

Woodstock Community and Infrastructure Delivery Plan

Appendix 11 – Sustainable Woodstock: cycle safe routes (September 2019)



CYCLE SAFE ROUTES SUBGROUP

Chair: Hilary Brown:-

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We are a local voluntary community group and we aim to raise awareness and champion environmental issues in our community and local businesses. Working together, we believe we can support projects and campaigns to tackle issues with a greater likelihood of success. We are interested in raising awareness on issues such as climate change, energy conservation, waste reduction, recycling, bio-diversity, sustainable economics and respect for our planet and believe that local action is influencing change on national and international issues.

Cycle Safe Routes Subgroup Chair – Colin Carritt, colin.carritt@tiscali.co.uk

Projects identified by the Woodstock Cycle Safe Routes subgroup:-

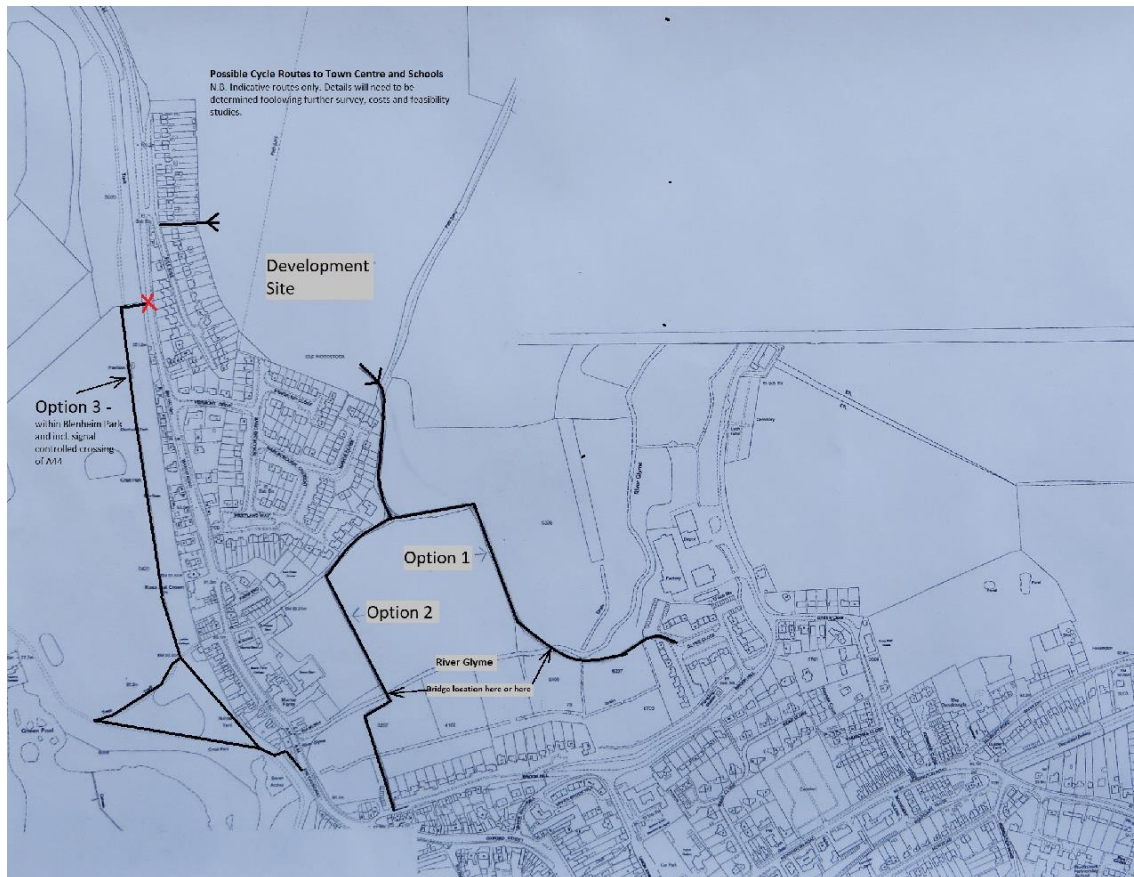
1. New off-highway cycle pedestrian routes from Old Woodstock towards the town centre and towards the schools thus avoiding the busy A44 road
 2. The upgrading of the present pedestrian pavement between Bladon and Hanborough Railway Station to provide shared facilities for pedestrians and cyclists.
 3. Traffic management measures in Bladon and Woodstock
 4. A new segregated cycle footway on the A44 from Hill Rise to the B4437 junction at "The Duke of Marlborough" pub to include a signalised junction at A44/B4437 (Duke of Marlborough pub/Judds Garage crossroads)
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1. **New off-highway cycle pedestrian routes from Old Woodstock towards the town centre and towards the schools thus avoiding the busy A44 road**

