIP which is proposed on Let's Talk Oxfordshire.

I note that there is only one pedestrian crossing proposed - previously, there have been conversations about two crossings, one which is within the LCWIP and one that is going to be further down the Deer Park Road near the Roundabout.

The one near the roundabout really needs to be a priority as crossing the road is a significant issue at the moment.

Please can you confirm that there are still plans for two pedestrian crossings along the Deer Park Road and whether or not timeframes have been discussed?"

- 2) "Thanks for the update, I am pleased that the crossing closest to the roundabout is still being considered - if the Dutch style roundabout is a good solution. However, the crossing near the roundabout is most vital to residents and they really want this one as there are many families who just do not find it safe for their children to walk to school - which is really sad.

I hope to hear more about the progress of this crossing soon."

- 3) I have looked at the LCWIP, so apologies if I have missed it, but I do not see in the short term the pedestrian crossing which (*Redacted*) have been suggesting for a number of years now.
I do hope that this is still in consideration and in the short-term plan outside of the LCWIP?

- 4) Thanks for confirming that (*Redacted*), it just wasn't clear within the LCWIP.
I shall respond to the consultation soon - it's a very good document, so well done to everyone involved.

Windrush Bike Project

“Summary

We are delighted that Witney will have a Local Cycling and Walking Infrastructure Plan in

place and look forward to contributing to its evolution. Our thanks to everyone involved in the process so far.

The two ‘Dutch style’ roundabouts, the segregated cycle tracks and the parallel crossings

are just the kind of ambitious design choices that will make more people consider cycling in Witney.

Some of the more complex junctions in the Bridge Street and High Street areas have been left out of the plan for now but we agree it makes sense at the moment and we look forward to the results of the separate project to enable and improve active travel there. We wonder how this will affect traffic on Newland and Oxford Hill which currently have no proposed cycling infrastructure along their length?

We note that there are no traffic filters, bus gates or Low Traffic Neighbourhoods proposed. We would like to see a similar project to the one for Bridge Street which looks at motor traffic flow for the wider town and investigates filtering traffic to enable more active travel. We offer an example in our ‘areas to revisit’ below.

Finally we’ve noted what we think are a few errors in the document.

Areas to revisit

Tower Hill:

The Dutch style roundabout at Fiveways does not improve cycling along Tower Hill itself

and therefore between North West Witney and the Town Centre. The space constraints here were identified when trying to implement the East West Active Travel Corridor scheme and some form of traffic filtering here appears to be the only solution. That would require looking at the impact across the wider area, so perhaps as well as an LCWIP, a wider motor traffic plan is required for Witney?

Station Lane:

The employment sites on the South side of Station Lane are poorly connected from an active travel perspective (currently one crossing at Avenue Two) and has no cycle path along the South side. The proposed crossings (ref no.s 4, 22 and 63) improve this, particularly for walking, but how will people cycle to Avenue Three for example without a cycle path on the South side of Station Lane?

Cogges Hill Road:

No cycling infrastructure is proposed along Cogges Hill Road from Oxford Hill into Cogges. We were under the impression that the funding for this would be delivered by the East Witney development?

Downs Road:

Downs Road has missing cycling infrastructure along its length, eg, this picture shows a section where cyclists must rejoin the carriageway in order to access a toucan crossing 50m further on.



Errors/Corrections

Page 16, “The closest station is Hanborough Station, approximately 9km northwest of Witney High Street” - should be northeast.

Page 28, The picture illustrating a Tiger crossing (Parallel crossing) shows a form of informal crossing.

Ref no. 4 is shown in figures 8 and 9 as a cycling improvement but is not listed in table 2

as a walking and cycling benefit - it appears in table 3 as just a walking benefit.

Ref no. 43 is described as a segregated cycle track on the northern side of Curbridge Road - the scheme drawing of ref no. 40 shows the cycle track on the southern side of Curbridge Road.

Ref no. 65 in Figure 11 appears to be drawn in the wrong location.”

Witney Traffic Advisory Committee

“Draft Witney LCWIP Consultation – Witney Traffic Advisory Consultation Response

The Witney Traffic Advisory Committee met on 10th January 2023, the latest version of the Draft Witney LCWIP Consultation was on the agenda for the consideration of members. Please find below the response from this committee.

Members of the Witney Traffic Advisory Committee were pleased to receive the December 2022 edition of the Draft Witney Local Cycling and Walking Infrastructure Plan. The Chair and other members acknowledged the amount of work that has been invested to date and that these efforts have resulted in a solid draft plan resulting from a good variety of online and in-person engagement. Members reflected on a well drafted initial list of priorities, a good framework upon which more work can follow.

A member raised the issue of a refuge island at Witan Way (when you are crossing near/from Farm Mill Lane). This had been raised previously, with an assurance that this would be included. It is not clear if the refuge island has been included in the current draft plan?

The suggested improvements for the five-ways roundabout were discussed, with all members agreeing that the current layout is dangerous, with pedestrians and cyclists being most at risk. Ducklington Lane was highlighted as being particularly unsafe for pedestrians – the current situation being that as a pedestrian waiting to cross, you cannot see the traffic that is coming. And contributing towards this risk, as a driver exiting Corn Street, the Ducklington Lane pedestrians aren't visible. There was mixed feedback about the idea of a 'Dutch roundabout', the consensus being that it was clear to see what doesn't work, but more needs to be done to come up with a proposal that does work and offers a safer solution for all.

Members of the Committee discussed the ongoing proposals for traffic calming measures at The Leys. Further improvements for pedestrians and cyclists were suggested, including an upgrade to the existing path, with segregated use would be welcomed as part of the plan. It was put forward that the whole scheme should work with and be in conjunction with the Active Travel Scheme already established and that it should inform new and utilise existing section 106 contributions.”

Witney Town Council

“Draft Witney LCWIP Consultation – Witney Town Council Consultation Response

Witney Town Council met on 4th January 2023, the latest version of the Draft Witney LCWIP Consultation was on the agenda for the consideration of members. Please find below their response.

Witney Town Council welcomes the draft local cycling and walking infrastructure plan produced by the County Council. The well-structured proposals, developed with interested parties and experts is long overdue and helps address a piecemeal approach made by varying authorities over many years. The Town Council hopes the plan will assist developers and help the County Council to source additional funds (including Section 106 contributions) to ensure it is realised and that residents will benefit from safer, less polluting, active travel infrastructure through to 2033. In particular, the enhancement and re-creation of historic connections with neighbouring villages, once a key to the economic success in the wider community is welcome.

The Town Council also recognises and appreciates that this is a ‘live document’ which will be reviewed every two years but would like to understand the mechanism as to how suggestions and amendments can be made by interested parties. Further issues the Town Council would like to raise are:

- Although proposed A40 cycle routes are referred to in the Geographical scope, Eynsham does not figure on the 5km and 10km cycling catchment (Figure 4, Page 26). Has the LCWIP considered an alternative more leisurely route to Eynsham?
- West Witney improvements– the Town Council would have preferred to see some of these in shorter term plans. Both the Windrush Place and Colwell Green developments have been completed or nearly completed and there is a high number of working-age parents and young families who require routes to school and the town centre.
- East Witney Strategic Area Improvements – the development of this strategic development area is imminent. Connectivity to this area is covered via proposals 11-28 but does not see an enhanced designated footpath/cycleway which links east Witney to the southern industrial and commercial areas.

