

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

Carterton and the Surrounding Area Local Cycling and Walking Infrastructure Plan

Audit Report

March 2025

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Appendix A WRAT Assessments

1 Introduction

This Audit Report sets out the key findings from the walking and cycling site audits undertaken in Carterton and the surrounding area. The layout of this report is one that highlights the routes that were undertaken on each of the walking and cycling audits, with comments made clear from each. Whether a route was audited via walking, cycling, or both, does not limit the potential improvements and proposals that will be made for each mode as part of the larger Local Cycling and Walking Infrastructure Plan (LCWIP) document.

The purpose of the site audit was to assess the existing provision along each of the routes, identify key barriers that may discourage active travel and identify infrastructure improvements to improve and encourage active travel along key corridors.

These audits were supported by a Walking Route Audit Tool (WRAT) that was used to help score each of the existing routes against a set of pre-determined criteria aligned to the core design outcomes including: [attractiveness](#), [comfort](#), [directness](#), [safety](#) and [coherence](#). The cycling audits were recorded using a GoPro to be able to refer to in the future when considering potential improvement measures.

In addition to the site audits, a public pin-drop engagement exercise¹ was undertaken concurrently with members of the public able to add a point to the map to outline any issues or improvements to help build a high-quality walking and cycling network in Carterton and the surrounding areas. A Steering Group has also been developed with key stakeholders. Inputs from both members of the public and key stakeholders have been reviewed and included within this Audit Report.

1.1 Site Audits

The site audits were undertaken over a single day, divided between two groups: a walking group, and a cycling group. The audits were attended by representatives from the Project Team from both Pell Frischmann (PF) and Oxfordshire County Council (OCC) as well as representatives from Carterton Town Council (CTC) and Windrush Bike Project. The details for the site visit and attendees in each group are set out in **Table 1**.

Table 1: Site visit details

	Walking Audit Group	Cycling Audit Group
Date	Thursday 6 th February 2025	
Area covered	The main Carterton town area, including the main routes into/ out of Carterton. Further details of the area covered by the walking audit group are shown in Figure 3 .	The link routes to/ from Carterton and surrounding villages of Brize Norton, Bampton, Clanfield, Black Bourton, Langford, and Burford. Carterton town centre was also audited. Further details of the area covered by the cycling audit group are shown in Figure 5 .
Group members	<ul style="list-style-type: none">➤ Lucy Frearson (PF)➤ Harry Thompson (PF)➤ Odele Parsons (OCC)➤ James Kilgour (OCC)➤ Cllr Kathy Godwin (CTC)	<ul style="list-style-type: none">➤ Nick Young (PF)➤ Kevin Arnold (Windrush Bike Project)
Weather	Cold, but dry and sunny throughout the whole day.	

¹ [Carterton Local Cycling and Walking Infrastructure Plan \(LCWIP\) | Let's Talk Oxfordshire](#)

2 Walking Audits

To help identify what routes to audit, key trip attractors and generators were mapped to identify desired routes to/from key destinations; this included:

- Carterton Community College;
- St Joseph's Roman Catholic Primary School;
- Edith Moorhouse Primary School;
- Carterton Primary School;
- Gateway Primary School;
- St John's C of E Primary School;
- Carterton Leisure Centre;
- RAF Brize Norton;
- Kilkenny Lane Country Park; and
- Carterton town centre.

In addition to identifying key destinations, the existing roads were classified into the following four categories:

- **Primary:** High flows of pedestrians/ cyclists are forecast that link large residential areas to trip attractors. Primary routes also highlight routes and corridors that may connect smaller towns and villages, where a higher flow is less likely.
- **Secondary:** Medium flows of pedestrians/ cyclists are forecast that link to trip attractors such as schools, colleges or employment sites.
- **Local:** Lower flows of pedestrians/ cyclists are forecast that cater for local trips.
- **RAF Brize Norton:** The roads within the main RAF Brize Norton base are highlighted to show roads that are not open for normal traffic.

Figure 1 shows the road classification within Carterton. This identified the main corridors of movement, informing the routes that were selected for audit.

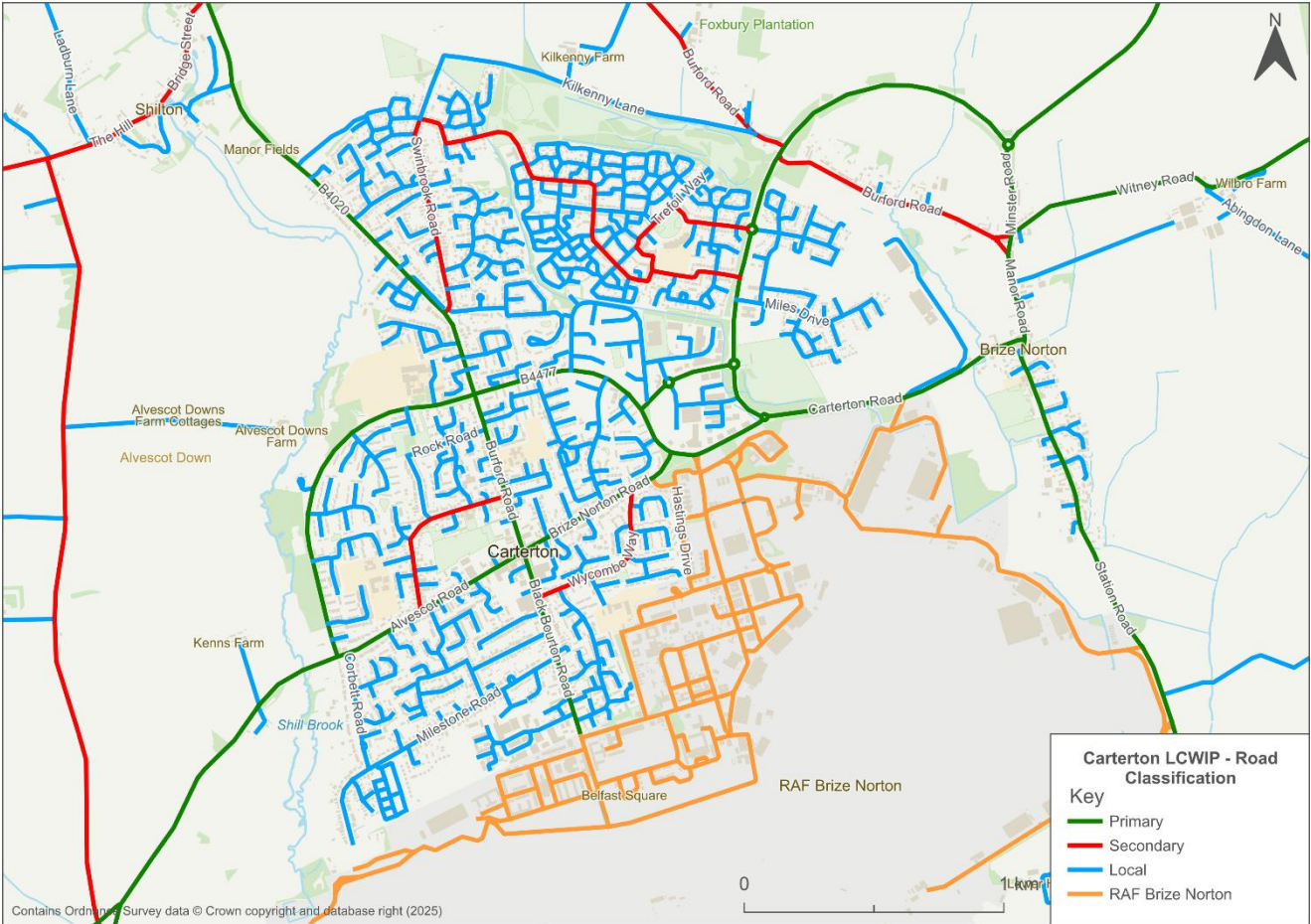


Figure 1: Carterton Road Classification

A Core Walking Zone (CWZ), **Figure 2**, was identified using the key trip attractors and generators. The CWZ is an area identified within the town centre which is roughly 250m in width along Brize Norton Road and 380m in height along Burford Road covering the core centre of Carterton including shops, cafes and restaurants.

