



Delegated Decisions by Cabinet Member for Highway Management

Thursday, 20 July 2023 at 10.00 am

Rooms 1&2 - County Hall, New Road, Oxford OX1 1ND

If you wish to view proceedings, please click on this [Live Stream Link](#)
However, that will not allow you to participate in the meeting.

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 28 July 2023 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

Martin Reeves
Chief Executive

July 2023

Committee Officer: **Committees - Democratic Services**
E-Mail: committeesdemocraticservices@oxfordshire.gov.uk

Note: Date of next meeting: 7 September 2023

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. Declaration of Interest

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. Petitions and Public Address

Members of the public who wish to speak at this meeting can attend the meeting in person or 'virtually' through an online connection.

Requests to speak must be submitted by no later than 9am four working days before the meeting. Requests to speak should be sent to committeesdemocraticservices@oxfordshire.gov.uk.

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting. Written submissions should be no longer than 1 A4 sheet.

4. Minutes of the Previous Meeting (Pages 1 - 12)

To confirm the minutes of the meeting held on 22 June 2023 to be signed by the Chair as a correct record.

5. Banbury Local Cycling and Walking Infrastructure Plan (LCWIP) (Pages 13 - 310)

Forward Plan Ref: 2023/119

Contact: Jacqui Cox, Principal Infrastructure Planner, jacqui.cox@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM5**).

To seek approval of the LCWIP policy for the Banbury (and neighbouring areas).

The Cabinet Member for Highway Management is RECOMMENDED to approve the Banbury Local Cycling and Walking Infrastructure Plan (LCWIP).

6. Oxford: Barns Road & other locations - proposed parking permit eligibility amendments (Pages 311 - 340)

Forward Plan Ref: 2023/054

Contact: James Whiting, Principal Officer, james.whiting@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM6**).

To consider any objections arising from the formal Statutory consultation.

The Cabinet Member for Highway Management is RECOMMENDED to approve the following proposals in respect of eligibility for parking permits as advertised:

- a) **Cowley Central East** – exclude the car free development at No.242a Barns Road from eligibility to apply for resident's parking permits & residents' visitors parking permits,
- b) **Summertown** – allow Grove House, St James Row, No.3 Grove Street to be eligible for one resident's parking permit and residents' visitors' parking permits,
- c) **Jericho** – allow No.1 Canal Street to apply for resident's parking permits & residents' visitors parking permits,
- d) **Cuttesslowe** - exclude No.37 Templar Road from eligibility for resident's parking permits and residents' visitors' parking permits
- e) **North Summertown** – exclude the five new dwellings at No.4 Bladon Close from eligibility for resident's parking permits and residents' visitors' parking permits.

7. Oxford: George Street - proposed amendment to loading bay restrictions (Pages 341 - 344)

Forward Plan Ref: 2023/136

Contact: Anthony Kirkwood, Principal Engineer Traffic & Road Safety,
anthony.kirkwood@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM7**).

Approval of an amendment to the Traffic Regulation Order to address current difficulties in enforcing parking within the loading bays.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed amendments to waiting restrictions at the loading bays at George Street Oxford.

8. Launton - Proposed 20 mph Speed Limits and associated speed limit buffers (Pages 345 - 382)

Forward Plan Ref: 2023/159

Contact: Geoff Barrell, Principal Engineer, 20mph speed limit project,
geoff.barrell@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM8**).

To consider the outcome of formal consultation to speed limit Traffic Regulation Order.

The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Launton as advertised.

9. Drayton (Abingdon) - Proposed 20 mph Speed Limits and associated speed limit buffers (Pages 383 - 392)

Forward Plan Ref: 2023/089

Contact: Geoff Barrell, Principal Engineer, 20mph speed limit project,
geoff.barrell@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM9**).

To determine what speed limit changes should be made following consideration of public consultation responses.

The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Drayton (Abingdon) as advertised with the sole exception that the terminal of the proposed 20mph limit on the B4017 Steventon Road be moved to a point just northeast of the A34 overbridge.

10. Crowmarsh Gifford - Proposed 20 mph Speed Limits (Pages 393 - 406)

Forward Plan Ref: 2023/117

Contact: Geoff Barrell, Principal Engineer, 20mph speed limit project,
geoff.barrell@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM10**).

To determine the implementation of new speed limits following consideration of public consultation responses.

The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Crowmarsh and North Stoke as advertised.

11. Cropredy - Proposed 20 mph Speed Limits and associated speed limit buffers (Pages 407 - 414)

Forward Plan Ref: 2023/083

Contact: Geoff Barrell, Principal Engineer, 20mph speed limit project,
geoff.barrell@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM11**).

To determine what speed limit changes should be made following consideration of public consultation responses.

The Cabinet Member for Highway Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Cropredy as advertised.

12. Chipping Norton - Proposed 20 mph Speed Limits (Pages 415 - 434)

Forward Plan Ref: 2023/075

Contact: Geoff Barrell, Principal Engineer, 20mph speed limit project,
geoff.barrell@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM12**).

To determine what speed limit changes should be made following consideration of public consultation responses.

The Cabinet Member for Highway Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Chipping Norton as advertised.

13. Ascott-under-Wychwood - Proposed 20 mph Speed Limits and associated speed limit buffers (Pages 435 - 440)

Forward Plan Ref: 2023/102

Contact: Geoff Barrell, Principal Engineer, 20mph speed limit project,
geoff.barrell@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM13**).

To determine what speed limit changes should be made following consideration of public consultation responses.

The Cabinet Member for Highway Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Ascott-under-Wychwood as advertised.

14. Wroxton & Balscote - Proposed 20 mph Speed Limits and associated speed limit buffers (Pages 441 - 452)

Forward Plan Ref: 2023/088

Contact: Geoff Barrell, Principal Engineer, 20mph speed limit project,
geoff.barrell@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM14**).

To determine what speed limit changes should be made following consideration of public consultation responses.

The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Wroxton and Balscote as advertised.

15. Wardington - Proposed 20 mph Speed Limits and associated speed limit buffers (Pages 453 - 460)

Forward Plan Ref: 2023/087

Contact: Geoff Barrell, Principal Engineer, 20mph speed limit project,
geoff.barrell@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM15**).

To determine what speed limit changes should be made following consideration of public consultation responses.

The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Wardington and its hamlet of Williamscoth as advertised.

Councillors declaring interests

General duty

You must declare any disclosable pecuniary interests when the meeting reaches the item on the agenda headed 'Declarations of Interest' or as soon as it becomes apparent to you.

What is a disclosable pecuniary interest?

Disclosable pecuniary interests relate to your employment; sponsorship (i.e. payment for expenses incurred by you in carrying out your duties as a councillor or towards your election expenses); contracts; land in the Council's area; licenses for land in the Council's area; corporate tenancies; and securities. These declarations must be recorded in each councillor's Register of Interests which is publicly available on the Council's website.

