

P e l l F r i s c h m a n n

Witney LCWIP

Audit Output Report

Project:	Witney LCWIP
Document Title:	Audit Output Report
Document Reference:	106416-PEF-ZZ-ZZ-RP-Z-002
Revision Reference:	P01
Date:	September 2022

Introduction

This report sets out the findings from the walking and cycling audits undertaken as part of the Witney Local Cycling and Walking Infrastructure Plan (LCWIP) development. The findings have been set out alongside photos for the primary and secondary routes as identified in **Figure 28** of the LCWIP.

The site visits were undertaken across three days with separate walking and cycling groups. The details for each site visit and attendees are set out in **Table 1**.

Table 1: Site visit details

	Site Audit 1	Site Audit 2	Site Audit 3
Date	Tuesday 24 th May 2022	Monday 30 th May 2022	Tuesday 31 st May 2022
Areas covered	Area 1 – West Witney Cycling team also covered route to Carterton, Minster Lovell	Area 2 and 3 – Town Centre, South Witney and Ducklington Cycling team also covered Aston, Bampton and South Leigh	Area 4 and 5 – North and East Witney Cycling team also covered Hailey, new Yatt, Hanborough, Crawley
Walking team	Steve Bibb (PF) Dan Susans (PF) Odele Parsons (OCC) Cllr Ted Fenton (OCC, Witney West & Bampton)	Steve Bibb (PF) Megan McKenzie (PF) Odele Parsons (OCC) Cllr Ted Fenton (OCC, Witney West & Bampton)	Lucy Ronaldson (PF) Dan Hounsell (PF) Odele Parsons (OCC) Janice Bamsey (OCC) Cllr Andrew Prosser (WODC, Witney North)
Cycling team	Lucy Ronaldson (PF) Kevin Hickman (Windrush Bike Project) Cllr Phil Hiles (WODC, Witney West)	Nick Young (PF) Hanaii Faour (OCC) Kevin Arnold (Windrush Bike Project)	Nick Young (PF) Hanaii Faour (OCC) Kevin Arnold (Windrush Bike Project)
Weather	Mostly dry with a few short showers	A mixture of light and heavy rain showers and overcast conditions	Dry and overcast

Walking Audits

All primary, secondary and link roads within Witney were audited as part of the walking audits. **Figure 1** shows the links audited, split into five areas.

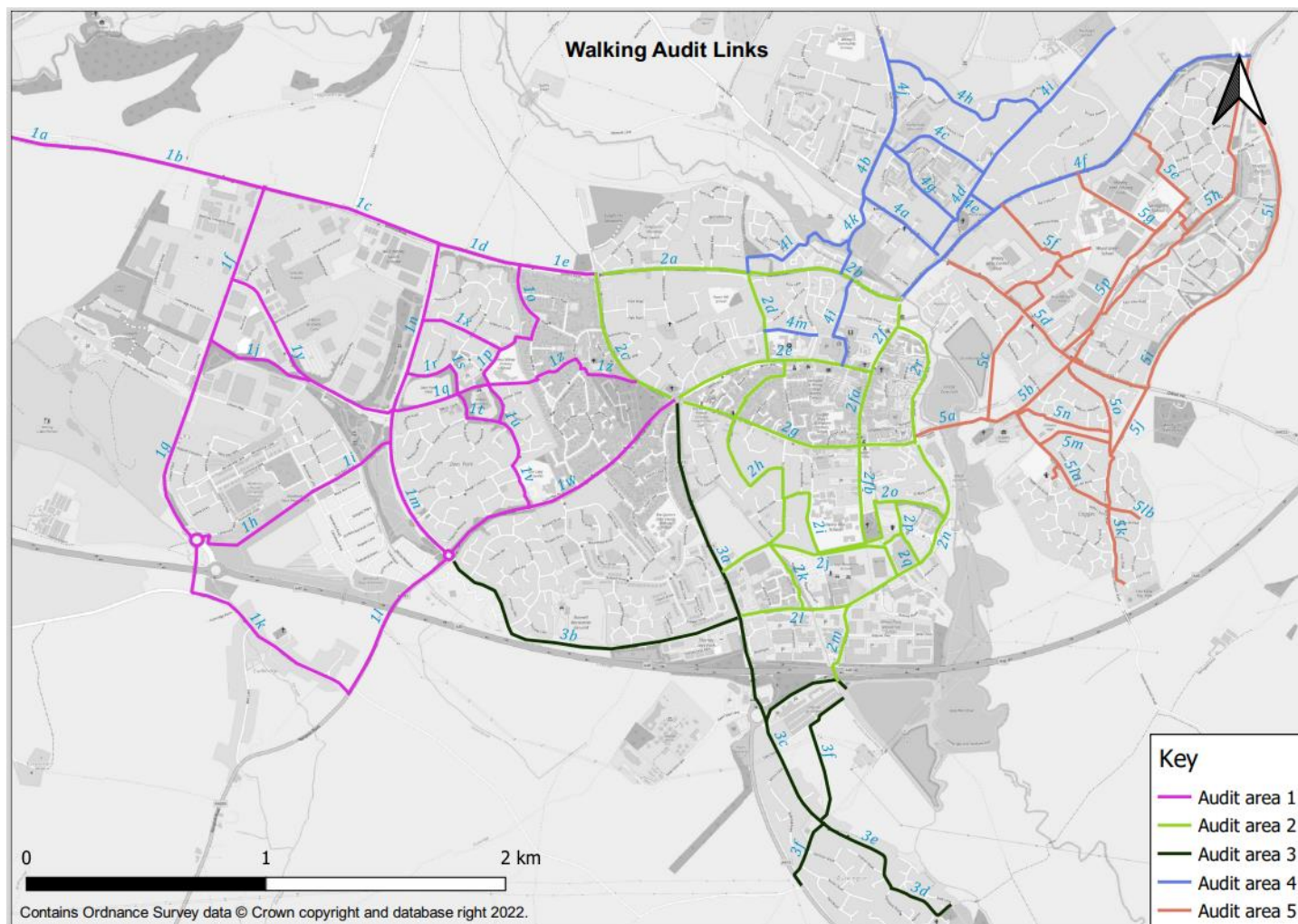


Figure 1: Walking Audit Links

During the walking audits, the Department for Transport (DfT's) Walking Route Audit Tool (WRAT) was used to help identify the standard of existing infrastructure along routes and identified where improvements are required. The WRAT assessed each link against the five core design outcomes: attractiveness, comfort, directness, safety and coherence. A score was given between 0 and 2 (0 = poor provision, 2 = good provision) for each of the criteria. The total available score for each link was 40, and a score of 28 (70%) was considered the minimum level of provision. Routes that scored less than 70% were identified as requiring improvements.

Overall, 84 links were audited and a WRAT assessment completed. 28 of the links scored below the minimum threshold (70%), identifying need for improvements. The lowest scoring links are outlined in **Table 2**.

Table 2: WRAT Scores below 70%

Route	Name	Start Location	End Location	Total Available Score %
1e	B4047 Burford Road	B4047 Burford Road / Windrush Valley Road	B4047 Burford Road / Tower Hill	28%
3b	Thorney Leys	Curbridge Road	Ducklington Lane	45%
4c	Farmers Close	Hailey Road	New Yatt Road	50%
5k	Cogges Hill Road / Stanton Harcourt Road	Blakes Avenue	Eton Close	50%
1i	Bridleway (east of Downs Road roundabout, part 2 - eastern end)	Centenary Way (when cross Centenary Way just past Windrush Place Playground)	Deer Park Road	53%
4f	Woodstock Road	Bridge Street	Jubilee Way	53%
4e	Woodgreen	New Yatt Road	Woodstock Road	53%
1h	Bridleway (east of Downs Road roundabout, part 1 – western end)	Centenary Way (east of Downs Road roundabout)	Centenary Way (when cross Centenary Way just past Windrush Place Playground)	55%
4d	Narrow Hill / Woodgreen	West End	Woodgreen / New Yatt Road	56%
2l	Station Lane	Ducklington Way	Avenue Two	58%
C4i	A4065 Witney Road	Jubilee Way	Common Road	58%
1a	B4047 Burford Road	B4047 Burford Road / Brize Norton Road	B4047 Burford Road / Minster Riding	58%
4a	West End	Bridge Street / West End	Hailey Road / West End	58%
C4l	A4065 Witney Road	Park Road	Hanborough Station	61%
3f	Ducklington Allotments	A40 underpass	Witney Road	61%
2fb	Church Green west northbound	St Mary's Church	Market Square	62%
1w	Curbridge Road	Deer Park Road / Curbridge Road	Curbridge Road / Tower Hill	63%
2o	Farm Mill Lane	Witan Way	Church Green	63%
5lb	Footpath between Stanton Harcourt Road and Blakes Avenue	Stanton Harcourt Road	Blakes Avenue	63%
5c	Footpath between Church Lane and Newland Mill	Church Lane	Newland Mill	63%
5j	Cogges Hill Road	Oxford Hill	Blakes Avenue	64%
2n	Witan Way	Langdale Gate	Avenue Two	65%
4h	Eastfield Road	Hailey Road	New Yatt Road	66%
2c	Tower Hill	A4095 Burford Road	Fiveways Roundabout	66%
1b	B4047 Burford Road	B4047 Burford Road / Minster Riding	B4047 Burford Road / Downs Road	68%
4l	Woodmill Footpath	West End / Crawley Road	Hyde Meadow View	69%
2m	Avenue Two	Station Lane	Southern side of A40 underpass	69%

Cycling Audits

Similar to the walking audits, the cycling audits were undertaken along each of the primary, secondary and link roads as well as main cycle connections to neighbouring villages including Carterton, Crawley and Long Hanborough. **Figure 2** shows the extents of the cycle audits.