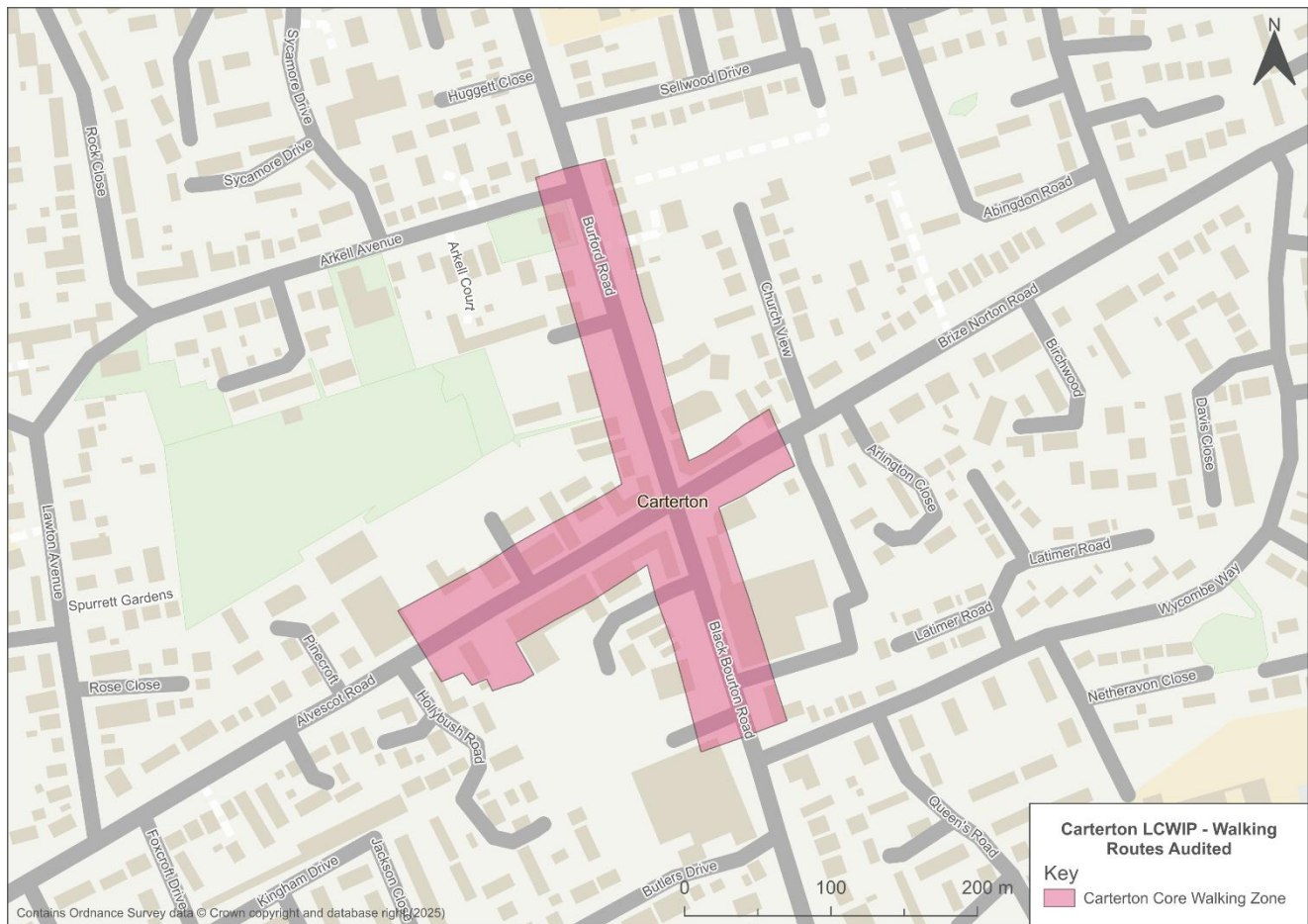


Figure 2: Carterton Core Walking Zone

Thorough analysis of the findings from the trip attractors/ key destinations, the road classification, and the CWZ, 14 routes were chosen to be part of the walking audit. **Figure 3** presents the routes, with **Table 2** detailing the road names, and start and end points. The route numbers on **Figure 3** are hyperlinks and can be used to navigate between the findings for the route set out in **Section 4**.

All routes, including both those that were audited by walking, cycling, and walking and cycling, have been numbered in a logical order, from Route 1 through to Route 24. **Figure 3** highlights the routes that were audited from a walking perspective, with **Table 2** detailing the routes' start and end points. The routes that were audited from a cycling perspective can be found in **Section 3**, with a full run down of the findings from each route in **Section 4**.

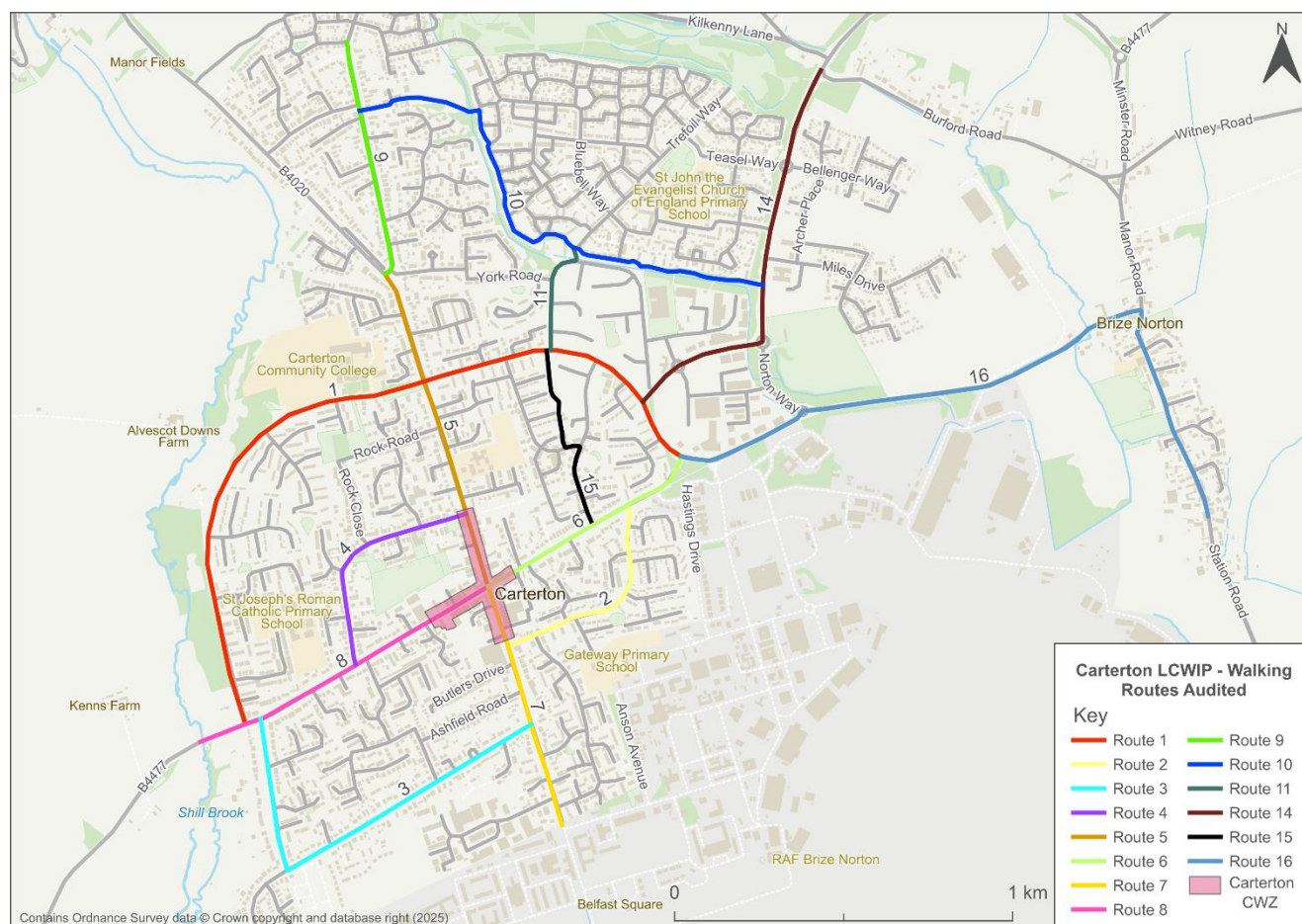


Figure 3: Walking Site Visit Audit Routes

Table 2: Walking Site Visit Audit Routes

Route No.	Road Name(s)	Start Location	Start Coordinates	End Location	End Coordinates
1	Upavon Way	B4477/ Alvescot Road	51.755636, -1.604763	Brize Norton Road/ Carterton Road	51.762616, -1.586113
2	Wycombe Way	Brize Norton Road	51.761367, -1.588409	Black Bourton Road	51.757622, -1.593538
3	Milestone Road/ Corbett Road	Black Bourton Road	51.755523, -1.592572	Alvescot Road	51.755709, -1.604159
4	Lawton Avenue/ Arkell Avenue	Alvescot Road	51.757144, -1.600104	Burford Road	51.761142, -1.595362
5*	Burford Road	Brize Norton Road/ Alvescot Road	51.759202, -1.594366	Swinbrook Road	51.767471, -1.598722
6*	Brize Norton Road/ Carterton Road	Burford Road	51.759190, -1.594363	Upavon Way	51.762616, -1.586113
7*	Black Bourton Road	Burford Road/ Alvescot Road	51.759184, -1.594347	Queens Road	51.753343, -1.591461
8*	Alvescot Road	Brize Norton Road/ Alvescot Road	51.759184, -1.594347	Upavon Way/ Willow Meadows	51.755258, -1.606269
9	Swinbrook Road	Burford Road	51.767471, -1.598722	Empire Drive	51.773646, -1.600275
10	Brome Way	Baldwin Mews	51.771863, -1.599731	Monahan Way	51.767159, -1.582512
11	Northwood Crescent	Lilac Way	51.768217, -1.590493	Upavon Way	51.765473, -1.591627
14	Monahan Way	Burford Road	51.772805, -1.580059	Upavon Way	51.764080, -1.587717
15	Upavon Way to Brize Norton Road link	Northwood Crescent	51.765451, -1.591797	Brize Norton Road	51.760825, -1.589879
16	Carterton Road/ Station Road	Upavon Way	51.762616, -1.586113	Station Road	51.762139, -1.564161
*routes with sections within the Core Walking Zone					

During the walking audits, the Department for Transport (DfT) WRAT was used to record the condition and suitability of existing walking routes to help identify where improvements would be most required. The WRAT assessed each route against the five core design outcomes: [attractiveness](#), [comfort](#), [directness](#), [safety](#) and [coherence](#). Based upon established criteria and thresholds for each of the design outcomes, a score was given between 0 and 2 (0 = poor provision, 2 = good provision). The total available score for each section was 40, where a score of 28 (70%) was considered the minimum level of provision and routes scoring less than 70% identified as requiring improvements.

Overall, 14 routes were assessed using the WRAT. Five of the routes scored below the minimum threshold of 70%, identifying the need for improvement in some areas. **Table 3** and **Figure 4** outline each route and the respective WRAT score.

Some scoring criteria within the WRAT were not applicable for each route, for example “impact of controlled crossings on journey times” would not be applicable if there is no controlled crossing on the route. In these instances, the score was left blank, and the total available score was adjusted down by 2. For example, for a route that has one non-applicable criteria, the total available score would be out of 38 instead of 40.