New off-highway cycle pedestrian routes from Old Woodstock towards the town centre and towards the schools avoiding the busy A44 road.

The A44 carries between 12,000 and 15,000 vehicles per day, some 700 of them HGVs. Due to the narrow carriageways and footways, both pedestrians and cyclists are extremely vulnerable and feel intimidated. Despite very low accident figures we believe that the need for an alternative off-highway pedestrian cycle route is overwhelming and that the need precisely matches the County Council's (the Highway Authority) policies on the protection of vulnerable road users and for encouraging more sustainable travel wherever possible. The proposals have the support, in principle, of Woodstock Town Council.

We propose three routes. We would wish to see all three routes provided to meet differing needs.

Option 1 is an off-road route from Old Woodstock across the R. Glyme by a modest timber bridge and thence by the minor road network to the schools.



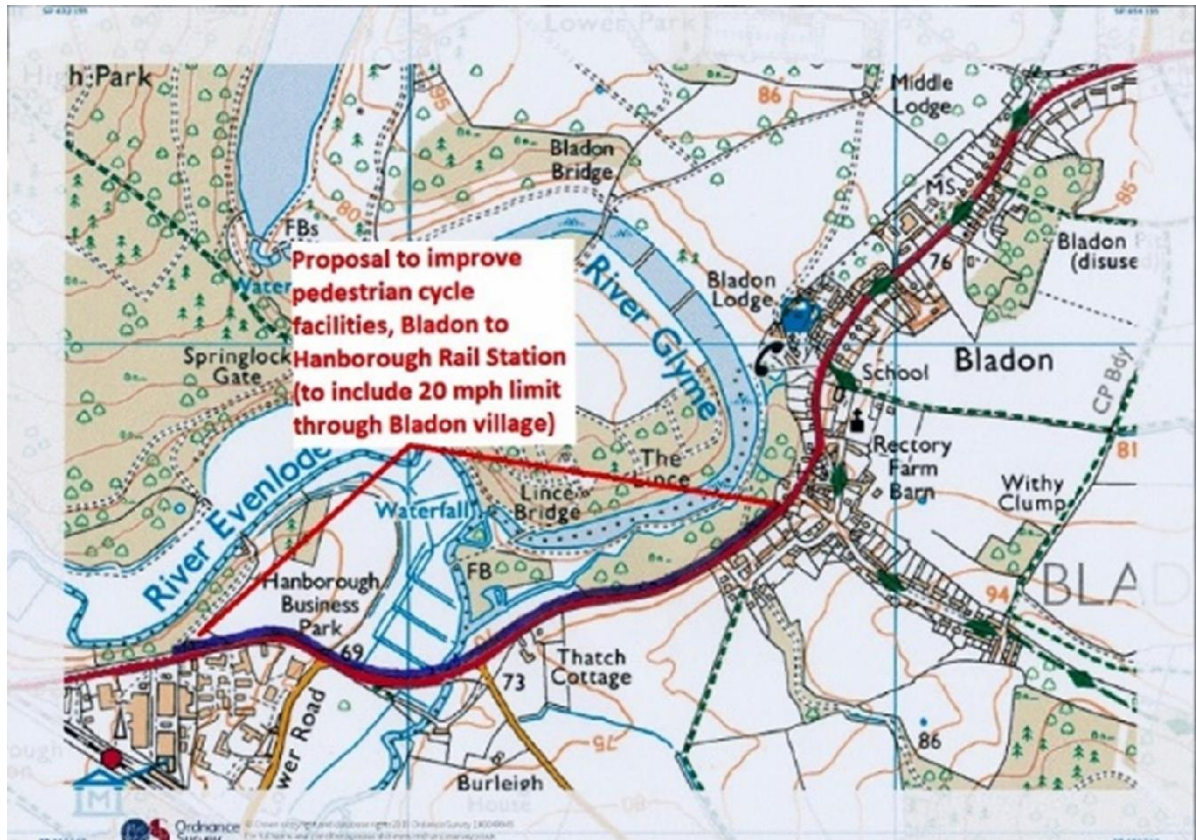
Option 2 is a similar off-road route from Old Woodstock but heading more directly to the town centre and crossing the R. Glyme near The Black Prince. From Brook Hill to the town centre still requires a short section on the A44, hence the need for a 20 mph speed limit here. Alternatively pedestrians and cyclists can use the minor road network to access the town centre.

