

Development of the Wantage and Grove Cycle Network

A submission to Oxfordshire County Council

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EXECUTIVE SUMMARY

In November 2001, Steve Swanton of the CTC Wantage Section was approached by Victoria Sowter of Oxfordshire County Council's Transport Planning Department concerning the plans for a cycle network in Wantage and Grove. Victoria was seeking "some views of local cyclists on any particular problems in the area", before drawing up outline plans with the OCC's consultants for the further development of the network.

A preliminary design for a cycle network in Wantage and Grove was drawn up for OCC's local plan in 1994. This plan has formed the basis for developments of the network in the intervening years. Having been given the opportunity to contribute to the proposals, members of the Wantage Section decided to undertake a review of the existing cycle network and the proposed routes identified on the 1994 local plan. This document describes the results of that review which was undertaken during December 2001 and January 2002.

The review is divided into 2 parts. First, the existing cycling facilities in Wantage and Grove are discussed in some detail. Good practice that has been implemented on these routes is identified and some problem areas that require improvement are highlighted. Second, the suitability of the new routes proposed in the 1994 plan are discussed and problems that may arise in their implementation are highlighted. Some additional ideas for new or alternative routes are also proposed. Overall, the network drawn up as part of the 1994 local plan is considered to have been well thought out and far-sighted in its scope. With some minor changes, the 1994 plan provides a suitable blueprint for the future development of the network. A wish list of improvements and new developments, arising from this review is provided as an Appendix.

There are a number of important forthcoming developments in Wantage and Grove that should include the provision of cycle facilities that are integrated into the cycle network, some of which were not foreseen in the 1994 plan. These include the new Railway Station, Wantage Health Centre and the Limborough Road (retail) and Wharf (residential) developments. For each of these developments, it is important that there is joined-up thinking between the provision of cycle facilities within these projects and OCC's developments of the local network so that the new facilities are properly integrated.

There is already a reasonable level of cycle use for utility cycling trips within Wantage and Grove, in particular for shopping and for leisure (e.g. to leisure facilities such as pubs, the cinema and the leisure centre) as well as commuting to work. The objectives of many of these journeys are Wantage town centre and the Grovelands and Millbrook Square shopping centres in Grove. Therefore it is considered that the provision of cycling facilities at/to these locations should be a priority.

Specifically excluding the new developments mentioned above, the following are suggested as priorities for the future development of the network.

- 1) The development of the cycle network in the western side of Grove making use of the existing network of footpaths, particularly where these are already suitably wide for shared use. This will consist primarily of signposting, route marking and the provision of dropped kerbs where the paths meet roads. Some widening of existing footpaths is also foreseen for St Ives Lane and at the Ashdown Way end of the Mary Green path. The provision of cycle parking facilities (i.e. Sheffield stands) is required at the key destinations in Grove, namely: Millbrook Square, Grovelands Shopping Centre and Grove Library.
- 2) Improvements to the on-road conditions and provision of cycle lanes and cycle-friendly junctions in Wantage town centre. In particular, extension of the cycle route from Grove

to Wantage along the A338 by providing advisory cycle lanes, a contra-flow cycle lane down Little Lane, improvements to the junction between Garston Lane and Seesen Way and changes in priorities at the top of Mill Street to assist cyclists turning right into Grove Street. Two-way cycle access along Priory Road and between Church Street and Market place is seen as highly desirable but would require radical measures to implement.

- 3) Completion of the second, western cycle route between Wantage and Grove adjacent to Denchworth Road. In particular, this would involve the provision of a new off-road cycle track between Cane Lane and Mably Way, preferably crossing the recreation ground and the provision of a toucan crossing on Mably Way east of the Denchworth Road roundabout. Some specific improvements are also necessary along the existing cycle route alongside Denchworth Road, in particular the filling in of a 30 yard gap in the cyclepath opposite Fitzwaryn School, an improved transition for cyclists joining the road at the St Marys Way roundabout and the removal of obstructions in the path close to St Marys Way. Priority given to the cyclepath at crossings of the side roads would improve the attractiveness of this route for all cyclists.

In addition, at several locations, some aspects of the existing cycle facilities have been identified as unsatisfactory and it is recommended that a rethink is necessary. These include:

- 1) the shared-use path from Wantage Hospital to Charlton Road alongside Garston Lane;
- 2) the cycle route from Winchester Way along Challow Road (A417) to King Alfred's School West site;
- 3) the crossing arrangements on Harcourt Way for cyclists heading into Charlton Heights at the junction with Grove Road;

As the cycle network in Wantage and Grove is developed, we are particularly looking for an increased priority to be given to the needs of all cyclists in the design of new facilities and the improvement of existing ones. To encourage cycling and reduce car-dependence it is necessary to provide an attractive alternative to the car. This means providing good quality cycling facilities that people will want to use.

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THE WANTAGE AND GROVE CYCLE NETWORK

1 INTRODUCTION

In November 2001, Steve Swanton of the CTC Wantage Section was approached by Victoria Sowter of Oxfordshire County Council's Transport Planning Department concerning the plans for a cycle network in Wantage and Grove. Victoria was seeking "some views of local cyclists on any particular problems in the area", before making a site visit in early 2002 and drawing up outline plans with the OCC's consultants. These plans will be presented at a public exhibition later in 2002.

A preliminary design for a cycle network in Wantage and Grove was drawn up for the local plan in 1994 (Figure 1). This plan has formed the basis for developments of the network in the intervening years. Having been given the opportunity to contribute to the proposals, members of the Wantage Section decided to undertake a review of the existing cycle network and the proposed routes identified on the local plan. This review was undertaken during December 2001 and January 2002. This document describes the results of that review.

In particular, the review has sought to identify:

- good practice that has been implemented on the existing network;
- problem areas on the existing network that require improvement;
- the suitability and practicability of the routes proposed in the 1994 local plan;
- priorities for the development of new facilities or the extension of existing ones.
- some suggestions for additional routes for inclusion within the overall plan.

The document is structured as follows. Section 2 gives a brief overview of the network proposed on the 1994 plan and summarises the key routes that can be identified in it. In Section 3, the implementation strategy for the development of the network is considered. Section 4 outlines the methodology adopted in this review and the criteria that have formed the basis for our comments. The review itself is divided into 2 parts. In Section 5, the existing cycling facilities in Wantage and Grove are discussed in some detail. Good practice that has been implemented on these routes is identified and problem areas that require improvement are highlighted. Section 6 discusses the suitability and practicability of the new routes proposed in the 1994 plan. Some additional ideas for new or alternative routes are also proposed. A wish list for improvements to and developments of the local network, which summarises the main recommendations from the review, is provided as Appendix 2. Finally, some conclusions are drawn in Section 8 and some priorities for the development of new facilities or the extension of existing ones are suggested.

2 OVERVIEW OF THE NETWORK

The preliminary design for the cycle network in the 1994 local plan (Figure 1) was intended to build on a number of existing cycle routes in Wantage and Grove. These included two shared-use paths in Grove (Cyril Wickham Way and Mary Green)¹ and an off-road shared-use path alongside the A338 from Grove Bridge to the edge of Wantage and a through cycle route along Cane Lane east of Brereton Drive in Grove, which is closed to through motor traffic².

1 We were not aware of their designation until we undertook this review.

2 We believe that this route should have been marked as 'existing' rather than 'proposed' on the 1994 plan.

In the plan, a number of key objectives for journeys within Wantage and Grove were identified. These include the three sites of King Alfred's (Secondary) School (KAS) in Wantage, Wantage Junior school, four shopping centres (Millbrook Square (Grove), Grovelands, Wantage Market Place and Limbrough Road), several major local businesses (Autotype, Crown, Cork & Seal) and the proposed new railway station north of Grove. We would add a number of additional objectives to this list, as given in Appendix 1. The preliminary design provides a comprehensive network of routes linking these key objectives with the residential areas of Wantage and Grove.

The key routes in this plan can be summarised as follows:

- Proposed railway station to Main Street, Grove via A338 and Mayfield Avenue
- Grove Millbrook Square to Wantage via Main Street and A338 continuing to
 - Wantage Market Place via Grove Street and KAS Centre site via Church Street and Priory Road
 - KAS East site via Garston Lane, Charlton Road and Springfield Road
- Collett Way to Grovelands shopping centre and Cane Lane via Cyril Wickham Way continuing to (Wantage) via Denchworth Road to:
 - Stockham and KAS East site
 - Wantage Market Place via Belmont and Mill Street
- Grove Millbrook Square to the Wharf (Wantage) through the centre of Grove (Mary Green path) alongside Letcombe Brook
- 3 East to West routes in Grove:
 - Mayfield Avenue to Swift Green via Vale Avenue and Millbrook square
 - Mayfield Avenue to Grovelands via St Ives Lane, Letcombe Walk and Woodgate Close
 - Cane Lane
- Charlton to Denchworth Road via Harcourt Road, Adkin Way and Witan Way
- Charlton to Market Place via Foliat Drive and Garston Lane
- East to West route between 3 KAS sites via Ormond Road, Portway, Priory Road, Locks Lane, Hamfields and Challow Road (A417)

Since 1994 priority has been given to developing the routes to King Alfred's School (KAS) East and West sites in Wantage. This has included a route along Denchworth road south of Mably Way through Stockham Park to Challow Road (A417) and the KAS West site, and from Harcourt Way to the East site via Courtenay Road and Foliat Drive. In addition improvements were made at the Wantage end of the A338 cyclepath between the toucan crossing and the Harcourt Way junction and a route was signposted from the toucan crossing to Denchworth Road via Adkin Way and Witan Way. These schemes have been augmented by the provision of some minor cycle paths as part of new developments (e.g. Mably Grove, Mary Whipple Court and Rolls Court) which are isolated from the existing network.

From inspection of the 1994 plan, the priorities for further development of the network appear to be:

- 1) Completion of the two major north-south routes between Wantage and Grove:
 - The western route between Cane Lane and Mably Way;
 - The eastern route along Grove Street to Wantage Market Place and KAS centre site via Priory Road.
- 2) East-west routes in Grove.
- 3) An east-west route between the 3 KAS sites in Wantage.