Table 3: WRAT Scoring (Low to High) – Routes

Route No.	Road Name(s)	Start Location	End Location	WRAT Score %
16	Carterton Road	Upavon Way	Station Road	56%
11	Northwood Crescent	Lilac Way	Upavon Way	59%
6*	Brize Norton Road	Burford Road	Upavon Way	62%
1	Upavon Way	B4477/ Alvescot Road	Brize Norton Road/ Carterton Road	68%
14	Monahan Way	Burford Road	Upavon Way	70%
3	Milestone Road/ Corbett Road	Black Bourton Road	Alvescot Road	71%
5*	Burford Road	Brize Norton Road/ Alvescot Road	Swinbrook Road	71%
8*	Alvescot Road	Brize Norton Road/ Burford Road	Upavon Way/ Willow Meadows	71%
2	Wycombe Way	Brize Norton Road	Black Bourton Road	74%
10	Brome Way	Swinbrook Road	Monahan Way	75%
4	Lawton Avenue/ Arkell Avenue	Alvescot Road	Burford Road	82%
9	Swinbrook Road	Burford Road	Empire Drive	82%
15	Upavon Way to Brize Norton Road link	Upavon Way/ Northwood Crescent	Brize Norton Road/ Abingdon Road	85%
7*	Black Bourton Road	Burford Road/ Alvescot Road	Queens Road	85%

*routes with sections within the Core Walking Zone

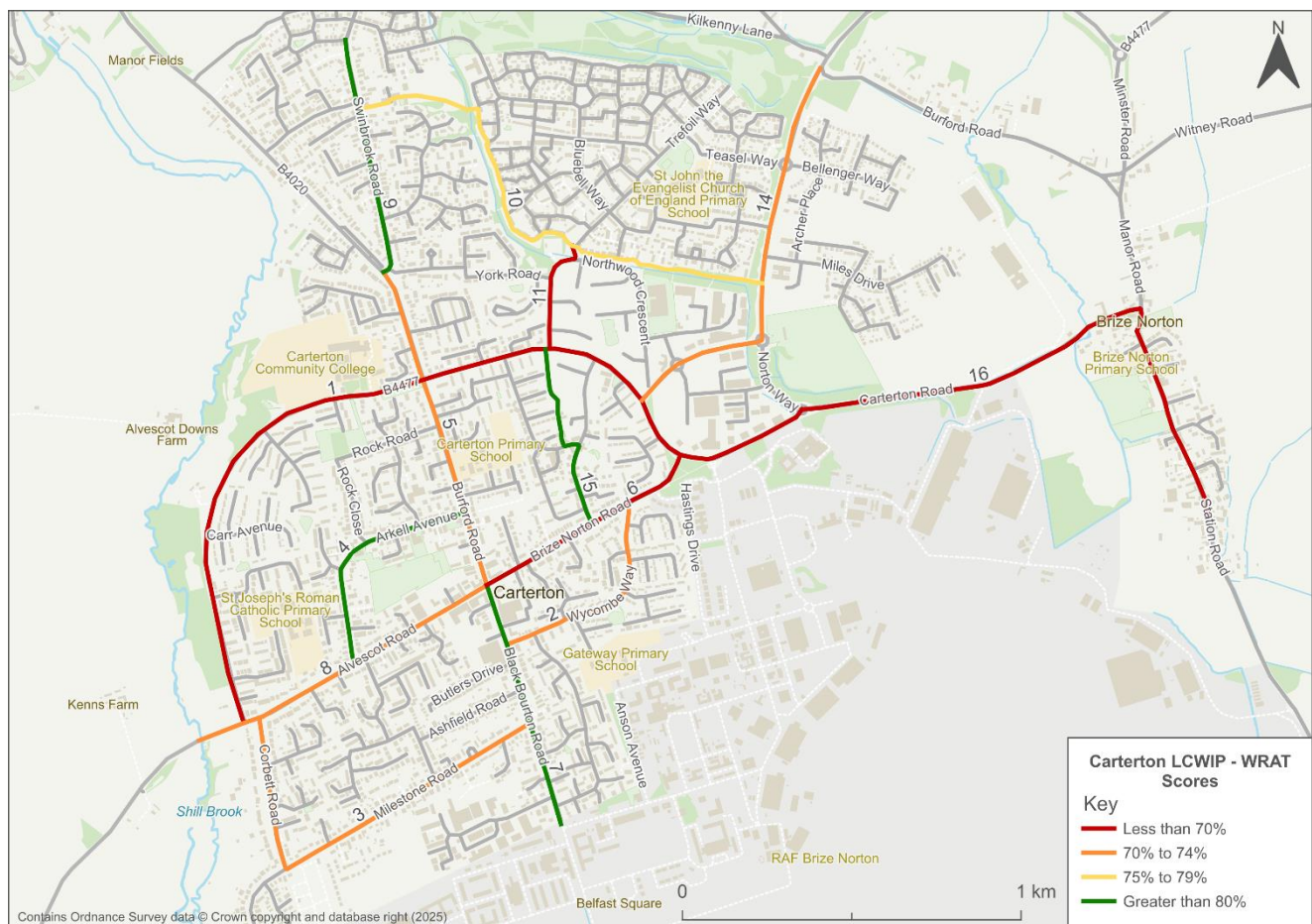


Figure 4: WRAT Scores Overview

3 Cycling Audits

Similar to the walking audits, the cycling audits were also undertaken along each of the main primary and secondary roads. Additional routes connecting Carterton with local villages and towns, including Brize Norton, Bampton, Clanfield, Black Bourton, Langford, and Burford, were also undertaken to identify improvements across a wider network. **Figure 5** shows the extents of the cycle audits, with **Table 4** detailing the road names, and start and end point of each route. The route numbers on **Figure 5** are hyperlinks and can be used to navigate between the findings for the route set out in **Section 4**.

During the cycling audits, a GoPro was used to record the findings and auditors provided commentary on the five core design outcomes outlined in LTN 1/20, to assess the condition and suitability of the existing cycling routes. The findings from the audits would then help identify where improvements would be most required. The five core design outcomes for cycling are: [coherent](#), [direct](#), [safe](#), [comfortable](#), and [attractive](#). Comments on each route that was being audited were gathered and categorised to gain a greater understanding of the quality of each route. Further details of the categories can be found in **Section 4**.

All routes, including both those that were audited by walking, cycling, and walking and cycling, have been numbered in a logical order, from Route 1 through to Route 24. **Figure 5** highlights the routes that were audited from a cycling perspective, with **Table 4** detailing the routes' start and end points. Within **Figure 5**, routes that have been audited by both walking and cycling are distinguished using dashed lines, with solid lines used to show routes audited by cycling only. A full run down of the findings from each route in **Section 4**.