- North Witney Strategic Area improvements. The planning for this area may be some way off, but the anticipation of such a development with connecting routes, may be advantageous in terms of funding requests when plans are submitted.
- There is no mention of a reinstated railway line between Witney and Oxford in the plan. Although this still may be many years off, potential routes have been identified by supporters. Would it be prudent to include this potential so that if any future funding streams become available there is flexibility to include connectivity links should it occur?
- As a walking route, the Town Council would like to see more mention to the elderly and disabled in the plan. There are mentions of dropped kerbs and undulations, but these are the only references – the elderly may require seating etc. and the footpaths may need gritting/salting in inclement weather (depending on the surface).
- The Town Council would like to ask that there is minimal disruption to the environment, this includes retaining hedges and verges for biodiversity where possible and not harming or removing any trees unnecessarily. Climate is only referred to in the Executive Summary and no key policies on this are listed in Table 1. Key Policies, strategies, and guidance.
- In constructing the improvements, the town council would also like to insist that drainage mitigations and the topography of the grounds are considered in the process of building any new paths which will create additional surface water run-off or exacerbate current flooding problems. For example, the current shared path at Langel Common is raised so it can be used or most of the year, but the town council understands from flooding campaigners that this impedes the flood plain. Could this be reviewed in future design upgrades to allow water to flow underneath the path? Likewise, on the flood plain between Hailey Road and Woodford Mill, this key walking route is impassable for a large part of the year and the town council would like to support the use of an upgraded boardwalk-style solution.
- The Town Council would like to see more mention and commitment to continued maintenance and peripheral issues regarding the future of such a large, well-connected network.
- Finally, regarding proposals 49 – 52. The Town Council recognises the need to make journeys as short as possible but objects to any measures which suggest the use of or increase foot or cycle traffic because of the private road adjacent to

Lakeside allotments off of Witney Road. The most direct route for residents of Witney is to utilise the existing tarmacked footpath (194/16/20 & 194/17A/10) over the Moors land to meet up with footpath 194/16/10 – this stretch of path to Witney Lake and Country Park could be upgraded per the proposals. There is also currently a shared cycle and footpath running parallel to the A40 slip road, which is well-lit, tarmacked and was constructed c.2003 as the cycling and walking link between Witney and Ducklington as it linked up with other infrastructure. With this in mind, the footpaths/rights of way listed above would only require widening in order to upgrade the proposed walking routes. This issue may be resolved by the development of the Moors Land per planning application 21/03405/OUT and the town council would encourage dialogue between the County Council and developers to improve connectivity.”

West Oxfordshire District Council

Draft Witney Local Cycling and Walking Infrastructure Plan

West Oxfordshire District Council (WODC) welcomes further engagement on the Draft Witney Local Cycling and Walking Infrastructure Plan (LCWIP), which is an evidence-based plan for improving the cycling and walking experience in Witney and to surrounding towns and villages.

In addition to the comments raised by the Planning Policy Team, please note that a separate section has been included in this response from the Council's Climate Change Manager (see page 8).

Overall we are extremely supportive of this Plan and the proposed interventions which will greatly improve active travel in and surrounding Witney; improving health and wellbeing, reducing emissions and helping to tackling climate change. The study is comprehensive and provides useful information which will benefit a wide range of organisations involved in delivering these. It will also help to inform discussions with developers/ S106 negotiations as well as the new West Oxfordshire Local Plan 2041.

As you know, West Oxfordshire is placing increasing emphasis on healthy place shaping principles and an important part of this is providing opportunities to encourage people to walk and cycle rather than use their car, particularly for short journeys. To achieve this, priority needs to be given to planning around an effective and permeable active travel network and the majority of interventions proposed will greatly assist with this aim.

We however feel that a stronger emphasis should be given to design in the Plan, including consideration of the public realm, the importance of landscaping as well as the quality of materials. As such, the potential interventions should be guided by urban design expertise to avoid a heavily engineered approach, which is particularly important in sensitive and historic areas such as the Windrush Valley and the Market Square but is of value across the whole study area.

In exploring the potential interventions, it is important for these to be considered comprehensively and in this regard we support the 'corridor approach' although we acknowledge that each intervention can be brought forward independently and we support this approach.

On particular corridors which provide future linkages to proposed new Strategic Development Areas (SDA) such as Hailey Road (which will link to the North Witney SDA), the interventions proposed could be more ambitious to help serve the future development as well as existing residents. These interventions could also link in with other initiatives such as tackling flooding by utilising future funding which will be available through new development.

We know that transport modes are not mutually exclusive and, in many cases, support one another. Where interventions are on routes which contain small 'hubs' such as bus stops on key corridors, complementary measures such as improved bike storage solutions and waiting facilities should be explored. Therefore, how the interventions best link with public transport such as bus stops in the town to help assist multi-modal travel should be a key consideration.

We believe that emerging technology will play an ever-increasing role in contributing to increased levels of active travel and modal shift by improving access to live information and the ability to pay for and access onward travel. This may include interactive mapping showing facilities such as the nearest cycle parking or even cycle hire facilities (including e-bikes/ scooters) and the ability to hire these with ease. As such, the document could make a stronger reference to technological advances and how these could increasingly help to support active travel.

We note that since the study began, most of the built-up area of the town is now in a 20mph zone, with reductions in speed on the approach roads. Reference to this could be usefully included in the document so that the potential benefits/ implications of these speed reductions can be considered.

As a general comment, whilst we support the timely roll out of active travel improvements, this should not be to the detriment of their quality.

Further comments regarding this Plan are provided below and they are divided into relevant headings which correspond to the consultation document for ease of reference.

Executive summary

This summary usefully sets out what the plan aims to achieve and how this has been developed in a succinct fashion. As part of the 'access for all' objective, perhaps it could be made clearer from the outset that infrastructure for walking and cycling includes wheelchairs, mobility scooters, e-bikes, pushchairs etc.

1. Introduction

This section clearly introduces what the LCWIP aims to achieve and how this has been developed. It could be strengthened further by including information on how this links in with the Local Transport and Connectivity Plan and Witney Area Travel Plan and what weight this will have alongside these. It could usefully explain that it will also help to inform the new West Oxfordshire Local Plan to 2041 which is currently in preparation.

Reference could also be made in Section 1.2 to Healthy Place Shaping with a link to the OCC website as detailed below:

<https://www.oxfordshire.gov.uk/residents/social-and-health-care/public-health-and-wellbeing/healthy-place-shaping>

Turning to Section 1.3, the 'Place Shaping' text box could include some further text on assisting community coherence and a sense of belonging.

Finally within Section 1.4, we agree that the compact size of Witney makes it suitable for walking and cycling and also, in general, its favourable topography

1.5 Vision

We support the overall vision with the aim of making walking and cycling routes safe, convenient and well-connected for all. We also welcome reference made to the need for walking and cycling to become the everyday choice for short journeys. We consider that the link between these aims and the climate change emergency we face should be made more explicit within the vision.

Stronger reference could be made to improved outcomes for health, well-being and social inclusivity and this links closely with the Healthy Place Shaping aspirations of the Council. Mention could also be made here to the need for education to encourage walking and the uptake of cycling.

In addition, reference should be made to the natural and historic environment and the positive gains that are possible through good design and greening of routes to help improve the public realm and support biodiversity.