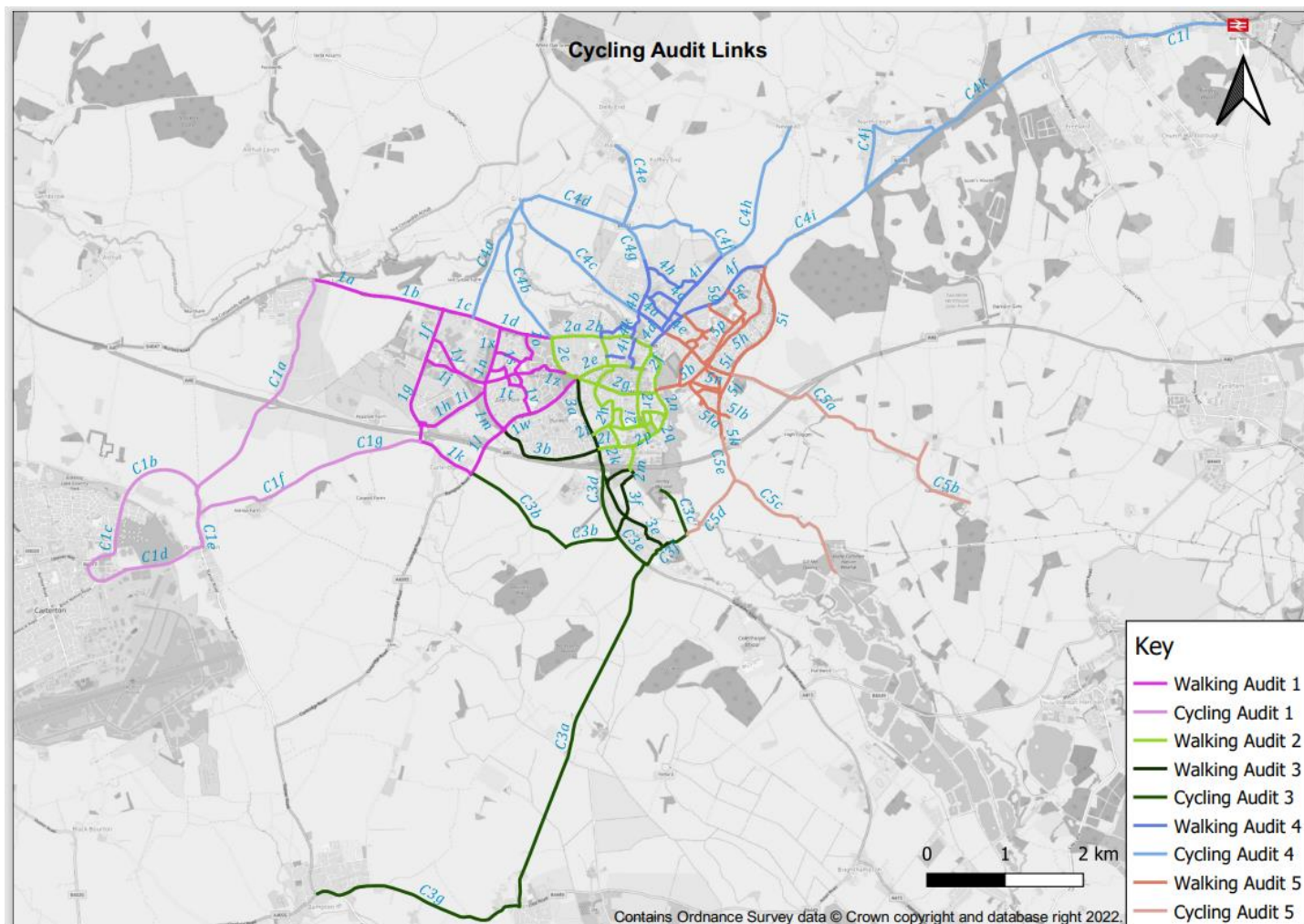


Figure 2: Cycling Audit Links

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

Findings

Figure 3 shows an overview summary of the constraints identified from the site visits. The following pages give a more detailed breakdown of findings along each of the main primary and secondary routes audited with associated photos.

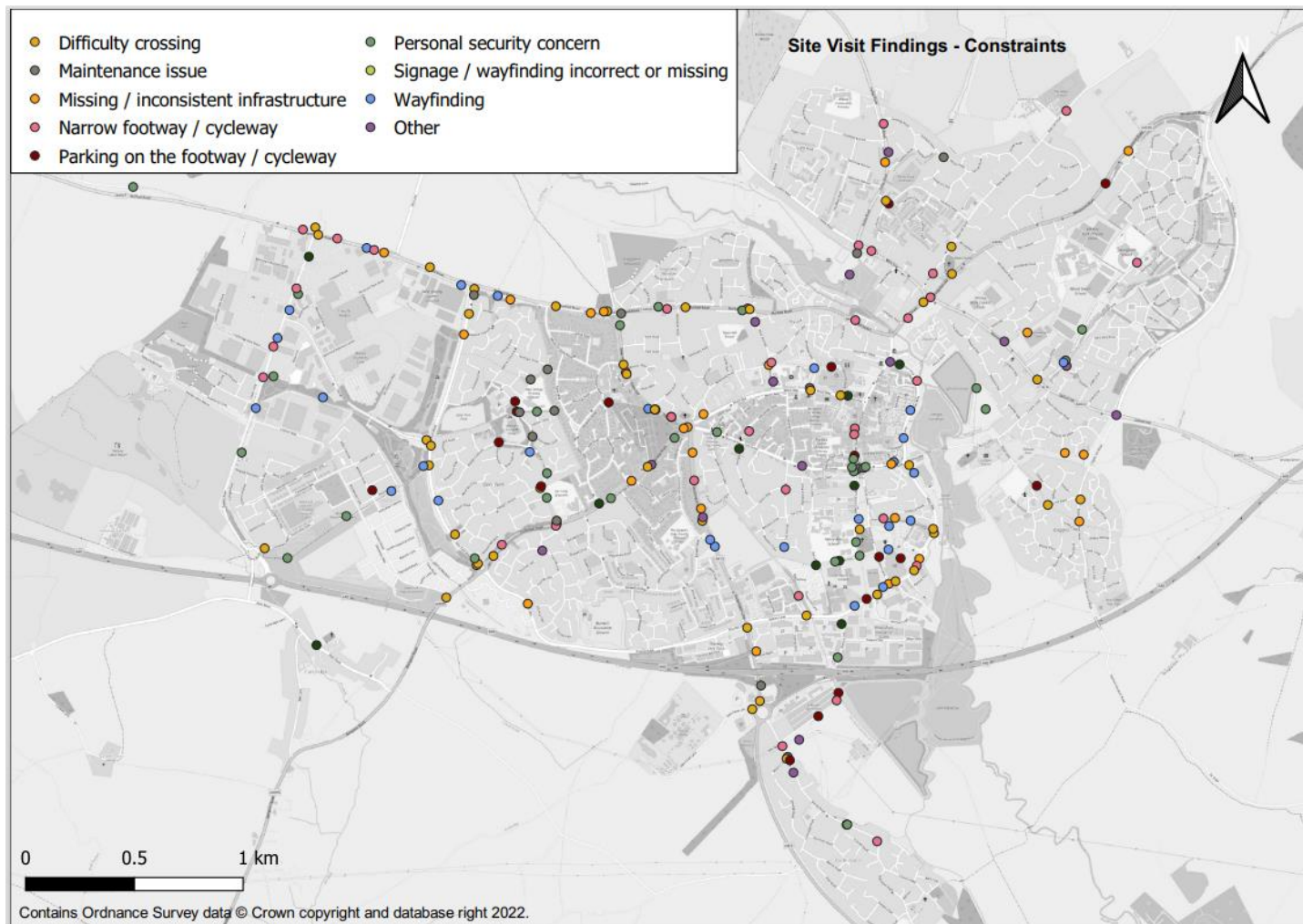


Figure 3: Site Visit Findings

The site visits helped identify constraints and opportunities including:

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

The following pages provide a summary of each of the links audited as part of the walking audits. The WRAT percentage score has been given alongside a colour coordinated breakdown of scoring for each of the five areas. **Table 3** outlines the scoring ranges corresponding to the WRAT and RST assessments.

Table 3: WRAT and RST Scoring Ranges

WRAT Criteria	Scoring Range			RST Criteria	Scoring Range		
Attractiveness	6-8	3-5	0-2	Directness	4-5	2-3	0-1
Comfort	9-12	4-8	0-3	Gradient	4-5	2-3	0-1
Directness	9-12	4-8	0-3	Safety	4-5	2-3	0-1
Safety	5-6	3-4	0-2	Connectivity	4-5	2-3	0-1
Coherence	2	1	0	Comfort	4-5	2-3	0-1

Link 1a – 1e – Burford Road (Brize Norton Road – Tower Hill)

Route Description

Burford Road between Brize Norton Road and Windrush Valley Road is part of the National Cycle Network (NCN) route 57. It is a two-way road (40-60 mph) and a main route between Minster Lovell and Witney. There is a shared footway / cycleway on the northern side of the carriageway between Brize Norton Road and Downs Road, and on the southern side between Downs Road and Windrush Valley Road. The shared use footway / cycleway on the western side of the route diverts away from the road and continues on an off-road gravel track. There is a pedestrian crossing at the junction of Burford Road / Downs Road and at Burford Road / Deer Park Road where the NCN 57 route continues.