Disclosable pecuniary interests that must be declared are not only those of the member her or himself but also those member's spouse, civil partner or person they are living with as husband or wife or as if they were civil partners.

Declaring an interest

Where any matter disclosed in your Register of Interests is being considered at a meeting, you must declare that you have an interest. You should also disclose the nature as well as the existence of the interest. If you have a disclosable pecuniary interest, after having declared it at the meeting you must not participate in discussion or voting on the item and must withdraw from the meeting whilst the matter is discussed.

Members' Code of Conduct and public perception

Even if you do not have a disclosable pecuniary interest in a matter, the Members' Code of Conduct says that a member 'must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself' and that 'you must not place yourself in situations where your honesty and integrity may be questioned'.

Members Code – Other registrable interests

Where a matter arises at a meeting which directly relates to the financial interest or wellbeing of one of your other registerable interests then you must declare an interest. You must not participate in discussion or voting on the item and you must withdraw from the meeting whilst the matter is discussed.

Wellbeing can be described as a condition of contentedness, healthiness and happiness; anything that could be said to affect a person's quality of life, either positively or negatively, is likely to affect their wellbeing.

Other registrable interests include:

- a) Any unpaid directorships

- b) Any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority.
- c) Any body (i) exercising functions of a public nature (ii) directed to charitable purposes or (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management.

Members Code – Non-registrable interests

Where a matter arises at a meeting which directly relates to your financial interest or wellbeing (and does not fall under disclosable pecuniary interests), or the financial interest or wellbeing of a relative or close associate, you must declare the interest.

Where a matter arises at a meeting which affects your own financial interest or wellbeing, a financial interest or wellbeing of a relative or close associate or a financial interest or wellbeing of a body included under other registrable interests, then you must declare the interest.

In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied:

Where a matter affects the financial interest or well-being:

- a) to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
- b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest.

You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.

Agenda Item 4

DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAY MANAGEMENT

MINUTES of the meeting held on Thursday, 22 June 2023 commencing at 10.00 am and finishing at 12.45 pm

Present:

Voting Members: – in the Chair

Councillor Andrew Gant

Other Members in Attendance: Councillor Charlie Hicks (for Agenda Item 5)
Councillor Dan Levy (for Agenda Items 5&7)
Councillor Trish Elphinstone (for Agenda Item 5)

Officers:

Part of meeting Gavin Belcher, Principal Infrastructure Manager;
Clair Springett, Project Manager.

Whole of meeting Owen Jenkins, Director of Transport & Infrastructure;
Sean Rooney, Head of Highway Management; Geoff Barrell, Principal Engineer; Anthony Kirkwood, Principal Engineer (Traffic & Road Safety); James Whiting, Principal Officer; Martin Kraftl, Senior Transport Planner; Mike Horton, Senior Officer (TRO and Schemes); Sharon Keenlyside, Interim Committee Officer.

The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, decided as set out below. Except as insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports, copies of which are attached to the signed Minutes.

105/22 DECLARATION OF INTEREST

(Agenda No. 1)

Cllr Andrew Gant declared a Disclosable Pecuniary Interest in item 19 b) related to Summertown, namely as resident on one of the roads affected.

Cllr Andrew Gant declared a Non-Pecuniary Interest regarding item 19 a) Cowley Central East, namely as trustee of a charity which manages a community space on the same development.

Cllr Andrew Gant declared a Non-Pecuniary Interest regarding item 19 d) Cutteslowe and e) North Summertown as the roads affected were within Cllr. Andrew Gant's division.

Item 19 was deferred to the next meeting whereby another Cabinet Member would consider them.

106/22 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

There were none.

107/22 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

The following speakers addressed the meeting:

Item 5	Oxford: Cowley Area Low Traffic Neighbourhoods – proposed amendments to traffic restrictions and use of ANPR enforcement cameras.	<ul style="list-style-type: none"> • Ann Stares • Zuhura Plummer • Sadiea Mustafa-Awan • Dr Tony Eaude • Ian Yeatman • Richard Pullman • City Cllr Tiago Corais • Geoff Leitch • Dr Scott Urban • City Cllr Sajjad Malik • Duncan Parkes • Robin Tucker (statement read by Zuhura Plummer) • Danny Yee • Judith Harley • Sajad Khan • Cllr Charlie Hicks • Chris Heron • Cllr Trish Elphinstone • Cllr Dan Levy • Patrick Pawsey Vale (written submission) • Stephen Gower (written submission) • Jason Mosley (written submission) • Clara Ramsey (written submission) • Hannah Rhodes (written submission) • Ines Wilhelm (written submission) • Dan Pooley (written submission) • Hilary Grime (written
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		submission) <ul style="list-style-type: none"> • Zaki Moosa (written submission) • Janice Pullen sent apologies • Michael Evans sent apologies
Item 17	Cumnor: Cumnor Hill – proposed Puffin crossing.	<ul style="list-style-type: none"> • Tom Christophers
Item 18	East Hanney – School Road – proposed waiting restrictions.	<ul style="list-style-type: none"> • Cllr Steven McKechnie, East Hanney Parish Council (written submission)
Item 20	Oxford: A420 St Clements – Headington Hill – proposed experimental bus lane.	<ul style="list-style-type: none"> • Robin Tucker (written submission) • Danny Yee • Sajad Khan

NOTE: At the conclusion of item 5, the Chair, Cllr Andrew Gant – Cabinet Member for Highway Management, considered items 17 and 20 on the agenda, as those items had speakers waiting. The remaining items were considered in order as per the agenda.

108/22 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

The Cabinet Member for Highway Management **APPROVED** the minutes of the meeting held on 25 May 2025.

109/22 OXFORD: COWLEY AREA LOW TRAFFIC NEIGHBOURHOODS - PROPOSED AMENDMENTS TO TRAFFIC RESTRICTIONS AND USE OF ANPR ENFORCEMENT CAMERAS

(Agenda No. 5)

The report presented responses to a six-week consultation on the proposals which covered both the change in order and intent to enforce the order, by ANPR camera.

The Chair stated that due to the large number of speakers, the written statements received would not be read out at the meeting but had all been read and formed part of the record of the meeting.

The Chair invited the speakers, in turn, to address the meeting and responded to points raised.

The Chair thanked everyone for taking the time to engage in the process and those that had contributed written statements.

Officers were asked to clarify the point raised regarding the recommendation of taxi exemption being introduced after the consultation period had ended and specifically

the legality. Officers responded that the legal team had been consulted and that there was nothing categorically set out in regulations. It was a matter of judgement and could be subject to challenge.

The Chair responded to comments concerning pollution and in particular, air pollution and wanted to make clear that the underlying transport policy of Oxfordshire County Council (OCC) was for the reduction of air traffic pollution.

Speakers had commented on what evidence there may be that the emergency services supported the proposal. The Chair referred to paragraph 31 of the officer's report, stating that he was happy to take the judgement of the emergency services themselves as evidence.