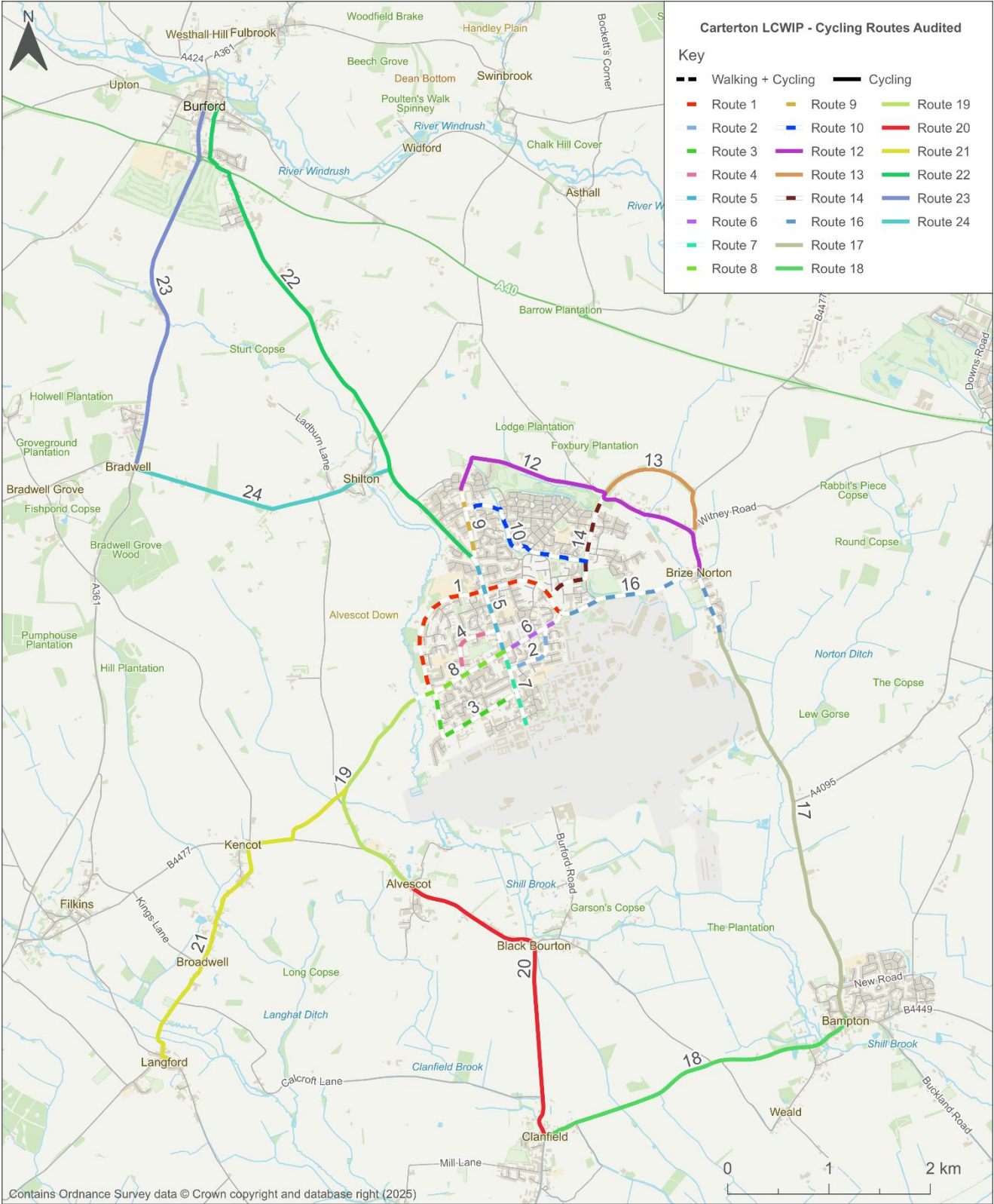


Figure 5: Cycling Site Visit Audit Routes

Table 4: Cycling Site Visit Audit Routes

Route No.	Road Name(s)	Start Location	Start Coordinates	End Location	End Coordinates
1	Upavon Way	B4477/ Alvescot Road	51.755636, -1.604763	Brize Norton Road/ Carterton Road	51.762616, -1.586113
2	Wycombe Way	Brize Norton Road	51.761367, -1.588409	Black Bourton Road	51.757622, -1.593538
3	Milestone Road/ Corbett Road	Black Bourton Road	51.755523, -1.592572	Alvescot Road	51.755709, -1.604159
4	Lawton Avenue/ Arkell Avenue	Alvescot Road	51.757144, -1.600104	Burford Road	51.761142, -1.595362
5	Burford Road	Brize Norton Road/ Alvescot Road	51.759202, -1.594366	Swinbrook Road	51.767471, -1.598722
6	Brize Norton Road/ Carterton Road	Burford Road, Carterton	51.759196, -1.594347	Upavon Way	51.762616, -1.586113
7	Black Bourton Road	Burford Road/ Alvescot Road	51.759184, -1.594347	Queens Road	51.753343, -1.591461
8	Alvescot Road	Brize Norton Road/ Alvescot Road	51.759184, -1.594347	Upavon Way/ Willow Meadows	51.755258, -1.606269
9	Swinbrook Road	Burford Road	51.767471, -1.598722	Empire Drive	51.773646, -1.600275
12	Kilkenny Lane/ Burford Road	Swinbrook Road	51.774241, -1.600013	Manor Road/ Carterton Road	51.766487, -1.566389
13	Monahan Way	Burford Road	51.770336, -1.581512	Manor Road	51.770122, -1.566999
14	Monahan Way	Upavon Way	51.764078, -1.587742	Burford Road	51.770336, -1.581512
16	Carterton Road	Upavon Way	51.762616, -1.586113	Station Road, Brize Norton	51.762139, -1.564161
17	Station Road	Station Road, Brize Norton	51.762139, -1.564161	Clanfield Road, Bampton	51.726366, -1.545861
18	Clanfield Road/ Bampton Road	Station Road, Bampton	51.726366, -1.545861	Bourton Road, Clanfield	51.716218, -1.588886
19	Alvescot Road	Upavon Way/ Willow Meadows	51.755258, -1.606269	Mill Lane, Alvescot	51.738718, -1.608062
20	B4020	Mill Lane, Alvescot	51.738718, -1.608062	Bampton Road, Clanfield	51.716218, -1.588886
21	B4477/ Broadwell Road	B4020/ Alvescot Road	51.747050, -1.616943	Station Road, Langford	51.723608, -1.643500
22	Burford Road/ Shilton Road	Swinbrook Road	51.767471, -1.598722	The Hill, Burford	51.807667, -1.636697
23	A361	The Hill, Burford	51.807667, -1.636697	Hen 'n' Chick Lane	51.775600, -1.646913
24	Hen 'n' Chick Lane	A361	51.775600, -1.646913	B4020/ Shilton Road	51.775376, -1.610477

4 Findings

For each route, the quality and provision of the existing infrastructure was assessed, with comments and findings collated, categorised and mapped. Key comments and observations have then been recorded for each route, providing a snapshot of the key findings along with photos taken during the site audit.

Figure 6 and **Figure 7** shows a summary of the comments and constraints identified from both the walking and cycling audits respectively. **Table 5** details the different comment categories. A more detailed breakdown of the findings for each route that was audited can be found in the following pages.

Table 5: Audit Comment Category Descriptions

Category	Description
Barriers	Physical barriers or gates block a route or access
Gradient	A significant change in gradient up or down hill which may impact an active travel user
Missing/ inconsistent or substandard infrastructure	Missing infrastructure such as dropped kerbs or tactile paving causing a safety concern to active travel users
Maintenance issue	Unclear road markings, or substandard surface conditions effecting an active travel user
Narrow footway/ cycleway/ Pinch point	Footway, cycleway or carriageway narrows, either due to physical constraints, or due to overgrown vegetation
Parking issue	Incorrectly parked vehicles causing an inconvenience to active travel users
Unattractive as an active travel user	Safety concern, such as a high maximum speed limit, which may deter an active travel user from using that route
Signage/ wayfinding incorrect/ missing or redundant	A route that is missing an obvious sign, or the signage that is in place is wrong
Other	Any other issue or comment noted that effects an active travel user