Although by no means vital, we wonder if the vision should refer to the period up to 2041 which would ensure maximum alignment with West Oxfordshire's emerging Local Plan.

1.6 Targets

We support the proposed targets although the second target may provide a better indication of uptake if this were to measure the percentage of residents cycling rather than just the total number, as the population is likely to grow over the coming years.

Another measure of success may be the number of short car journeys, which should reduce if walking and cycling increases.

Cycle parking take up may also provide an indicator of cycle usage.

Finally, air quality could also be another measure although this is likely to reduce as electric vehicle rates increases.

2. Background

This section provides some useful background data and sets out the key policy documents of relevance. This could be bolstered to explain how this Plan links directly with each of the policy documents of relevance.

Section 2.1 could be improved by making use of 2021 census data. This should also make reference to Charlbury train station which is the closest station for parts of west and north Witney.

Within section 2.2, more information could be included on how the geographical scope of the study area was determined as this is not explained in any detail. In terms of school trips, Abingdon and Witney College are also of relevance. 4

Table 1 within section 2.3 should include the soon-to-be-published OCC Study on Transport Hubs (which is particularly relevant to paras 3.3 and 4.3 on complementary measures).

Within section 2.5, we suggest that the text within the 'Conservation' box should be tweaked to read: *'Much of Witney town centre and the Windrush Valley are important for their historical and natural environment. Any change in the area needs to be undertaken sensitively'*.

Similarly the text within the 'Flooding' box could be improved to read: *'Witney is located next to the River Windrush and its floodplain. Flooding can impact services, amenities and infrastructure'*.

Within section 2.6 'Future development and transport schemes'. It would be useful to clarify what type of proposed infrastructure schemes are being referred to here.

3. Network plan for cycling

Firstly, we would like to make the suggestion that it may reduce repetition to amalgamate sections three and four (or at least the table accompanying these sections) and include a sub-section within this that assesses those improvements that are for cyclists/ walkers only as most appear to be applicable to both.

As a general comment, there could be a stronger emphasis on the need for safe and secure cycle parking at a range of destinations such as bus stops, places of employment, town centre locations, gyms, schools and other services, although we recognise that there will be further work including an audit of existing cycle provision which could help inform this.

Considering Figure 2 within Section 3.1, we suggest that the A40 from Witney to Eynsham Park & Ride should be identified. This is now under construction and could provide an important active primary route for the future Science & Technology Park at Salt Cross, as well as into Oxford.

The theoretical trips to and from Witney shown in Figure 2 is useful but some destinations such as Hanborough Station are unlikely to attract a significantly number of people due to the distance and importantly the uphill topography. Therefore, these initiatives should be prioritised accordingly. However, if these routes are supported by complementary measures such as the potential for hiring e-bikes etc, then uptake may be greater.

Figure 4 on p26 shows destination clusters but it is not clear what purpose these serve. Why is Minster Lovell a 'destination cluster' but not North Leigh or Freeland? Further explanation is needed on this.

Considering the various methods of identifying cycling network improvements also on the p26; alongside the five outcomes listed (directness, gradient, safety, connectivity and comfort), we would also recommend that 'quality of environment' is added to this. This is an equally important outcome in order to encourage the uptake of active travel and has other public realm benefits too.

On page 27 it states that 'Attractiveness is not included within the assessment tool as it is not deemed to be a deciding factor between routes'. Further explanation of what is meant by 'attractiveness' would be useful and why this is not considered relevant. If attractiveness results in a more pleasant route by practicing good urban design, this is likely to increase usage and therefore this plays an important element in encouraging active travel.

Figure 6 on page 30 appears to include a couple of typos. The first is the proposed upgrade of the southern end of the route through Madley Park which should be shown in pink and the second is the existing route along Woodlands Road which should be shown in blue.

Figure 7 on page 31 shows the existing and proposed cycling network. We have a couple of observations regarding this. Firstly, we suggest that the green line detailing the potential new track should be extended to new homes west of Minster Lovell. Secondly, we note that it shows a new/ upgraded shared use cycle path going through the very narrow pinch point from East Witney to Cogges estate. Whilst this might become an informal route in the future, this should not be seen as a suitable alternative to a new route to the south of Cogges which will be far more beneficial.

Considering Figure 8 'Proposed cycling improvements – Witney' on page 32, which gives numbered interventions. We have the following observations:

- Intervention 3a, 3b and 3c. We support the concept of a cycleway alongside the A4095 to North Leigh but it may be appropriate for this to be given a lower priority than some of the better used routes within Witney. Would a shared surface be more cost effective than a high cost segregated route here given the level of use?
- Intervention 5. Segregated cycle route to the western side of Hailey Road. We fully support this but consider that this should be considered as part of a more

comprehensive improvement to Hailey Road, funded by the North Witney SDA. This more comprehensive approach could aim to resolve flooding, improve the route for pedestrians and cyclists, incorporate tree planting/ landscaping and aim to generally improve the quality of this corridor, which is an important approach to the town.

□ Intervention 6. Segregated cycle route to Hailey. We question whether there is space to achieve this on the western side and whether it can be incorporated into the field to the west as part of the new housing schemes.

□ Intervention 7. Crossing over the roundabout at Hailey Road/West End junction. We support this subject to design details. We question whether this may form part of a more comprehensive package as discussed under 'Intervention 5'.

□ Intervention 8. Improvements to this route need to take account of the proposed West End Link Road, which could provide an alternative route once complete. . Can the costs of the works be justified on this basis and given that there are current alternatives? We would instead suggest that cycle and pedestrian provision is incorporated into the road scheme if this is viable.

□ Intervention 9. The original bridge was proposed to be straight but the developer raised the levels of the housing development, necessitating a dog-leg and larger bridge than originally anticipated. We would question whether this scheme should be a priority.

Turning to Figure 10 'Proposed cycling improvements - East' on page 34, we would like to make the following observations:

□ Firstly, there could be merit in including a new/upgraded cycle lane along Avenue 2, Station Lane to provide safer provision between the A40 overbridge and Station Lane.

□ Intervention 17. We question whether there is enough space to provide a two-way cycle lane and footpaths along the western side of this stretch of Witan Way between Station Lane and High Street. If there is space, how will it successfully adjoin the High Street/ Bridge Street?

□ Interventions 19 & 20. These connections are to be funded through the East Witney SDA. Segregated two-way cycling and footpaths would be supported here.

□ Intervention 21a. Links from a new river crossing at Farm Mill to Farm Mill Lane/Witan Way crossing and potential link to Sainsbury's roundabout. We suggest that both options are kept open as it may be more feasible to connect a new bridge to the existing right of way past Farm Mill flats. However if Farm Mill Lane is to be considerably upgraded along its entire length, leading to the town centre and schools from the east, it would make more sense having a toucan crossing at 28, and no additional features at 22. A new cycle link from Sainsbury's roundabout to 28, past De Roche Square offices would be supported and this could link in with the existing cycle route along Station Lane.

□ Intervention 23. We do not support bus stops along this stretch of Oxford Hill on accessibility and safety grounds and therefore we do not support a toucan crossing in

this location. We do however support accessibility improvements closer to the Jubilee Way junction to support bus travel from this location, which will better serve existing and future residents and can link to the cemetery.