The Chair commented that this was an enforcement measure, not a money-making measure, and any profit had to be re-invested into schemes of this type and that OCC was putting part of its budget into net zero and road safety.

The Chair reassured speakers that all items on the agenda would be kept under permanent review.

The Chair addressed some of the points in the report, which included that the bollards prevented access to some vehicles that the ANPR would have allowed and the ANPR prevented access to some vehicles that the bollards would have allowed. The report made it clear that where there were bollards, there had been a huge increase in powered two wheeled vehicles going through them which included motorbikes and scooters. This would be prevented by ANPR.

The Chair commented that OCC was committed to the use of traffic filters to address congestion in the city and when they came into use, the situation would change and be reviewed.

Concerning taxi numbers, the Chair commented that officers predicted they would be low and that he did not accept that taxi drivers automatically speed as they hold a licence and are subject to the law. Taxi drivers had been included in the exemptions because the Councils' hierarchy of road users put public transport second on the list and taxis were a form of public transport.

The Chair asked officers to comment on accident data and officers responded that as of June 2023, there were 730 registered taxis and Hackney Carriages in Oxford City. In 2022, there were 11 recorded incidents, 1 serious, the rest slight. In 2021, there were 12 incidents and 1 serious. In 2020, 9 incidents, 2 serious. In 2019, 5 serious and 18 slight. In 2018, 2 serious and 12 slight.

In Littlehay road, data from 2018-April 2023, showed 10 recorded collisions, 2 serious and 8 slight. Of the serious incidents, one was a two-wheeler going through bollards, the other involved a car shunting another car into a cyclist.

The Chair asked Officers whether there was any additional danger if ANPR were introduced. Officers responded that there is an increased risk with taxi exemption, but it was an acceptable one and ANPR should reduce any risk.

The Chair commented that Blue Badge holders were not part of the consultation, but traffic policy generally was designed to make things better for Blue Badge holders. This would be kept under review.

In terms of NHS workers, the Chair asked officers to comment on care workers not being included in the recommendation and the feasibility of the impact on care workers being assessed. Officers said that they could contact the NHS and various bodies that represented care workers. The issue would be assessing numbers and obtaining data in order to understand the impact on journey times but they would consider how to do that and report back.

The Chair wanted to make it clear that all input and matters of discussion were read and noted.

The Cabinet Member for Highway Management **APPROVED:**

- a. The use of Automatic Number Plate recognition (ANPR) camera enforcement of moving traffic contraventions to include the existing exemptions and to permit extending these such that they include emergency services, buses, taxis, private hire vehicles and universal service providers (postal service) vehicles on Littlemore Road at a point approximately 10 metres north of junction with Compass Close within Cowley Low Traffic Neighbourhood.
- b. The use of Automatic Number Plate Recognition (ANPR) camera enforcement of moving traffic contraventions to include the existing contraventions and to permit extending these such that they include emergency services, taxis, private hire vehicles and universal service providers (postal service) vehicles within the Cowley Low Traffic Neighbourhood at the following locations:
 - i. Littlehay Road – at a point approximately 15 metres east of the junction with Rymers Lane, and
 - ii. Crescent Road – at a point approximately 30 metres west of the junction with Junction Road.

110/22 WOOTTON (ABINGDON) - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS

(Agenda No. 6)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits in Wootton (Abingdon) and associated speed limit buffers.

The Chair commented that it was part of a scheme approved at the last meeting.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20 mph and associated speed limit buffers in Wootton (near Abingdon).

111/22 ADDERBURY - PROPOSED 20 MPH SPEED LIMIT

(Agenda No. 7)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits in Adderbury.

The Chair noted the large number of consultation responses and thanked everybody who had responded.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20 mph speed limits in Adderbury.

112/22 BODICOTE - PROPOSED 20 MPH SPEED LIMIT

(Agenda No. 8)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits in Bodicote.

The Chair noted that some responses had made points regarding the precise location of the scheme. Officers commented that they were mainly led by the Parish Council in regard to location and speed limit.

The Chair repeated that all schemes would be kept under review.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20 mph speed limits in Bodicote.

113/22 BOURTONS (BANBURY) - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS

(Agenda No. 9)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits and associated speed limit buffers in Bourtons.

The Chair commented that this was straightforward application of policy in residential areas and noted that there were two online responses.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20 mph speed limits and associated speed limit buffers in Great Bourton and Little Bourton as advertised.

114/22 CHIPPING NORTON: RESIDENTIAL DEVELOPMENT OFF A361 BANBURY ROAD : PROPOSED 20MPH SPEED LIMIT

(Agenda No. 10)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits in off A361 Banbury Road.

The Cabinet Member for Highway Management **APPROVED** as advertised the 20 mph speed limit in Chipping Norton.

115/22 DEDDINGTON - PROPOSED 20 MPH AND 50 MPH SPEED LIMITS

(Agenda No. 11)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits and 50 mph speed limits in Deddington.

Officers assured the Chair that all responses had been considered, the scheme met the Council's criteria and was approved by the bus companies.

The Cabinet Member for Highway Management **APPROVED** the introduction of 20 mph, 30 mph, and 50 mph speed limits in Deddington, Hempton and Clifton, all in the parish of Deddington, as advertised.

116/22 EPWELL - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS

(Agenda No. 12)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits and associated speed limit buffers in Epwell.

The Chair commented that the proposals were a clear application of policy.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20 mph speed limits and associated speed limit buffers in Epwell as advertised.

117/22 HANWELL - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS

(Agenda No. 13)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits and associated speed limit buffers in Hanwell.

The Chair noted that there were 37 online responses which was extremely welcome.

The Cabinet Member for Highway Management **APPROVED** the proposed 20 mph speed limits and associated speed limit buffers in Hanwell.

118/22 MILCOMBE - PROPOSED 20 MPH SPEED LIMITS

(Agenda No. 14)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits in Milcombe.

The Chair noted concerns regarding lorries speeding through the area and suggested that traffic calming measures might be appropriate. Officers responded that it could be kept under review.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20 mph speed limits in Milcombe.

119/22 MILTON (BANBURY) - PROPOSED 20 MPH SPEED LIMITS

(Agenda No. 15)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits in Milton (Banbury).

The Chair noted that there were concerns regarding the number of road signs. Officers explained that they would erect signs on existing posts wherever possible.

The Chair asked officers to comment on a response requesting a speed limit reduction to 30 mph on Milton Road, through Milton, with 40 mph limits at either end. Officers explained that they had considered a more extensive use of buffer limits, but they would add unnecessary clutter and expense. This part of the road was not considered dangerous so would remain at 40 mph.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20 mph speed limits in Milton as advertised.

120/22 MOLLINGTON - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS

(Agenda No. 16)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits in Mollington and associated speed limit buffers.

The Chair commented that improved safety was the reason for the proposed speed limit changes.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20 mph speed limits in Mollington as advertised.