Walking Route Audit Tool (WRAT)

1a	58%	Attractiveness	Comfort	Directness	Safety	Coherence
1b	68%	Attractiveness	Comfort	Directness	Safety	Coherence
1c	86%	Attractiveness	Comfort	Directness	Safety	Coherence
1d	83%	Attractiveness	Comfort	Directness	Safety	Coherence
1e	28%	Attractiveness	Comfort	Directness	Safety	Coherence

Route Selection Tool (RST)

1a – 1e	Directness	Gradient	Safety	Connectivity	Comfort
---------	------------	----------	--------	--------------	---------

Findings

- The off-road gravel track (**Figure 4**) is wide but unlit and of poor surface quality. The gravel surface in places is deep, making it very difficult for cyclists to navigate
- The pedestrian crossing at the junction of Burford Road / Downs Road is not a toucan crossing despite the NCN route signposting across the crossing (**Figure 5**)
- Narrow shared use footway / cycleway along Burford Road on the approach to Downs Road (from Minster Lovell)



Figure 4: Gravel track parallel to Burford Road



Figure 5: NCN Route 57 across pedestrian crossing on Burford Road

Link 1f – 1g – Downs Road (Burford Road – Downs Road roundabout)

Route Description

Downs Road between Burford Road and Downs Road Roundabout is a two-way road (30 mph) connecting Burford Road and the A40. In recent years, there has been lots of development at the southern end of Downs Road including the creation of Wheatfield Drive. Development work is ongoing to the east of Downs Road. The northern end of Downs Road is home to predominantly industrial businesses and is noticeably different from the southern end, which is newer, residential properties. There is no footway on the western side of Downs Road between Burford Road and Curbridge Park Road.

There is a short section of narrow shared footway / cycleway on the western side of Downs Road between Curbridge Park Road and the footpath linking to Range Road.

Walking Route Audit Tool (WRAT)

1f	72%	Attractiveness	Comfort	Directness	Safety	Coherence
1g	89%	Attractiveness	Comfort	Directness	Safety	Coherence

Route Selection Tool (RST)

1f – 1g	Directness	Gradient	Safety	Connectivity	Comfort
---------	------------	----------	--------	--------------	---------

Findings

- There is a lack of signage and tactiles particularly at the northern end of Downs Road
- Road surfacing is of poor quality at the northern end of Downs Road
- Footways are not continuous along Downs Road, lots of crossing over the road



Figure 6: Narrow footway / cycleway



Figure 7: Lots of crossing from one side to the other



Figure 8: Obstruction in the middle of the footway



Figure 9: Narrow footway at the northern end of Downs Road

Link 1h – 1i –Bridleway linking Downs Road and Deer Park Road

Route Description

This section is a bridleway that connects Downs Road and Deer Park Road. The eastern section of the bridleway is narrow and surrounded by trees and bushes and is uneven and without lighting. During periods of rainfall, ponding occurs making the route muddy and difficult to navigate. This bridleway is impassable for people in wheelchairs / with pushchairs. The western section of the bridleway is more open with natural light during the day time but is very narrow and on a slight incline (east to west). New houses have been built to the north of the bridleway with tarmacked roads and footways, potentially leaving the bridleway redundant. There are no dropped kerbs from the new housing estate onto the bridleway, which makes access for people on bikes, in wheelchairs or with pushchairs difficult. Crossing Deer Park Road to access the bridleway is difficult, with no tactile paving or dropped kerbs and very minimal signage / wayfinding.

Walking Route Audit Tool (WRAT)

1h	55%	Attractiveness	Comfort	Directness	Safety	Coherence
1i	53%	Attractiveness	Comfort	Directness	Safety	Coherence

Route Selection Tool (RST)

1h – 1i	Directness	Gradient	Safety	Connectivity	Comfort
---------	------------	----------	--------	--------------	---------

Findings

- The surfacing is of poor quality in places, hence a poor rating for comfort for cyclists
- There is a limited means of crossing, and crossing available is unattractive to pedestrians
- There is a lack of surveillance, causing safety concerns
- The bridleway is narrow and uneven with an incline (east to west)



Figure 10: Bridleway linking Downs Road and Deer Park Road



Figure 11: Crossing Deer Park Road to access the Bridleway

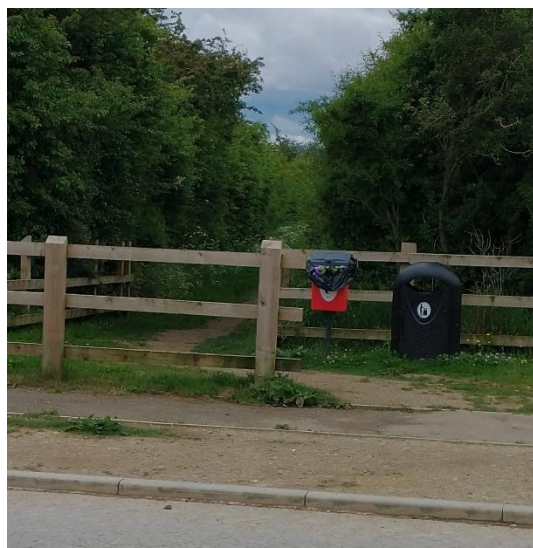


Figure 12: No dropped kerbs



Figure 13: Poor surface conditions

Link 1j – Footpath (Downs Road – Range Road)

Route Description

The footpath is a shared footway / cycleway linking Downs Road with Range Road. The path is fairly narrow with overhanging branches and vegetation with no natural surveillance or lighting. The western part of the path is surfaced with wood chips; however, the eastern part is tarmacked to a good standard.

Walking Route Audit Tool (WRAT)

1j	75%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

1j	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- Narrow spacing between bollards at junction of Range Road
- There is no illumination, and an extensive tree canopy, with little surveillance
- The surfaces are uneven, and relatively narrow for the shared footway / cycleway use

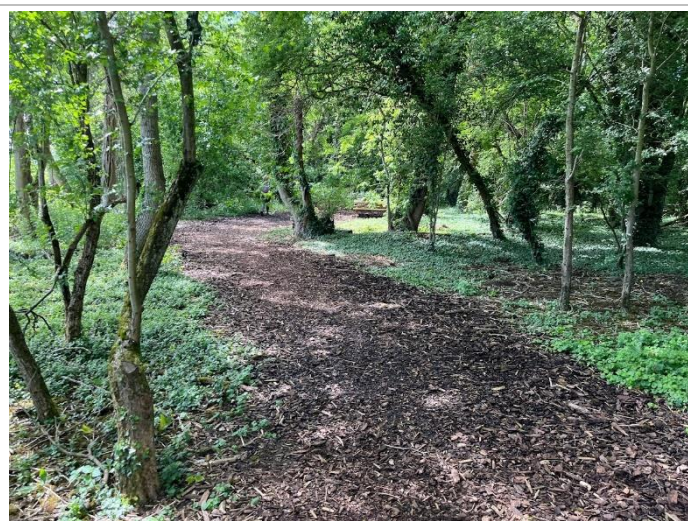


Figure 14: Footpath linking Downs Road and Range Road



Figure 15: Footpath linking to the business park



Figure 16: Cycle markings worn away



Figure 17: Narrow spacing between bollards

Link 1k – Main Road (Downs Road roundabout – Bampton Road)

Route Description

Main Road is a two-way road (30mph) connecting Witney Road / Downs Road with Bampton Road. The road is primarily used by pedestrians for local access to residential properties. There are no pedestrian crossings along this route; however, it is not an overly busy road meaning there are enough gaps in the traffic to cross easily.

Walking Route Audit Tool (WRAT)

1k	85%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

1k	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- Parking on footway
- Narrow footways along Main Road. Footways end abruptly and switch to other side of the road
- No dedicated cycle facilities – on-road only

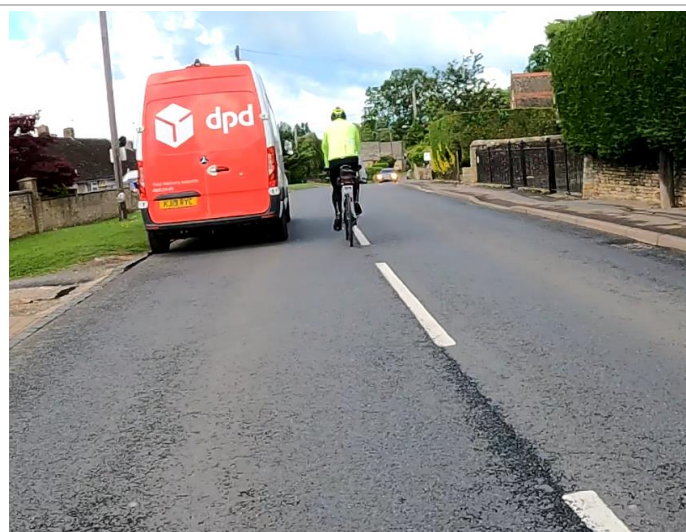


Figure 18: Deliveries in the carriageway



Figure 19: On-street parking

Link 11, 1w – Curbridge Road (Main Road – Fiveways roundabout)

Route Description

Curbridge Road between Main Road and Fiveways Roundabout is a busy two-way section of road. There is little cycle infrastructure along this route at present, with a small amount of shared footway / cycleway on the northern side of the carriageway between Main Road and Centenary Way installed as part of the Windrush Development. The section of road between Main Road and the bridge over the A40 is 60mph where it then reduces to 40mph between the bridge and the roundabout.

Curbridge Road between Deer Park Road and Fiveways roundabout is relatively wide with intermittent footways / shared spaces on both sides of the carriageway.