- Intervention 66 needs to be carefully considered in terms of design detail and access due to livestock.

Within Figure 11, which details the proposed cycling improvements to the north of the town, we have the following observation:

- We have concerns regarding Intervention 41 linking to Hyde Meadow View. However, a sensitively designed and surfaced footpath between the pedestrian bridge and vehicular bridge to provide all weather use, would be supported. There is not considered to be a need to raise the level of the path and as it is within the floodplain, this may result in objections from the EA. The area is sensitive to light pollution and there are alternative lit routes available. It might be sensible to await plans for West End Link Road before committing to a design.

We have the following comments to make regarding Figure 12 which sets out the proposed cycling network to the west of the town:

- Intervention 31 along Deer Park Road details an uncontrolled pedestrian crossing. We note that this leads to Deer Park woods and therefore may provide a beneficial crossing point but we would like to understand the benefits for/ potential usage of this in more detail. appear to lead to anywhere.
- Intervention 32 for a controlled toucan crossing on Deer Park Road is supported if it is to support users from new housing to the west and dispense these onto the existing cycle network.

Finally, within Table 2, which lists all the cycling improvements, we note that intervention 71 suggests the removal of barriers along the path linking Cogges Hill Church and Church Lane. Whilst we strongly support the removal of unsightly barriers where possible; where these are required to reduce hazards then an alternative solution will need to be proposed.

4. Network Map for Walking

This chapter sets out the walking improvements proposed as part of this LCWIP and separates these into four different categories depending on their use, which is helpful.

The interventions listed appear logical and are supported. We would also like to see Judds Close identified for improvement within Figure 20 (and 18) as this links Oxford Hill to Madley Park. This is an important link because of its proximity to the Oxford Hill bus stop and it benefits from already being lit.

As a general observation, Figure 18 – Proposed walking improvements is hard to read due to the resolution of the image. If possible it would be extremely helpful if this and the other maps/proposed interventions set out in the document were to be made available online via an interactive map.

On p58, within section 4.3. ‘Complementary measures’, we agree with those listed but it should also explore other measures such as improved lighting, planting and seating. Levels of surveillance should be mentioned and measures to improve this such as widening narrow and enclosed routes where possible (provided this doesn’t result in the loss of valued planting). Finally, reliable route information is also an important measure which could be improved to help pedestrians and cyclists navigate more easily.

5. Prioritisation of improvements and Packaging of improvements

This section sets out the proposed improvements, which are given a ranked score along with an estimated delivery timescale. We note that all proposed improvements are grouped into one of eleven packages.

Table 5 shows a prioritisation score/rank for each measure and a delivery timescale. To establish the prioritisation score, they have been assessed under five key criteria (as set out in table 4).

The policy criteria could include connectivity not just from SDAs (which is obviously crucial in imbedding these into the community) but also other areas of development and destinations such as business sites and the town centre.

We note a typo in Figure 21: ‘Cost adjusted delivery timescales’ on page 62 which is incomplete where it states ‘Estimated cost between £0.75m and.....’

On p63 it states that ‘the prioritisation scoring/ranking will remain under review and may change if new funding or other opportunities become available to deliver the improvements sooner than planned’. This is particularly important especially in relation to the progress of sites such as the East Witney SDA and ideally this aspect of the Plan should be frequently reviewed.

Considering some of the prioritised improvement identified in Table 5, we would like to make the following observations:

Improvement ‘8’ A study would need to be carried out into the potential implications of lighting and a raised platform on biodiversity and flooding.

- Improvement '3a'. We are that this falls within the long term category given that there is an existing footpath/cycleway.
- Improvement '11'. Consideration needs to be given to the potential risk of cyclists travelling downhill close to a well-used play park

6. Integration and Application

Within section 6.1. 'Embedding the Witney LCWIP', more information could be provided on how this Plan fits with the parent/ place-making documents and which parts of these this Plan fulfils as well as which policies are directly relevant to this Plan and how these meet the objectives of the parent/ place-making documents. This could be formatted in a diagram to make it visually interesting and easy to follow.

As mentioned above, it would also be useful to refer in this section to the LCWIP helping to inform the new West Oxfordshire Local Plan 2041.

Under 'Future developments' on p79, more information could be set out explaining what type of development is likely to contribute and in what circumstances improvements are likely to be 'relevant' to development.

The section 'Initiatives to support infrastructure improvements' on p80 appears to be particularly brief and it could be expanded to provide details as to how these will be supported. Further initiatives could include cycle management and cycling lessons to improve confidence and awareness.

We agree that understanding changes in the number of people cycling and walking in association with the implementation of improvements is important as set out within section 6.2. 'Reviewing the Witney LCWIP'. More information could be included within the Plan to explain where these counters are envisaged (such as on new development sites to monitor cycle update compared to established areas).

As a general observation whilst we support the commitment to reviewing the LCWIP on a regular basis (every 2 years) we would respectfully point out the potential resource implications which this may raise.

Comments received from the Climate Change Manager – (Redacted)

General comments

Improving cycling and walking routes across Witney is important in minimising carbon emissions from transport.

The aim of the LCWIP is to improve cycling and walking in Witney and to the surrounding towns and villages (para 1.1). Not many proposed routes connect to green spaces beyond the town and, the ones that are been included, are planned to be

delivered in the long term. It is important that residents have good access to the wider countryside and villages, as well as villagers having access to the town's facilities. Further consideration of potential routes outside the town should be made and how these can be delivered sooner. This would help to fulfil one of the actions in the PaZCO Net Zero Action Plan and Route Map.

Several proposed measures link to WODC owned green spaces. Improvements to wildlife and amenity are being made to these spaces through our Land Management Plans. These include sites at 3c to North Leigh Common, 50 to Carterton to link to Kilkenny Lane Country Park; 66 to Langel Common, 32, 33 and 35 to Deer Park Wood. These proposals will improve public access to these sites. We are keen to be involved in these projects and any others that may impact local wildlife populations through increased foot and cycle traffic.

As part of UKSPF funding, access in and round Deer Park Wood South (Grid ref SP 33526 09656) is being improved and therefore the upgrading of the bridleway (project 33) is welcomed. WODC is willing to contribute to this project so that we can make use of our respective funding sources.

The Lower Windrush Valley Project area is noted in Appendix A as being an area of significance both in terms of biodiversity and recreation as it holds opportunities and challenges for cycling and walking. There are no proposed projects in this area, which seems like a missed opportunity to improve residential access to the nature reserves. One suggestion is to improve pedestrian and cyclist access from both Cogges and Ducklington to Rushy Common Nature Reserve and Tar Lakes, e.g. via Tar Lane.

Specific comments

1.3 – Climate should be included as a separate box or figures on carbon emission reductions included in the environment box.

1.5 – Does any reference need to be made to WODC's Council Plan?

1.6 – Target 1 may be very difficult to meet, there will always be accidents in the form of pedestrians/cyclists tripping or acting recklessly near roads and people going over the speed limits. How will progress against Target 2 be monitored? Are Active Lives Surveys carried out often enough to measure this? A climate related target could be included, tied to carbon reduction, and linked to our carbon budgets.

2.2 – Were the residential and employment areas in the south of Witney included in the scope? Were key cycle connections for leisure included?

2.3 – Refer to the WODC Council Plan, WODC Local Plan review consultation, and PaZCO Net Zero Action Plan and Routemap.