Option 3 is an off-road route via Blenheim Park. It would entail a signalised pedestrian crossing of the A44 at Hill Rise, a gate or other opening through the park wall and a cycle/footpath inside the park to meet up with the bridleway park access at the Mill, opposite the Black Prince. From the Mill to the town centre still requires a short section on the A44, hence the need for a 20 mph speed limit here. Alternatively pedestrians and cyclists would be able to cross on an upgraded signalised crossing and use the minor road network to access the town centre.



It might be an informal “rural” layout or have a tarmac surface with lighting and fencing.

2. The upgrading of the present pavement between Bladon and Hanborough Railway Station to provide shared facilities for pedestrians and cyclists.



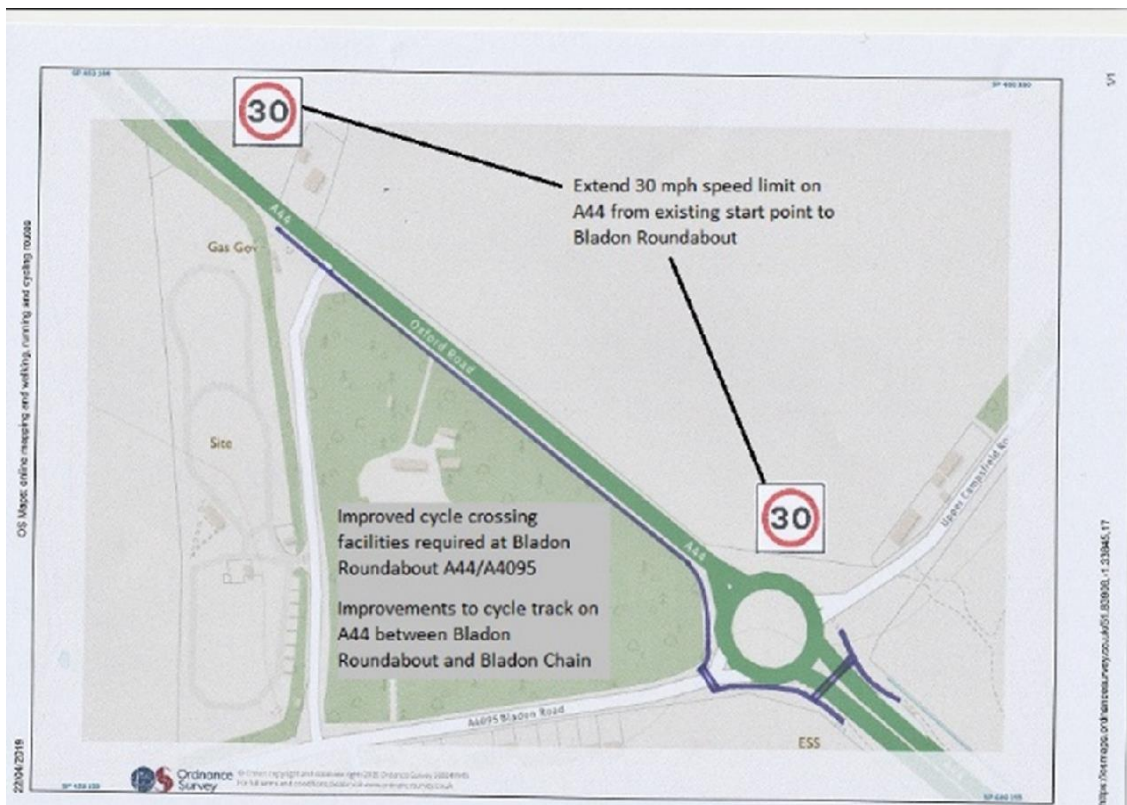
Part of the route may require a short off-highway section on Blenheim land and we are hopeful of Blenheim's support with this project. They have already indicated their willingness to consider the proposal. Bladon and Hanborough Parish Councils have offered support for the scheme as has Oxfordshire County Council's "cycling champion" Cllr Suzanne Bartington.

