


Route appraisal


Sustrans has visited each of the proposed Greenways alignments as well as completing subsequent desktop audits. This section summarises the key findings from these reviews and makes design recommendations for each alignment. The recommendations consider the key design factors listed below which will affect route safety, comfort and access.

It's important to note that the RDP's recommendations will be further developed by PJA to Concept Design stage. It's also worth noting that all RDP recommendations have been made in lieu of key datasets (including traffic surveys, topographical surveys, utility checks) and that these surveys will need to be collected during future design development beyond the scope of this project.


Key design factors

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Steep gradients

 - Sections with gradients of greater than 5 %
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Rough surface

 - Current surface not comfortably rideable on a hybrid bicycle (e.g. ~32mm tyres).
- 


Narrow path

 - Traffic-free sections: path will need widening to meet requirements outlined in [LTN 1/20 Table 5-2](#)
 - On-road sections: minimum overtaking clearances unlikely to be met
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Ecology considerations

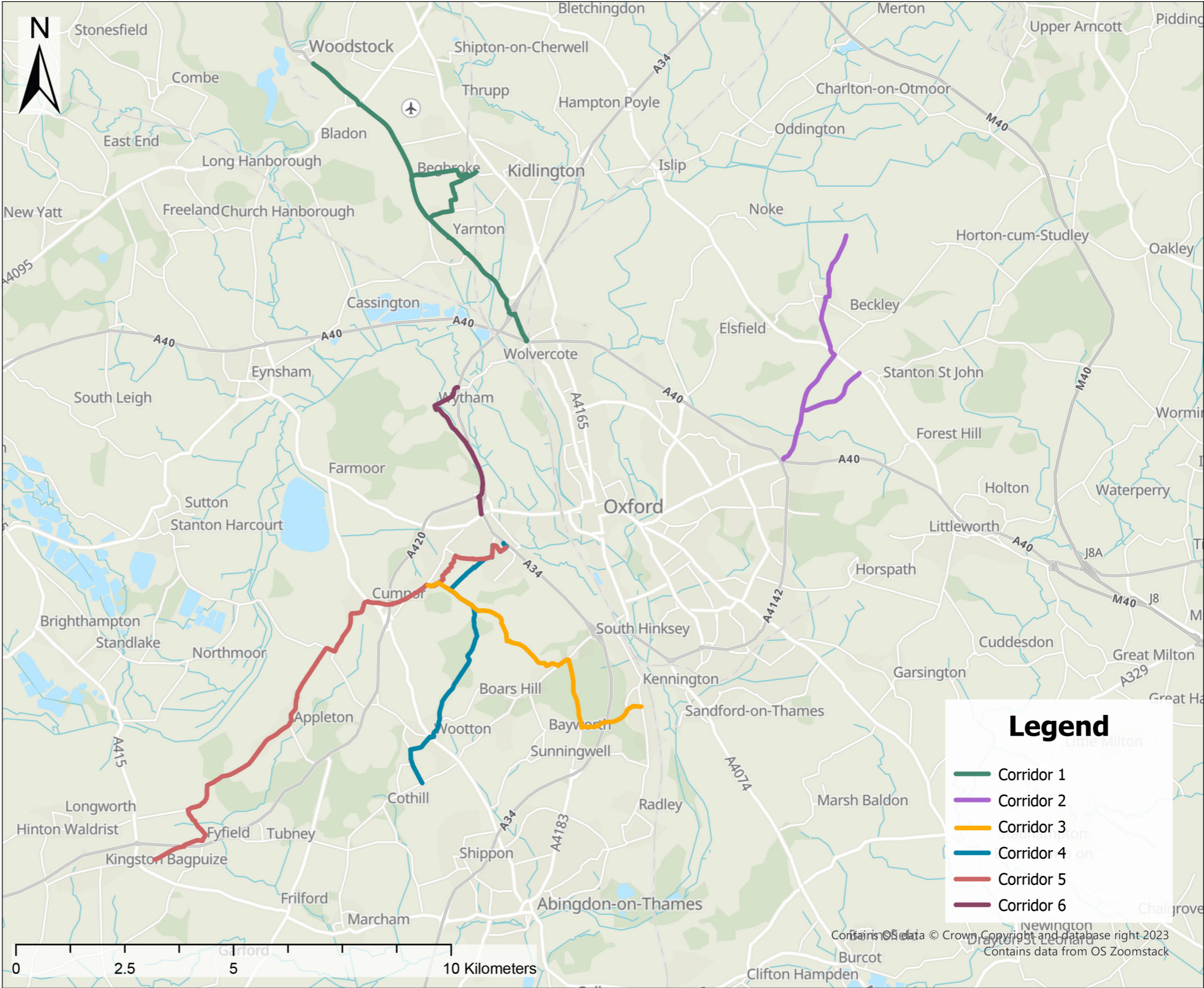
 - Vegetation clearance or felling of trees likely to be required, or possible habitat loss, or roots crossing path
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Barriers