2.5 – Include a climate box with carbon emissions.

3.1 – Using existing trip generators may not take into account potential trips that could exist if cycle routes were improved. Rushy Common Nature Reserve and Tar Lakes is a destination for leisure users and improving cycle routes to this reserve would increase use.

Figure 2 – Cycle path along half of Tar Lane to Rushy Common is not shown in Figure 2, as it is in Figure 1.

Figure 6 – Why is some ‘existing on road’ routes not being improved?

Figure 8 and Figure 9 – Why have the following improvements to cycle routes not been considered?

- Witney and Ducklington to the Witney Lake and Country Park and Rushy Common
- Gap between Ducklington roundabout and the cycleway to the north, i.e. through the Windrush Industrial Estate.
- Gap between existing and potential cycleways to the town centre.

Table 2 – Will the improvements to the A40 underpass that connect Ducklington to Witney remove the metal barriers to ease cycling and assess lighting/maintenance to improve safety?

3.3 – Refer to the action in the PaZCO Route Map and Action Plan that relates to walking and cycling. Will EVCP charging for electric bikes form part of the audit of cycle parking in Witney?

4.1 – Drawing the 2km catchment area from the town centre does not take into all residential areas of Witney where residents may be prepared to walk to the town centre and other facilities around the town. Lighting should be listed as another improvement.

Figure 15 – Area shown on Figure 15 does not seem to extend to 2km/30 minute walk in places.

Figure 16 – Does the secondary walking route to the west of Ducklington exist?

5.1 – Criteria should include reduction in carbon emissions.

Table 5 - Where a project benefits both cycling and walking, these could be placed above others within a block of equal prioritisation rank? There seems a significant number of proposed improvements to be delivered over a long timescale and are ‘aspirational’.

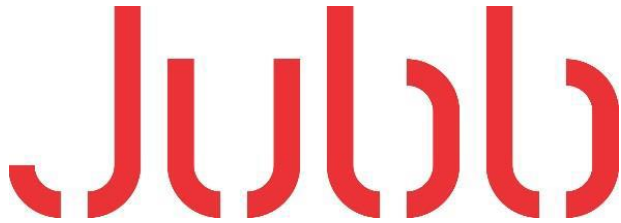
Table 6 – How have these costs been calculated?

Table 7 – Project 33 is listed twice.

6.1 – Further work needed on looking at funding bids as part of this work. The plan requires funding behind it, and project packages matched to available funding (sources listed and others). Horizon scanning for future opportunities needs to be undertaken.

We trust you find this response helpful. If you wish to discuss any of the points raised, please feel free to get in touch.

Jubb representing North Witney Consortium



“1.0 Introduction

1.1 Jubb have been commissioned by L&Q Estates, Blenheim Strategic Partners, Taylor Wimpey, Cranbrook Construction and Gleeson Land (as part of the North Witney Consortium) to provide transport and highways advice in support of a proposed residential-led development on land to the north of Witney. This land forms the North Witney Strategic Development Area (SDA) as set out within the West Oxfordshire District Council’s (WODC) Local Plan. The WODC Local Plan has allocated a total of 1400 dwellings within the North Witney SDA.

1.2 The location of the North Witney SDA is as set out in **Figure 1.1** below.

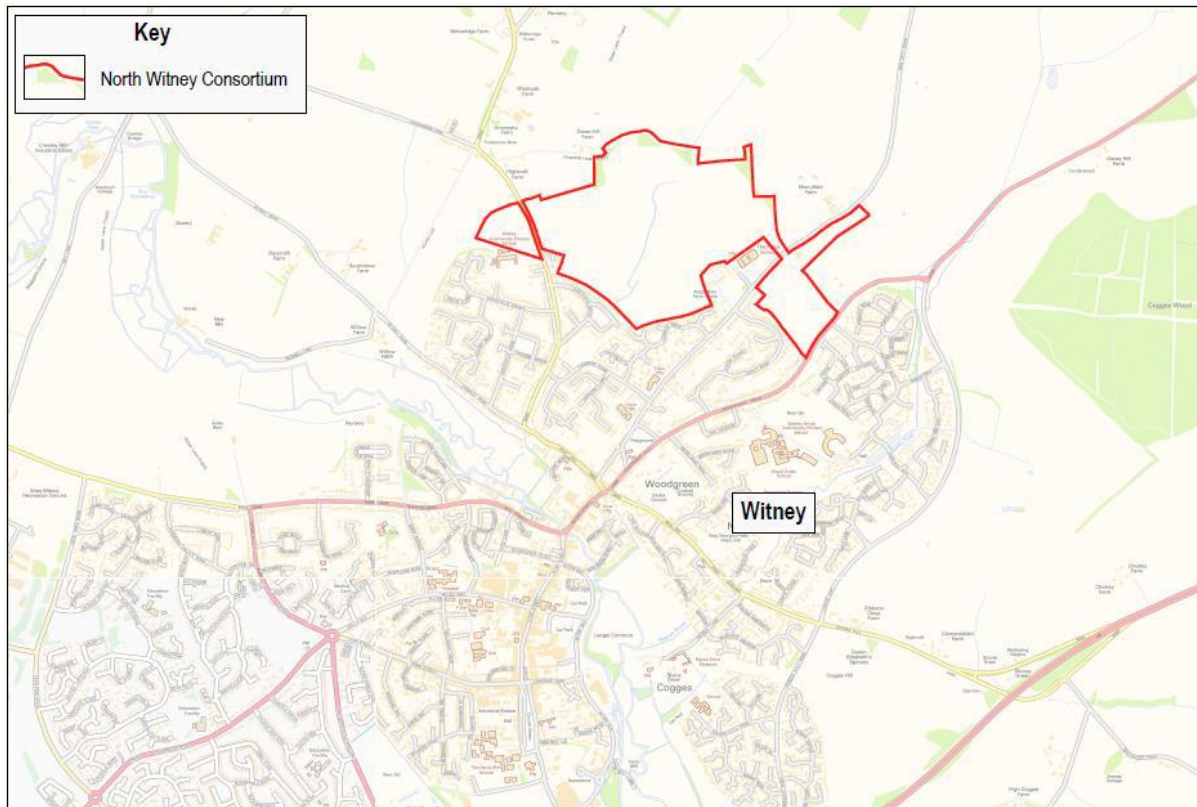


Figure 1.1 – Location of North Witney Consortium Land

1.3 This Technical Note (TN) has been prepared in response to a call for consultation from Oxfordshire County Council (OCC) in relation to their proposed strategy for the implementation of active travel measures as set out within Draft Witney Local Cycling and Walking Infrastructure Plan (LCWIP) published in December 2022.

1.4 The scope of the TN is as follows:

- **Section 2:** Outlines details of proposals as outlined within the LCWIP including in the vicinity of the North Witney SDA.
- **Section 3:** Sets out how the North Witney SDA will assist in the delivery of relevant LCWIP proposals in the vicinity of the site and add associated benefit.

1.5 In addition to the above details associated summary and conclusions are also provided within **Section 4** of this TN.

2.0 Draft Witney LCWIP

Introduction

2.1 This section provides a review of the proposed Vision for the LCWIP. In addition, an initial review of the proposed measures in the North Witney area (i.e. in the vicinity of the North Witney SDA) is also provided.