Walking Route Audit Tool (WRAT)

1l	72%	Attractiveness	Comfort	Directness	Safety	Coherence
1w	63%	Attractiveness	Comfort	Directness	Safety	Coherence

Route Selection Tool (RST)

1l-1w	Directness	Gradient	Safety	Connectivity	Comfort
-------	------------	----------	--------	--------------	---------

Findings

- Difficult for pedestrians to cross Fiveways roundabout due to volume of traffic
- Refuge islands at Fiveways roundabout are narrow, particularly for larger groups of pedestrians / wheelchair users
- Poor visibility for pedestrians crossing Deer Park Road at the roundabout of Curbridge Road / Thorney Leys
- Few pedestrians crossings along pedestrian desire lines
- Narrow footways along Curbridge Road
- Footway abruptly ends on the northern side of Curbridge Road at the cemetery (**Figure 20**)
- Cycle infrastructure is not continuous
- Opportunity to widen and resurface footway on southern side of Curbridge Road



Figure 20: Pinchpoint on Curbridge Road



Figure 21: Non-continuous cycle provision



Figure 22: Footway abruptly ends at the cemetery



Figure 23: Opportunity to widen footway

Link 1m – 1n - Deer Park Road (Burford Road to Curbridge Road)

Route Description

This route along Deer Park Road links Curbridge Road with Burford Road. It is a 40mph road with a shared cycleway / footway on the eastern side of the road. The cycleway / footway is generally in good condition for cyclists and pedestrians; however, there is no street lighting.

Walking Route Audit Tool (WRAT)

1m	85%	Attractiveness	Comfort	Directness	Safety	Coherence
1n	83%	Attractiveness	Comfort	Directness	Safety	Coherence

Route Selection Tool (RST)

1m-1n	Directness	Gradient	Safety	Connectivity	Comfort
-------	------------	----------	--------	--------------	---------

Findings

- No crossing facilities or hardstanding for northbound bus stop on the western side of Deer Park Road
- Uneven surfaces due to tree routes
- No clear means of accessing leisure routes across Deer Park Road (despite signage) (**Figure 26**)
- Crossing on splitter island at the junction of Raleigh Crescent is narrower than on approaching footway / cycleway, which could serve as a trip hazard for visually impaired pedestrians
- No means of crossing to western side of Deer Park Road (south of Range Road). Currently no infrastructure on the western side but future development may warrant improved connectivity
- Tree canopy hangs low over cycleway



Figure 24: Uncontrolled crossing to Bridleway



Figure 25: Deer Park Road shared footway / cycleway



Figure 26: Splitter island does not align to footways

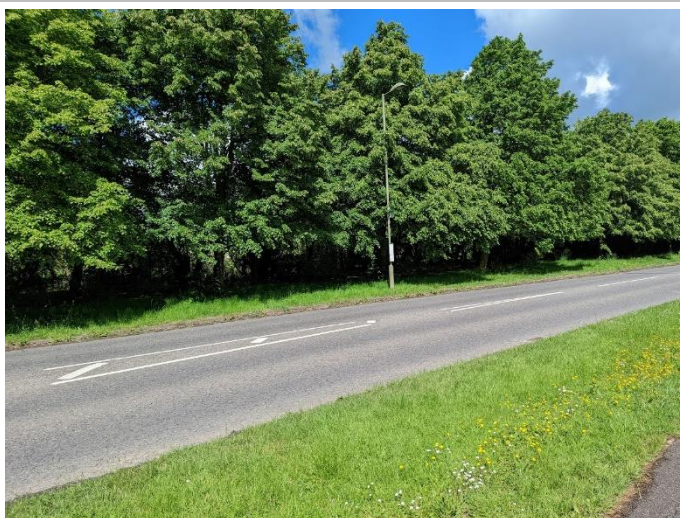


Figure 27: No means of accessing northbound bus stop

Link 1o,1p,1u,1v - Footpaths between Burford Road and Curbridge Road

Route Description

The northern part of this route is formed of two two-way roads (30mph), Windrush Valley Road and Apley Way. The southern part of the route is formed of another two-way road (30mph), Edington Road. The roads are small residential roads mainly used for access. The two parts are joined by a shared cycle way / footway around West Witney Primary School.

Walking Route Audit Tool (WRAT)

1o	94%	Attractiveness	Comfort	Directness	Safety	Coherence
1p	89%	Attractiveness	Comfort	Directness	Safety	Coherence
1u	89%	Attractiveness	Comfort	Directness	Safety	Coherence
1v	89%	Attractiveness	Comfort	Directness	Safety	Coherence

Route Selection Tool (RST)

1o,1p,1u,1v	Directness	Gradient	Safety	Connectivity	Comfort
-------------	------------	----------	--------	--------------	---------

Findings

- There are no dropped kerbs around the footpath crossing with Farmington Drive
- Overgrown vegetation constricts visibility and covers some of the footway / cycleway creating a conflict between pedestrians and cyclists
- Poor surface quality including potholes and raised manholes resulting in nearby ponding
- Guard railing at the end of the cycleway constrains pedestrians and cycles passing
- Worn surface indicates clear desire line, cutting corner from footway

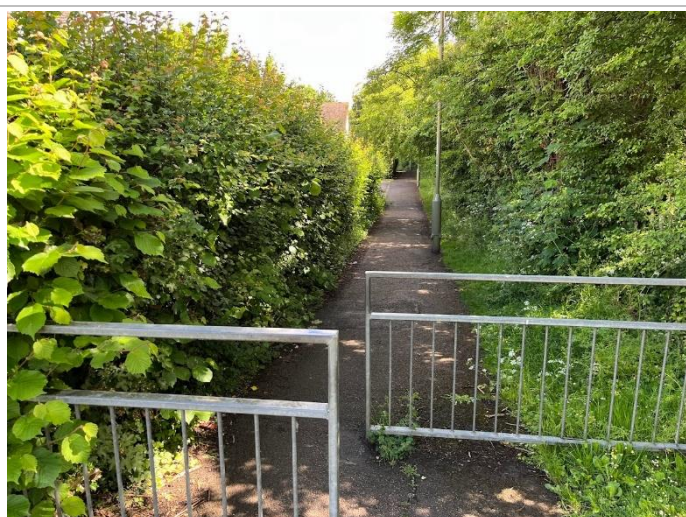


Figure 28: Barriers at end of the cycleway



Figure 29: Pedestrian desire line

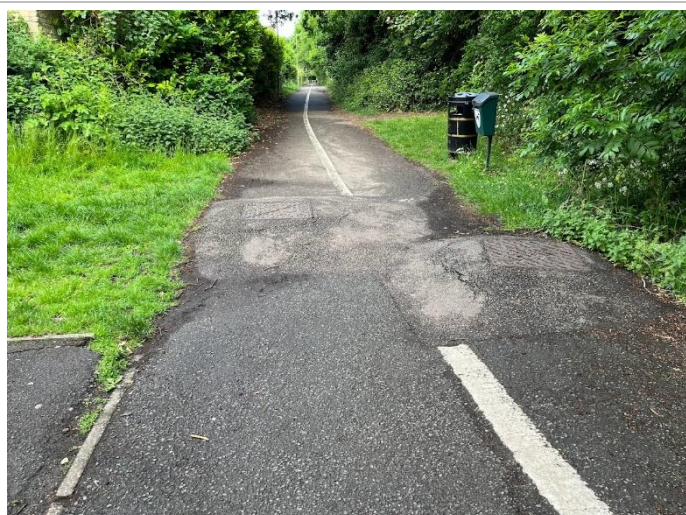


Figure 30: Poor surface quality



Figure 31: No dropped kerbs

Link 1q, 1x, 1z – Footpath (Deer Park Road – Tower Hill)

Route Description

There is a shared footway / cycleway that connects Deer Park Road and Tower Hill. There are a number of spurs off this route including small residential roads which are used as cut throughs for pedestrians and cyclists. There is a short section of road to the east which permits vehicular access. However, this is to access a two houses and therefore is infrequently used. The shared footway / cycleway is a popular route used by pedestrians and cyclists as it connects to West Witney Primary School. The route is lit; however, there is not much natural surveillance.

Walking Route Audit Tool (WRAT)

1q	86%	Attractiveness	Comfort	Directness	Safety	Coherence
1x	86%	Attractiveness	Comfort	Directness	Safety	Coherence
1z	79%	Attractiveness	Comfort	Directness	Safety	Coherence

Route Selection Tool (RST)

1q, 1z	Directness	Gradient	Safety	Connectivity	Comfort
1x	Directness	Gradient	Safety	Connectivity	Comfort

Findings

- Two manholes sit high compared with footway level – pedestrians with mobility aids were observed re-routing to avoid the manholes
- Uneven surfacing along sections of the route
- Physical barriers, aimed at slowing down cyclists, were observed to be bypassed (**Figure 32**). Barriers are not wide enough to comfortably fit adapted bikes / cargo bikes through
- Wayfinding is missing / damaged. Not clear where to go if unfamiliar with the area
- Narrow in sections, particularly on a bike with oncoming pedestrians



Figure 32: Physical barriers bypassed



Figure 33: Narrow barriers



Figure 34: Wayfinding misleading



Figure 35: Shared path

Link 1r – 1t – Footpath (Deer Park Road – Raleigh Crescent)

Route Description

The northern part of the route is a two-way road, Valence Crescent (30mph), and the southern part of the route is also a two-way road, Raleigh Crescent. These parts are joined by a footpath which runs alongside Deer Park field and Raleigh Crescent park.