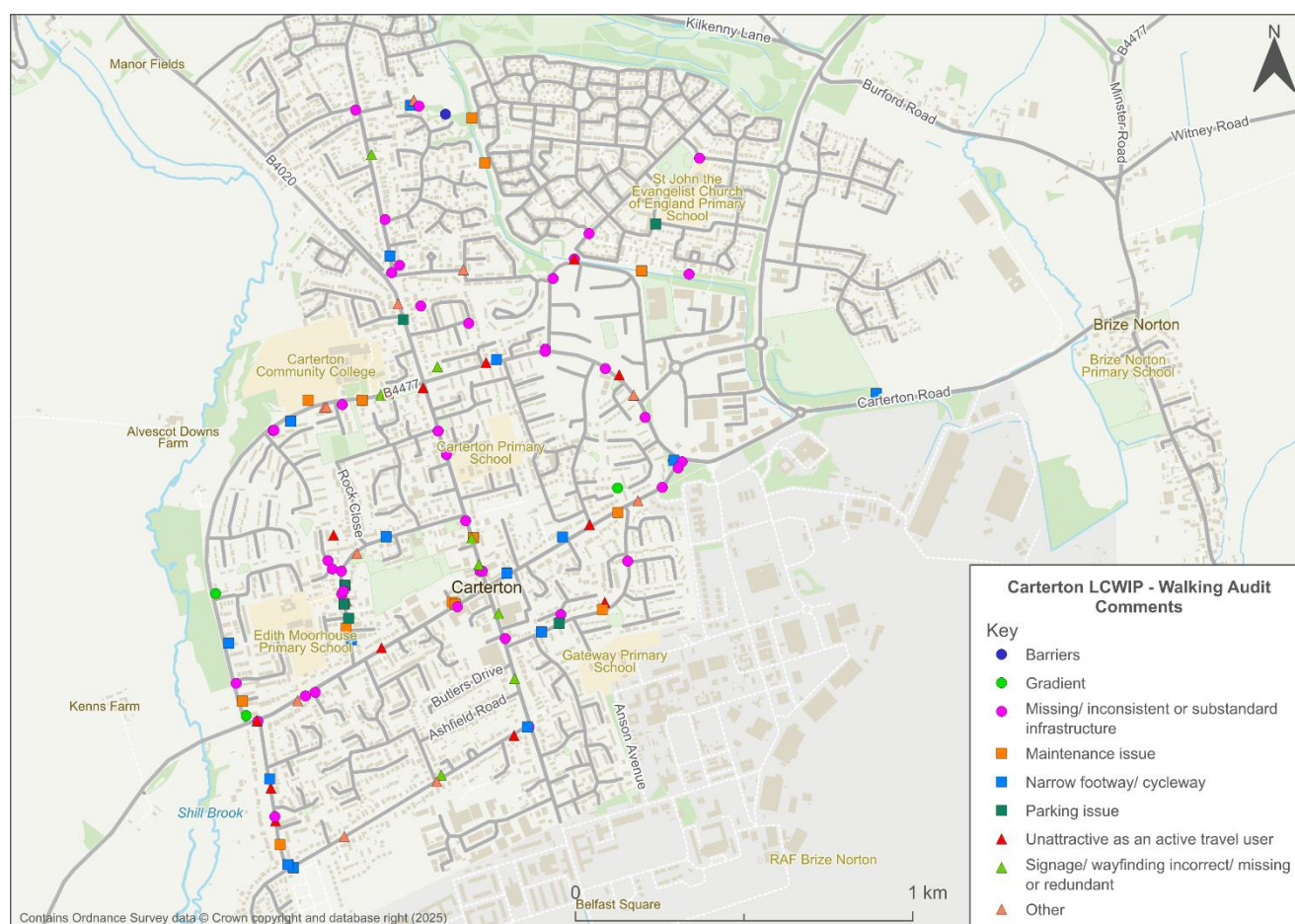


Figure 6: Walking Audit Comment Categories

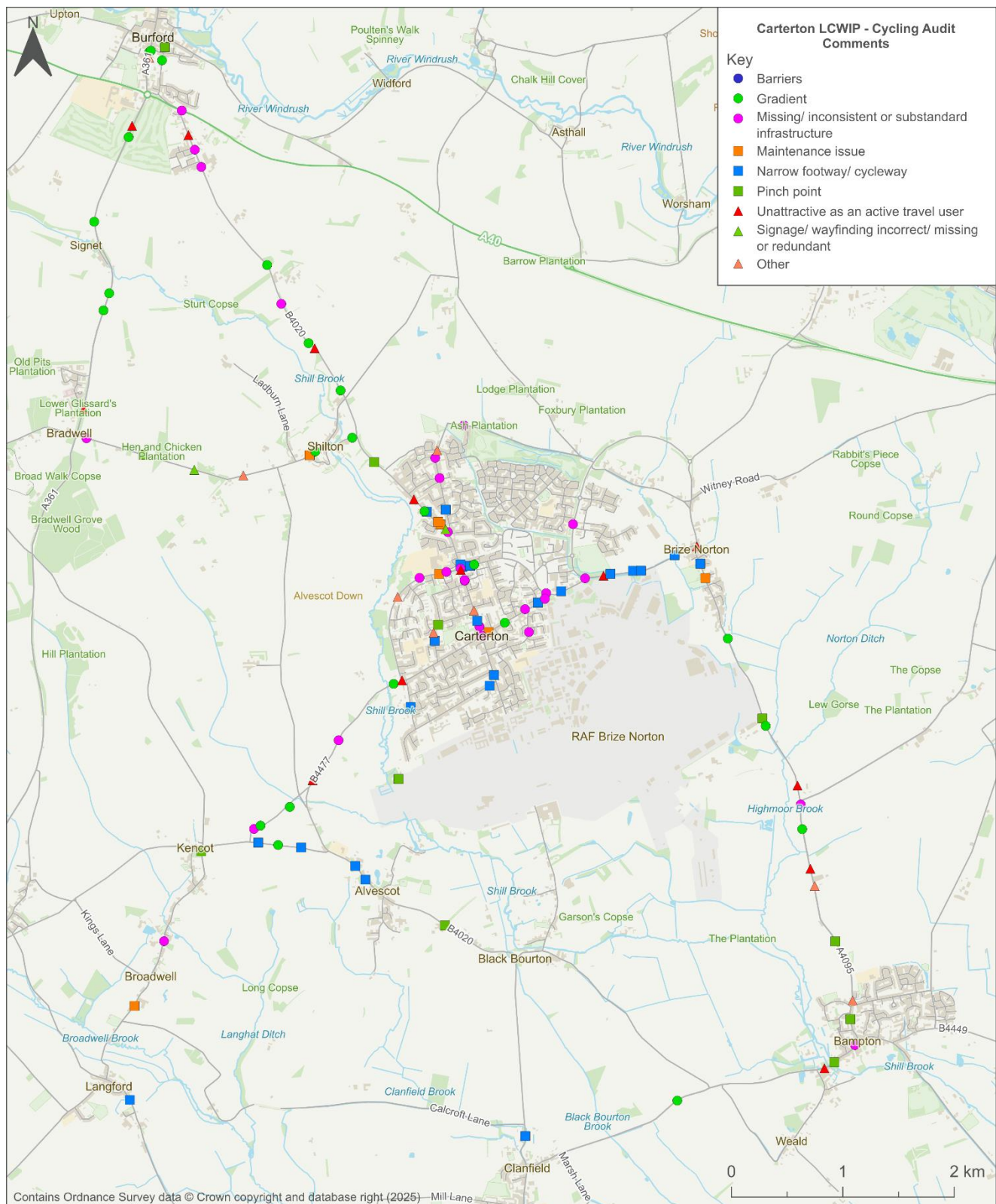


Figure 7: Cycling Audit Comment Categories

The key constraints and barriers have been highlighted in **Figure 6** and **Figure 7**. Some of the recurring constraints include:

- Missing or inconsistent infrastructure e.g. no dropped kerbs or tactile paving at side roads;
- A variety of maintenance issues e.g. poor carriageway or footway condition;
- Narrow footways, shared use footways or cycleways;
- Issues surrounding the location of parked vehicles; and
- Routes being unattractive to active travel users e.g. due to speed of motor traffic, or poorly lit routes.

The following pages of the report provide a summary of each of the routes that were audited as part of the walking and cycling audits. The WRAT percentage score from **Table 3** has been given again, alongside a colour coordinated breakdown of the score for each of the five areas. **Table 6** outlines the scoring ranges corresponding to the WRAT assessment.

Table 6: WRAT Scoring Range

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

For each route, an icon has been included to indicate whether that audit summary applies to the findings from the walking, cycling, or both audits. In each case, selecting the icon will [direct you back to the pages](#) with **Figure 3** and **Figure 5** on to view the walking and cycling overview maps respectively.

Route 1: Upavon Way (B4477/ Alvescot Road – Brize Norton Road/ Carterton Road)

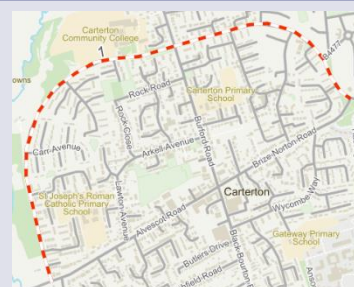


Route Description

Upavon Way is a 30mph two-way road, acting as a bypass of Carterton town centre and the housing estates that lie closer to the town centre and RAF base. The section running from the west to the north of Carterton has a footway on the eastern side of the carriageway, with a large verge and trees lining the western side.

The section running from north to east of Carterton has a footway on both sides of the carriageway, approximately 1.5m in width. Signage indicates a section of shared use footway/ cycleway on both sides of the carriageway running eastbound from the junction of Burford Road/ Upavon Way, however no further infrastructure indicates that this shared use footway/ cycleway exists.

A further short section of shared use footway/ cycleway exists westbound from the Burford Road/ Upavon Way junction on the northern side of the carriageway, however this abruptly stops approximately 100m later, before the entrance to Carterton Community College.



WRAT	68%	Attractiveness	Comfort	Directness	Safety	Coherence
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Findings:

- There is no tactile paving on most of the side-road junctions, making crossing the road more difficult, unsafe, and inaccessible.
- Mini roundabouts are sometimes unnecessary for traffic flow levels and make cycling unsafe.
- The road is generally very wide, with very few traffic calming measures, meaning vehicles speeds increase above 30mph regularly, meaning walking and wheeling can feel very unsafe due to the proximity with carriageway.
- The underpass on the eastern side of Upavon Way is regularly flooded which forces users to cross at road level. At road level there are no controlled crossings despite being a popular through route.

Constraint Categories:

- Narrow
- Unattractive for active travel
- Inadequate infrastructure
- Maintenance issues



Figure 8: Lack of tactile paving on crossing over side roads of Upavon Way



Figure 9: Wide carriageway, with large verges on either side on this section of Upavon Way




Figure 10: Underpass on eastern section of Upavon Way flooded with litter in standing water



Figure 11: Unclear/ incorrect signage and tactile paving indicating a shared use footway/ cycleway

Route 2: Wycombe Way (Brize Norton Road – Black Bourton Road)						
Route Description Running through a small residential area, Wycombe Way acts as a route to access Gateway Primary School, as well as the surrounding housing estate. A 30mph road, Wycombe Way has a signal-controlled crossing halfway along serving the pedestrian traffic from the primary school and play area on the southern side. At peak times, this route is used as a rat run to access Black Bourton Road, and the entrance to RAF Brize Norton, from the east of Carterton, meaning vehicle traffic numbers are higher than would otherwise be expected. Footways run along both sides of the carriageway, and are approximately 1-1.5m in width, with some vegetation overhanging the footway in some sections, narrowing the width further.						
WRAT	74%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> ➤ At the observed time, vehicle speeds were low, but there have been instances of higher vehicles speeds as the road is used as a rat run to avoid the crossroads in the town centre, making the road seem more unsafe for pedestrians. ➤ The footways narrow from normal width in some places due to overgrown vegetation in the verge. ➤ Poor dropped kerb facilities, with tactile paving missing in most instances at uncontrolled crossings. ➤ It has been noted that OCC are developing proposals for a raised table at the signal-controlled pedestrian crossing on Wycombe Way to help slow vehicles down on approach to the pedestrian crossing. 						Constraint Categories: <ul style="list-style-type: none"> ➤ Narrow ➤ Inadequate infrastructure
						
Figure 12: Missing tactile paving and unmaintained dropped kerb, with footway narrowed due to poorly maintained verge			Figure 13: Pedestrian signal-controlled crossing serving the play area and school on Wycombe Way			

Route 3: Milestone Road/ Corbett Road (Black Bourton Road – Alvescot Road)						
Route Description Milestone Road and Corbett Road connect to Black Bourton Road to the south and Alvescot Road to the west of Carterton, providing access to the residential properties in the south-west of Carterton. It is a 30mph two-way road, with some traffic calming chicanes installed, however traffic levels are relatively low at present so are not very effective. Like Wycombe Way, this route is used as a rat run at peak times, used by vehicles accessing the RAF base from the west of Carterton avoiding the town centre. Vehicle speeds therefore can increase, especially with low levels of on-street parking. The footway, approximately 1m in width, only runs on the southern/ eastern side of the carriageway, with no provision to cross onto the other side of the carriageway.						
WRAT	71%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> ➤ There is no footway provision on the northern/ eastern side of the carriageway. ➤ The footway is very narrow at approximately 1m in width, and at night can be very dark making it an unattractive route for active travel users. ➤ There are no dropped kerbs or tactile paving to access the side roads and properties on the opposite side of the carriageway, with the only provision in place near the new housing developments. 						Constraint Categories: <ul style="list-style-type: none"> ➤ Narrow ➤ Inadequate infrastructure
						
Figure 14: No footway provision on the northern side of carriageway						Figure 15: Missing tactile paving on dropped kerbs over side roads of Milestone Road

Route 4: Lawton Avenue/ Arkell Avenue (Alvescot Road – Burford Road)						
Route Description Lawton Avenue/ Arkell Avenue connects Alvescot Road to Burford Road, providing access to quiet local roads, as well as vehicular access to St Joseph's and Edith Moorhouse Primary Schools. There is speed humps installed to slow down vehicles, and large amounts of on-street parking, especially at school drop-off and pick-up times. Footways are approximately 1-1.5m in width, with large amounts of foot traffic at the end of the school day, with children from Carterton Community College also using the road as a cut-through.						
WRAT	82%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> ➤ Dropped kerbs and tactile paving are missing in some locations where uncontrolled crossings over side-roads exist. ➤ Footways on both sides of carriageway are quite narrow, meaning passing other users is difficult and pedestrians may have to step out into the carriageway. ➤ A pinch point exists where two buildings narrow the carriageway and footways. ➤ There is a high level of on-street parking at school drop-off and pick-up times, however all parking is in legal spaces. 						Constraint Categories: <ul style="list-style-type: none"> ➤ Narrow ➤ Inadequate infrastructure ➤ Pinch point
						