LCWIP Vision

2.2 The vision of the LCWIP is set out within section 1.5 which states the following:

“By 2033, Witney will have safe, convenient, and well-connected walking and cycling networks that are accessible for people of all abilities, ages and backgrounds. These networks will connect people to where they want to go, including excellent routes to access public transport.”

Walking and cycling will become the everyday choice for short journeys, or as part of longer journeys combined with using public transport, in Witney and beyond. A culture of walking and cycling will be achieved, creating a thriving, healthy and vibrant community, and making Witney a great place to live, work and visit.”

2.3 To provide further guidance as to how this vision could be achieved, the LCWIP provides a review of requirements for active travel enhancement within Witney. This review considers desire lines and area catchments, and subsequently provides recommendations for enhancements to mitigate gaps in existing infrastructure.

2.4 The provision of a vision and strategy that focusses, in particular, on active travel modes is in accordance with the Decide and Provide (D&P) approach as set out within the “Oxfordshire County Council – Local Transport and Connectivity Plan 2022 – 2050” (LTCP) as published in July 2022 by OCC. This approach focuses on the delivery of the transport connections in consideration of a transport hierarchy (see extract from Figure 9 of the LTCP as **Figure 2.1** below) that promotes the delivery of sustainable transport, particularly active modes of transport, with additional infrastructure for private motorised modes (e.g. such as additional highway capacity) only considered as a last resort. This approach is summarised on page 105 of the LTCP which states the following:

“The decide and provide approach to transport planning decides on the preferred future and then provides the means to work towards that which can accommodate uncertainty. This offers the opportunity for more positive transport planning and helps implement a transport user hierarchy by considering walking and cycling up-front.”

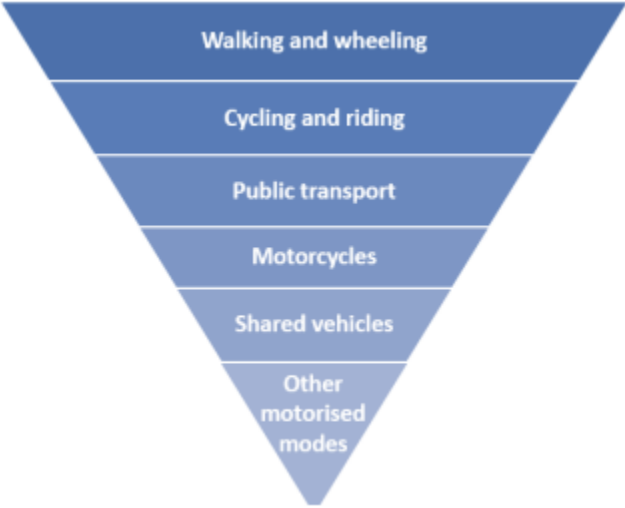


Figure 2.1 – Transport hierarchy as extracted from Figure 9 of the LTCP

2.5 The strategy would also assist in the delivery of targets as set within the LTCP for a decrease in the number of car trips and associated carbon emissions across Oxfordshire. These targets are summarised on page 31 of the LTCP and set out below:

“By 2030 our targets are to:

- Replace or remove 1 out of every 4 current car trips in Oxfordshire
- Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week • Reduce road fatalities or life changing injuries by 50% By 2040 our targets are to:
- Deliver a net-zero transport network
- Replace or remove an additional 1 out of 3 car trips in Oxfordshire By 2050 our targets are to:
- Deliver a transport network that contributes to a climate positive future
- Have zero, or as close as possible, road fatalities or life-changing injuries”

2.6 The North Witney Consortium is in agreement with an approach that seeks to prioritise sustainable modes and in this regard is in approval to the vision and general approach as put forward within the LCWIP.

Proposed measures as set out within the LCWIP for the North Witney area

2.7 A summary of the location of proposed active travel improvements in North Witney are provided in Figure 11 or the LCWIP report which is also extracted as **Figure 2.2** below.

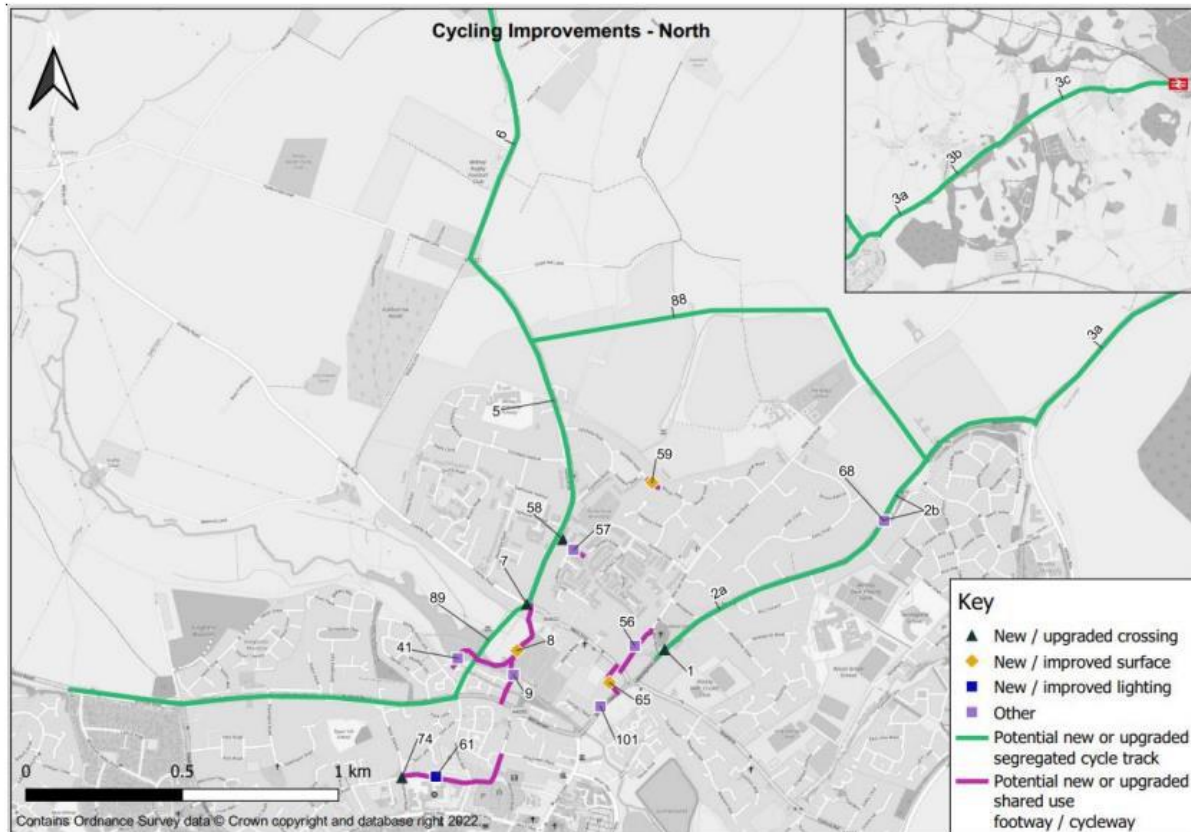


Figure 2.2 – Location of proposed active travel Improvements as identified within the LCWIP for the North Witney area

2.8 It can be seen from the above that there are a number of enhancements proposed in the North Witney area that include upgraded crossing points, improved surface and lighting and potential new or upgraded cycle track and shared use footway / cycleway. A summary of the detail of each of these enhancements is provided in **Table 2.1** below. The information in **Table 2.1** also includes an additional identified walking enhancement (listed as item 82) which is not shown on the diagram in **Figure 2.1** but is located within the North Witney area and on the desire line from the North Witney SDA into Witney.