Walking Route Audit Tool (WRAT)

1r	100%	Attractiveness	Comfort	Directness	Safety	Coherence
1s	94%	Attractiveness	Comfort	Directness	Safety	Coherence
1t	94%	Attractiveness	Comfort	Directness	Safety	Coherence

Route Selection Tool (RST)

1r – 1t	Directness	Gradient	Safety	Connectivity	Comfort
---------	------------	----------	--------	--------------	---------

Findings

- Pedestrians crossing movements from footpath to Stow Avenue obstructed by barrier
- Good wayfinding, although more signs and of the same type would be useful
- Mostly unlit



Figure 36: Shared footway / cycleway



Figure 37: Wayfinding

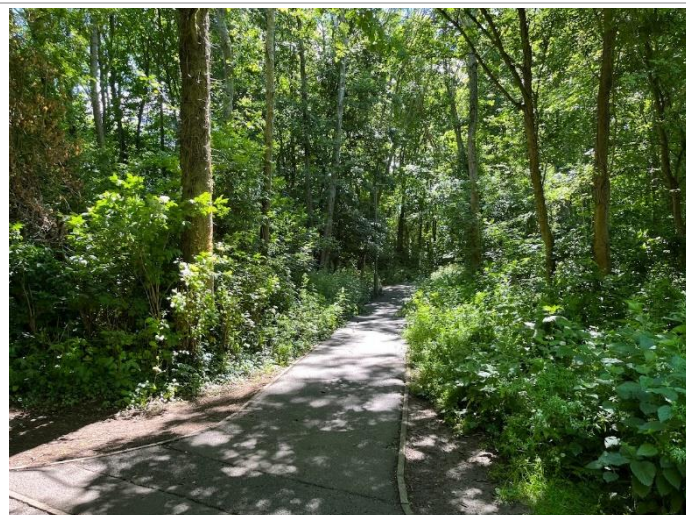


Figure 38: Unlit path

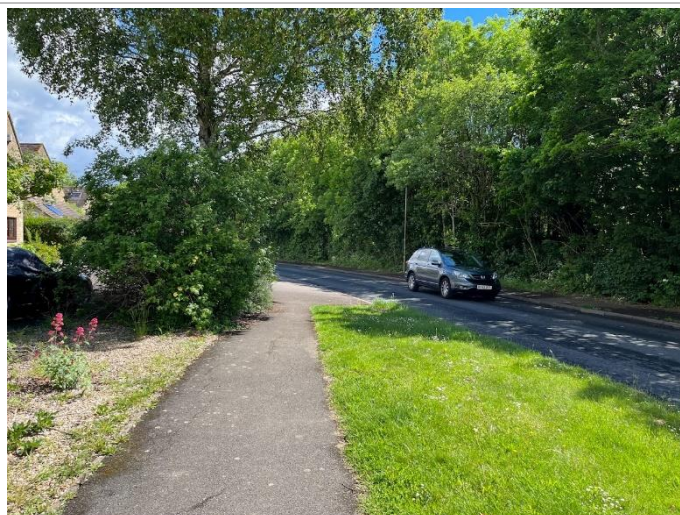


Figure 39: Narrow sections

Link 1y – Range Road (Downs Road – Deer Park Road)

Route Description

Range Road is a two-way road (40mph) which connects Downs Road with Deer Park Road. It has a shared use footway / cycleway which runs parallel to the carriageway, completely separated from motor vehicles. The footway / cycleway is generally of good quality.

Walking Route Audit Tool (WRAT)

1y	95%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

1y	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- There is no means of crossing to the southern side of Range Road at the junction of Deer Park Road. There is currently no infrastructure on the southern side; however, future development of this land may warrant improved connectivity
- Overgrown vegetation constricts visibility and covers some of the footway / cycleway creating a conflict between pedestrians and cyclists



Figure 40: No means of crossing to the south of Range Road



Figure 41: Shared footway / cycleway

Link 2a – 2b – Burford Road (Tower Hill roundabout – Bridge Street roundabout)

Route Description

This route is a two-way road (30mph) connecting Tower Hill and Bridge Street. Burford Road is a busy road being one of the main vehicular routes into Witney from the north and west. There is a newly constructed shared use footway / cycleway on the northern side of the carriageway. There are steep level differences on the shared footway / cycleway at each side road. There is a new toucan crossing to the east of Davenport Road and one opposite Woodford Mill. Sections of Burford Road (to the east) are quite narrow.

Walking Route Audit Tool (WRAT)

2a	78%	Attractiveness	Comfort	Directness	Safety	Coherence
2b	83%	Attractiveness	Comfort	Directness	Safety	Coherence

Route Selection Tool (RST)

2a – 2b	Directness	Gradient	Safety	Connectivity	Comfort
---------	------------	----------	--------	--------------	---------

Findings

- Narrow section of footway (less than 1.8m) on Mill Street
- Steep level difference at public house access creates a crossfall which may be uncomfortable for pedestrians
- Ponding with new crossing which could encourage injudicious crossing movements elsewhere
- Footway crossing within lay-by at Tower Hill encourages pedestrians to cross between parked vehicles



Figure 42: Burford Road



Figure 43: New toucan crossing



Figure 44: Shared footway / cycleway



Figure 45: Pedestrian crossing from layby

Link 2c – Tower Hill (between Burford Road and Fiveways roundabout)

Route Description

Tower Hill is a main connection into Witney. The southern section of the route is very steep (heading towards Burford Road), making it challenging for cyclists. There is no dedicated cycle provision on Tower Road at the moment, with the exception of a small section of shared use footway between Beech Road and Fiveways roundabout.

Walking Route Audit Tool (WRAT)

2c	66%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

2c	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- Carriageway ponding within extents of uncontrolled crossing across Tower Court
- Lack of crossing facilities on Tower Hill where footway terminates on western side of road (south of Windrush Valley Road)
- Pedestrian crossing and a wig-wag sign suggest crossing patrol but no crossing provided
- Potential to convert verge on western side of Tower Hill to footway
- Access to / from eastern shared-use footway / cycleway is unclear for cyclists



Figure 46: No footway on the eastern side of Tower Hill



Figure 47: Lack of crossing facilities



Figure 48: Toucan crossing on Tower Hill



Figure 49: Narrow eastern footway

Link 2e – Welch Way (Fiveways roundabout – High Street)

Route Description

Welch Way is two-way (30mph) linking Fiveways roundabout and High Street. There is a footway on the northern side of the carriageway, no provision to the south. There are two pedestrian crossings, at either side of the junction with Woodford Way and a zebra crossing further east of these crossings, directly south of Marriots Walk (shopping area). Signs are present indicating cycling is not permitted on the footway.

Walking Route Audit Tool (WRAT)

2e	78%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

2e	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- Long wait time for pedestrians crossing Woodford Way at signal-controlled junction
- No cycling permitted on Welch Way footway
- Lack of crossing facilities for pedestrians along Welch Way



Figure 50: No cycling permitted on Welch Way



Figure 51: Fiveways roundabout improvements

Link 2fa – High Street / Market Square (Corn Street – Bridge Street)

Route Description

The northern section of this route is the main High Street in Witney, with retail, entertainment and restaurants. The section between Corn Street and Welch Way is for buses, taxis, disabled parking and cycling only. The High Street itself has wide footways in places; however, the width of the road is dominated by the carriageway. There are several bus stops along this section with services running to Oxford and Carterton.

Walking Route Audit Tool (WRAT)

2fa	93%	Attractiveness	Comfort	Directness	Safety	Coherence
-----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

2fa	Directness	Gradient	Safety	Connectivity	Comfort
-----	------------	----------	--------	--------------	---------

Findings

- Bollards and railings create a pinch-point at crossing location where pedestrian flows can be high
- Inconsistent surface types on western footway create uneven surface
- Vehicles were observed to ignore restrictions in place

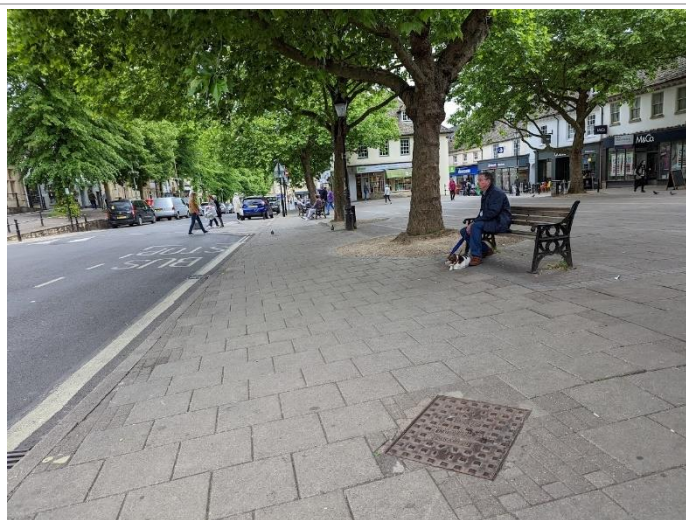


Figure 52: Wide footways



Figure 53: Access only for certain vehicles



Figure 54: Steep gradient footway



Figure 55: Wide carriageway

Link 2fb – Church Green (Corn Street to The Leys)

Route Description

Market Square operates as a gyratory with lots of on-street parking. Church Green operates as a two-way round with on-street parking. There are generally wide footways benches to rest. Crossing arrangements along this road are more challenging due to multiple permitted vehicle movements. There is no cycling permitted through the churchyard.