121/22 CUMNOR: CUMNOR HILL - PROPOSED PUFFIN CROSSING

(Agenda No. 17)

The report presented the consultation responses to the advertised proposal of a puffin crossing on Cumnor Hill by Arnolds Way.

The Chair invited the speaker to address the meeting and responded to the points made.

The Chair commented that this was a straightforward good idea making it safer for children to cross a busy road on the way to school.

The Cabinet Member for Highway Management **APPROVED** as advertised a puffin crossing on Cumnor Hill by Arnolds Way.

122/22 EAST HANNEY - SCHOOL ROAD - PROPOSED WAITING RESTRICTIONS

(Agenda No. 18)

The report presented the consultation responses to the proposed waiting restrictions.

East Hanney Parish Council submitted a written statement.

The Chair noted that this scheme had been requested and funded by the Parish Council and aligned with the Parish Council having increased off street provision.

The Chair asked officers to comment on several responses that suggested residents had a right to residential parking. Officers confirmed that there was no legal right and safety outside schools was the priority.

The Cabinet Member for Highway Management **APPROVED** the following restrictions, as advertised:

- a) 'No Waiting at Any Time' (double yellow lines) parking prohibitions on Brookside, School Road, and The Causeway,
- b) 'No Waiting Mon-Fri 8.30am to 9.15am & 3pm to 4pm' (single yellow lines) parking restrictions on The Causeway, and
- c) No Stopping on School 'Keep Clear' Markings (Mon-Fri 8.30am to 9.15am and 3pm to 4pm) on The Causeway.

123/22 OXFORD: BARNES ROAD & OTHER LOCATIONS - PROPOSED PARKING PERMIT ELIGIBILITY AMENDMENTS

(Agenda No. 19)

Item 19 was deferred to the next meeting.

124/22 OXFORD: A420 ST CLEMENTS - HEADINGTON HILL - PROPOSED EXPERIMENTAL BUS LANE

(Agenda No. 20)

The report set out the proposed introduction of an experimental bus lane for westbound buses, with pedal cyclists, e-scooters, taxis and private hire vehicles also permitted.

The Chair read out a written submission from Robin Tucker and invited speakers to address the meeting. The Chair thanked them for their contributions and responded to the points made.

The scheme was designed to improve the area and the Chair referred to paragraph 20 in the officer's report which stated that the need for the bus lane would be reviewed once the trial traffic filters had been implemented.

Officers responded to questions from the Chair regarding input from the bus companies and stated that the suggestion was to extend the lane slightly westward.

The Chair read out the proposed additional recommendation b) and referred to officers regarding the additional recommendation. Officers explained that it was in response to comments from the consultation and for authorisation before the schemes came into force.

The Cabinet Member for Highway Management **APPROVED** the following:

- a. The introduction of an experimental bus lane for westbound buses on St Clements Street, London Place and Headington Hill along with necessary supplementary measures, including:
 - i. removal of the on-street parking bay between Caroline Street and Boulter Street,
 - ii. conversion of parts of the existing eastbound cycle lane from 'mandatory' (solid white road marking) to 'advisory' (dotted white road marking),
 - iii. removal of a short section of eastbound cycle lane between Boulter Street and Bath Street, and
 - iv. extension of existing cycle lanes in both directions at the signalled crossing west of Caroline Street by relocating the crossing zig zag markings.
- b. Noting that an Experimental Traffic Regulation Order allows the Council to adjust the scheme once it is in force, authorise the Corporate Director for Environment and Place in consultation with the Cabinet Member for Highway Management to make changes to the experimental scheme before it comes into force.

125/22 SOUTH & VALE OF WHITE HORSE VARIOUS LOCATIONS - PROPOSED DISABLED PERSONS PARKING PLACES (NEW PROVISION & REMOVALS)

(Agenda No. 21)

The report presented the consultation responses to the proposed disabled persons parking spaces in the South & Vale districts.

The Chair remarked that the officer's recommendations clearly reflect that the concerns raised during the consultation had been addressed

The Cabinet Member for Highway Management **APPROVED:**

- a) the proposed provision of Disabled Persons Parking Places (DPPP) at: Brasenose Road (Didcot), Canada Lane (Faringdon), Westbrook (Faringdon), Gainsborough Crescent (Henley-on-Thames), Luker Avenue (Henley-on-Thames), Thameside (Henley-on-Thames), Trust Corner (Henley-on-Thames), Chinnor Road (Thame), Simmons Way (Thame), Radnor Road (Wallingford) and St. Nicholas Road (Wallingford),
- b) the proposed removal of DPPP's at: Pound Piece (Ashbury), High Street (Dorchester-on-Thames),
- c) the proposed formalisation of the DPPP at Wey Road (Berinsfield),
- d) to defer approval of the proposals at the following locations: Appleford Drive (Abingdon), Hadland Road (Abingdon), Sherwood Avenue (Abingdon), Emmens Close (Checkendon), Ashford Avenue (Sonning Common) and
- e) to defer approval of the proposals to remove two DPPP's at: New Street (Henley-on-Thames).

**126/22 WANTAGE: A417 READING ROAD: PROPOSED EXTENSION OF
PERMANENT 40MPH SPEED LIMIT**

(Agenda No. 22)

The report presented the consultation responses to the proposed extension of a permanent 40 mph speed limits on A417 Reading Road, Wantage.

The Chair referred to paragraph 10 in the report which showed that the change was a recommendation from a road safety audit.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of the extended 40mph speed limit east of the new roundabout junction on the A417 Reading Road as advertised.

..... in the Chair

Date of signing

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Divisions Affected – Banbury Calthorpe, Banbury Grimsbury & Castle, Banbury Hardwick, Banbury Ruscote, Bloxham & Easington, Deddington, Wroxton & Hook Norton.

CABINET MEMBER FOR HIGHWAY MANAGEMENT

20 July 2023

BANBURY LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

Report by Corporate Director of Environment and Place

RECOMMENDATION

1. **The Cabinet Member for Highway Management is RECOMMENDED to approve the Banbury Local Cycling and Walking Infrastructure Plan (LCWIP).**

Executive Summary

2. A strategic Local Cycling and Walking Infrastructure Plan has been produced for Banbury (see **Annex A**) in order to fulfil the County Council's adopted Local Transport and Connectivity Plan (LTCP) Policy 3a, which states that the County Council will "[develop] Local Cycling and Walking Infrastructure Plans (LCWIPs) for all main urban settlements (over 10,000 inhabitants) across the county by 2025, according to national guidance and best practice with the aim of increasing walking and cycling activity."
3. The LCWIP identifies a network of walking and cycling routes in and around Banbury (including potential future routes) and sets out high level proposals for improvements to the walking and cycling infrastructure which makes up this network. These infrastructure improvements are intended for development over a ten year period to 2033 and will help to enable modal shift from private vehicle use to active and sustainable modes of travel.
4. Adopting the Banbury LCWIP will help to provide local policy backing to maximise the County Council's ability to secure funding for development and delivery of walking and cycling infrastructure in the Banbury area. Funding is likely to come from central government and through planning obligations from development sites within Banbury and the surrounding villages.