In addition, there are a number of important forthcoming developments in Wantage and Grove that should include the provision of cycle facilities that are integrated into the cycle network. These include:

- Wantage and Grove Railway Station (included on the 1994 plan)
- Wantage Health Centre on Mably Way
- Limborough Road (shopping centre)
- The Wharf (residential)

Planning permission is currently being sought for the last three of these developments. Unfortunately, we do not have details of the proposed plans and it has not been possible to comment upon them in detail in this review. However, we have been asked specifically by OCC for our views on cycle access to the railway station development and this is discussed in sub-section 6.7.1. For each of these developments, it is important that there is joined-up thinking between the provision of cycle facilities within these projects and OCC's developments of the local cycle network.

There is already a significant level of cycle use for utility cycling trips within Wantage and Grove, in particular for shopping and for leisure (e.g. to leisure facilities such as pubs, the cinema and the leisure centre) as well as commuting to work. The objectives of many of these journeys are Wantage town centre and the Grovelands and Millbrook shopping centres in Grove. Therefore it is considered that the provision of cycling facilities at/to these locations should be a priority.

Grove and the northern extremity of Wantage are in the Vale and the terrain is flat, which is ideal for cycling. Wantage is set on a shelf slightly above the Vale, split by the Letcombe Brook. Within the centre of Wantage, from the Market Place eastwards and North of Ormond Road, the terrain is also generally flat. However, the gradients into town along Harcourt Way, Grove Road (A338), Mill Street/Challow Road (A417) and Portway can deter the less fit from cycling. Therefore, the development of cycle routes that (as far as possible) avoid gradients is particularly desirable.

3 IMPLEMENTATION STRATEGY

Examination of the 1994 plan suggests, from the positions of the route lines along either the middle or edges of the roads, that the proposed network would consist of a mixture of off-road shared use paths, on-road cycle lanes on main roads and road routes along quiet roads. This would be in line with Oxfordshire County Council's stated approach to the provision of cycling facilities, described as a twin network, which involves [1]:

- *“providing straightforward cycle facilities (normally cycle lanes) on main roads together with advance stop lines and some use of coloured surfacing, such that the more confident, faster cyclists (who are likely to be on main roads already) get some form of enhanced protection and motorists' awareness of cyclists is improved; and*
- *creating a predominantly minor road or off-road network for the benefit of those cyclists who do not mind a slightly longer journey for the benefit of some additional safety (obviously though, detours need to be minimised). This is also relatively inexpensive (quiet roads usually need little more than signing).”* This type of facility is considered to be particularly applicable for children's journeys to school.

In its Cycling Strategy [1], OCC recognises the need for cycling infrastructure to provide the following five attributes:

- coherence;
- directness;
- attractiveness;
- safety; and
- comfort.

And that these attributes should be provided to meet the needs of both “*confident / experienced cyclists (whose priorities are directness and speed) and for less confident / experienced cyclists (who will give a higher priority to safety, even if this involves a journey which is longer in time or distance)*”.

However, it is argued that the costs of providing cycling facilities that meet the needs of all types of cyclist are prohibitive. The twin network approach has been adopted as “*a more viable strategy*” that can be implemented at low cost to develop cycle networks that will be used now. OCC have also stated that they will give priority to the creation of safe on-carriageway conditions for cyclists in accordance with the “Hierarchy of Solutions” identified in the National Cycling Strategy [2]. This includes measures such as traffic reduction, traffic calming, redistribution of the carriageway, junction treatment and traffic management.

While we agree with the strategy of creating safer on-road conditions for cycling (as part of this approach, providing cycle lanes on main roads and signposting routes along quiet roads is sensible), we have concerns about the design of off-road facilities under the twin network approach. We are aware of a number of examples of unsatisfactory off-road routes within the County (e.g. Abingdon to Drayton), which are seriously compromised with regard to the IHT guidelines [2]. Poorly designed cycling facilities that seriously fail to meet one or more of the above attributes will not only not be used, but will also be derided. This sends out the wrong message about the status of cycling. Poor quality facilities that do not meet cyclists needs can also lead to increased conflict between cyclists and other road-users. Some motorists regard the use of cycle paths as mandatory where they are provided.

The National Cycling Forum advocates a “Hierarchy of Road Users” which prioritises the needs of pedestrians, cyclists and other vulnerable road users when making transport related decisions and in implementing transport measures [3]. We consider that in developing cycling facilities it is important that an increased priority is not only given, but is seen to be given to cyclists over other (motorised) road users. This is particularly important with the provision of off-road facilities in the design of junctions or crossings with/of minor and major roads. At crossings of minor roads, where it can be done safely, priority should be given to the cycleway. At major roads, transitions need to be provided that allow cyclists to join or cross the carriageway safely and with appropriate priority (e.g. cyclists’ priority lights at traffic lights, protective barriers at the start of on-road cycle lanes). Likewise, it is important that on-road cycle lanes are of sufficient width (i.e. at least 1.5m)

Therefore, in developments of the cycle network in Wantage and Grove, we are particularly looking for an increased priority to be given to the needs of all cyclists in the design of new facilities and the improvement of existing ones. Good quality facilities following key desire lines that meet the five attributes listed above will be used and will encourage cycling.

It is important to note that the existing network in Wantage and Grove consists of a mixture of off-road shared use paths and routes along quiet roads. There are as yet no cycle lanes on busier roads.

4 METHODOLOGY FOR THE REVIEW

In reviewing the existing network, the following criteria have been used as the basis for our comments:

- Priority given to cyclists over other road users
- Quality of transitions from cycleway to roadway
- Presence of gaps, sharp deviations, obstructions or constrictions along the route
- Widths of paths and suitability for shared-use
- Visibility/field of view at junctions or corners
- Quality of the surface
- Signs and markings
- Overall standard of the route for cycling and in particular the extent to which it meets the 5 attributes of directness, coherence, comfort, safety and attractiveness.

Where known, we have also commented on cyclists' behaviour in using these facilities.

In discussing proposed routes, we have commented on the above criteria, where appropriate, and in addition on:

- The suitability and desirability of the route.
- Particular problems that may be encountered in their implementation.

In discussing the suitability of both on-road and off-road routes for cycling we have used the IHT guidelines as the minimum standard for cycle lane widths [2]. In particular:

- On-carriageway cycle lanes should have a minimum width of 1.5m and 2m wherever possible (to allow cyclists to overtake without leaving the lane).
- Off-carriageway cycle tracks should be a minimum of 2m wide and 3m when intended for two-way use. An absolute minimum of 1.5m may be acceptable (only) in exceptional circumstances.

5 REVIEW OF THE EXISTING CYCLE FACILITIES IN WANTAGE & GROVE

5.1 Grove path network

There is an extensive footpath network through the west side of Grove (i.e. west of Main Street), which in many places is suitably wide for shared use (3m). According to the Grove Parish Council Officers, the two main north-south arteries, Mary Green and Cyril Wickham Way are the only paths that are designated as shared-use. However, neither are signed as shared-use paths. Of the other paths, only in a few cases (e.g. paths by the Bay Tree pub, the Parish Church and across Mary Green playground) is cycling forbidden by "No Cycling" signs. The footpath network is used extensively by cyclists, particularly children. Generally, the metalled paths are in good condition.

5.2 Mary Green path from School Lane to Ashdown Way

The northern half of this route is very attractive running roughly parallel with and on the west side of Letcombe Brook along Mary Green, an open space in the centre of the village. The path provides a major access route from the west side of the village to the Millbrook complex (Millbrook Square shops, Old Mill Hall, Millbrook School, Grove Library, Old People's Day Centre and Grove Centre). For cyclists from the south and west of the village, it is much more direct to use the Mary Green path into School Lane than to go around the north of the village by road. However, there are no cycle parking facilities, i.e. Sheffield stands, at either Millbrook Square or at the Library/Old Mill Hall area and these should be provided.

Starting from the north end, the tarmac path is 3m wide as far as Pound Croft, with grass areas along the east side and sometimes the west side as well. After Pound Croft, the path splits and both arms are narrower. On the 1994 plan, the shared use path is shown to continue straight on to Ashdown Way. This final section of the Mary Green path is only 1.8m wide and is constrained between walls or fences. It is really too narrow for a shared-use path. The path to the right (western spur) is 1.5-1.8m wide but has wide margins, passing through a grassed area between the ends of two terraces to meet one of the arms of Ashdown Way. At the road, the path then splits to form two footways at right angles along the sides of the road. From the Mary Green path junction there is a rough track across the grass taking a more direct route to the road, which is evidently the route taken by many cyclists. It would seem appropriate to bring the cycle route to the road via this route and widening and possibly straightening the existing path.

At both ends of the Mary Green path there are good dropped kerbs for access and there are no obstructions. However, there are no dropped kerbs at the junctions with the ends of the roads linked by the path (i.e. Wayland Road, Membury Way and Cherbury Green) for easy cycle access. There is also no dropped kerb at the junction of the western spur to the arm of Ashdown Way.

Ashdown Way joins Cane Lane, which is closed to through motor traffic but open to cyclists between Main Street and Brereton Drive with a barrier to the west of the Ashdown Way junction. The quality of the road surface along Cane Lane between Main Street and Ashdown Way is appalling and requires resurfacing.

Several of the paths joining the Mary Green path are proposed as cycle routes in the 1994 plan and are used by cyclists. These are Sycamore Walk, Letcombe Walk and St. Ives Lane. Comments on the junctions of these routes with the Mary Green path are discussed in the relevant sub-sections in Section 6.

5.3 Cyril Wickham Way from Collett Way to Grovelands Shops and Cane Lane

Technically, this path runs from Newlands Drive in the north to Cane Lane in the south and provides the main north-south off-road link to the Grovelands shopping centre. The path north of Collett Way was not included for shared use on the 1994 plan and is not covered in this review.