Walking Route Audit Tool (WRAT)

2fb	62%	Attractiveness	Comfort	Directness	Safety	Coherence
-----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

2fb	Directness	Gradient	Safety	Connectivity	Comfort
-----	------------	----------	--------	--------------	---------

Findings

- Unclear crossing arrangements for pedestrians, facilities are located away from desire line and not immediately noticeable, resulting in pedestrians crossing at locations of full height kerbs
- There is a wide footway running parallel to Church Green
- Narrow footway outside the church (too narrow for a wheelchair / pushchair)
- Bollards and railings create a pinch-point at crossing at location where pedestrian flows can be high
- Potentially confusing arrangement for all road users, as vehicles emerge from Market Square eastern link (West of Butter Cross), wrong way into mini-roundabout
- Uneven surface created by inconsistent surface types



Figure 56: Unclear crossing at Market Square



Figure 57: Unclear crossing arrangement outside Henry Box School



Figure 58: Wide footway

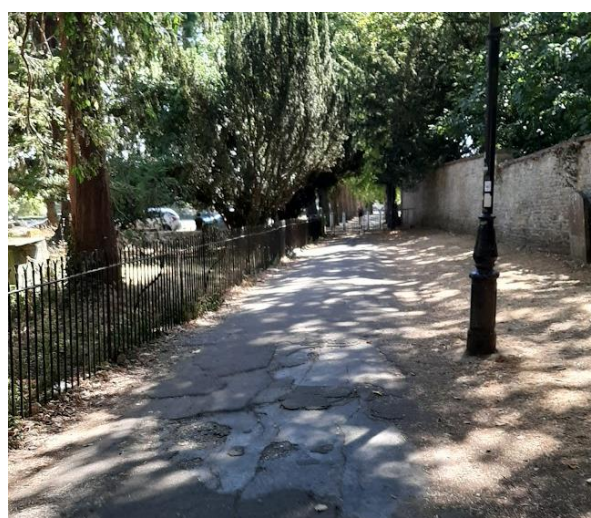


Figure 59: Uneven surface through the churchyard

Link 2g – Corn Street / Langdale Gate

Route Description

Corn Street links Fiveways roundabout with Witan Way. There is an advisory cycle lane on each side of the carriageway; however, there are pinchpoints at refuge islands where the cycle road markings break. There is a fair amount of on-street parking on Corn Street associated with the residential housing; however, parking is mostly within the designated parking bays.

Walking Route Audit Tool (WRAT)

2g	75%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

2g	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- Cycle merge onto footway unclear, no cycle marking, directional line or arrow
- Wide carriageway could encourage higher vehicle speeds
- Footway widening serves as traffic calming feature, but despite narrower carriageway width, can make pedestrian crossings difficult
- No cycleway signs / markings on footway link between Langdale Gate and car park
- Narrow footway width in front of Butter Cross, particularly on radii
- New pedestrian and cycle signage. Good example, but not consistent across town



Figure 60: Carriageway pinchpoint at Langdale Gate



Figure 61: Wide footways between Corn Bar and Swan Court



Figure 62: Wide carriageway on Corn Street



Figure 63: Good example of wayfinding

Link 2i / 2j – Henry Box School (Ducklington Road - The Crofts – The Leys)

Route Description

The Crofts (30mph) is a two-way, residential road which becomes pedestrians and cycles only at The Leys. At this point there is a shared path which joins The Leys, a narrow residential road with lots of on-street parking.

Walking Route Audit Tool (WRAT)

2i	77%	Attractiveness	Comfort	Directness	Safety	Coherence
2j	77%	Attractiveness	Comfort	Directness	Safety	Coherence

Route Selection Tool (RST)

2i	Directness	Gradient	Safety	Connectivity	Comfort
2j	Directness	Gradient	Safety	Connectivity	Comfort

Findings

- Uneven surface conditions along the length of The Leys, could trip pedestrians
- Car parking at roadside, with marked pedestrian route, exposing pedestrians to vehicle movements



Figure 64: No cycling through the churchyard



Figure 65: Shared footway / cycleway



Figure 66: Shared use path linking to The Crofts



Figure 67: Path around the playing field

2k - Footpath adjacent to Gordon Way

Route Description

This shared footway / cycleway runs parallel to Gordon Road and provides connections to Ducklington Road, The Springs and Station Lane. The path is lit and of reasonable width; however, there is an opportunity to widen the footway to be more comfortable for cyclists and pedestrians.

Walking Route Audit Tool (WRAT)

2k	95%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

2k	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- Bollards pose a physical constraint
- Unclear if shared use footpath / cycleway, but could be widened to account for both users
- Footpath is illuminated
- Would benefit from more wayfinding



Figure 68: Illuminated shared footway / cycleway



Figure 69: Bollards

Link 2l, 2n – Station Lane (Ducklington Lane – Witan Way)

Route Description

This section of Station Road and Witan Way (both 30mph) is a busy, two-way road which connects Ducklington Lane with Langdale Gate. There is a shared footway / cycleway on the northern side of the carriageway.

Walking Route Audit Tool (WRAT)

2l	58%	Attractiveness	Comfort	Directness	Safety	Coherence
2n	65%	Attractiveness	Comfort	Directness	Safety	Coherence

Route Selection Tool (RST)

2l, 2n	Directness	Gradient	Safety	Connectivity	Comfort
--------	------------	----------	--------	--------------	---------

Findings

- Difficult to cross road due to high traffic flows – potential pedestrian desire line linking Gordon Way, Buttercross Lane and Avenue One
- Job Centre signed across Witan Way, but no crossing provision available at this location
- Trees span footpath creating a dark environment for pedestrians



Figure 70: Narrow footways



Figure 71: Overgrown vegetation creeping into the shared footway / cycleway



Figure 72: Wide junction mouth making it more difficult to cross

Link 2m – Avenue Two (Station Lane – A40 underpass)

Route Description.

The northern part of this route is a two-way road, Avenue Two (30mph), along an industrial estate, which feeds into a shared footway / cycleway at the southern part of the road. One end of this route emerges onto Station Lane and the other end emerges onto the cycleway / footway which passes under a subway running beneath the A40.

Walking Route Audit Tool (WRAT)

2m	69%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

2m	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- Poor signage on the southern part of the route
- Poor lighting and no surveillance in the subway beneath A40
- Uneven concrete footway surface, could be hazardous for pedestrians
- Footway parking observed reducing the width of the available footway



Figure 73: Uneven footway



Figure 74: Footway parking reducing available width

Link 2o – Farm Mill Lane (Station Lane – Witan Way)

Route Description.

The eastern side of this route is a shared footway / cycleway leading onto Farm Mill Lane, a two-way road, which emerges onto a section of one-way road on Station Lane, and onto The Leys

Walking Route Audit Tool (WRAT)

2o	63%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

2o	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- Unlit route with no natural surveillance
- Narrow footway link, could be widened into adjacent verge area
- Cycle contraflow on relatively narrow section, where presence of cyclists is unclear to oncoming cyclists
- Pedestrian route ends and pedestrians step directly into carriageway



Figure 75: No surveillance



Figure 76: Pedestrian route ends

Link 2r – Witan Way (Langdale Gate – High Street)

Route Description.

This route is a two-way road (30mph) from Langdale Gate roundabout on the southern side to High Street on the northern side. There is a pedestrian crossing for access to the Sainsbury's supermarket off Witan Way.

Walking Route Audit Tool (WRAT)

2r	83%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

2r	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- Footpath tie-in on eastern side of Witan Way. Footpath diverts behind line of trees, with no lighting or means of surveillance from the carriageway
- Trees overhang signal-controlled pedestrian crossing, obscuring traffic signal heads and creating dark environments for pedestrians

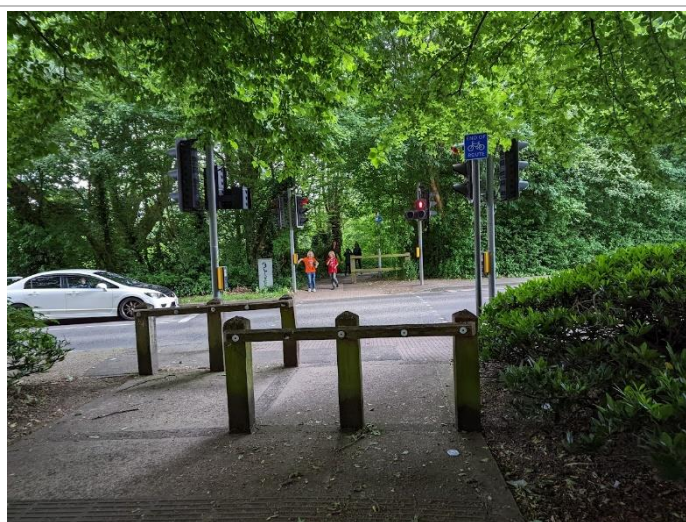


Figure 77: Trees overhanging pedestrian crossing



Figure 78: Difficult to cross



Figure 79: Footpath parallel to Witan Way



Figure 80: Pedestrian crossing at Witan Way / High Street

Link 3a – Ducklington Lane

Route Description.

The northern part of this route emerges onto Fiveways roundabout and the southern part of the route ends below the A40. It is a two-way road (30mph) with a pedestrian crossing for access to services off the road.

Walking Route Audit Tool (WRAT)

3a	70%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

3a	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- Difficult for pedestrians to cross by the roundabout
- Route for cyclists inconsistent standard, sometimes segregated and sometimes on carriageway
- Underpass connecting to Burwell Drive is dark, with no illumination and poor visibility on approaches, with no natural surveillance
- Worn paths across the grass show clear pedestrian desire line to avoid the barriers and underpass
- Barriers make it difficult for cyclists due to steep gradient



Figure 81: Barriers



Figure 82: Narrow sections of shared segregated footway / cycleway



Figure 83: Underpass with no lighting



Figure 84: Clear pedestrian desire line

Link 3b – Thorney Leys

Route Description.