Introduction

5. Local Cycling and Walking Infrastructure Plans (LCWIPs) are a strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10 year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.
6. Central Government are encouraging Local Authorities to adopt LCWIPs to assist in:
 - (a) demonstrating a prioritised list of active travel infrastructure schemes for an area
 - (b) demonstrating where funding is required, and the benefits investment will bring
 - (c) meeting targets to increase active travel which may also benefit health inequalities, air quality and climate change objectives
 - (d) guide developers and developer funding to invest in active travel measures.

Local Policy

7. Production of the Banbury plan delivers Local Transport and Connectivity Plan Policy 3, which states:

We will:

- (a) Develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for all main urban settlements (over 10,000 inhabitants) across the county by 2025, according to national guidance and best practice with the aim of increasing walking and cycling activity.
 - (b) Implement local cycling and walking networks in line with LCWIP proposals as funding opportunities arise to achieve a step change in the use of cycling and walking in line with local and national targets.
 - (c) Support rural areas and smaller settlements to develop their own walking and cycling plans.
8. The LCWIP is in alignment with the adopted Banbury Vision and Masterplan SPD, which seeks to deliver attractive sustainable transport as part of a wider regeneration of Banbury. In addition, OCC is providing LCWIP advice into the Cherwell Local Plan review.
9. The approved LCWIP will inform the forthcoming Banbury Area Travel Plan, as one of the area travel plans being developed to show how LTCP policy is to be delivered at the local level.
10. Once schemes in the LCWIP begin being delivered this will contribute to the following LTCP targets:

By 2030 our targets are to:

- Replace or remove 1 out of every 4 current car trips in Oxfordshire
- Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week
- Reduce road fatalities or life changing injuries by 50%

By 2040 our targets are to:

- Deliver a net-zero transport network
- Replace or remove an additional 1 out of 3 car trips in Oxfordshire

By 2050 our targets are to:

- Deliver a transport network that contributes to a climate positive future
- Have zero, or as close as possible, road fatalities or life-changing injuries.

Corporate Policies and Priorities

11. Of the 9 priorities in the Oxfordshire Strategic Plan 2022-2025 the LCWIP directly supports priority 5 and contributes to priorities 1, 2, 3, 6, 7. The 9 priorities are:

1. Put action to address the climate emergency at the heart of our work.
2. Tackle inequalities in Oxfordshire.
3. Prioritise the health and wellbeing of residents.
4. Support carers and the social care system.
5. Invest in an inclusive, integrated, and sustainable transport network.
6. Preserve and improve access to nature and green spaces.
7. Create opportunities for children and young people to reach their full potential.
8. Play our part in a vibrant and participatory local democracy.
9. Work with local businesses and partners for environmental, economic, and social benefit.

Financial Implications

12. The LCWIP will help the County Council to negotiate with developers for funding and direct delivery of infrastructure for active travel. It will also help with preparation of bids for government funding, as demonstrated by the recent Active Travel Fund bid processes.
13. Development of any new schemes proposed in the LCWIP (except those to be directly delivered by developers) will need to be considered through the County Council's capital programme governance and budget setting process as funding becomes available.
14. Any new cycling and walking infrastructure will have revenue implications due to pressures on staff resources, which will be either funded within current base budgets or bid for through Active Travel Fund (or similar) bids. Ongoing maintenance for each scheme would be identified during the early stages of

that scheme. Where possible, commuted sums to fund ongoing maintenance of new infrastructure related to new developments would also be identified and secured to minimise the revenue impact of the new infrastructure. Any revenue pressure after this would be considered as part of the Council's Budget Strategy process.

Comments checked by:

Rob Finlayson, Finance Business Partner (rob.finlayson@oxfordshire.gov.uk)
(Finance)

Legal Implications

15. The LCWIP is a requirement of the County Council's adopted Local Transport and Connectivity Plan, which is a statutory document, required under the Transport Act 2000. Delivering the LCWIP is likely to require the County Council to exercise its powers to make traffic orders to regulate traffic in the Banbury area. The appropriate statutory consultation will take place as and when any orders are promoted, together with compliance with any relevant statutory duty applicable at the time.

Comments checked by:

Jennifer Crouch, Principal Solicitor (Environment)
(jennifer.crouch@oxfordshire.gov.uk) (Legal)

Staff Implications

16. Individual schemes within the Local Cycling and Walking Infrastructure Plan will require development and delivery which will only take place once capital funding is awarded. Staff funded via the annual revenue budgets will be involved in progressing funding bids and staffing implications for scheme development and delivery will be included in the capital bid/award.

Equality & Inclusion Implications

17. An Equalities Impact Assessment (EIA) is available in **Annex B**.
18. Development and implementation of LCWIPs for all the main urban settlements in Oxfordshire (LTCP Policy 3a) is one of Oxfordshire County Council's commitments to move towards the vision set out in the LTCP for *"an inclusive*

and safe net-zero Oxfordshire transport system that enables all parts of the county to thrive".¹

19. Whilst no negative equalities impacts have been identified which could arise as a direct result of approving the Banbury LCWIP, there is a significant opportunity to tackle inequality.
20. Investment in cycling and walking measures improves travel choice and encourages active, healthy lifestyles. Once implemented, the Local Cycling and Walking Infrastructure Plan will make a positive contribution to improving connectivity throughout the Banbury area by improving access to cycling and walking infrastructure for all socio-economic groups and those with protected characteristics. Having the right infrastructure for cycling and walking in the right places, will enable greater take up of active travel and could help to reduce inequalities in health. Improved cycle and walking routes will help accessibility between the more deprived areas in Banbury and the rest of the town.
21. All individual highways schemes may result in unintended negative equalities impacts. This risk will be considered in detail on a scheme-by-scheme basis (using scheme-specific EIAs as appropriate) when the individual schemes promoted in the LCWIP are developed.

Sustainability Implications

22. Development and implementation of LCWIPs for all the main urban settlements in Oxfordshire (LTCP Policy 3a) is one of Oxfordshire County Council's commitments to move towards the vision set out in the LTCP for *"an inclusive and safe net-zero Oxfordshire transport system that enables all parts of the county to thrive"*.
23. A Climate Impact Assessment (CIA) is available in **Annex C**. The CIA for the plan is overwhelmingly positive, recognising the significant potential for improvements across the following climate impact categories:
 - a) Transport and Connectivity (by supporting a shift to active travel)
 - b) Buildings (by promoting sustainable development)
 - c) Procurement and Investment (by investing in climate action)
 - d) People and Organisations (by driving behaviour change with enabling infrastructure)
 - e) Just Transition (by promoting health and wellbeing through active travel, promoting engagement and coproduction, and reducing inequality).