 - Barrier modification or removal required
 - Speeds or traffic volumes too high
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Vehicular traffic

 - On-road route shared with vehicular traffic, or
 - Road crossing required



Corridor 4

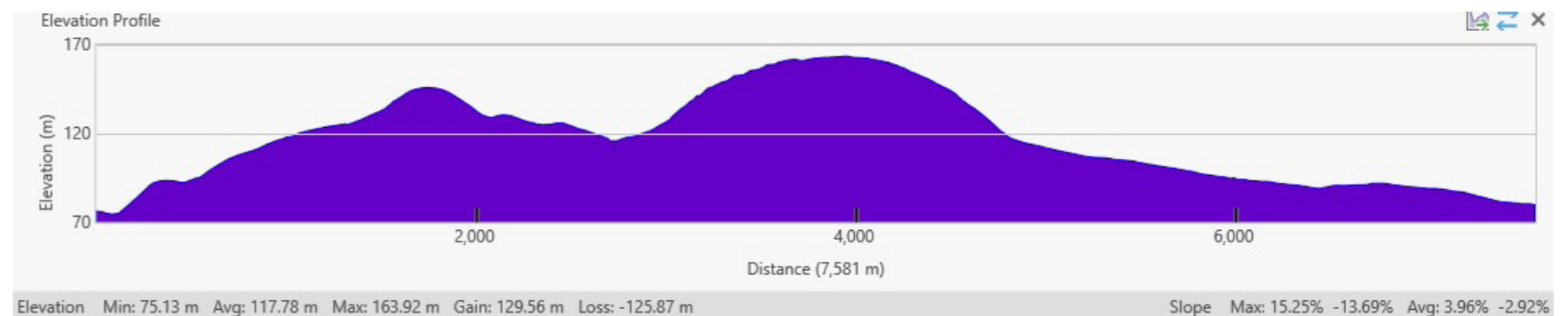
This corridor links North Hinksey Village to south Wootton. It aligns with a bridleway located between Matthew Arnold School and Westminster Institute of education, until it reaches Ridgeway. The corridor follows a rural lane up to reach Wootton to carry on a bridleway and footpath south of Dry Sandford Primary School.

Strengths & opportunities:

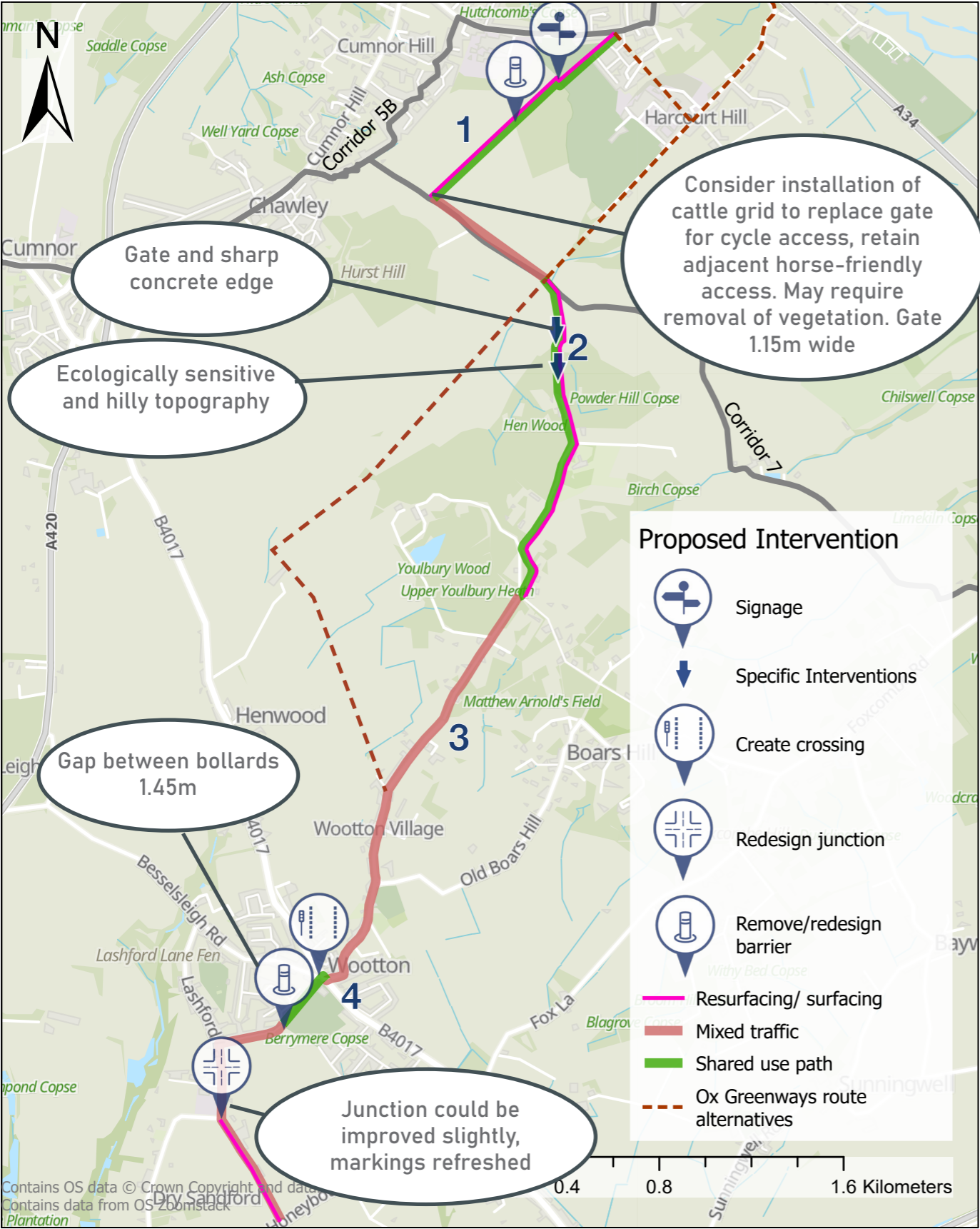
- Aligns with bridleways in attractive green areas
- Connects Oxford with Wootton
- Low traffic volumes on Wootton Village Road

Challenges & weaknesses:

- It passes through an area of Ancient semi-natural woodland (ASNW) classified as an Irreplaceable habitat. Alternative alignment options should be considered to avoid impacts on the ASNW. If this is not possible then an early discussion about the requirement for achieving Biodiversity Net Gain in the ASNW section with Oxfordshire Council's ecologist is recommended
- Very rocky unsurfaced and steep in bridleway section near Youlbury.
- Steep private road with speed bumps along Sandy Lane
- Land owner negotiation required along Sandy Lane



Corridor 4



1

- Ecologically sensitive area with steep sections. Also is a section of steps along this section of route.
- An alternative alignment option via parallel bridleway may be considered to avoid ecologically sensitive area. Further audits and ecological studies are required to evaluate the suitability of this alternative alignment

2

- Ecologically sensitive area
- An alternative alignment option via bridleways or public footpaths may be considered to avoid the ecologically sensitive area around Hen Wood. Further audits and ecological studies are required to evaluate the suitability of this alternative alignment

3

- Steep private road with speed bumps.
- Speed bumps recommended to be modified for cycle and wheeling accessibility.

4

- Improved crossing point needed across B4017
- Widen existing narrow path to provide a shared use path.