Thorney Leys is a main road that links Curbridge Road to the west and Ducklington Lane to the east. It is a fast (30mph), busy road with no dedicated cycling facilities, with cyclists expected to share the carriageway with vehicles. Travelling west to east along Thorney Leys, there is a footway on both sides of the carriageway up until the side road, also called Thorney Leys. The southern footpath then diverts off towards Richmond Villages (a retirement village). The footway alongside the carriageway then ends and pedestrians are either forced to walk on the grass verge adjacent to the carriageway or walk through the estate, onto Burwell Recreation Ground and Park and rejoin the northern footway at Burwell Meadows.

Walking Route Audit Tool (WRAT)

3b	45%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

3b	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- No footway for a large section of Thorney Leys
- Pedestrians directed through Burwell Recreation Ground and Park where there is no lighting and little natural surveillance
- No provision for cyclists away from other road users
- No crossing facilities for pedestrians wanting to cross Thorney Leys / Ducklington Road junction anti-clockwise

Link 3c – 3e – Witney Road between the A40 underpass and Back Lane

Route Description.

This section links the A40 underpass to Witney Road and along Church Street to Saint Bartholomew's Church. Footway widths along Witney Road and Church Lane are variable, but narrow in places and changeable from one side of the carriageway to the other.

Walking Route Audit Tool (WRAT)

3c	79%	Attractiveness	Comfort	Directness	Safety	Coherence
3d	85%	Attractiveness	Comfort	Directness	Safety	Coherence
3e	85%	Attractiveness	Comfort	Directness	Safety	Coherence

Route Selection Tool (RST)

3c – 3e	Directness	Gradient	Safety	Connectivity	Comfort
---------	------------	----------	--------	--------------	---------

Findings

- Narrow footway on eastern side of Witney Road; however, the carriageway itself is fairly wide
- No means of crossing to Moors Close. There is no tie-in where the footway terminates on Moors Close, with clear evidence of pedestrians walking on the verge
- PRow gateway is not accessible for wheelchairs, pushchairs or cyclists
- 2m wide footways on both sides at access to Church Street, reducing to footway on the northern side of the carriageway after Bartholomew Close. After another c.20m the footways are omitted from both sides of Church Street
- Pedestrians observed using Tristram Road as an alternative to Witney Road, with many walking in the carriageway due to lower traffic flows (as observed at time of walking audit)



Figure 85: Narrow footways and parked vehicles



Figure 86: Wide carriageway

Link 3f – Footpath between Witney Lakes and A415 via Curbridge Road

Route Description.

The route links the A415 to the south with Witney Lakes via Curbridge Road and an off-road footpath that runs across the fields and parallel to the Lakeside Allotments. The footpath is predominantly a leisure route.

Walking Route Audit Tool (WRAT)

3f	61%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

3f	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- The off-road footpath is narrow and uneven
- The footpath is not suitable for wheelchair users or pushchairs due to a stepped approach to the bridge alongside the Lakeside Allotments
- The gates between the footpath and the allotments access are not wheelchair / pushchair friendly, as well as being inaccessible for cyclists
- The allotment access is a private road not a public right of way as indicated on multiple signs and gates. Correct PRow not signed

Link 4a – West End (Bridge Street – Hailey Road)

Route Description.

West End is a two-way, narrow road connecting Hailey Road and Bridge Street. The footways along West End are variable in width and in places less than 1m wide. There is on-street parking on both sides of West End.

Walking Route Audit Tool (WRAT)

4a	58%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

4a	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- Narrow footways, particularly on the northern footway. Widths of less than 1m
- Very difficult for pedestrians to cross at the double mini-roundabout at Bridge Street
- Lots of on-street parking / loading
- Popular route for HGV's, meaning give and take on the carriageway at pinchpoints



Figure 87: On-street parking



Figure 88: Narrow footways

Link 4b, 4j – Hailey Road (West End – Witney Community Primary School)

Route Description.

The route follows Hailey Road from the junction of West End / Crawley Road to Witney Community Primary School. It is a two-way road (30mph) with traffic calming. Footways vary in width; however, the western side of Hailey Road is generally wider. There are no dedicated cycle facilities along this stretch of road.

Walking Route Audit Tool (WRAT)

4b	78%	Attractiveness	Comfort	Directness	Safety	Coherence
4j	74%	Attractiveness	Comfort	Directness	Safety	Coherence

Route Selection Tool (RST)

4b, 4j	Directness	Gradient	Safety	Connectivity	Comfort
--------	------------	----------	--------	--------------	---------

Findings

- Footway conditions poor in places with trip hazards
- Narrow footway outside the petrol filling station, not suitable for wheelchairs or pushchairs



Figure 89: Zebra crossing across Hailey Road



Figure 90: Poor surface conditions



Figure 91: Wide service road



Figure 92: Pedestrian desire line

Link 4c, 4g – Farmers Close (Hailey Road – New Yatt Road)

Route Description

Both of these links connect Hailey Road with Woodgreen / New Yatt Road. Link 4c follows Farmers Close between Hailey Road and New Yatt Road, a two-way 30mph road. Link 4g is a footpath that connects Farmers Close to Woodgreen.

Walking Route Audit Tool (WRAT)

4c	50%	Attractiveness	Comfort	Directness	Safety	Coherence
4g	73%	Attractiveness	Comfort	Directness	Safety	Coherence

Route Selection Tool (RST)

4c	Directness	Gradient	Safety	Connectivity	Comfort
4g	Directness	Gradient	Safety	Connectivity	Comfort

Findings

- No footway in places along Farmers Close meaning pedestrians are forced to walk in the road
- Visibility along Farmers Close very poor, particularly at the uncontrolled crossing close to the footpath at the western end of Farmers Close
- Some sections of the footpath have little natural surveillance
- Vegetation very overgrown



Figure 93: Poor visibility at uncontrolled crossing



Figure 94: Steep gradient with barriers on footpath



Figure 95: Footway parking

Link 4d, 4e – Woodgreen

Route Description

4d is the link between Woodgreen (Narrow Hill) and New Yatt Road between West End and Farmers Close. This is a particularly steep section of road which is one-way southbound. 4e is the section of Woodgreen between New Yatt Road and Woodstock Road. Few vehicles were observed using these roads.

Walking Route Audit Tool (WRAT)

4d	56%	Attractiveness	Comfort	Directness	Safety	Coherence
4e	53%	Attractiveness	Comfort	Directness	Safety	Coherence

Route Selection Tool (RST)

4d	Directness	Gradient	Safety	Connectivity	Comfort
4e	Directness	Gradient	Safety	Connectivity	Comfort

Findings

- Narrow footways, with further pinchpoints due to vehicles parking on the footway in places
- Steep gradient on Woodgreen (Narrow Hill)
- Footway ends abruptly on Woodgreen (Narrow Hill)
- Blind corner at Woodgreen / New Yatt Road which could lead to pedestrian hesitation



Figure 96: Woodgreen (Narrow Hill)

Figure 97: Narrow footways

Link 4f – Bridge Street and Woodgreen / Woodstock Road (Newland – Jubilee Way)

Route Description.

Bridge Street is a very busy and constrained road in Witney due to it being the only river crossing within the town centre. It is a two-way road, that falls within the Air Quality Management Area. It is also a main bus route and experiences high levels of queuing and congestion. There is no dedicated cycle provision on Bridge Street. Footways are also very narrow in places. Newland and Woodgreen. The road widens and footways are present on both sides of the road with large verges and mature trees. There are few pedestrian crossings across Woodstock Road. It is a main route to access Wood Green School. There is a shared use footway / cycleway on the eastern side of Woodstock Road between south of Harvest Way and Jubilee Way.

Walking Route Audit Tool (WRAT)

4f	53%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

4f	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- Bridge Street is very difficult to cross for pedestrians, particularly at the northern end by the double-mini roundabout
- Large number of conflicting vehicle movements at the double- mini roundabout, causing vehicle and pedestrian hesitation
- Wide façade to façade along Woodstock Road – opportunity to provide cycle provision
- Clear pedestrian desire line adjacent to the road at Harvest Way
- Difficult to access northbound bus stop on Woodstock Road (**Figure 101**)



Figure 98: Pinchpoint on Bridge Street



Figure 99: Lots of turning movements at double mini-roundabout



Figure 100: Pedestrian desire line



Figure 101: Northbound bus stop

Link 4k, 4l (Woodford Mill linking West End / Hailey Road and Burford Road)

Route Description.

This shared use path connects West End / Hailey Road and Burford Road via a small bridge. The path is liable to flooding during heavy rainfall and during certain months may be impassable. The path splits in two; the western path (**Figure 103**) is a more informal, leisure track. Both paths have bridges across the river, which are narrow, have poor visibility and are unattractive for cyclists.

Walking Route Audit Tool (WRAT)

4k	77%	Attractiveness	Comfort	Directness	Safety	Coherence
4l	69%	Attractiveness	Comfort	Directness	Safety	Coherence

Route Selection Tool (RST)

4k, 4l	Directness	Gradient	Safety	Connectivity	Comfort
--------	------------	----------	--------	--------------	---------

Findings

- There is no natural surveillance along both the eastern and western paths
- Path is liable to flooding – resulting it being impassable during periods of heavy rainfall
- Uneven terrain on western path. Not suitable for wheelchair users or pushchairs
- Bridges have sharp turns, making visibility poor



Figure 102: Eastern footpath



Figure 103: Western footpath



Figure 104: Woodford Mill shared footway / cycleway



Figure 105: Bridge to be re-aligned

Link 4i – New Yatt Road

Route Description.