From Collett Way to Swift Green, the metalled path is 2.1-2.4m wide, slightly narrow for shared- and two-way cycle use, although there are grass margins. At the Collett Way end there is a bollard in the path and several along an adjacent pavement to stop cars driving onto an area of grass on the East side. There is no dropped kerb here or place where parking is prevented to allow cycle access to/from the roadway. During the evening and at weekends this turning area is usually full of parked cars.

From Swift Green to Grovelands the metalled path is suitably wide for shared-use (3m). However, there are fences and walls on either one or both sides. In places the width is reduced by overhanging laurel branches on the west side.

Either side of the area adjoining the top of Woodgate Close there are pairs of bollards on the path, with a gap of ~1.1m between each bollard. These bollards would be better placed parallel to the end of the road and removed from the path. Access to the roadway here is via narrow footways with sharp turns. There is a dropped kerb by the entrance to a drive on the south side.

In the 1994 plan, there appears to be a break in the cycle route at the Grovelands Shopping Centre. Approaching Grovelands from the north, there is a wall opposite the path, which

stops people cycling straight out onto the road (a necessity). The path turns left (to the east) with a 2m high wall on the inside of the corner giving poor visibility to the left. After 5m there is a path on the right to the roadway (car park); this access path is just 1.8m wide but slopes to road level. The main path continues around the car park (right-angled right hand bend) and remains 3m wide with fences on the left-hand side. There is a low wall on the inside (car park side) of this bend with bushes above the corner that obstruct the view. Some thought might be given to providing small barriers on these right angle corners to force users into the centre of the path to reduce the risk of collisions. Such barriers are provided at the Mary Green/Sycamore Walk junction (see sub-section 6.1.2 below).

There are no cycle parking facilities at the Grovelands shops and these should be provided. Suitable locations might be along the side of the Co-op adjacent to Cyril Wickham Way or in one or more parking bays adjacent to the shops, suitably converted with a surrounding kerb to prevent cars parking too close.

South of the Grovelands shops, the path is ~3m wide for its entire length although in places vegetation has encroached on the metalled area.

At the Cane Lane end of the Way there is a low wall along the roadway opposite the end of the path, which is necessary to stop people cycling straight out onto the road. The path meets the footway along Cane lane, which is about 1.8m wide, with a staggered junction. The path to the left is reached first and then adjacent to the road the path turns to the right. This route to the right is the cyclists' route to the road; after the end of the protective wall, there is a dropped kerb. However visibility is poor at the right-hand corner due to a 2m high wall. On the left, a path curves away from the Cane Lane footway to a bus stop with a seat, but there is no dropped kerb here. It would be sensible to provide an access route to the road further east along the Cane Lane path beyond the bus stop.

5.4 A338 Grove Bridge to Harcourt Way

From Grove Bridge to the toucan crossing on the northern edge of Wantage, there is a two-way cycletrack designated as a shared use path running alongside the A338. (The path is in fact less than 3m wide.) This path provides the major off-road link between Grove and the central and eastern parts of Wantage. It is well used by both pedestrians and cyclists. In particular, it is used by experienced cyclists because it is fast, well separated from the main road and by-passes the Mably Way roundabout. In addition, cyclists' filter lights are incorporated into the traffic lights at both ends allowing cyclists to cross or join the A338 safely.

The traffic lights at the Grove Bridge (northern) junction include a toucan crossing. It is notable that the toucan crossing has a very short time on green (less than 10 seconds), which is rather short for a family crossing the lights.

Approaching the Grove Bridge traffic lights from Grove along Main Street, there is a one-way slip to the toucan crossing. However, many cyclists entering Grove from the cycletrack, cross straight onto the slip, disobeying the no entry signs, rather than turning out into the road (which is safer). It is not entirely clear why this is the case (is it perceived as being safer?). It may be appropriate to provide markings on the roadway to indicate the desired route.

The surface of the track is 10 years old and is starting to show signs of wear in places.

At the Mably Way roundabout, there is a sign to King Alfred's School West Site pointing across to the footway on the Grove (north) side of Mably Way. There is a dropped kerb here and on the adjacent island between the two carriageways of the A338. The footway on the

other side goes onto the bridge over Letcombe Brook with a crash barrier on the carriageway side and ends at the steps down to the footpath to Grove! This sign should be relocated at the toucan crossing on the edge of Wantage (directing cyclists via the Adkin Way and Witan Way route to Denchworth Road).

South of the toucan crossing (south of Autotype), the cyclepath splits, with paths on both sides of the road. Both share the pavement with the pedestrian footway from which they are separated by solid white lines, although pedestrians invariably ignore the separation. On the northbound side, the separation is eminently sensible because a number of obstructions (e.g. sign posts) are positioned along the white line. Both paths are marked as one way with arrows. However, the path on the east side is certainly used as two-way by cyclists coming from Harcourt Way (this is discussed in the following section). It would seem sensible to make the pavement on the eastern side into a two-way (shared-use) cycle route. This would be assisted by removing the solid white line between the pedestrian and cycle lanes on the pavement.

The cyclists filter light at the Harcourt Way traffic lights enables cyclists heading south on the A338 towards the town centre to join the road in safety. This by itself is excellent. However, a cycle route continues on the south side of Harcourt Way and the crossing arrangements for cyclists using this route are not properly integrated into the traffic light system. Equally, cyclists turning left into Harcourt Way bypass the cyclists' traffic light to reach the road on the left, where there is a dropped kerb. This aspect and the cycle way on the south side of Harcourt Way are discussed in more detail in the next sub-section.

Coming from Wantage, the cycleway on the northbound side of the A338 is accessed by a dropped kerb about 50m before the lights and it is separated from the roadway by the pedestrian footway. This cycle path enables the Harcourt Way junction traffic lights to be bypassed and as a result it is used by experienced as well as less experienced cyclists.

5.5 Harcourt Way to Charlton Road route via Courtenay Road and Foliat Drive

From the Harcourt Way traffic lights there is a signed cycle route to KAS East site via Courtenay Road, Hampden Road, Foliat Drive, Foliat Close and Garston Lane. This route is a combination of quiet roads and off-road shared-use paths. There are a number of problems with the latter. In addition the route is sinuous and indirect.

Harcourt Way is a relatively busy road providing a short-cut between the A338 and the A417 (at the Nelson public house) avoiding the town centre. There is a moderate climb from the A338 to the junction with Courtenay Road on the right. This climb is a deterrent to cycling for the inexperienced. It also reduces the speed of cyclists on the road increasing the hazard for a right turn into Courtney Road. The footway between the A338 and Courtenay road on the south side of Harcourt Way is signposted as a shared-use path. It appears that a sign to KAS East, which is currently misaligned, should point up this shared path suggesting that it is meant to be a two-way route³. The width of the path was not measured but is thought to be less than 2m, which is rather for a two-way path. Ideally, it should be widened. However, it is accessible by a wide dropped kerb at the bottom of Harcourt Way.

For cyclists coming down Harcourt Way, there is a welcome advanced stop line at the traffic lights. However, the advanced stop line is positioned closer to the traffic lights than the dropped kerb for access to the cyclepath on the south side of the road. This means that cyclists crossing southwards from the A338 cycle path must pass through the advanced stop area to reach the cycle route on the other side.

³ On our first inspection of this junction, the misaligned sign was not spotted and we had a long discussion about whether the shared use path is supposed to be one- or two-way.

Opposite Harcourt Way, there is a dropped kerb for cyclists to join the cycleway on the west side of the A338, but it is not signed. Some experienced cyclists heading for Grove may stay on the road (A338) and cross to the right to join the A338 cycletrack either at or before the toucan crossing near Autotype. Most cyclists cross Harcourt Way at the traffic lights to join the cyclepath on the east side of the A338 to avoid the A338 and the toucan crossing. The crossing arrangements here do require significant improvement and clarification as highlighted in the previous section. Ideally, the crossing of Harcourt Way between the cycle routes should be two-way and provided with a toucan crossing integrated into the traffic lights.

From Courtenay Road the route is on road via Hampton Road, Foliat Drive and Foliat Close, all residential streets. Although this route is different from that on the 1994 plan, it is appropriate. At Foliat Close the route follows a shared-use path through to Garston Lane. This path is well used by cyclists. It is about 2.5m wide at the Foliat Close end, narrowing to about 1.8m just before the end at Garston Lane. There is a poor transition onto this path from Foliat Close; the path climbs steeply and the kerb is raised. There is a bollard in the middle of the path on the way to hospital and it is recommended that it is removed.

At Garston Lane, the route crosses the entrance road to Wantage Hospital to join the footway (2.2m wide) on the east side of Garston Lane up to Charlton Road, which is designated as a shared-use path, thus avoiding the mini-roundabout at the A417 junction. Visibility is poor at three locations along this path due to the retaining wall on the hospital side (the first is at the junction with the hospital entrance). Close to the mini-roundabout, the path turns a left hand corner with two constrictions and at the first narrows to just 1.4m (one can imagine a few pedestrian v. cyclist horror stories at this location!). There is also no separation of the path from the carriageway. The shared-use path continues for 50m along Charlton Road then ends abruptly at a driveway with a dropped kerb to the road. It appears that school children heading for KAS East site are expected to join the A417 and turn right across the traffic to reach Springfield Road.

The pavements on both sides of Charlton Road are about 3m wide, which is wide enough for shared use (although on the southern side beyond Springfield Road there is extensive parking on the pavement). The shared use path could be extended to a point closer to Springfield Road or continue on the opposite side. A toucan crossing would assist here. Again it has not been possible to establish what school children tend to do at this point.

5.6 Path from A338 to Adkin Way and road route to Denchworth Road via Witan Way

From the toucan crossing on the A338 north of Wantage, there is a two-way shared-use path through to Adkin Way, which crosses Letcombe Bridge via a bridge with a bollard in the middle of the path at either end. This bridge is unlit and the footway only 2.0m wide with barely 80cm either side of bollard. These bollards present a hazard to cyclists and ideally should be removed.