The scheme requires supplementary traffic management measures through the narrow and tortuous section of the A4095 in Bladon village and we propose a 20 mph limit for this section.

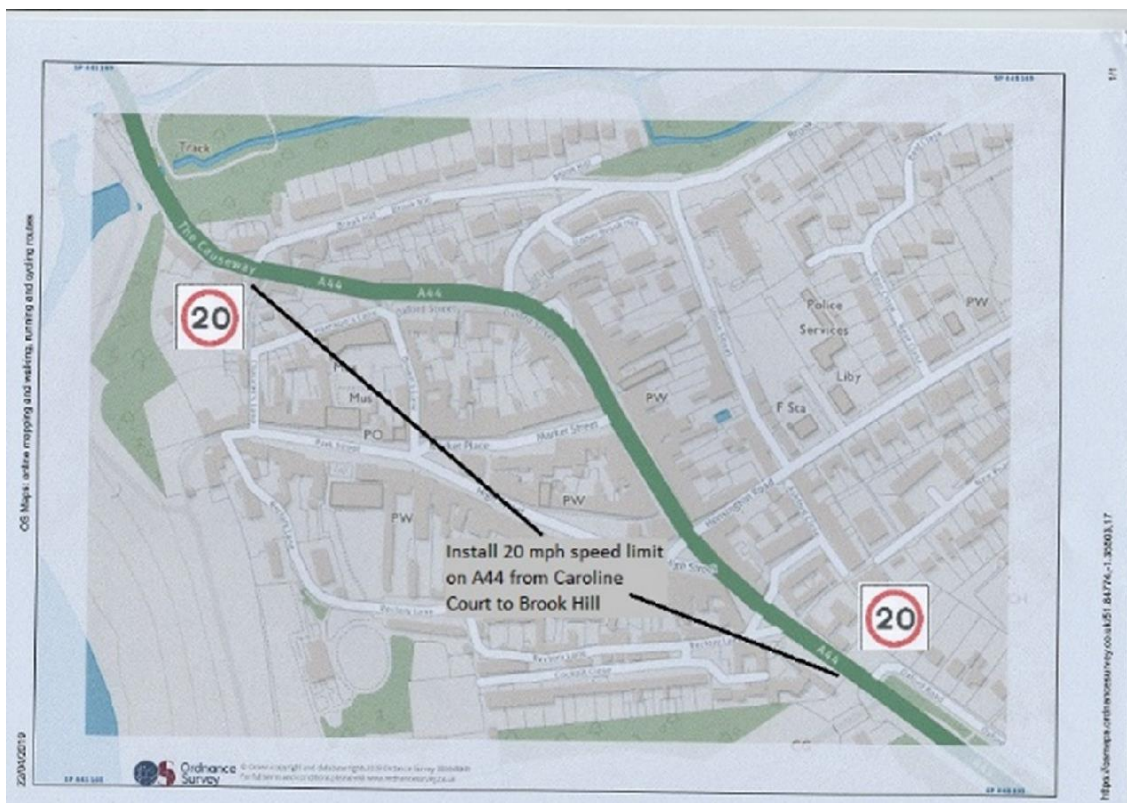
3. Traffic Management

It's not just about building new cycle footways. Measures are needed to better control and manage traffic throughout Woodstock and the neighbouring villages.

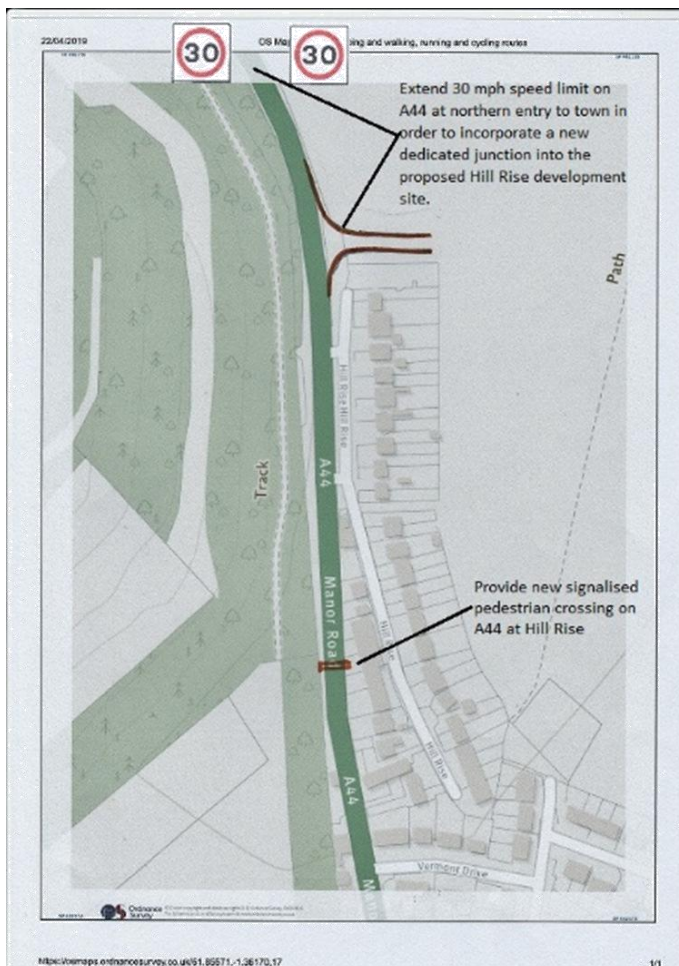
We need to provide an extension of the 30 mph speed limit on the A44 from the A4095 Bladon to the present point at which the speed limit starts. We also need to have the existing cycle footway from the roundabout to Bladon Chain widened and improved, including safer crossing points at the roundabout.



We need a 20 mph speed limit on the A44 in Woodstock Town Centre and it is suggested that it should run from Caroline Court at least to Lower Brook Hill. There are many calls that the extent of the limit should be much further but we believe that such an extension might result in policing objections. However, the extent of the limit should be open to further discussion.