2.9 In addition, **Table 2.1** also identifies each schemes priority rank, when compared with the full list of proposals across Witney, in terms of delivery as identified within the LCWIP. This priority is presented within the LCWIP as number between 1 and 104, with a lower number representing a high priority and higher numbers representing enhancements of lower priority. It is noted that where schemes are identified as of equal importance in terms of priority then the same ranking number is attributable to each scheme.

Ref No.	Benefit to	Location	Description	Priority Rank as identified
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				within the LCWIP
1	Walking & Cycling	A4095 Woodgreen	A formal pedestrian crossing within the vicinity of Holy Trinity Church	14
2a	Cycling	Woodstock Road between Woodgreen and Wood Green School access	Two-way segregated cycle track on the western side of Woodstock Road	2
2b	Cycling	Woodstock Road between Wood Green School access and Jubilee Way	Two-way segregated cycle track on the western side of the Woodstock Road	52
3a	Walking & Cycling	A4095 Witney Road, between Jubilee Way and North Leigh	Two-way segregated cycle track between Jubilee Way and Common Road, North Leigh	14
3b	Walking & Cycling	A4095 Witney Road, between Common Road and Park Road, North Leigh	Two-way segregated cycle track and adjacent footway on the western side of A4095 past North Leigh, removing need to go through North Leigh	52
3c	Walking & Cycling	A4095 Witney Road, between	Two-way segregated cycle track	14

		North Leigh and Hanborough Station	between Park Road and Hanborough Station	
5	Cycling	B4022 Hailey Road, between West End and Witney Community Primary School access	Two-way segregated cycle track on the western side of Hailey Road	14
6	Cycling	B4022 Hailey Road, between Witney Community Primary School access and Hailey	Two-way segregated cycle track on the western side of Hailey Road	52
7	Walking & Cycling	B4022 West End/Crawley Road junction	Crossing to link Hailey Road and Woodford Mill cycle path (for people cycling and walking)	1
8	Walking & Cycling	Footpath link between B4022 West End and A4095 Mill Street	Provide lighting and raised path/boardwalk along Woodford Mill (as liable to flooding)	5
9	Walking & Cycling	Footpath link between B4022 West End and A4095 Mill Street	New bridge/new alignment to remove sharp turn and improve visibility	5
41	Walking & Cycling	Footpath linking Hyde Meadow View	Upgrade existing footpath by raising up,	14

		and Woodford Mill path	resurfacing and adding lighting. Re-alignment and modifications to bridge also required.	
56	Walking & Cycling	Woodgreen (Narrow Hill)	Restrict motorised traffic to access only, in southbound direction and add signage to allow contra-flow cycling	14
57	Walking & Cycling	Path in the vicinity of Farmers Close	Widen where possible and re-align barriers	52
58	Walking	B4022 Hailey Road between Farmers Close and Taphouse Avenue	New uncontrolled crossing closer to the junction	70
59	Walking & Cycling	Footpath link between Eastfield Road and Vanner Road	Widen cut through where possible	70
61	Walking	Footway between Moorland Road and Woodford Way	Widen where possible, add lighting	85
65	Walking & Cycling	B4022 Newland, in vicinity of PROW 410/4 entrance	New parallel crossing on B4022 Newland	2
68	Walking & Cycling	Woodstock Road, north of	Realign barriers and add signage	30

		Blenheim Heights	to warn of conflict. Barriers currently filter people cycling towards blind entrance with residential drive	
74	Walking	Moorland Road/Moor Ave junction	Move uncontrolled junction further into Moorland Road crossing to provide safer crossing	52
82	Walking	West End, east of Hailey Road/West End roundabout	Add chicane on outbound carriageway to allow for footway widening at the pinch point	91
88	Walking & Cycling	New road linking Hailey Road and Woodstock Road (part of North Witney SDA)	New northern distributor road. Proposed one-way cycle track on both sides of the carriageway, to be a min of 1.8m width 'stepped' cycle track (2m is preferable to enable overtaking). A 2m wide footway each side is also proposed.	85

89	Walking & Cycling	Link between West End/Hailey Road junction and Burford Road/Woodford Way junction	West End Link 2 to include segregated walking and cycling routes	52
101	Walking & Cycling	Bridge Street	Feasibility study under way 2022 with the aims to widened footways, provide improve crossings and cycle infrastructure.	No priority identified

Table 2.1 – Summary of proposed active travel measures within the LCWIP for the North Witney area

2.10 It can be seen from **Table 2.1** that there are enhancements proposed within the vicinity of the North Witney SDA that would improve connection to Witney centre. These improvements include the delivery of active infrastructure along the Northern Distributor Road (providing the main spine road through the eastern side of the North Witney SDA) as well as enhancements on the corridor of Hailey Road, and Woodstock Road. Moreover, many of these enhancements have been identified as a high priority in terms of delivery within the LCWIP.

2.11 In addition, the proposals include enhancements to connections providing linkages over the River Windrush, which includes measures as identified across the West End Link Road (WEL). It is noted however that the WEL itself would introduce additional highway capacity that would likely serve to draw traffic into the centre of Witney. Thus, in this regard, it is considered that the WEL would not be in accordance with Oxfordshire’s D&P approach that seeks to avoid the introduction of additional road capacity. Moreover, it is evident that crossing of the River Windrush by active travel modes can effectively be delivered via Bridge Street and an existing route to the west between the B4022 West End and A4095 Mill Street, with both these routes also having been identified for enhancement within the LCWIP (i.e. as identified as item 8,9, and 101).

Summary

2.12 The North Witney consortium is in agreement with the approach as identified within the LCWIP that seeks to prioritise enhancements to the active travel network within

Witney. As discussed above this is in accordance with the D&P approach as outlined within the LTCP that seeks to prioritise the delivery of infrastructure for active modes with the provision of enhancements to highway infrastructure such as highway capacity (i.e. as would be provided by the WEL) discouraged.

2.13 It is noted that LCWIP also provides a number of measures within North Witney in the vicinity of the North Witney SDA. This presents opportunity for the North Witney SDA to contribute to the delivery of such measures as discussed further in **Section 3** below.

3.0 North Witney SDA

Introduction

3.1 This section outlines how the North Witney SDA could provide significant benefit by assisting with the delivery of some of the measures as outlined within the LCWIP .Further details in relation to this are set out below.

North Witney SDA

3.2 The proposals at North Witney SDA would deliver the Northern Distributor Road active travel connections as identified as item 88 of the LCWIP through the communities' construction. This link would serve to not only provide an active travel link for the North Witney SDA itself but would also provide a useful active travel connection between Hailey Road and Woodstock Road via the proposed points of access at the North Witney SDA.

3.3 It is considered that a financial contribution via the S106 process would provide the most appropriate mechanism to enable the North Witney SDA to assist in the delivery of offsite schemes that are of relevance to this proposed community. This mechanism would enable OCC to pool associated financial resources and enable the subsequent delivery across associated movement corridors linking with Witney centre such as Hailey Road and Woodstock Road. Thus, this strategy should enable the delivery of enhancement to routes in a wholistic, i.e. rather than piecemeal way, to ensure that routes for active users are of a consistent high standard and do not include significant gaps in provision that would cause a barrier to these users.