From Adkin Way the cycle route follows the road to Denchworth Road via Witan Way and generally appears to be well signposted. However, there does not appear to be a signpost towards Charlton at the Witan Way end.

5.7 Denchworth Road South of Mably Way

Denchworth Road forms part of the main artery around the north of Wantage linking the A417 to the A338 via Mably Way. The road also form part of the cyclist's route from the north of Wantage (and Grove) to KAS west site. From Mably Way the route is slightly uphill. Thus the provision of an off-road cycle facility along Denchworth Road is appropriate to provide a

“safe route to school”. A cyclepath has been marked along the roadward side of the pavement along the east side of Denchworth Road from Mably Way as far as the St Mary’s Way roundabout. The route continues on-road through Stockham to the A417 (Challow Road) at the junction with Winchester Way.

The cycle track is used, but not generally, by more experienced cyclists because priority is not given to the cycletrack at the junctions with the side roads. In addition there is a 30m gap in the middle where the cycletrack disappears.

It is not entirely clear if the cycle path is supposed to be one- or two-way. The marked cycle track is 1.5m wide for most of its length, which is too narrow for two-way use, and is separated from the pedestrian footway by a solid white line.. From Mably Grove as far as Fitzwaryn School, the combined width of the cyclepath and footway is nearly 3m. Two-way use by cyclists heading into the estate on the east side was noted during the review. For most cyclists heading to Grove from Stockham, the road would be preferred to avoid having to cross Denchworth Road twice (and the side roads). In addition, at the Mably Way roundabout, a cyclist on the cyclepath heading towards Grove would be poorly positioned for crossing to the northward part of Denchworth Road.

Travelling from Mably Way to within 50m of Elizabeth Drive, there is no separation between the cycle route and the kerb. At the junctions with the side roads, cyclists must give way. However, there are good signs warning motorists “Cycle Track look both ways”. Opposite Fitzwaryn School where the footway narrows, the cycleway ends for about 30m and then resumes by Witan Way. Approaching the St. Marys Way mini roundabout, the cyclepath becomes very narrow with two obstructions in the path (a lamppost and a road sign). There is a poor transition here onto the road and there is no assistance for turning right across the traffic into Stockham.

This cycle track could be improved considerably if:

- An improved transition could be provided at the St. Marys Way roundabout;
- The gap was removed opposite Fitzwaryn school (it is possible that this could be achieved by relandscaping);
- The cycle track was given priority at side road junctions. At the Witan Way junction, for example, there is room for a double give way on the road.
- The cyclepath and footpath were combined into a shared-use path wide enough for two-way use from St Marys Way at least as far north as Roman Way.
- At Roman Way the cyclepath junction was moved to the east to allow a double give way and to allow cyclists to join the road to turn right into Denchworth Road before the Mably Way roundabout.
- North of Elizabeth Drive a barrier was provided to separate the cycletrack from the road.

In the 1994 local plan, a cycle route is proposed from Denchworth Road to Mill Street via Belmont but without a direct connection along Denchworth Road from St Marys Way. Instead there is an indirect connection proposed via St Marys Way, Stockham Way and the cul-de-sac of Marns Hey, which requires Denchworth Road to be crossed twice. Most cyclists would stay on Denchworth Road. One suspects that some cyclists would illicitly use the pavement on the east side of the road. Therefore, if a route is promoted via Belmont, an extension to Belmont along Denchworth Road is desirable but it may be difficult to achieve, partly due to the presence of the mini-roundabout at the top of Barwell. An advisory cycle lane on-road might provide a solution for southbound traffic, northbound cyclists using the road would still have to cross the road twice if joining the cyclepath at St Marys Way. The route via Belmont is discussed in sub-section 6.2.2 and Marns Hey in sub-section 6.2.3.

5.8 Stockham Park, Winchester Way & A417 to KAS West site

From St Marys Way, the cycle route to KAS West Site continues on-road along Stockham Way and Winchester Way to the junction with Challow Road (A417) and also passes Stockham Primary School. These roads are residential streets but have a reputation as a rat run during peak times to avoid the camel roundabout on the A417. Stockham Way is effectively reduced to a single track due to car park along both sides of the road. Road calming along this route would help to reduce through traffic volumes.

To reach KAS West site from the Winchester Way junction, cyclists must travel several hundred yards along the A417, which is a busy road. Westwards from the Winchester Way junction, there is a section of shared-use path 1.8m wide on the north side of the road. This is separated from the road for about 50 yards by a green verge. Once the path reaches the edge of the road there is a dropped kerb for access (driveway to Eblands Cottages). However, there are no signs or markings to indicate whether this is the end or beginning of the cyclepath or whether it extends along the pavement (1.7m wide) as far as the pelican crossing close to KAS. But there is a warning sign for motorists! Are children really expected to rejoin the road at this point? It would be much safer at the Winchester Way junction. However, at the junction, the cycle route to the school is clearly signposted as being along the shared-use path, which is too narrow for two-way cycle use. Although it is noted that if this route is used by children cycling to school it will be used primarily in one direction in the morning and the other in the evening. Frankly, this stretch of the route is most unsatisfactory. Unfortunately, we have not been able to observe how it is tackled by school children as part of this review.

Are there any solutions? It is noted that there is a hatched exclusion area (about 0.6m wide) along the centre of this stretch of the A417 to narrow the carriageways and (presumably) to reduce traffic speed. One wonders if the pavement on the north side of the road could be widened by, at least this amount to improve its suitability as a shared-use path as far as the pelican/toucan crossing? The provision of barriers along the road edge would improve safety. After the toucan crossing, the route crosses Warmans Close. There is enough room here for a double give way with priority for a cyclepath. After the close, there is a well-worn track across the grass into the school, which the children clearly use. This could be surfaced as a cycletrack up to the school drive.

5.9 Mably Grove

A cycleway is marked with red tarmac into Mably Grove from beside the westbound carriageway of Mably Way some 50m from the bridge over Letcombe Brook. It is 1.5m wide and shares the pavement with a footway from which it is separated by a solid white line. There is no dropped kerb for access from the roadway and one should be provided. In addition, the start of the path is blocked by a pair of (staggered) barriers with a very narrow gap between them. These barriers would be better placed at the road edge to stagger the junction between the road and the cyclepath.

50m into the estate, the cycleway crosses the road on a traffic-calming hump (tight corners). Then makes a very sharp left-hand turn. Bollards on the right edge of cycleway stop cars parking on it, a welcome feature. Then in 50m the cycleway ends abruptly at a footpath crossing, the ongoing path to Elizabeth Drive being narrow (not measured) and not designated for shared use. This is daft and an example of bad planning.

6 REVIEW OF THE NEW ROUTES PROPOSED IN THE 1994 PLAN

6.1 Routes in Grove

6.1.1 Main Street, Mayfield Avenue and Vale Avenue, Grove

These have not be considered as part of the review.

6.1.2 Sycamore Walk from Mary Green Path to Swift Green

This path forms an important east-west link from the Millbrook complex to the north-west side of Grove and links the two major north-south off-road paths. It crosses the attractive open space between Brereton Drive and Hardwell Close.

From the Mary Green path to Brereton Drive, Sycamore Walk is 3m wide for its full length. At the junction with Mary Green there is a metalled short-cut spur on the north west side adjacent to a hedge (perimeter of Millbrook School). On the corner of the spur there are two barriers on the inside of the corner (one on the spur, one of Sycamore walk) each perpendicular to the hedge. This is a good idea because it forces users into the centre of the path where the visibility is better, reducing the likelihood of collisions. Coming from the walk and turning right onto Mary Green there is a tightish corner with limited visibility to the right due to a wall.

At Brereton Drive there are good dropped kerbs on both sides with good visibility and no obstructions on the east side. Coming out of the path on the west side there is restricted visibility down the road to the right until the kerb is reached. To reduce the risk of children running out onto the road, two parallel offset barriers were placed across the path some 5m back from the road several years ago (one on the left then one on the right) with a 2m gap between them. (These barriers were erected after a child was injured running straight out onto the road). Consideration might be given to either the removal of one of these two parallel barriers or an increased separation between them to assist cycling.

The section from Brereton Drive to Swift Green is 2.7-3m along its length constrained between fences and a stretch of garden on the north side. There is a blind crossing where a path from Evenlode Close to Brunel Crescent crosses just before the green. There is a risk of collisions at this junction and the provision of safety barriers could be considered to reduce this risk.

Sycamore Walk would make a sensible addition to the cycle network.

6.1.3 Letcombe Walk

Letcombe Walk links the Mary Green path to Brereton Drive and connects with Edington Place. It is a residential path providing the only access to the houses on both sides. The path is about 2.4m wide for most of its length and is constrained between fences/walls. Turning right into the walk from Mary Green, the corner is tight and visibility can be poor depending on the growth of the hedge along the north side of the walk. The metalled path does not continue to the road at Brereton Drive but finishes at the T-junction with the pathway along Brereton Drive (1.8m wide), with a wide grass verge beyond. A streetlight is situated in the middle of the line of the path between the junction and the roadway.

Although cyclists use this path it is not ideal for shared-use. It is recommended that Letcombe Walk is not included in the cycle network. However, an alternative off-road westward link from Mary Green to Brereton Drive is provided by Wessex Way, which was not included in the 1994 plan.

6.1.4 Wessex Way

This path runs east-west from the Mary Green path (between Cherbury Green and Membury Way) to Cyril Wickham Way by the Grovelands shopping centre, crossing Brereton Drive. It is 3m wide along its entire length. On the east side of Brereton Drive, the path runs straight between houses/ gardens with some margin on the south side in places. At Brereton Drive there are good dropped kerbs on both sides. There are no obstructions on east side. On

west side there is a barrier across one half of the path and a green strip on its north side. There is a 1.5m gap on the path at the south end of the barrier. An attractive curving path with grass on either side continues to the Grovelands shops. This path is potentially suitable for designation as a shared-use path.