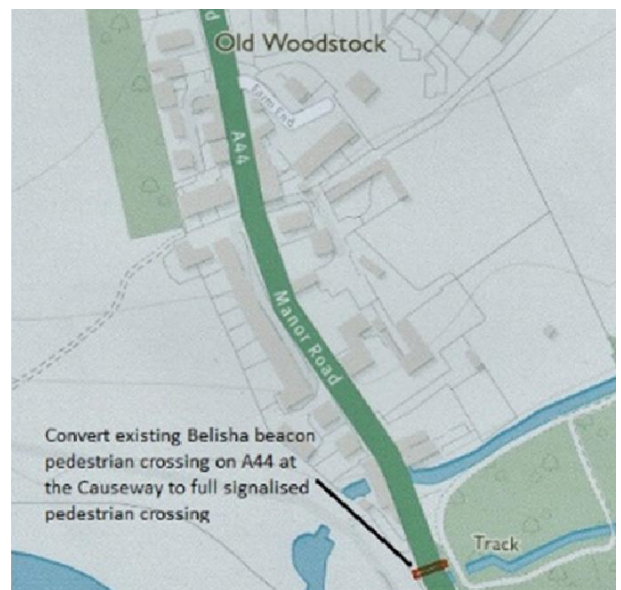
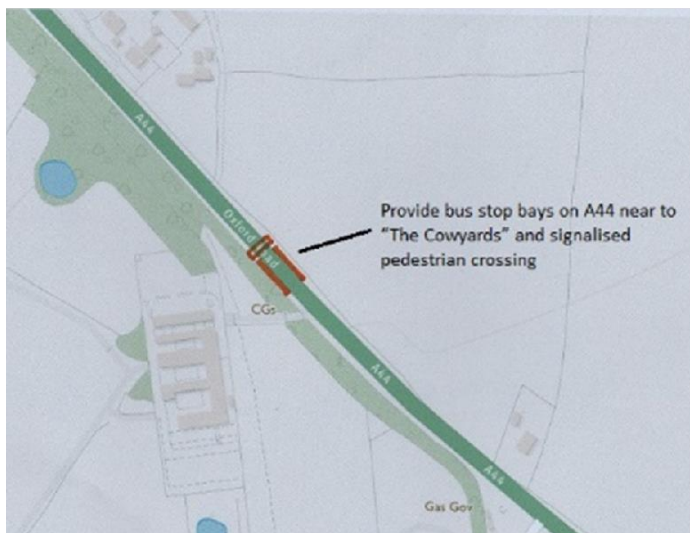


We also need to have the 30 mph on the A44 extended at the northern end of town to incorporate the new access to the proposed Hill Rise development.