Figure 16: Missing dropped kerbs and tactile paving at side road leading to St Joseph's and Edith Moorhouse Primary Schools						Figure 17: Vehicles parked on both sides of the carriageway

Route 5: Burford Road (Brize Norton Road/ Alvescot Road – Swinbrook Road)						
Route Description Burford Road is a 30mph two-way road connecting Carterton with the A40 near Burford to the north. For the section of Burford Road leading to Swinbrook Road, the carriageway is wide, with wide footways and verges on either side of the carriageway. There is a shared use footway/ cycleway on the eastern side of the carriageway running along the whole length between the town centre and Swinbrook Road. The junction with Upavon Way is large, with pedestrian crossings on all arms, and a toucan crossing providing cyclists with a crossing provision.						
WRAT	71%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> ➤ The shared use footway/ cycleway on the eastern side of the carriageway was observed to be little used. ➤ In some cases, cyclists were observed to use the pedestrian section of the shared use footway/ cycleway, causing safety concerns with pedestrians. ➤ A raised hump north of the Burford Road/ Alvescot Road crossroads is not clear whether it is designed for pedestrian priority. ➤ Some dropped kerbs and tactile paving are missing over side-roads, with a lack of provision to cross over Burford Road also highlighted. ➤ Pedestrians at Carterton Primary School pick-up times spread out onto shared use footway/ cycleway, acting as a block. ➤ It has been noted that there is no longer a school crossing patrol along this route outside Carterton Primary School, with demand remaining to cross Burford Road. ➤ Despite the carriageway being wide, and the road-scape being wide, vehicles speeds are generally low, with pedestrians happy to use this route. 						Constraint Categories: <ul style="list-style-type: none"> ➤ Narrow ➤ Inadequate infrastructure
						
Figure 18: Wide and open road-scape, with visibility very high as the road is very straight and direct			Figure 19: Missing tactile paving on dropped kerbs when crossing Rock Road along Burford Road			
						
Figure 20: Raised speed hump not clear if it is to be used as a pedestrian priority crossing due to surface			Figure 21: Shared use footway/ cycleway running along the length of Burford Road to Swinbrook Road on the eastern side of the carriageway			

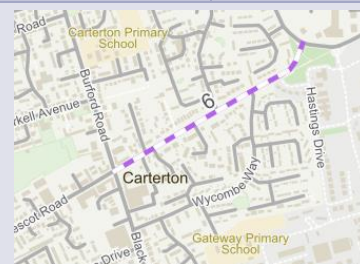
Route 6: Brize Norton Road/ Carterton Road (Burford Road – Norton Way)



Route Description

Brize Norton Road runs from the centre of Carterton eastbound, before joining Carterton Road which continues onto the village of Brize Norton. On the section between the town centre and Wycombe Way, there is a footway on both sides of the carriageway, with the footway on the northern side then ending.

The footway on the southern side connects with Carterton Road, diverting from the carriageway edge through the trees, rejoining next to the entrance to RAF Brize Norton. It is a 30mph two-way road, with approximately 1m verges on both sides between the carriageway and footway.



WRAT	62%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> ➤ There are clear trodden desire lines on the northern side of the carriageway beyond Wycombe Way, and on the approach to the junction with Upavon Way and Carterton Road on both sides of the carriageway. ➤ At present, there is a dropped kerb at the end of Wycombe Way directly over Brize Norton Road, indicating a crossing, however there are no pedestrian-controlled provisions. However, plans are in place to install a controlled crossing in this location. ➤ The crossing provisions at the junction with Upavon Way and Carterton Road are very poor, meaning pedestrians may not feel safe crossing the road. 						Constraint Categories: <ul style="list-style-type: none"> ➤ Inadequate infrastructure ➤ Narrow ➤ Maintenance issue



Figure 22: Desire line running south from Upavon Way to join the northern side of the carriageway of Brize Norton Road



Figure 23: Clear desire line over the verge from the crossing over Brize Norton Road eastbound



Figure 24: Desire line running parallel to the carriageway on northern side of Brize Norton Road



Figure 25: Poor crossing facilities at the mini roundabout connecting Upavon Way, Brize Norton Road and Carterton Road

Route 7: Black Bourton Road (Burford Road/ Alvescot Road – Queens Road)						
Route Description This route connects Carterton town centre with the RAF Brize Norton entrance to the south. It is a two-way road with a 30mph speed restriction. There are footways running along the carriageway on both sides, with a shared use footway/ cycleway running parallel on the eastern side. The footways are approximately 1.5-2m in width, with a verge of approximately 2m wide between the boundary and the edge of the footway. There are five mini-roundabouts along this stretch of road, with limited crossing provisions over each of the side roads.						
WRAT	85%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> ➤ The northern section of the road has no cycling provision when approaching the town centre. ➤ Whilst a shared use footway/ cycleway is provided on the eastern side of the carriageway, it is not wide enough for cyclists to pass another cyclist using their dedicated lane. ➤ Crossing over side roads and some driveways removes priority from the shared use footway/ cycleway. 						Constraint Categories: <ul style="list-style-type: none"> ➤ Inadequate infrastructure ➤ Maintenance issue
						
Figure 26: Mini roundabout marking faded, with pedestrian movements difficult and unsafe						Figure 27: Shared use footway/ cycleway along the eastern side of the carriageway of Black Bourton Road
						
Figure 28: In the northern section of the shared use footway/ cycleway, provision is removed for cyclists						Figure 29: Some driveways extend out into the shared use footway/ cycleway

Route 8: Alvescot Road (Burford Road – Upavon Way/Willow Meadows)

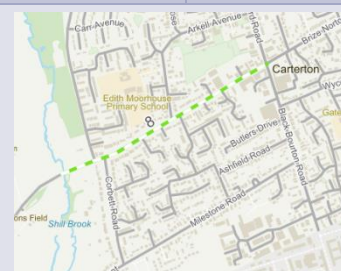


Route Description

Alvescot Road connects Carterton town centre and the B4477 to the west of the town. It is a two-way road, with a 30mph speed limit.

The carriageway is wide, with a verge of approximately 0.5-1m before a footway on both sides of approximately 1-1.5m in width. There is another verge between the footway and the private boundary.

There are dropped kerbs and tactile paving present at side roads closer to the town centre, as well as a priority-controlled crossing connecting the market square and the supermarket.



WRAT	71%	Attractiveness	Comfort	Directness	Safety	Coherence
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Findings:

- There is very little crossing provision over Alvescot Road along the length of the road. There is need for crossings, especially at the end of the alley connecting Edith Moorhouse Primary School and Alvescot Road.
- Pedestrian priority is removed when crossing the side roads.
- Due to the width and visibility, vehicles were observed driving at excessive speeds at quiet periods endangering pedestrian safety.

Constraint Categories:

- Inadequate infrastructure
- Maintenance issue



Figure 30: The carriageway of Alvescot Road is very wide, with verges separating the footway and carriageway



Figure 31: Children run out across Alvescot Road at the end of the alleyway connecting to Edith Moorhouse Primary School



Figure 32: Unclear markings showing the mini roundabout make pedestrian movements difficult and unsafe



Figure 33: A pedestrian priority-controlled crossing connects the market square and the supermarket

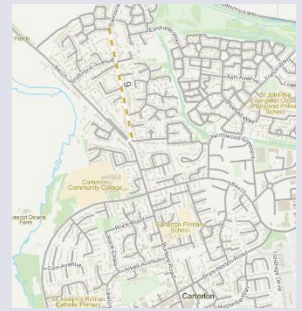
Route 9: Swinbrook Road (Burford Road – Baldwin Mews)



Route Description

Swinbrook Road runs from south to north connecting Burford Road with the housing developments and residential areas in the north of Carterton. It is a two-way road, with narrow footways on both sides of the carriageway.

The footways are approximately 1-1.5m in width, with small verges, making passing other users difficult without stepping into the carriageway. The footway surface condition is adequate, with some mis-matched tarmac in places where utilities have been installed.



WRAT	82%	Attractiveness	Comfort	Directness	Safety	Coherence
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Findings:

- Beyond Baldwin Mews, the footway on the eastern side of the carriageway stops, with no provisions to cross onto the opposite side.
- Dropped kerbs and tactile paving at side roads are not up to standard, with wide junction mouths at Glenmore Road.
- An existing modal filter north of Manor Road has been observed to be utilised as an area for parking (Figure 36) which restricts pedestrian and cycle movements through the filter.