6.1.5 St Ives Lane

St Ives Lane links Mary Green to Main Street (just south of the Bell Public house). From Mary Green, the path up to the bridge over Letcombe Brook (3.2m wide) and St Ives Lane is initially 1.5m wide. There are two bollards on the bridge with a gap of ~1.1m between them. Beyond the bridge, the metalled path of St Ives Lane is 1.8m wide with verges. The lane joins Main Street at road level and there are no obstructions. St Ives Lane would make a useful addition to the cycle network. Although the metalled path is relatively narrow, it could be widened for shared use. There is a well-worn track southwards across the grass diagonally from the bridge to the Mary Green path and this could perhaps be tarmaced as it is well used.

6.2 Western Route between Grove and Wantage (Denchworth Road)

6.2.1 Denchworth Road North of Mably Way

The Denchworth Road from Cane Lane to Mably Way is the main artery for traffic between the western side of Grove and Wantage. Heading south from Grove, the road has a sharp left-hand bend then a gentler right-hand bend with a wide unmade layby on the east side. The road is relatively busy and narrow on the first bend and not particularly pleasant for cycling. The road skirts the Grove recreation ground and Wasborough fields with the skateboard park. Provision of an off-road cycletrack as an alternative to the road would be particularly useful and would link up with the cycletrack south of Mably Way.

In the 1994 plan, a cycleway is proposed on the inside of the S-bend adjacent to the road where there is currently a 1.2m wide footway. There is sufficient waste ground on the inside of the S-bend on for a cycleway to be constructed. Although beyond the electricity sub-station, there is a line of poplars along the edge of the Sports field ~1.5m from the edge of the footway, which limits the space available.

An alternative route for a cycleway would be across the recreation ground from near to the bottom of Brereton Drive to the skateboard park and then up the inside of the recreation ground to Mably Way. There is an existing metalled footpath across the Recreation Ground from the Rugby Clubhouse past the Skateboarding area to the Denchworth Road layby. This path is 1.8m wide. There is a gap in the fence (the gate is missing) ~1m wide at the Denchworth Road end.

Ideally, from the skateboard park southwards, the cycletrack would be inside the recreation ground (alongside its western edge) rather than alongside the road. Mably Way could be reached close to where the existing footpath (following the line of the old canal) crosses the road and a toucan crossing should be provided here to allow cyclists to cross safely. It would also be necessary to extend the cycle path from the south side of the Denchworth Road roundabout as far as the toucan crossing.

6.2.2 The Wharf to Belmont, Barwell and Witan Way.

On the 1994 map, a cycle route is proposed from the Denchworth road through to the Wharf and the bottom of Mill Street via Belmont. An additional link was also proposed to Barwell, but not, surprisingly, as far as Witan Way. The proposed route follows the line of the existing footpaths between The Wharf, Belmont and Barwell, which are heavily used by pedestrians. A shared-use path along the line of the current footpath from Witan Way to the Wharf would open up this route for cycling. During the writing of this report it has come to our attention that plans for a residential development at the Wharf are currently being considered by the

Vale of White Horse District Council. It is hoped that this development will include provision for cycle access through to Adkin Way or Witan Way. The following notes concerning the existing paths were made during the review.

The path from the Wharf is ~1.5-2.1m wide with walls and fences on either side as far as Barwell. Due its narrow width, it is not suitable for cycling and has no cycling signs on it at both the Witan Way and Wharf ends⁴. At the Wharf end there is a very narrow gap (~1.1m) at the start of the path. This is a tight fit for passing pedestrians! After 100m there is a 4-way junction.

- To the left is a 3m-wide pathway into Rolls Court signed as shared use. This path is about 50m long and has pairs of staggered 1.8m long barriers at each end (with a 1.2m gap between). At present you can't cycle anywhere from it!
- Straight on is the footpath to Belmont, which is 2.1m wide. After 50m this path adjoins the roadway at the bottom of Belmont on the right. The roadway forms an ideal cycle route up to Denchworth Road for the experienced cyclist. However, it is uphill with a relatively steep gradient and less experienced, if they used it, would undoubtedly push.
- To the right is the 1.5m wide footpath to Barwell and Witan Way. After several hundred metres, Barwell is reached by a 1.5m-wide footpath on the left with ramped steps, which is not suitable for cycling. After Barwell the footway has verges, with up to 3.3m total width. Near the end there is a constriction of just 2m at a corner between a wall and a fence. There are no obstructions along the route.

Developing a route on the flat from Witan Way to the Wharf, to link to the northern part of the network (from Denchworth Road to Grove) is considered to be the priority here.

6.2.3 Marns Hey

Almost opposite Belmont on Denchworth Road, there is a stretch of driveway up to the small cul-de-sac of Marns Hey, which is off St Marys Way/Stockham Way (part of the cycle route to KAS West site). This provides a short-cut route for pedestrians from Stockham to Mill Street via Belmont and may also be used by cyclists. The only drawback is the potential speed and volume of traffic coming along Denchworth Road, with restricted view southwards due to the bend of the road to the right. This location is a candidate for a toucan crossing as indicated on the 1994 plan.

At the Denchworth Road end of the driveway there are no obstructions. At the Marns Hey end, the driveway joins the footway on the east side of the road. There are 3 bollards at this junction to prevent vehicle access. There is a dropped kerb to the roadway several metres along the footway.

6.3 Central Route between Grove and Wantage

6.3.1 Grove Recreation Ground to Mably Way and the Wharf

A third route between Wantage and Grove was included on the 1994 plan. This would be a new off-road facility. South of Grove, it follows existing footpaths as far as Mably Way, where the footpath passes through the tunnel over Letcombe brook. The footway here is only 1.6 to 1.8m wide. South of Mably Way the footpath turns west into Mably Grove and there is no access further south through the Autotype site. On the plan, the route appears to cross the Letcombe Brook and climb to the A338 and then continue along the west side as

⁴ While walking this route, one of the authors was overtaken by a cyclist who turned out to be the Wantage beat constable on his police bike. He was using the route to get to Mably Grove quickly.

far as the toucan crossing. The route then recrosses the Letcombe Brook via the existing bridge to Adkin Way and follows the line of the brook up to the Wharf.

North of Mably Way, this route effectively duplicates the existing off-road route on the east side of the A338. Along much of its length it infringes on a green corridor along Letcombe Brook into the heart of the town. The proposed route reaches Mably Way close to the planned location of the new Health Centre. At the Wantage end, new developments are planned at both the Wharf and Limborough Road and appropriate cycle routes should be provided as part of these schemes.

6.4 Eastern Route between Grove and Wantage (A338)

6.4.1 A338 Grove Road from Harcourt Way to Garston Lane

On the 1994 plan this appears to be an on-carriageway route on the busy A338. The road is relatively narrow with a moderate climb into Wantage. There is insufficient room for an off-road path, but a marked advisory cycle lane on the carriageway into Wantage would be appropriate. Coming downhill out of Wantage, a cycle lane isn't really necessary, because cyclists will be travelling at speed further out in the road. An advisory cycle lane could start after the right hand bend where the road flattens out before reaching the start of the cycletrack on the west side of the road.

Cyclists heading into the town centre tend to turn right into Little Lane rather than into Grove Street. This is because the Wallingford Street end of the town centre (with the Library, Rowes, Waitrose, Smiths and the cycle racks outside) is the primary destination. Also the turn into Little Lane is after the top of the hill and there is a filter lane for turning right into Little Lane, making it easier to cross. Even so crossing to the filter lane can be hazardous due to the speed of traffic and a lack of awareness and consideration shown by some motorists of cyclists turning here.

Therefore the cycle lane should extend at least as far as the Little Lane turning. Some additional on-road markings or signs to warn of cyclists turning right would also be helpful. It might be appropriate to mark a cycle lane along the centre of the road into the right turning filter lane.

Little Lane itself is one way between the Waitrose car park and Wallingford Street. Some cyclists heading north after parking outside Smiths, wheel their bikes down to the Waitrose car park, often on the road, before cycling away. Some illicit contra-flow cycling does already occur down the street and provision of a contra-flow cycle lane would be helpful.

6.4.2 Garston Lane and Grove Street

Since the construction of Seesen Way these two roads have become relatively quiet, largely residential cul-de-sacs (although they are used for free parking close to the town centre). Garston lane is the natural route for cycling into the town centre from the north east residential areas. Grove Street links the western end of the Market Place to Seesen Way. Both roads are suitable as quiet road routes.

At present the junction of Garston Lane with Seesen Way is not designed for cycling and cyclists are forced to dismount. Seesen Way is crossed by a pelican crossing to the south of the end of Garston Lane, opposite the end of Grove Street (with good dropped kerbs on both sides). On the east side of Seesen Way, a protective metal fence along the edge of the pavement (beside the carriageway of Seesen Way) prevents users of Garston Lane continuing directly onto the roadway (necessary!). The pavement adjoining the crossing is about 1.6-1.8m wide and is too narrow for shared use. It is reached from Garston Lane via

the continuation of the pavement on the south side of Garston Lane ~1.6m wide and visibility towards the crossing is poor due to adjoining shrubs.

If Garston lane is to be signed as a cycle route, some consideration should be given to improving this junction for cycle use and upgrading to a toucan crossing. With some relandscaping it would be possible to redesign the junction to allow cycle access directly to the crossing. The Seesen Way pavement could be widened if shrubs were removed from the Garston Lane side of the path. A cyclepath with improved visibility could be built from the middle of the end of Garston Lane, following a gentler curve to join the pavement.

Grove Street is used by cyclists as a short-cut from the Market Place to the A338. To reach the roadway at the pelican crossing, they currently cross the pavement beside the A338 (technically illegal). There is a dropped kerb on the Grove Street side and a gap between trees, bollards and barriers. If Grove Street is to be signposted as a cycle route, this short length of pavement should be marked for shared-use and if possible, the gap made slightly wider.

A major problem along this route arises at the Mill Street junction just off the Market Square. For cyclists leaving the Market Square and heading north, the right turn into Grove Street across the traffic at the top of Mill Street is hazardous owing to the restricted view of traffic coming up Mill Street. While experienced cyclists can cope with this, it is unattractive for the less experienced. Therefore, if this route is to be made more accessible for cycling, priority needs to be given to cyclists turning right over the oncoming traffic, perhaps with traffic coming up Mill Street giving way. However, there is little room for a mini-roundabout here.