¹ Oxfordshire County Council, Local Transport and Connectivity Plan, July 2022, p5, available at: <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/LocalTransportandConnectivityPlan.pdf>

Risk Management

24. No significant risks have been identified which will arise as a direct result of approving the LCWIP.
25. Risks of negative side effects associated with individual schemes which are promoted in the LCWIP may arise in future as and when those schemes are funded and progressed.
26. These scheme-specific risks will be identified in the relevant scheme's risk register during the early stages of that scheme's development, in order to ensure that an informed decision can be made on each scheme.
27. There are several risks associated with a decision not to approve the LCWIP:
 - (a) Risk of failure to achieve the goal set out in LTCP Policy 3a due both to the resulting delay to the Banbury LCWIP programme and to the potential knock-on delays to the development of other LCWIPs
 - (b) Risk of failure to secure future funding for active travel infrastructure in the Banbury area from central government (due to the Department for Transport and Active Travel England's stated preferences for funding schemes which are identified in LCWIPs)
 - (c) Risk of failure to secure adequate provision of active travel infrastructure from future local developments (for which the LCWIP provides additional local policy backing).

Consultation and Engagement

28. The Banbury LCWIP was developed with the guidance of local councillors from County, District, and local interest groups in walking and cycling such as Banbury Active Travel Supporters (BATS). They provided local and specialist knowledge in the development of the LCWIP and considered, and represent, the needs of all walking and cycling users in development of the plan.
29. Initially a network of 17 cycling routes in the town and eight to neighbouring villages were presented to County and District councillors for their comments in 2021, and, following refinements made as a result of that input, the routes were put out for online consultation on our 'Let's Talk Oxfordshire' web portal during May and June 2022. Suggestions from this first consultation led to some of the routes being revised and presented along with a formal draft LCWIP document for further consultation in 2023.
30. The Draft Banbury Local Cycling and Walking Infrastructure Plan consultation ran from 23 January to 26 February 2023. A consultation report is available in **Annex D**. During the consultation Officers held a 'drop in day' at Banbury Town Hall on 1 February 2023 for Members and the public to speak face-to-face with Officers.

- Bill Cotton**
Corporate Director of Environment and Place

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Banbury Local Cycling and Walking Infrastructure Plan (LCWIP)

July 2023

Contact: activetravelcherwellandwest@oxfordshire.gov.uk



Contents

Banbury Local Cycling and Walking Infrastructure Plan (LCWIP).....	1
Figures.....	4
Tables.....	5
Executive summary	6
1. Introduction	8
1.1 Banbury LCWIP development: The process	8
1.1.1 Stakeholder engagement and governance	10
1.1.2 Public consultation	10
1.2 Context and geographical scope of this LCWIP	11
1.3 Relationship between cycling and walking.....	18
1.4 The importance of cycling and walking	18
2. Policy Context	20
2.1 LCWIP integration with wider policies.....	20
2.2 Key policies, strategies and guidance.....	21
3. Population and demographics.....	25
3.1 Census 2011: An overview	25
3.2 Census 2011: Travel to work data	25
3.3 Census 2021: Car ownership and distance travelled to work data	28
3.4 National Travel Survey & Active Lives Survey: Cycling and walking for other trip purposes.....	28
3.4.1 Cycling	28
3.4.2 Walking	30
3.4.3 Walking to school.....	30
3.5 Core Accessibility Indicators (2015).....	31
3.6 Index of Multiple Deprivation (IMD).....	31
3.7 Health and wellbeing	33
4. Cycling & walking: demand and challenges	36
4.1. Where are people travelling to and from ('trip generators')?	36
4.1.1. Existing trip generators	36
4.1.2. Future trip generators.....	38
4.2. Preferred routes for cycling journeys	39
4.2.1. Propensity to Cycle Tool (PCT).....	39
4.2.2. Strava Global Heatmap	46

4.3.	Accident data	48
4.3.1.	Accidents involving people cycling	48
4.3.2.	Accidents involving people walking	48
4.4.	Other informants to this LCWIP	51
4.4.1.	CycleStreets low traffic neighbourhoods	51
4.4.2.	Rapid Cycleway Prioritisation Tool	53
5.	Network Plan for cycling	55
5.1.	Methodology	55
5.1.1.	Identifying trip generators	55
5.1.2.	Identifying existing and predicted routes and desire lines	55
5.1.3.	Identifying cycling network improvements	56
5.1.4.	Types of improvements	57
5.2.	Proposed cycling improvements	59
5.3.	Complementary measures and schemes	108
6.	Network Plan for walking	110
6.1.	Methodology	110
6.1.1.	Identifying trip generators	110
6.1.2.	Identifying a Core Walking Zone (CWZ)	110
6.1.3.	Identifying walking network improvements	110
6.1.4.	Types of improvements	111
6.2.	Proposed walking improvements	112
6.3.	Complementary measures and schemes	121
7.	Emerging prioritisation of active travel improvements	122
8.	Integration and application	125
8.1.	Embedding the Banbury LCWIP	125
8.2.	Reviewing the Banbury LCWIP	126
8.3.	Developing the cycle network further	126
9.	Glossary	131

Figures

Figure 1: Banbury LCWIP: Process summary	9
Figure 2: Movement in Banbury - Challenges.....	13
Figure 3: Banbury LCWIP Geographic scope	16
Figure 4: Banbury Core Walking Zone.....	17
Figure 5: Local commutes ‘entirely within settlement’ and travel mode for travel to work trips (both within individual settlements and to other settlements) (Census 2011).....	26
Figure 6: Overview of cycling to work proportions in Banbury (2011)	27
Figure 7: Cycle trips by trip purpose 2019 to 2021 (percentages)	29
Figure 8: Walk trips by trip purpose 2019 to 2021 (percentages)	30
Figure 9: Average travel time (mins) by walking or public transport to the nearest key service	31
Figure 10: Indices of Multiple Deprivation (Banbury, 2019)	33
Figure 11: Banbury local trip generators	37
Figure 12: Propensity to Cycle Tool commuting data (Census 2011 scenario).....	40
Figure 13: Propensity to Cycle Tool commuting cycle route network (E-bikes Scenario flows)	42
.Figure 14: Cycling demand network (based on PCT e-bikes scenario with demand flows ‘grouped’).....	44
Figure 15: Propensity to Cycle Tool school cycle route network (School Census 2011 scenario flows)	45
Figure 16: Propensity to Cycle Tool school cycling route network (Go Dutch scenario flows)	46
Figure 17: Strava Global Heatmap: Cycling (accessed 3rd January 2023).....	47
Figure 18: Strava Global Heatmap: Running (accessed 3rd January 2023)	48
Figure 19: Accidents involving people cycling (January 2017 to June 2022)	49
Figure 20: Accidents involving people walking (January 2017 to June 2022)	50
Figure 21: CycleStreets map tool for showing streets that have low traffic flows.....	52