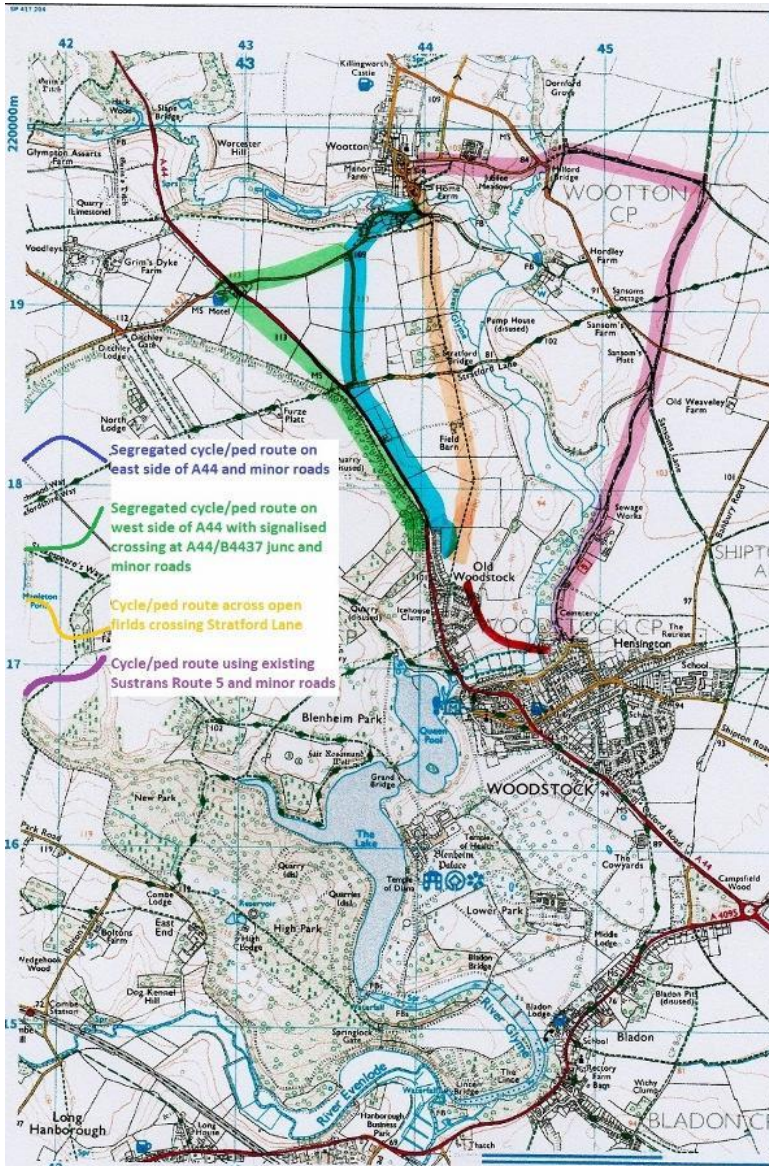
And we need to have new and improved signalised pedestrian crossings at these locations:-

1. On the A44 at "The Cowyards" to accommodate a new bus stopping point and bus bay for the new Park View development at Woodstock South-East.
2. The upgrading of the existing Belisha beacon crossing on the A44 at The Causeway to a full signalised pedestrian crossing
3. A new signalised pedestrian crossing at Hill Rise for access to the proposed new cycle footway within Blenheim Park



4. A Safe Pedestrian/Cycle route connecting Woodstock to Wootton, Stonesfield and Charlbury through the provision of a segregated cycle/footway alongside the A44 from Hill Rise to the junction with the B4437 at Judds Garage.

There are four possibilities:-



existing Sustrans National Cycle Network Route No. 5. It would then need to turn onto an existing bridleway to Milford Bridge and on the Wootton.

1. The Blue route. This requires construction of a cycle path along the east verge of the A44 as far as the first Wootton turn, then follows the unclassified lane to Wootton.
2. The Orange route. This follows the line of the existing public right of way on foot (footpath) from the proposed Old Woodstock development site, direct to Wootton.
3. The Green route. This uses the existing pavement (footway) on the west side of the A44. It will need substantial improvement to be a viable cycle/footway. It will need to proceed as far as the junction with the B4437 (at The Duke of Marlborough pub) because a crossing at the first Wootton turn is too dangerous. A signalised crossing at the B4437 junction is possible and would provide additional road safety at this junction with a long accident history.
4. The Pink route follows the

The preferred proposal at present is for a combination of the blue and green routes using segregated cycle footways on both sides of the busy A44 north of Woodstock from Hill Rise to the 1st Wootton turning. From there to the B4437 (Duke of Marlborough pub and Judds Garage) the cycle footway would continue on the west side only. Access to Wootton from the 1st Wootton turn would be by the existing minor road network (some traffic management measures may be needed on the narrow steep hill at West End Wootton).

This proposal is particularly important for the vitality of the Wootton Primary School that continues to draw pupils from the Old Woodstock catchment area. An accessible and sustainable walking and cycling alternative will benefit families with students attending both the Wootton Primary School and the Marlborough secondary school.

We also want to see cycle and pedestrian connectivity between the three development sites (Old Woodstock/Banbury Road/Woodstock South-East (Park View). Details on this will require development planning details from Blenheim in due course but we flag the issue now to ensure that cycle and pedestrian connectivity is designed into the developments from the outset.