6.5 Routes in Central Wantage

6.5.1 Market Place and Priory Road

The current cycle network includes routes from the north of Wantage to both the east and west sites of KAS. However, there is currently no designated route to the Centre site or to the Market Place through which it would be reached. Wantage Market Place is, of course, a key destination for shoppers. Routes to both destinations are included on the 1994 plan.

The Market Place does present something of an obstacle to inexperienced cyclists owing to the amount of traffic travelling through it and because it is effectively a large two-lane roundabout with parking on both the inside and outside. Nevertheless, many people do cycle into the town centre. There is a bank of 8 Sheffield stands under cover in a prime location outside WH Smiths which is often full on a Saturday morning. Sheffield stands outside the Bell Public house (top of Mill Street) and in the Waitrose car park (these are rather close together) tend to be less frequently used.

The Market Place is reached by cyclists by one of five routes: Wallingford Street (and Little Lane), Newbury Street, Church Street, Mill Street (and Alfred Street) and Grove Street.

The most direct route to and from KAS Centre site is via Church Street and Priory Road (on-road cycle routes are shown along both of these roads on the 1994 map). Unfortunately, both of these streets are one way. Cyclists are not permitted to cycle out of the Market place via Church Street or towards the town centre via Priory Road. For this attractive desire line to be opened up for cycling would require radical measures.

In the case of Priory Road, one solution to consider is a contra-flow cycle lane. The question is: how could this be done safely given the limited road space available?. A particular obstacle along Priory Road is the amount of on-road parking along the western side of the street, north of Locks Lane. This has the effect of narrowing the carriageway to a single lane and there is insufficient room for a car to overtake a cyclist safely here. Thus for a cycle lane

to be feasible along the northern part of Priory Lane, on-road parking would have to be prohibited, which would hardly be favourable to the residents. At the southern end, it would be feasible to build a contra-flow cycle lane. The road is wider; there is no parking on the elbow between Locks Lane and KAS Centre Site and, south of the school entrance, parking is on the eastern side of the road.

An alternative solution might be to create some form of "home zone", where greater priority is given to pedestrians and cyclists and the speed limit is reduced to 20 mph or lower [2]. This might be facilitated by a vehicle "plug" at an appropriate point (perhaps near the church), marked parking bays with associated planting, a different surface treatment and other appropriate "home zone" measures to signal the need for very slow movement, while allowing cyclists to pass through. Clearly, the preferences of residents would need to be established through a sensitive consultation process, but such changes could increase both the amenity of the road and house values. The importance of two-way cycle flow along the road is considerable, and even now somewhat hazardous illicit two-way cycle movement does take place.

From Church Street there is a relatively tight right-hand turn with limited visibility into the Market Place. A contra-flow cycle lane on the inside of this corner would not be sensible! The radical solution would be to close off the end of the Market Place for motorised traffic and have it open for pedestrian and cycle (and emergency) use only. Church Street would then need to be two-way for access to and from the Cloisters; sufficient room could be left at the top of Market Place to allow vehicles to turn by the church in Church Street.

With the proposed relocation of the taxi rank from outside Green and Co. to Newbury Street, the way may be open to make the western end of the Market Place into a car-free zone (permitted access only) shared by cyclists and pedestrians.

6.5.2 Post Office Lane and Eagle Close.

These lanes between Ormond Road, Newbury Street and Wallingford Street provide some useful short cuts avoiding the Market Square and the A338/Portway traffic lights. The lanes are suitably wide for shared use. There are two bollards at the junctions of Post office lane and Eagles Close, one at the end of each lane to prevent motor vehicle access. These are positioned in the centre of the lanes on a bend and are potentially hazardous for cyclists. The position of the bollard in Eagle Lane will force cyclists travelling north to the inside of the bend where there is poorer visibility towards Post office Lane. If these lanes are to be signposted as cycle routes, some consideration should be given to repositioning these barriers (possibly further away from the junction) so that the cycling lines have maximum visibility. In Post Office Lane there could be a dropped kerb closer to the beginning/end of the roadway. At the Wallingford Street end of Eagle Lane, some markings of the cycle route should be added to raise the awareness of pedestrians (who usually cross the lane without paying it any attention).

6.6 East to West route between 3 KAS sites

6.6.1 Portway, Ormond Road and Icknield lane

On the 1994 map an on-road cycle route is proposed between the KAS Centre site on Portway and the East Site on Springfield Road via Ormond Road and Icknield Lane. Both Portway and Ormond Road can be busy. It is noted that there is on-road parking along Ormond Road, which significantly narrows the carriageway,. For an on-road cycle route to be marked, these parking spaces would have to be lost. A marked road-centre island would aid cyclists turning right from Ormond Road into Icknield Lane. Again this would require no parking on Ormond road opposite the junction. The surface of Icknield Lane is rough and should be improved if this were to become a signposted route.

6.6.2 Locks Lane, Hamfields and Naldertown to A417

The 1994 plan also includes a route linking the KAS Central and Eastern sites via Locks Lane and Hamfields. Although Locks Lane descends and then climbs up from the Letcombe Brook, it is a pleasant back route to the Western side of Wantage avoiding Mill street and Ickleton Road. Apart from the narrow footbridge over the brook, it is an ideal quiet road route. Hamfields and Naldertown are also suitably quiet residential streets.

However, a continuous cycle route through to Challow Road would require the footpath running beside Grosvenor Terrace to be designated as shared use. This path is in two sections. Beside the terrace, the metalled path is ~1.8m wide. However on the south side, there is what appears to be open waste ground (marked on the large-scale map as allotments). It might be possible to widen the path here. Beyond the terrace, the path becomes a passageway 2.2m wide between walls and fences. This is rather narrow for shared-use.

However, there may be an alternative. At the corner of the waste ground another footpath meets the Grosvenor Terrace path from Warmans Close. The open ground adjoins a green area at the end of one branch of Warmans Close and it may be feasible to construct a route into the Close thus avoiding the passageway.

6.6.3 Manor Road

This part of the network was not visited during the review.

6.7 Proposed New Developments

6.7.1 Railway Station

The possibility of reopening the station at Grove (Wantage Road) has been under discussion for many years, and a cycle route alongside the A338 towards a new station was proposed in the 1994 plan. At the time of this review, OCC with their consultants, are drawing up plans for the development and they have particularly requested ideas about the cycle facilities for the new station. This review has also coincided with the construction of a new roundabout on the A338 opposite the entrance to Williams F1. As part of the roundabout construction, about 100m of shared-use cycle track has been built around the west side of the roundabout. OCC have provided draft plans for a new link road between the Williams roundabout and Grove Park Drive that could be extended to form the main access road to the new station.

The station site lies off the busy A338 about one mile north of the centre of Grove. It is expected to be accessed from the east side (as the former station house on the west side is now privately owned) requiring the A338 to be crossed on the journey to and from Grove. It should be noted that currently, for southbound cyclists turning into Grove from the A338, the Oxford Lane junction is particularly hazardous, due to the speed of overtaking traffic and the road widening into a dual carriageway south of Bellingers' garage. Therefore, to encourage cycling to the station, a good quality off-road cycletrack is required along the A338 from Grove, as proposed on the 1994 plan, with a toucan crossing at a suitable location. Ideally, this cycle facility would be similar in quality to the existing cycleway between Wantage and Grove. Ample cycle parking (i.e. Sheffield stands), preferably under cover and in a prominent well-lit location should be provided at the station.

Clearly, a new development of this kind provides a wonderful opportunity to build a cycle friendly road layout. Depending upon the design of the access road layout, there are likely to be a number of potential routes that could be chosen for the new cyclepath/cycle route. The following ideas are based on the assumption that a new link road will be built from the Williams roundabout via a roundabout on Grove Park Drive to the new station. Ideally, the

provision of both cycling and pedestrian access facilities should be taken into account in the design of the road layout.

At the Grove end, the route would follow Station Road and continue along the metalled path as far as Bellingers' garage, as proposed on the 1994 plan. North of Bellingers' there is a choice of potential routes. If the new link road is built, there are 4:

- 1) via the new link road from the Williams roundabout;
- 2) along the A338 as far as Grove Park Drive, then along the drive to the new station access road;
- 3) along the A338 to Grove Park Drive and then turning left into the driveway to Grove car body repairs (this would require permissive access and through access to the station);
- 4) along the A338 to the entrance by the Volunteer public house

The location of the toucan crossing would depend on the choice of route. For option 1, it would need to be between Bellingers' garage and Williams (i.e. north of the dual carriageway section of the road). For options 2, 3 and 4, it would be better north of the Williams roundabout. Option 4 would require either a crossing very close to the bridge, which is potentially hazardous, or a new footway to be built along the east side of the A338 and the felling of trees, which is undesirable. Therefore, this would probably be the least favourable option.

Ideally, if plans went ahead for the new link road, Grove Park Drive could be closed for through motor traffic at the A338 end (as has been done on the Cow common road at Hanney) and made open just for access to Park Lodge and Body Repairs from its new roundabout with the new link road. Then, if the A338 end of the Drive remained open for cycle and pedestrian access, it would make an ideal location for a toucan crossing. A crossing at this point would be at a sufficient distance from both the railway bridge and the Williams roundabout for drivers to have good visibility of the lights.

Once in Grove Park Drive, route 3 would be the most direct if permission and through access could be obtained from the owners of Grove Car Body Repairs. If the new access road was used (option 2), a cyclepath on the west side of the second new roundabout might be necessary, depending upon projected traffic volumes. Both of these routes would require an extension of the shared-use path from Williams up to the toucan crossing and probably (at most) a 40 mph speed limit on the A338.

If option 1 was chosen, a shared use path would be required around the east side of the new Williams roundabout and some way along the new link road. Given that there is now a shared-use path around the west side of the roundabout, which could be incorporated into the new cycle route, options 2 or 3 would appear to be considerably cheaper.