The western part of this route begins at the junction between New Yatt Road and Farmers Close, and the eastern side begins at The King's School. There is a footway along the majority of this route, but this stops towards the eastern side of the route.

Walking Route Audit Tool (WRAT)

4i	84%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

4i	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- Limited crossing movements across New Yatt Road.
- No dedicated cycle facilities along New Yatt Road
- Narrow footways with verges – opportunity to widen at the northern end of New Yatt Road
- Western footway is intermittent north of Farmers Close.



Figure 106: Traffic calming on New Yatt Road



Figure 107: Verges

Link 5a – 5b – Church Lane (Crown Lane – Oxford Hill)

Route Description.

The western side of the route is a shared cycleway / footway, Crown Lane with limited vehicle movements (access only). The route diverts onto a two-way road (20mph), road which connects to Oxford Hill.

Walking Route Audit Tool (WRAT)

5a	93%	Attractiveness	Comfort	Directness	Safety	Coherence
5b	82%	Attractiveness	Comfort	Directness	Safety	Coherence

Route Selection Tool (RST)

5a – 5b	Directness	Gradient	Safety	Connectivity	Comfort
---------	------------	----------	--------	--------------	---------

Findings

- Lots of on-street parking on the eastern side of Church Lane
- Church Lane has narrow footways, resulting in pedestrians stepping into the road



Figure 108: Shared use bridge

Figure 109: Segregated shared use footway /cycleway



Figure 110: Crown Lane

Link 5c – Footpath (Church Lane – Newland)

Route Description.

This route is a footpath which joins Church Lane / Crown Lane and Newland. The path is not surfaced and is used as a shared footway / cycleway.

Walking Route Audit Tool (WRAT)

5c	63%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

5c	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- Path uneven and not suitable for wheelchair users
- Narrow, some give and take required between pedestrians and cyclists
- Guardrailing present near Newland Road – creating a barrier for cyclists to cross easily
- No natural surveillance



Figure 111: Gates at both ends of the path



Figure 112: Narrow path



Figure 113: Guardrailing at Newland Road

Link 5d – Oxford Hill (Jubilee Way – Woodgreen)

Route Description.

Newland / Oxford Hill is a two-way 30mph road between Woodgreen and Jubilee Way. It is one of the main access roads into Witney town centre from the A40. There are no dedicated cycle facilities. Footway widths vary along the length of the road.

Walking Route Audit Tool (WRAT)

5d	73%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

5d	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- Eastbound bus stop adjacent to King George's Field is within a very narrow section of road. There is limited space to manoeuvre mobility scooters / pushchairs
- No dedicated cycle facilities along Oxford Hill
- Busy road with parked vehicles



Figure 114: Narrow footways



Figure 115: Parked vehicles on Oxford Hill

Link 5i – 5j – Jubilee Way – Cogges Hill Road

Route Description.

This is a two-way road (30-50mph) that connects Woodstock Road and Oxford Hill. There are shared footway / cycleways that run alongside this route and pedestrian crossings at the junction with Oxford Hill. There is no footway on the eastern side of the road.

Walking Route Audit Tool (WRAT)

5i	85%	Attractiveness	Comfort	Directness	Safety	Coherence
5j	64%	Attractiveness	Comfort	Directness	Safety	Coherence

Route Selection Tool (RST)

5i - 5j	Directness	Gradient	Safety	Connectivity	Comfort
---------	------------	----------	--------	--------------	---------

Findings

- Signage on Jubilee Way directs pedestrians to a pedestrian on the eastern side. No crossing points to access the footpath (Figure 116)
- Pedestrian desire lines into Madley Park. No formal path.



Figure 116: Signage to public footpath

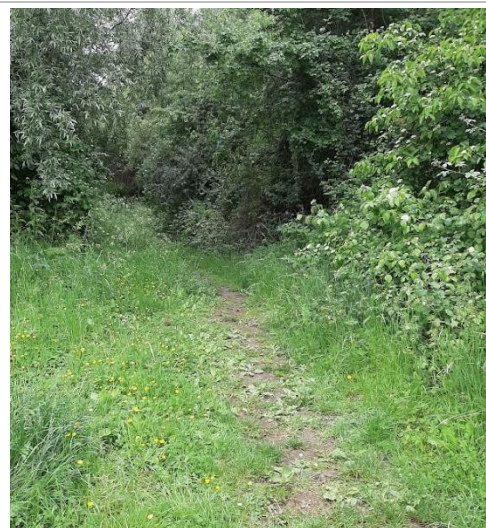


Figure 117: Pedestrian desire lines from Jubilee Way into Madley Park



Figure 118: Shared footway / cycleway

Link 5k – Cogges Hill Road – Stanton Harcourt Road

Route Description.

This route is a shared cycleway / footway which runs alongside Stanton Harcourt Road and Cogges Hill Road.

Walking Route Audit Tool (WRAT)

5k	50%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

5k	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- Uneven surfaces creating steep inclines which may pose difficulties for pedestrians
- Cut throughs the vegetation have been made, showing clear pedestrian desire lines
- Lack of surveillance due to overgrown vegetation



Figure 119: Uneven surface

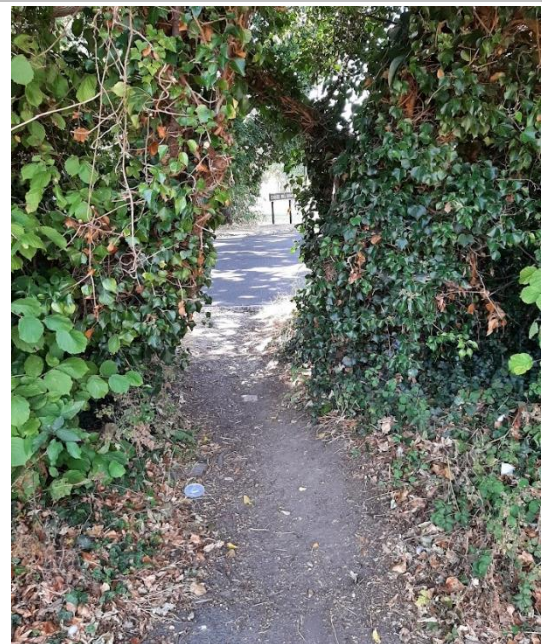


Figure 120: Pedestrian desire line

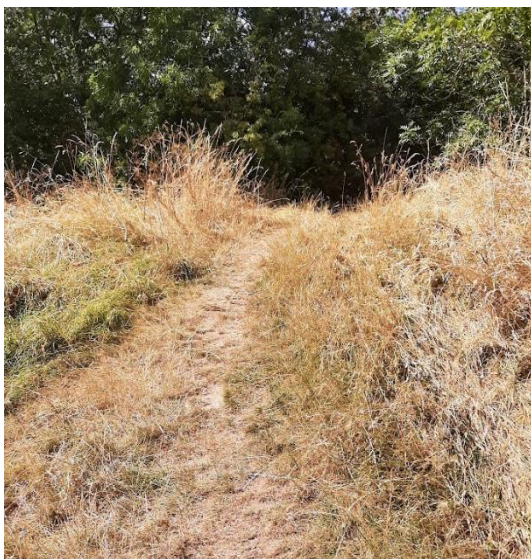


Figure 121: Pedestrian desire line

Link 5la and 5lb – Footpath (Church Lane – Stanton Harcourt Road)

Route Description.

This route is a segregated shared use cycleway / footway connecting Church Lane and Blakes Avenue. It is a popular route linking pedestrians and cyclists between Cogges and central Witney. It is also a main access point for pupils at Blake Church of England Primary School.

Walking Route Audit Tool (WRAT)

5la	93%	Attractiveness	Comfort	Directness	Safety	Coherence
5lb	63%	Attractiveness	Comfort	Directness	Safety	Coherence

Route Selection Tool (RST)

5l	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- Barriers present difficulties for people on bikes, especially adapted or cargo bikes
- Overgrown vegetation constricts visibility and covers some of the footway / cycleway creating a conflict between pedestrians and cyclists



Figure 122: Barriers



Figure 123: Vegetation impeding on footway / cycleway

Link 5n – Footpath (Church Lane – Old Stanton Harcourt Road)

Route Description.

This route is a shared footway / cycleway that connects Church Lane to Old Stanton Harcourt Road through Oxlease Park.

Walking Route Audit Tool (WRAT)

5n	92%	Attractiveness	Comfort	Directness	Safety	Coherence
----	-----	----------------	---------	------------	--------	-----------

Route Selection Tool (RST)

5n	Directness	Gradient	Safety	Connectivity	Comfort
----	------------	----------	--------	--------------	---------

Findings

- No dedicated cycle facilities
- Path is narrow, give and take required between users



Figure 124: Footpath through Oxlease Park



Figure 125: Clear pedestrian desire line

This report is to be regarded as confidential to our Client and is intended for their use only and may not be assigned except in accordance with the contract. Consequently, and in accordance with current practice, any liability to any third party in respect of the whole or any part of its contents is hereby expressly excluded, except to the extent that the report has been assigned in accordance with the contract. Before the report or any part of it is reproduced or referred to in any document, circular or statement and before its contents or the contents of any part of it are disclosed orally to any third party, our written approval as to the form and context of such a publication or disclosure must be obtained.

Report Ref.		Audit Output Report - Primary & Secondary Routes.Docx				
File Path		P:\Data\106416 - Witney LCWIP\01 - WIP\Documents\Reports\Audit Output Report - Primary & Secondary Routes.docx				
Rev	Suit	Description	Date	Originator	Checker	Approver
1.0		First draft	01/09/2022	LR	NY	NY
Ref. reference. Rev revision. Suit suitability.						