3.4 The LCWIP provides the following statement in relation to sources of funding for the list of measures within the document:

“The prioritised measure list in this LCWIP will support future funding bids, by guiding what funding should be sought and where it should be spent. This LCWIP provides an evidence based justification for the improvements proposed, which gives weight to the need for funding. Funding opportunities can arise from a variety of sources, including

central government, Oxfordshire Local Enterprise Partnership, planning obligations from development and internal OCC funds.”

3.5 The proposals within the North Witney SDA would provide an associated avenue for funding that would assist in the delivery of offsite measures connecting the proposals with key destinations on the nearby network of North Witney. It is considered that the level of contribution would be dependent on the relative impact of the North Witney SDA when compared with existing potential demand and other development proposals. However, this financial contribution in tandem with other funding sources should serve to aid the delivery of these proposals that would provide a step change in active travel provision which would benefit both occupiers and visitors of the North Witney SDA as well as existing users of the network.

3.6 The North Witney SDA proposals would also enable the delivery of significant infrastructure on site that would serve to encourage travel via sustainable modes. This could include an associated mobility hub that would include for associated cycle facilities and micro mobility facilities such as parking for bikes/scooters and charging facilities for electric bikes/scooters. Moreover the internal network of the proposals will be based on Manual for Streets that will seek to first and foremost ensure high quality connection for active modes. In addition, associated behavioural measures will be introduced as part of the Travel Plan that will serve to encourage travel via active modes.

3.7 Convenient walking and cycling distances (typically defined as 2km and 5km respectively) are outlined in **Figure 3.1** below, which shows that a large area of Witney, including the town centre, is conveniently accessible on foot with the whole of Witney also conveniently accessible by bicycle. Thus, the location of the proposals, at the North Witney SDA, provide opportunity for a significant number of journeys to be carried out by active modes. Moreover, the proposals also provide the opportunity to both contribute and benefit to the LCWIP strategy.

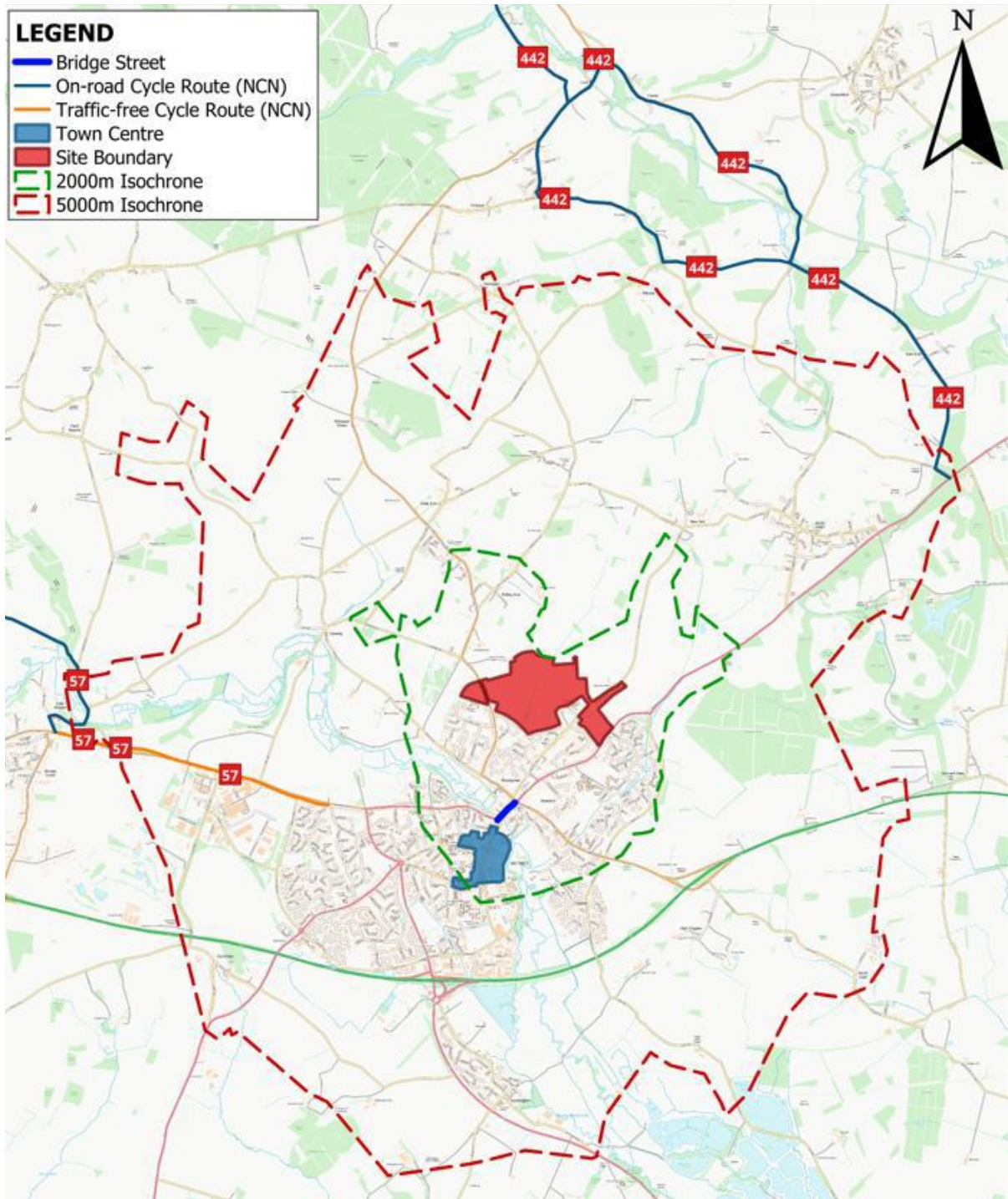


Figure 3.1 – Details of walking and cycling isochrones from North Witney SDA

Summary

3.8 It is evident that the proposals at the North Witney SDA would be able to deliver active travel measures on site that are in accordance with the ethos of the LCWIP and include for associated proposals (i.e. the measures across the Northern Distributor Road). In addition, it is proposed that appropriate and proportional financial contributions could also be provided, through an associated S106 agreement with OCC, in relation to relevant offsite infrastructure within the LCWIP. This financial contribution, in tandem with other funding sources, should serve to aid the delivery of these proposals that would provide a step change in active travel provision which would benefit both the occupiers of the North Witney SDA and existing users of the network.

4.0 Summary and Conclusions

4.1 The North Witney Consortium is in agreement with the proposed vision of the LCWIP proposals that seeks to enhance active travel connections within Witney. This strategy is in accordance with the D&P approach as outlined within the LTCP that seeks to enhance the network for active travel modes as a priority as opposed to the delivery of additional highway capacity (i.e. such as the WEL) which should be discouraged.

4.2 The North Witney SDA provides opportunity for both on site delivery of active travel measures in combination with assistance for offsite measures through appropriate targeted and proportional S106 contributions. Thus, the North Witney SDA would assist the LCWIP in providing a step change in active travel provision which would benefit both the occupiers of the North Witney SDA and existing users of the network.”