Constraint Categories:

- Narrow
- Inadequate infrastructure





Figure 34: Swinbrook Road footways are very narrow



Figure 35: Junction of Swinbrook Road and Glenmore Road very wide and missing tactile paving on dropped kerbs



Figure 36: Modal filter at the northern end of Swinbrook Road

Route 10: Brome Way (Baldwin Mews – Monahan Way)						
Route Description Brome Way is a mostly off-road route connecting Swinbrook Road and Monahan Way, with a well-trodden route running alongside the brook and the edge of Boundary Lane, before joining the shared use footway/ cycleway connecting to Monahan Way. Despite some of the route running on the carriageway, traffic speeds are very low, meaning pedestrians feel safe using this route in this respect. There are some bridges that cross over the brook that runs parallel to this route, with some in poor condition, where all are unlit, making some users uneasy.						
WRAT	75%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> ➤ The shared use footway/ cycleway connecting to Monahan Way has a very poor surface condition, where the tarmac has lowered exposing some of the iron work below. ➤ Small bridges that cross over the brook flood regularly due to a build-up of vegetation blocking up the path under the bridge. ➤ Main route from Lilac Way towards Carterton town centre passes over a bridge where large groups of young adults gather, making some users uneasy. 						Constraint Categories: <ul style="list-style-type: none"> ➤ Inadequate infrastructure ➤ Unattractive to active travel ➤ Maintenance issues
						
Figure 37: Marked route on small bridges over the brook to access Swinbrook Road and Boundary Lane			Figure 38: Trodden and popular walking route along Boundary Lane where pedestrians must use the carriageway			
						
Figure 39: Short bridge over the brook connecting Lilac Way and Northwood Crescent encourages groups of young adults to gather			Figure 40: The surface has lowered, exposing some raised ironworks, making the surface a very poor condition			

Route 11: Northwood Crescent (Lilac Way – Upavon Way)						
Route Description Northwood Crescent connects the Brome Way off-road route at Lilac Way and Upavon Way, running along the edge of the land that is currently earmarked for development, following the removal of RAF housing. This is a two-way 30mph road, however due to its nature, and lack of traffic, vehicles were observed to use this section as an opportunity to drive very fast. The footways are only present on the eastern side of the carriageway and are approximately 1m in width, with the kerbs being of heritage material and poor quality.						
WRAT	59%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> ➤ Due to the excessive speeds observed by some vehicles, pedestrians may feel more unsafe using this route. ➤ No dropped kerbs or tactile paving are present along this section of footway. ➤ Whilst currently there is poor provision throughout for pedestrians, with the land encompassed by Northwood Crescent earmarked for development, pedestrian provisions are expected to be improved alongside this. 						Constraint Categories: <ul style="list-style-type: none"> ➤ Unattractive to active travel ➤ Inadequate infrastructure ➤ Narrow
						
Figure 41: Missing dropped kerbs on side roads, however this land is earmarked for development in the future			Figure 42: Footway adjacent to Northwood Crescent is very narrow, and in poor condition			

Route 12: Kilkenny Lane/ Burford Road/ Manor Road (Swinbrook Road – Carterton Road)		
<p>Route Description</p> <p>This route runs along Carterton’s northern boundary, connecting the new housing development near Swinbrook Road with the B4477 and further to Brize Norton. For the most part, Kilkenny Lane is a quiet route, with a modal filter at its western end limiting the number of vehicles that can use this route.</p> <p>The section of Burford Road between the B4477 and Manor Road is also quiet, with a few entrances to residential properties, with a faster and more preferred option taken by cars continuing along the B4477.</p> <p>Findings:</p> <ul style="list-style-type: none">➤ The modal filter on Kilkenny Lane, whilst limits larger motor vehicles from passing through, still allows wide enough space for motorbikes and high-power electric cycles.➤ The carriageway on Manor Road is narrow, with a small levels difference between the carriageway and the footway on the western side.➤ The verge on the eastern side of Manor Road is steep, with very little room for infrastructure.➤ There is some carriageway parking on approach to Brize Norton. <p>Constraint Categories:</p> <ul style="list-style-type: none">➤ Inadequate infrastructure➤ Pinch point➤ Narrow		
	<p>Figure 43: Modal filter on Kilkenny Lane restricting cars and motorcycles</p>	
	<p>Figure 44: For the most part, Kilkenny Lane is a wide and car-free route</p>	
	<p>Figure 45: Levels difference on western side of carriageway to footway, with verge on eastern side</p>	

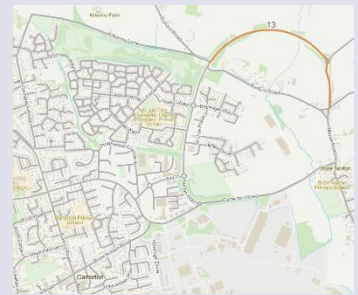
Route 13: Monahan Way (Burford Road – Manor Road)



Route Description

An alternative to the eastern section of Route 7 (cycling), this route provides a fast and direct route to access Brize Norton from the north of Carterton, whilst passing by the junction to connect to the A40 and Minster Lovell, and Witney.

This route has a speed limit of 50mph and has a very wide carriageway, with wide verges on either side. This may cause some vehicles to travel at a greater speed.



Findings:

- Currently, cyclists have the option to cycle in a small verge, with vehicles passing at a very close distance.

With wide carriageway and wide verges, vehicles may travel at a greater speed.

Constraint Categories:

- Unattractive for active travel



Figure 46: Cyclists have to use the small gutter verge, whilst the carriageway is very wide meaning cars travel at high speeds



Figure 47: At present, cyclists must navigate a large roundabout with high speeds which could be unsafe

Route 14: Monahan Way (Upavon Way – Burford Road)						
Route Description Monahan Way is a 40mph two-way road, running from north to south on the eastern side of Carterton, before turning westbound towards Upavon Way and becoming a 30mph road. This route has a wide carriageway, alongside wide verges and a shared- use footway on both sides of the carriageway. This shared use footway/ cycleway facility is not of a suitable width for two users to pass each other without stepping into the other section. There are two signal-controlled toucan crossings for users wanting to cross over Monahan Way, alongside uncontrolled crossings, including dropped kerbs and tactile paving, at all side roads – with some being the incorrect tactile paving.						
WRAT	70%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> ➤ Regular traffic flow means that crossing using the uncontrolled crossing over Monahan Way is difficult, however there are toucan crossings in place staggered throughout the length of the route. ➤ Central refuges of uncontrolled crossings are not of sufficient width for pedestrian with pushchair. ➤ The shared use footway/ cycleway, which runs mainly on the western side of the carriageway, provides a segregated route for cyclists away from the carriageway, however, still poses some safety issues due to the conflicts between cyclists and pedestrians. ➤ The shared use footway/ cycleway does not have priority at side-road junctions. 						Constraint Categories: <ul style="list-style-type: none"> ➤ Narrow ➤ Inadequate infrastructure
						
<p>Figure 48: The shared use footway/ cycleway on the eastern side of the carriageway north of Teasel Way abruptly ends, with no provision to cross over the carriageway</p>						<p>Figure 49: Regular traffic flow, with toucan crossings provided to cross over Monahan Way</p>
						
<p>Figure 50: Shared use footway/ cycleway running adjacent to Monahan Way</p>						<p>Figure 51: The shared use footway/ cycleway does not have priority over road vehicles at side-roads</p>

Route 15: Upavon Way to Brize Norton Road link						
Route Description This off-road route links Upavon Way and Brize Norton Road and has a high number of pedestrians use it to access Carterton town centre. The footway appears to be new on Stanmore Crescent, meaning the condition is of a good standard on this section. The uncontrolled crossings over the roads that it passes are direct, with tactile paving and dropped kerbs in most instances. In some locations, there are large amounts of litter and broken glass.						
WRAT	85%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> ➤ The footways along this route are wide, with more than enough space to pass other users of the footways. ➤ Where crossings exist, they are direct and on the desire lines. Visibility is, however, reduced due to the nature of the housing, and cars parked on-street. 						Constraint Categories: <ul style="list-style-type: none"> ➤ Reduced visibility
						
Figure 52: Path connecting Upavon Way and Stanmore Crescent is in poor condition, with littering and broken glass			Figure 53: Off-road footway, passing through new housing development on Stratford Walk			

Route 16: Carterton Road (Upavon Way – Station Road, Brize Norton)						
Route Description Carterton Road is a two-way road connecting Carterton and Brize Norton. It begins at 30mph, before moving to 40mph east of the Norton Way junction, and then to 20mph on the entrance to Brize Norton. There is a shared use footway/ cycleway on the northern side approximately 1.5m in width, with no provision on the southern side of the carriageway – the border with the RAF base. There is a verge between the shared use footway/ cycleway and the hedgerow to the north of the carriageway, with large ditches in the verges to the south of the carriageway.						
WRAT	56%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> ➤ A currently rarely used route due to safety worries from vehicle speeds as cars usually go over the speed limits. ➤ Shared use footway/ cycleway is not accessible from the carriageway using dropped kerbs, meaning cyclists are unable to use it. ➤ The shared use footway/ cycleway is too narrow in places to pass other users. ➤ The carriageway narrows on the approach Brize Norton, with very little space to propose any new infrastructure. 						Constraint Categories: <ul style="list-style-type: none"> ➤ Unattractive for active travel ➤ Inadequate infrastructure ➤ Narrow
						
Figure 54: Unsafe conditions, with cars travelling at or above the 40mph speed limit in close proximity to the footway			Figure 55: The shared use footway/ cycleway is very narrow, with cyclists having to pass pedestrians at an unsafe distance			
						
Figure 56: The carriageway and footways adjacent narrow on entrance to Brize Norton village						

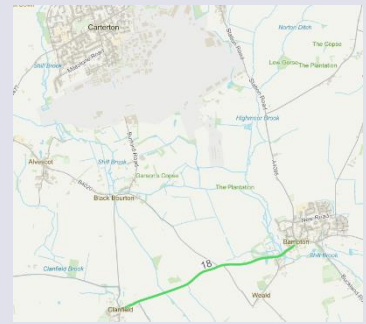
Route 17: Station Road (Station Road, Brize Norton – Clanfield Road, Bampton)	
<div> <div>  </div> <div> <p>Route Description</p> <p>This route connects Brize Norton village with Bampton to the south-east of Carterton via the A4095. For sections, there are tall hedgerows lining the carriageway, with ditches posing an obstacle in other locations. This road reaches the national speed limit in some sections, making it more dangerous for cyclists, especially when coupled with the winding nature of the road.</p> <p>Findings:</p> <ul style="list-style-type: none"> ➤ The gradient of the adjacent fields slopes downhill away to the east. ➤ This road is historically known to have had a number of collisions occur. ➤ Large hedgerows, deep ditches, and uneven surfaces line the verges of sections of the carriageway. <p>Constraint Categories:</p> <ul style="list-style-type: none"> ➤ Gradient issues ➤ Pinch point ➤ Unattractive for active travel </div> <div>  </div> </div>	
	
<p>Figure 57: Where the road narrows, collisions have been known to occur. This is emphasised when vehicles overtake cyclists in dangerous places</p>	<p>Figure 58: Pinch points along Station Road where the road crosses small and narrow bridges</p>

Route 18: Clanfield Road/ Bampton Road (Station Road – Bourton Road, Clanfield)



Route Description

This route connects Bampton with Clanfield, a route to the south of Carterton, running east-west. This route reaches a maximum speed limit of 60mph in sections. Additionally, the carriageway is wide in some sections, with large verges, however this route can be quiet making any proposals less used. There is a pinch point when crossing over some small streams along this section.



