

Consultation: <https://consultations.oxfordshire.gov.uk/consult.ti/WitAT2/consultationHome>

People whose journey includes Curbridge Road, Tower Hill (beyond the crossing leading to Smiths Estate), and Welch Way, will still have to cycle on the carriageway at Fiveways roundabout. Windrush Bike Project have personal experience of people being knocked off of their bikes at this roundabout - it is a known hazard.

We are in favour of the proposed 20mph speed limits: the whole of Madley Park including Woodbank; Church Lane; Langdale Gate; Church Green and down to Station Lane including The Leys; Upper High Street; Welch Way from the High Street to Woodford Way; Corn Street and all its side roads. This is a good first step.

1. Tower Hill:

We are concerned about how wide the pavement can be made approaching the crossing.

Cycling into town people have the choice to cycle on the road and rejoin the path at Beech Road, however, cycling uphill, with shopping, reaching the button at the far side of the stop and turning to cycle across could be a difficult manoeuvre for some.

The barriers alongside the cemetery leading to Fettiplace road need to be removed to allow access for larger cycles and mobility scooters.

2. Five Ways roundabout:

The crossing on Corn Street is not suitable for cycling. The road layout and the position of the crossing mean people cycling are denied the information they need to decide if it is safe to cross. We suggest moving the crossing further from the roundabout and making it a Parallel Crossing.

We suggest improving the service to active travellers by installing a Parallel Crossing on Welch Way as well. Where possible make the approach to the crossings perpendicular to the road to improve visibility of approaching traffic.

LTN 1/20 section 10.4.12 states "Parallel crossings can be used on links and on the arms of priority-controlled and roundabout junctions."

We suggest that the southern side of Corn Street near Fiveways is made shared use with a dropped kerb access to allow people cycling to avoid the buses parked in the bus stop awaiting a driver changeover.

3. Corn Street (from Five Ways roundabout to Holloway Road):

Advisory cycle lanes must meet the current standards given in LTN 1/20 to be inclusive. It is not clear how advisory cycle lanes will work with the bus stops.

4. Corn Street (from Holloway Road to Market Square):

Subject to the views of residents in the Corn Street area we support the change to one-way except bus and cycle.

We support the zebra crossing by Marlborough Lane.

We are concerned that removing the build-outs will increase speeds with one-way traffic. If the build-outs are removed the bike parking in that section of Corn Street will be lost and needs replacing. Also a zebra crossing will be required at the Market Place end to allow people to cross there easily.

If the build-outs remain we suggest changing the current priorities so that buses and cycles going against the one-way flow have priority.

We are disappointed that there is not time to adequately investigate creating cycle tracks between Marlborough Lane and The Crofts and Holloway Road. The wide pavements are likely to be used for eating out and children attending Batts School would be more likely to use those tracks than an advisory cycle lane on the road.

5. Market Square:

Nothing to add.

6. Langdale Gate:

The cycle route should be signed along Crown Lane to avoid confusion about legality. It is a footpath with a history of use as a cycle route rather than a footway. We suggest the cycle route rejoins the carriageway at the entrance to Langdale Hall carpark - can the giveway lines be modified to keep it clear?

Although the pavement from the carpark to Market Square is wide, people walking and cycling are unsighted at the corner by the zebra crossing so we do not think that shared use is appropriate there.

It's not clear how advisory cycle lanes will remain useful where there is currently a bus stop and disabled parking on the double yellow lines.

If used the width of advisory cycle lanes must meet the current standards given in LTN 1/20 to be inclusive.

There is a desire line for people crossing the road by the toilets. We suggest a zebra crossing here would help people to cross and help reduce speeds.

7. Witan Way Roundabout:

As well as widening and deepening the refuge island we suggest removing 4-5m of hedging next to the wall of the long stay carpark and resurfacing it to create more space for people.

Also a cycling connection to the leisure centre is needed.

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8. Langel Common from Witan Way to Church Lane:

This section of path already gets congested. We suggest increasing the width by at least 1m to make walking more relaxed. This includes widening the bridges when they reach the end of their service life.

9. Church Lane:

Nothing to add.

10. Oxford Hill junction with Church Lane:

We support upgrading the crossing.

11. Oxford Hill to Courts Gardens (path to Madley Park):

The dogleg leading to the bridge across Madley Brook is difficult to negotiate. Negotiating the lip onto the bridge at such an acute angle has caused people to fall in wet conditions. Given that and the narrow gap leading to Oxford Hill it's not clear why the track from Woodbank can't be upgraded all the way to Oxford Hill to help reduce congestion along this section.

12. Courts Garden to Park View Court (path to Madley Park):

There is a significant hump that has appeared across the path alongside the allotments in this section and users would benefit from 'smoothing' this out. We support route lighting.

13. Park View Court to Woodbank (path to Madley Park):

We support resurfacing and upgrading path with lighting.

14. Woodbank to footbridge over Madley Brook:

We support upgrading the path with lighting for shared use.

15. Woodbank:

We suggest the barriers at the western end of Woodbank are rearranged so larger cycles and mobility scooters can pass without having to run on the grass. A gap of 1.5m would be ideal but 1.3m would suffice.

16. Woodbank to Wood Green School Entrance:

The southern half of this section is very rough and needs improving to make it smooth to ride on up to where it meets the shared path leading to Cedar Drive. Barriers currently prevent

access for larger cycles and mobility scooters to the shared path alongside Madley Brook and Springfield School leading to Cedar Drive. We suggest these barriers are removed.