Whichever option is chosen, connection of the cycle route from the toucan crossing back to Station Road is required. This would require widening of the footway between Bellingers' and the toucan crossing to make it suitable for two-way shared use throughout. In addition, the route would cross both the entrance and exit roads to/ from the garage. Ideally, the cycleway should have priority at these junctions, which would necessitate some redesign, particularly at the exit road junction,. It can be difficult for car drivers to rejoin the A338 here at peak times, particularly when turning right, and waiting cars could effectively block the cycleway. In addition the exit road is inclined up to the carriageway.

Finally, some comments on the new shared-use path on the west side of the Williams roundabout. The path has been built to a suitable width for shared and two-way cycle use, but at present it is isolated. This facility will only be used if it connected into the cycle

network. At present, it is predominantly experienced cyclists who use the A338. Under normal conditions, when traffic is flowing, cyclists travelling north will not use the cycletrack because it gives them no advantage over staying on the road. It is possible that northbound cyclists may use the cycletrack to get around the queues on the roundabout during traffic jams, but southbound cyclists will stay on the road, full stop. It is disappointing that cyclists must give way to both carriageways of the entrance road to Williams (although at present that is academic!). It is hoped that the cycleway might be given priority at these junctions if it is incorporated into a longer off-road route to the station.

6.7.2 Health Centre

Although we do not have any details of the plans for the new Health Centre, we understand that this is likely to be built on the north side of Mably Way adjacent to Letcombe Brook. The priorities for cycle access are a connection to the cycletrack on the eastern side of the A338 and a toucan crossing on Mably Way to provide cycle access to Mably Grove (and beyond).

6.7.3 Limborough Road

The new shopping development at Limborough Road will become a key destination in Wantage and it is understood that a new road link will be built to the A338. Cycle routes into the development from the A338, Grove Street and Adkin Way (requiring a new bridge over Letcombe Brook) would be highly desirable.

- Cycleway to/from A338
- Cycle route through to Grove Street
- Shared-use route to Adkin Way crossing Letcombe Brook.

6.7.4 The Wharf

The cycling access issues at the proposed residential development in the wharf have already been discussed in sub-section 6.2.2.

6.8 Additional Routes

6.8.1 Old Canal line from Mably Way to Elizabeth Drive

Currently designated as a footpath, this would be an attractive route for cycling from Mably Way through to Elizabeth Drive. The route has not been examined in detail.

6.8.2 Wantage Business Park to Stockham Park

There is a metalled track alongside Crown, Cork from the main entrance on Downsview Road to the Wiltshire and Berkshire Canal, where it links with a footpath up to Stockham Park. This footpath is metalled but the surface is in poor condition. On entering the estate, the metalled path ends at a T-junction with the perimeter path on which cycling is prohibited (there are no cycling signs). However, opposite the T-junction, there is a well-worn track across the grass for 50m up to the road (Stockham Park). This is a route frequently used by cyclists. Clearly, this route has potential to be upgraded to a shared-use path between Stockham Way and Downsview Road (and Grove Business Park)

6.8.3 Canal towpath from East Challow to Stockham Park

Currently designated as a footpath, the towpath along the rewatered Wiltshire and Berkshire Canal provides an attractive, flat off-road route between Grove and East Challow. Although the surface of the footpath has been improved in places, in others it is muddy during the winter. Surface improvement would be necessary to redesignate this route as a shared use path. Improvement would also need to be made at the junction with the driveway to Canal Farm at East Challow.

6.9 Links to rural routes

Sustrans is currently investigating an extension of the National Cycle Network from Didcot to Wantage via the Harwell International Business Centre. This very attractive route along the foot of the Downs, would promote cycle tourism to the town. It is anticipated that this route would enter Wantage via the bridleway from Larkhill to Lockinge. It is desirable that this route should connect with the local network in Wantage.

7 CONCLUSIONS

In the previous two sections the results of a review of the existing cycle facilities in Wantage and Grove and a preliminary design for a local cycle network, drawn up for OCC's local plan in 1994 have been presented. Overall, the network drawn up as part of the 1994 local plan is considered to have been well thought out and far-sighted in its scope. With some minor changes, the 1994 plan provides a suitable blueprint for the future development of the network. A wish list for improvements and new developments arising from this review is provided as Appendix 2.

The provision of cycle facilities as part of a number of important forthcoming developments in Wantage and Grove has also been discussed. For each of these developments, it is important that there is joined-up thinking between the provision of cycle facilities within these projects and OCC's developments of the local network so that all new facilities are properly integrated.

There is already a reasonable level of cycle use for utility cycling trips within Wantage and Grove, in particular for shopping and for leisure (e.g. to leisure facilities such as pubs, the cinema and the leisure centre) as well as commuting to work. The objectives of many of these journeys are Wantage town centre and the Grovelands and Millbrook Square shopping centres in Grove. Therefore it is considered that the provision of cycling facilities at/to these locations should be a priority.

Specifically excluding the new developments, the following are suggested as priorities for the future development of the network.

- 1) The development of the cycle network in the western side of Grove making use of the existing network of footpaths, particularly where these are already suitably wide for shared use. This will consist primarily of signposting, route marking and the provision of dropped kerbs where the paths meet roads. Some widening of existing footpaths is also foreseen for St Ives Lane and at the Ashdown Way end of the Mary Green path. The provision of cycle parking facilities (i.e. Sheffield stands) is required at the key destinations in Grove, namely: Millbrook Square, Grovelands Shopping Centre and Grove Library.
- 2) Improvements to the on-road conditions and provision of cycle lanes and cycle-friendly junctions in Wantage town centre. In particular, extension of the cycle route from Grove to Wantage along the A338 by providing advisory cycle lanes, a contra-flow cycle lane down Little Lane, improvements to the junction between Garston Lane and Seesen Way and changes in priorities at the top of Mill Street to assist cyclists turning right into Grove Street. Two-way cycle access along Priory Road and between Church Street and Market place is seen as highly desirable but would require radical measures to implement.
- 3) Completion of the second, western cycle route between Wantage and Grove adjacent to Denchworth Road. In particular, this would involve the provision of a new off-road cycle track between Cane Lane and Mably Way, preferably crossing the recreation ground and the provision of a toucan crossing on Mably Way east of the Denchworth Road

roundabout. Some specific improvements are also necessary along the existing cycle route alongside Denchworth Road, in particular the filling in of a 30 yard gap in the cyclepath opposite Fitzwaryn School, an improved transition for cyclists joining the road at the St Marys Way roundabout and the removal of obstructions in the path close to St Marys Way. Priority given to the cyclepath at crossings of the side roads would improve the attractiveness of this route for all cyclists.

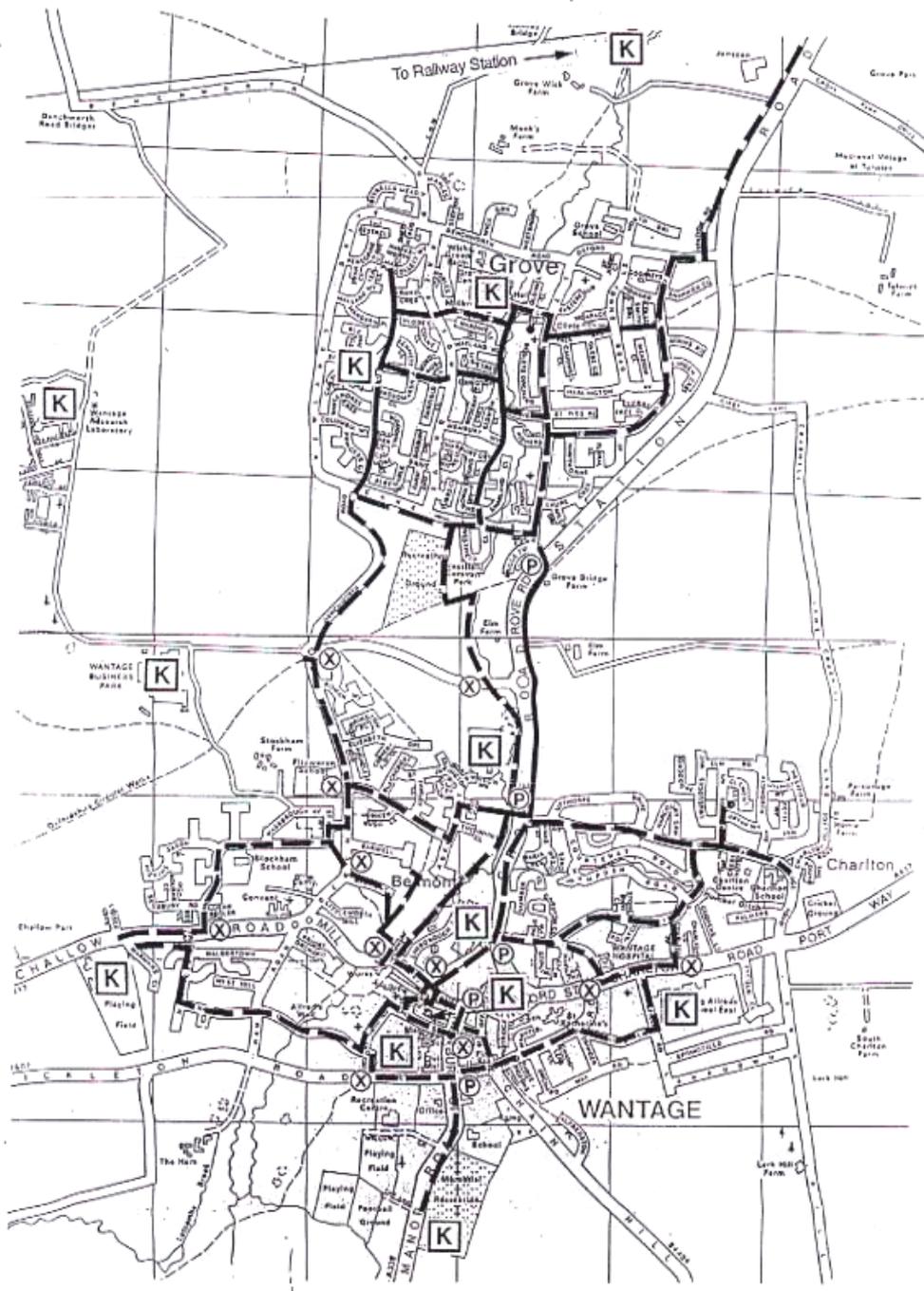
In addition, at several locations, some aspects of the existing cycle facilities have been identified as unsatisfactory and it is recommended that a rethink is necessary. These include:

- 1) the shared-use path from Wantage Hospital to Charlton Road alongside Garston Lane;
- 2) the cycle route from Winchester Way along Challow Road (A417) to King Alfred's School West site;
- 3) the crossing arrangements on Harcourt Way for cyclists heading into Charlton Heights at the junction with Grove Road;

As the cycle network in Wantage and Grove is developed, we are particularly looking for an increased priority to be given to the needs of all cyclists in the design of new facilities and the improvement of existing ones. To encourage cycling and reduce car-dependence it is necessary to provide an attractive alternative to the car. This means providing good quality cycling facilities that people will want to use.