Findings:

- There is no cycle parking within the centre of Bampton, despite having a clear central area.
- Ditches line the carriageway, with large hedgerows and verges in some sections.

Constraint Categories:

- Gradient issues
- Pinch point
- Unattractive for active travel



Figure 59: No clear cycle parking in the busy hub in the centre of Clanfield



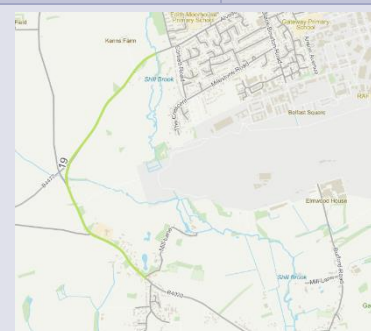
Figure 60: Ditches line the southern verge of the carriageway, with a large levels difference

Route 19: Alvescot Road (Upavon Way, Carterton – Mill Lane, Alvescot)



Route Description

Beginning in Carterton town centre, this route connects to Alvescot along the B4020. This route is a two-way road with a speed limit reaching 60mph on the exit from Carterton. This is a well-used route, connecting further with Clanfield and Broughton Poggs and the A361. Verges line each side of the carriageway.



Findings:

- When in Carterton, there are wide verges on either side of the wide carriageway. Some cars were observed driving at excessive speeds on this section.
- Within Alvescot, the carriageway and footways narrow due to width constraints from buildings and boundary walls, creating pinch points where no proposals could be made.

Constraint Categories:

- Pinch point
- Unattractive for active travel



Figure 61: The carriageway and footways narrow in Alvescot where historical buildings and boundaries limit



Figure 62: Gateway feature on entrance to Alvescot



Route 20: B4020 (Mill Lane, Alvescot – Bampton Road, Clanfield)

Route Description

Connecting Alvescot and Clanfield, this route is a two-way, national speed limit road, to the south of Carterton. The carriageway varies in width, with wide verges and a narrow footpath on the northern side on the 40mph section between Alvescot and Black Bourton, before narrowing slightly, with large hedgerows lining the 60mph section towards Clanfield.

Findings:

- There is a pinch point along this route when passing over an old bridge, narrowing the carriageway and footways.
- On the entrance to Clanfield, the carriageway narrows, restricting visibility.

Constraint Categories:

- Narrow
- Pinch point

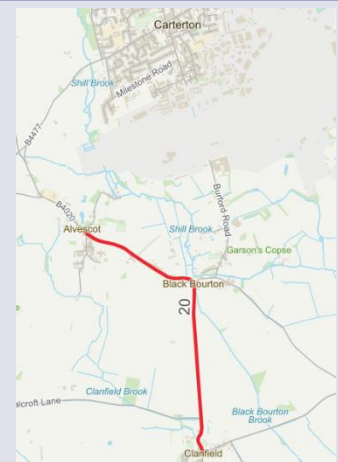






Figure 63: Wide carriageway and verges on connection between Alvescot and Black Bourton



Figure 64: Carriageway narrows on entrance to Clanfield

Route 21: B4477/ Broadwell Road (B4020/ Alvescot Road – Station Road, Langford)	
<div>  </div>	
<div> <div> Route Description <p> This two-way route connects the B4020 (road from Carterton) with Langford to the south-west of Carterton. For the most part, this road is a single-track road, with no centre line, with some give/take areas. Due to the winding nature of this road, vehicle speeds are significantly reduced, meaning pedestrians use this as a walking route to connect Langford and Kencot. </p> </div> <div>  </div> </div>	
<div> Findings: <ul style="list-style-type: none"> ➤ There are deep ditches in places lining the carriageway on the eastern side. ➤ The road surface throughout this route between Kencot and Langford is poor, making it unattractive for active travel users. ➤ The road is very windy in places, whereas others are very narrow reducing vehicle speeds. </div>	
<div> Constraint Categories: <ul style="list-style-type: none"> ➤ Inadequate infrastructure ➤ Pinch point ➤ Maintenance issue ➤ Narrow </div>	
	
<div> Figure 65: Due to the nature of the road, pedestrians walk in the carriageway </div>	<div> Figure 66: Ditches line the western verge in sections on approach to Langford </div>

Route 22: Burford Road/ Shilton Road (Swinbrook Road – The Hill, Burford)



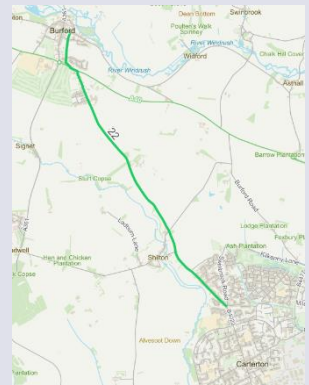
Route Description

Route 5 connects Carterton with Burford to the north-west. This stretch of road continues along the B4020, with speed limits varying from 20mph to 60mph.

This road varies its gradient throughout, with some sections passing over very steep hills, especially one very steep downhill section into Burford from the A40 to the end of the route.

Findings:

- The gradient of the road surface from one side of the carriageway to the other may limit what infrastructure can be proposed – some sections have sloping hills down away from the carriageway, meaning large amounts of earth may need to be moved to install anything.
- At some points, the carriageway is wide, with wide grass verges on either side of the carriageway. There are no footpaths, however this route would not be aimed at walking and wheeling due to its rural nature and high speeds.



Constraint Categories:

- Gradient
- Pinch point
- Inadequate Infrastructure
- Unattractive for active travel



Figure 67: Poor cycle facilities to navigate the Shilton Road/ A40 junction where traffic flows are much higher



Figure 68: Sections of steep gradient may deter some cyclists from using this route

Route 23: A361 (The Hill, Burford – Hen ‘n’ Chick Lane)		
<p>Route Description</p> <p>This connecting route travels north to south from Burford to the Cotswold Wildlife Park tourist attraction, linking with Hen ‘n’ Chick Lane and onwards route to Shilton. This route is a two-way, national speed limit road, and has a very wide carriageway, meaning some vehicles drive very dangerously on occasions. This route has a varied gradient, making a difference from the main Carterton area, with hills to the east of the carriageway, and fields falling away to the west.</p> <p>Findings:</p> <ul style="list-style-type: none"> ➤ Due to the wide nature of the carriageway, vehicles travel very quickly along this route, making it very unsafe for cyclists. ➤ There is a potential for a conflict point on the northern section of the route, south of the A40 roundabout, where golf club users cross over the road. ➤ There is a section of steep uphill southbound, which may put some people off from cycling. <p>Constraint Categories:</p> <ul style="list-style-type: none"> ➤ Unattractive to active travel ➤ Gradient ➤ Inadequate infrastructure 		
		
Figure 69: Wide carriageways and verges may encourage some vehicles to travel at greater speeds	Figure 70: Steep uphill section travelling southbound on A361 may deter cyclists	

Route 24: Hen ‘n’ Chick Lane (A361 – B4020/ Shilton Road)	
<div> <div>  </div> </div>	
<div> <div> Route Description <p> This route spans from east-west, connecting the Cotswold Wildlife Park tourist attraction and Shilton. For the most part, this route is a single-track two-way road with some passing places, meaning the carriageway, and adjacent verges are not of sufficient width to propose any cycle infrastructure. It is on a hill sloping down into Shilton from the west, before climbing back up to meet the B4020 to the east. </p> </div> <div>  </div> </div>	
<div> <div> Findings: <ul style="list-style-type: none"> ➤ Due to the nature of the road at present, and the amount of traffic using this route, there is little scope for any new cycle infrastructure. ➤ In some instances, the carriageway is narrow, the verges on either side are narrow, and the hedgerows are tall, reducing the available space. </div> <div> Constraint Categories: <ul style="list-style-type: none"> ➤ Narrow ➤ Pinch point ➤ Gradient </div> </div>	
<div>  </div>	<div>  </div>
<div> <div> Figure 71: Wide carriageway with very low traffic flows make this a safe cycling route currently </div> </div>	<div> <div> Figure 72: Steep hill when exiting Shilton to the east </div> </div>

5 Conclusion

The key findings from the walking and cycling audits can be summarised in the following points:

- Footways are missing essential infrastructure including dropped kerbs and tactile paving in the majority of cases, limiting the accessibility and decreasing the safety of active travel users.
- Despite a range of shared use footway/ cycleways, some are too narrow for users to safely navigate without give or take or stepping into the carriageway.
- The three main routes into Carterton (Alvescot Road, Burford Road, and Brize Norton Road) all have wide verges, with increased distance between the footway and the carriageway giving pedestrians a more pleasant environment. However, this increased visibility was observed to encourage drivers to travel at excessive speeds.
- Whilst Carterton itself is flat, lending itself to being a very walkable and cyclable town, the surrounding area to the north has a varied gradient, with some very steep sections. This variety in gradient may discourage cyclists from using the routes even if there was specific cycle infrastructure in place.
- Due to the nature and history of some of the small villages to the south of Carterton, such as Alvescot, Bampton and Clanfield, a series of pinch points were observed where the carriageway has been built very close to historic buildings. Additionally, the roads leading to these villages also have a series of pinch points when the routes lie on small bridges over streams and brooks – this may limit the type of infrastructure can be proposed.

The constraints and opportunities have been identified through the site audits and feedback from members of the public through a pin drop exercise on OCC's online engagement platform as well as inputs from key stakeholders through the Steering Group. These findings will help inform further development of the LCWIP document, outlining a series of proposals that can be made to make improvements to the walking and cycling network and infrastructure within Carterton and the surrounding areas.

Appendix A WRAT Assessments