8 REFERENCES

- 1 Oxfordshire Local Transport Plan 2001-2006. Cycling Strategy, Environmental Services, Oxfordshire County Council, July 2000.
- 2 Cycle-friendly Infrastructure: Guidelines for Planning and Design, IHT/CTC/Bicycle Association/DOT, 1996.
- 3 Cycling in Urban Areas. Issues for Traffic Engineers and Transport Planners, National Cycling Forum, June 1998.



CYCLE ROUTES ——— EXISTING - - - PROPOSED [K] KEY DESTINATION		CROSSING FACILITIES (P) EXISTING PELICAN OR SIGNALS (X) IMPROVEMENT		CYCLE ROUTE NETWORK WANTAGE AND GROVE	 OXFORDSHIRE COUNTY COUNCIL Planning & Property Services CARING COUNTYWIDE

Figure 1 Preliminary design for the cycle route network for Wantage and Grove proposed in the 1994 local plan

APPENDIX 1 KEY DESTINATIONS

The following Key Destinations are identified on 1994 cycle network plan:

Proposed Railway Station
Grove Centre/Millbrook County Primary School, School Lane
Grovelands Shopping centre, Saville Way
Wantage Business Park (now Crown, Cork and Seal, etc)
Autotype, Grove Road
Limborough Road development
Market Place, Wantage
King Alfred's School, West Site, Challow Road
King Alfred's School, Centre Site, Portway
King Alfred's School, West Site, Springfield Road
Wantage CoE Junior School, Manor Road

To these we would add:

Williams Formula 1
Grove CoE Primary School, North Drive
Millbrook Square Shopping Centre, Grove
BMX track/Skateboard Park, Grove Recreation Ground
New Wantage and Grove Health Centre, to be located on Mably Way.
Charlton Primary School, Charlton Village Road
Stockham Primary School, Stockham Way
Vale and Downland Museum, Church Street
Wantage Library, Stirlings Road
Wantage Leisure Centre, Portway

APPENDIX 2 WISH LIST FOR IMPROVEMENTS TO AND DEVELOPMENTS OF THE WANTAGE AND GROVE CYCLE NETWORK

A2.1 Grove

- Signposting of cycle routes along Cyril Wickham Way and Mary Green paths as shared-use.
- Dropped kerbs for roadway access from the above paths (e.g. at Membury Way, Cherbury Green, Collett Way and Woodgate Drive).
- Removal of bollards on Cyril Wickham Way at the end of Woodgate Drive.
- Rerouting of cycle route at south end of Mary Green and widening of the path to the northern arm of Ashdown Way.
- Designation and signposting of Sycamore Walk and Wessex Way as shared-use paths.
- Installation of barriers on side paths at blind crossing on Sycamore Walk near Swift Green.
- Widening of St Ives Lane footpath to make it suitable for designation as shared-use.
- Provision of Sheffield Stands at Grovelands Shopping Centre, Millbrook Square and Grove Library.

A2.2 Grove-Wantage Western route via Denchworth Road

- Building of a second (western) off-road cycle route between Grove (Cane Lane) and Mably Way via the skateboard park and Denchworth Road (preferably crossing the recreation ground).
- Provision of a toucan crossing of Mably Way, east of the roundabout with Denchworth Road.
- Provision of a barrier to separate the cycletrack from the road between Roman Way and the Mably Way roundabout.
- Giving cyclists priority over cars at side-road junctions along Denchworth Road. At the Witan Way junction, for example, there is room for a double Give Way.
- At Roman Way, moving the cyclepath junction to the east to allow a double give way.
- Combining the Denchworth Road cyclepath and footpath, which are currently separated, into a shared-use path wide enough for two-way cycle use.
- Removal of the gap in the cyclepath opposite Fitzwaryn school.
- Improvement of the transition from the cyclepath to the road at St Marys Way roundabout on Denchworth Road;
- Movement or removal of the obstructions on the pavement north of the St Marys Way roundabout.
- Extension of the cycle route along Denchworth Road as far as Belmont, possible as an advisory on-road cycle lane.

A2.3 Stockham Park and A417 Challow Road route to KAS West site

- Speed reduction measures along Stockham Way and Winchester Way to reduce through-traffic volumes.
- Widening of the both the metalled path (and its designation as shared use) and pavement on the north side of Challow Road (A417) from Winchester Way to the toucan crossing.
- Provision of barriers along the kerb to separate the shared-use path from the roadway from Eblands Cottages driveway to the toucan crossing.
- Designation of a cycle route on the south side of Challow Road from the toucan crossing to the KAS West Site entrance with:
 - priority given to the cyclepath at the crossing with Warmans Close;
 - surfacing of the track under the trees from Warmans Close into KAS West site.

A2.4 Grove to Wantage Eastern route via the A338

- Extension of the cycle route into Wantage by providing advisory cycle lanes on Grove Road.
- Provision of cycle friendly junctions and upgrading pelican crossing to a toucan crossing of Seesen Way between Grove Street and Garston Lane.
- Provision of road markings or signs approaching the Little Lane junction to assist cyclists turning right into Little Lane.
- Provision of a toucan crossing on Harcourt Way integrated into the A338 traffic lights to assist cyclists crossing between the cycle paths on the east side of the A338 and the south side of Harcourt Way.
- Removing the separation between the pedestrian and cycle lanes on the pavement on the eastern side of the A338 between the toucan crossing and the Harcourt Way traffic lights and designating the pavement as a shared-use path suitable for two-way cycle use.
- Removal of sign to KA School West by Mably Way roundabout and its placement at Toucan crossing S. of Autotype.
- Removal of bollards on bridge between A338 and north end of Adkin Way.
- Extra time at traffic lights for cyclists to cross at Grove Bridge.
- Marking of cycle route into Grove on road at Grove Bridge.

A2.5 Harcourt Way to Charlton Road (A417) route to KAS East site

- Improvement of the transition between the shared-use path and the roadway at Foliat Close.
- Removal of the bollard on the shared use path between Foliat Close and Garston Lane.
- Review the shared-use path arrangement between Challow Road and Wantage Hospital entrance.

A2.6 Central Wantage and route to KAS Centre site

- Two-way cycle access between Church St. and Market Place possibly by closing the Church Street end of Market Place to through traffic.
- Two-way cycle access along Priory Road:
 - at south end as far as Locks lane by provision of a contra-flow cycle lane;
 - north of Locks Lane by instituting a "Home Zone".
- Contra-flow cycle lane along Little Lane (beside Waitrose).
- Changed priority (Give Way on Mill Street) at junction of Mill Street, Grove Street and Market Place for cyclists turning into Grove Street.
- Dropped kerb at end of Post Office Lane.
- Signing of cycle routes via Eagles Close and Post Office Lane and suitable markings on the ground at the Eagles Close junction with Wallingford Street to alert pedestrians

A2.7 East to West route between the 3 KAS sites in Wantage

- Widening of path from Naldertown past Grosvenor Place and designation as shared use, possibly with a new route through Warmans Close.
- On-road marked island for cyclists turning right into Trinder Road/ Icknield Lane from Ormond Road, with no parking allowed opposite junction.
- Resurfacing of Icknield Lane

A2.8 Mably Grove/Estates East of Denchworth Road

- Provision of dropped kerb for to cycle path at east end of Mably Grove from Mably Way and repositioning of the barriers to the road edge to stagger the junction;
- Shared-use path along line of old canal from Elizabeth Drive to Mably Way with links to Mably Grove and Roman Way.

A2.9 Routes from Stockham Park to Challow and Grove Business Park

- New path across grass and cycleway designation for footpath from Stockham Park to Wilts & Berks Canal and on to Crown Cork and Seal/Wantage Business Park.
- Improvement of canal towpath surface from Stockham to East Challow to allow all-year cycle use.

A2.10 Future Developments

(a) Railway Station

- Toucan crossing of A338 close to the entrance to Grove Park Drive.
- Complete cycle route on the west side of the A338 from the end of Station Road to the toucan crossing (incorporating new section at Williams F1 roundabout).
- Priority given to the cycleway at crossings of entrance and exit roads to/from Bellingers garage and Williams F1.

(b) Health Centre

- Cycletrack along the north side of Mably Way to A338 and Toucan crossing to access the cycle path on the east side.
- Toucan crossing of Mably Way providing cycle access to Mably Grove.

(c) Limborough Road

- Cycleway to/from A338.
- Cycle route through to Grove Street.
- Shared-use route to Adkin Way crossing Letcombe Brook.

(d) The Wharf

- Widening of the existing footpath for shared use and / or the installation of a new cycle route from Mill Street via The Wharf to Witan Way.
- Integration of the Rolls Court shared-use path into the cycle network.
- Widening of the path from Belmont to The Wharf to make it suitable for shared-use.