Figure 22: Rapid Cycleway Prioritisation Tool results for Banbury	53
Figure 23: The Banbury Cycling Network	106
Figure 24: Other routes required to complete a comprehensive network	128
Figure 25: The LCWIP network compared with clusters of destinations	130

Tables

Table 1: Villages included in the Banbury LCWIP.....	14
Table 2: National and local policy, strategy, guidance relevant to the LCWIP	21
Table 3: Proportions cycling and driving to work in Banbury (Census 2011)	27
Table 4: Car ownership in Banbury and distance travelled to work (2021 census).....	28
Table 5: Percentage of adults that cycle, 2018-2019.....	29
Table 6: Index of Multiple Deprivation: Most deprived LSOAs	32
Table 7: Banbury primary and secondary cycle routes	59
Table 8: Proposed cycle network by primary or secondary priority.....	107
Table 9: Table of Prioritisation	123

Executive summary

The climate emergency and health inequalities are among the key challenges that we face. National and local policy and guidance have been set to address these and create healthier and more sustainable communities. This includes Oxfordshire County Council's (OCC) Local Transport & Connectivity Plan (LTCP) (2022), which has a vision for an inclusive, safe and net-zero carbon transport system in Oxfordshire¹. Enabling cycling and walking to be the natural choices for short journeys or as part of longer journeys is vital to achieving this.

Local Cycling and Walking Infrastructure Plans (LCWIPs) provide a prioritised list of improvements to the cycling and walking experience of a place, which will encourage more people to cycle and walk. LCWIPs are a policy requirement in Oxfordshire's LTCP and the supporting Active Travel Strategy. LCWIPs are also an important component of the Area Travel Plans, which apply policies in LTCP locally.

The Banbury LCWIP is a ten-year plan encompassing the urban area of Banbury and its links to the surrounding villages of Adderbury, Bloxham, Broughton, Great Bourton, Little Bourton, North Newington, Middleton Cheney and Wroxton. The ambition of the Banbury LCWIP is to create a cycling and walking network within and around Banbury that is accessible for all and where everyone feels safe when they are cycling and walking. This will ultimately make cycling and walking the preferred travel option for many journeys within the area.

The Banbury LCWIP identifies the key routes and destinations where improvements for cycling are needed. The suggested improvements include:

- segregated cycle routes wherever possible
- traffic free routes
- speed reductions to 20mph
- protected space for cycling
- additional road crossings and
- reviewed and improved junctions.

Similarly, improvements for walking are identified that focus on key walking zones, most notably in Banbury town centre. The suggested improvements include:

- wider footways
- improved road crossings and
- removal of physical barriers.

A prioritised list of cycle routes has been produced based on several factors, including safety implications and the degree to which connectivity is enhanced by improvements. Routes prioritised include the Overthorpe Road to Bridge Street, the 'western corridor', and Bloxham

¹ Oxfordshire County Council Local Transport and Connectivity Plan, 2022, <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/LocalTransportandConnectivityPlan.pdf>

Road. A package of measures to improve walking access into the town centre is proposed as the first phase of enhancements for pedestrians and those requiring wheeled access.

The improvements will be delivered through funding bids, for example to central government, and developer funding. The prioritised list of improvements will guide the funding that is sought by OCC.

The LCWIP will inform the Banbury Area Travel Plan where some of the issues raised will be considered further. The LCWIP will then be reviewed every two years to track progress and ensure the plans remain relevant and up to date.

1. Introduction

The Banbury Local Cycling and Walking Infrastructure Plan (LCWIP) is one of a set of LCWIPs being developed across Oxfordshire. The LCWIPs will ensure that a strategic and evidence-based approach is taken to improving conditions in Oxfordshire for cycling (by all bike types), walking and wheeling², supporting the County, District and City Councils in:

- identifying cycling and walking infrastructure improvements for future investment
- ensuring that appropriate consideration is given to cycling and walking within both local planning and Oxfordshire transport policies and strategies
- making the case for future funding for cycling and walking infrastructure and ensuring that new development is connected and integrated with the wider cycling and walking network.

The Banbury LCWIP focuses on the urban area of Banbury as well as connections to the surrounding villages of Adderbury, Bloxham, Broughton, Great Bourton, Little Bourton, North Newington, Middleton Cheney and Wroxton.

This LCWIP is an evolving Plan, providing an initial prioritised programme of improvements to be further developed over the coming years through detailed consultation and stakeholder engagement.

1.1 Banbury LCWIP development: The process

The Department for Transport's (DfT) technical guidance for developing LCWIPs³ has been followed in producing this LCWIP. This ensures it aligns with national and local ambitions and policies, including those set out in DfT's Gear Change⁴ document and Oxfordshire's Local Transport and Connectivity Plan (LTCP)⁵. The delivery of these visionary plans aims to address the climate emergency by providing the infrastructure that will enable cycling and walking to become the natural choices for short journeys, as well as for discrete sections of longer journeys e.g., cycling to a local railway station.

A summary of the approach taken for development of the Banbury LCWIP is provided below:

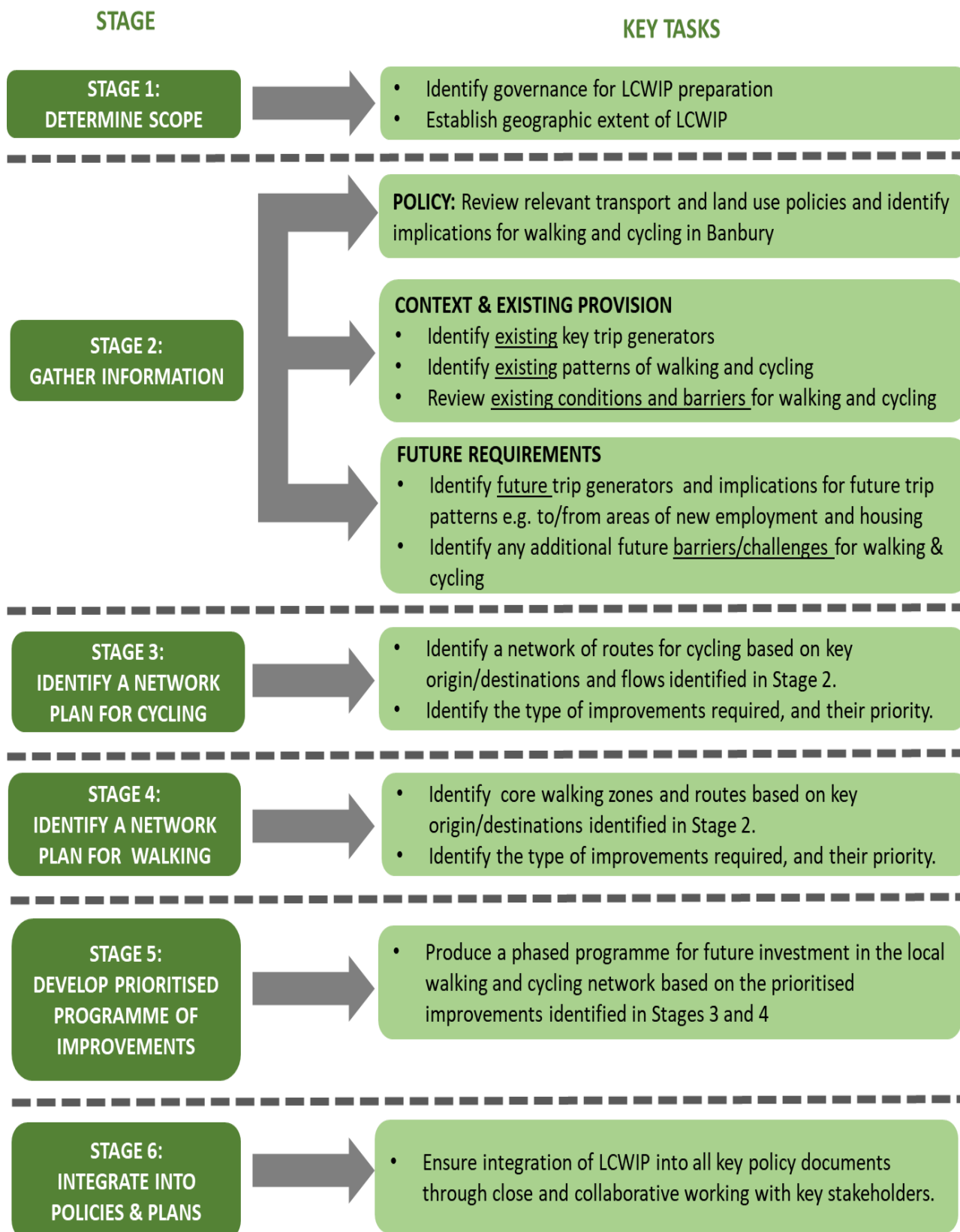
² Wheeling includes people who use wheelchairs and mobility scooters who may not identify with walking.

³ Department for Transport, Local Cycling and Walking Infrastructure Plans Technical Guidance for Local Authorities, 2017, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf

⁴ Department for Transport, Gear Change, A bold vision for cycling and walking, 2020, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

⁵ Oxfordshire County Council Local Transport and Connectivity Plan 2022–2050, 2022, <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/LocalTransportandConnectivityPlan.pdf>

Figure 1: Banbury LCWIP: Process summary



1.1.1 Stakeholder engagement and governance

This Plan has been developed with input from:

- **Cherwell District Council (CDC) and Oxfordshire County Council (OCC)** members and officers – this included meetings at which initial preferred routes were presented to members to gain feedback and additional suggestions prior to initial public consultation in May/June 2022.
- **Banbury Active Travel Supporters-Community Action Group (BATS-CAG⁶) and Banbury Star Cycling Club** – representatives provided input and suggestions including route testing.
- **EAS consultancy** – provided support in engaging with local cycle groups and auditing existing cycle routes.

1.1.2 Public consultation

Following identification of an initial network of cycling and walking routes, refined following consultation with local members and council officers, an online public consultation was undertaken for four weeks during May/June 2022. This provided an opportunity for residents, businesses and other interest groups to input into the LCWIP. The public consultation presented a potential network of routes to respondents who were then able to submit their comments and suggestions on the proposals using a map-based tool. Their feedback was used to further inform the cycling and walking network improvements and a first draft of the LCWIP.

There were 47 respondents to the 2022 consultation including:

- Bodicote Parish Council
- Bloxham Parish Council
- Banbury Town Council
- Stagecoach
- Local Councillors

Suggestions from this first consultation led to some of the routes being revised and presented along with the first draft LCWIP document for further consultation in early 2023. The Draft Banbury Local Cycling and Walking Infrastructure Plan consultation ran from 23 January to 26 February 2023. During the consultation Officers held a 'drop in day' at Banbury Town Hall on 1 February 2023 for Members and the public to speak face-to-face with Officers.

A total of 95 people completed the online questionnaire and a further 14 responded in writing (by email) these were mainly from organisations. Of those who completed the questionnaire 47% thought the proposed cycling improvements were 'ambitious' or 'adequate' and 47% said if the proposed walking improvements were implemented this would encourage them to walk more.

⁶ BATS is a local group set up to promote cycling, walking, and clean air in Banbury.

Whilst there is support for the production of a Banbury LCWIP, particularly from Cherwell District Council and Banbury Active Travel Supporters, many respondents had detailed comments on the content and proposals which led to significant alterations to the final document presented here from the consultation draft.

The responses to the consultation have been very constructive and helpful in informing the final version of the Banbury Local Cycling and Walking Infrastructure Plan. The changes include an update to the clarity over a number of proposals, and changes to the route maps to reflect feedback.

The comments received regarding proposals for specific routes, shows us how important these routes are to all modes of transport, and how much more detailed engagement will be conducted with local people as these routes are developed through concept, preliminary and detailed design. The LCWIP is a tool to help identify and prioritise routes for investment, as the first phase of any route scheme, however, the specifics of each route scheme need a lot of further work.

1.2 Context and geographical scope of this LCWIP

Banbury is Cherwell District's largest town and Oxfordshire's second largest settlement, with a population of over 47,600 (ONS estimated population in mid-2018⁷). Over 7,000 additional houses and over 3,500 jobs are included in the Cherwell Local Plan 2011- 2031⁸. Banbury is, however, relatively compact with no part of the town more than 3km from the town centre, and with the maximum distance from north to south approximately 6km – distances that are well suited to cycling and walking. Despite this, the topography of Banbury can make cycling and walking challenging due to its hilliness; Banbury has an elevation ranging from approximately 80 metres above sea level in the east to 170 metres in the west⁹.

Banbury provides a focus for major retail, housing, cultural, leisure and community activities. The town has strong road connections – there is access to the M40 via Junction 11 and several strategic roads serving the town, including the A422 and A4260 (busy roads that create barriers and challenges for a coherent cycle network). Banbury is also served by the Chiltern Railway Line, which provides frequent train services including south to Oxford and London and north to Birmingham and Manchester.

Movement to, from, and within Banbury has historically been influenced by a range of physical and environmental constraints. In addition to the strategic roads, the railway line and the Oxford Canal and River Cherwell all bisect the town from north to south and cause a level of severance for people moving around. The historic areas of Banbury also influence

⁷ <https://insight.oxfordshire.gov.uk/cms/system/files/documents/BanburyJSNAprofileNov19.pdf>

⁸ Cherwell Local Plan 2011-2031 <https://www.cherwell.gov.uk/info/83/local-plans/376/adopted-cherwell-local-plan-2011-2031-part-1>

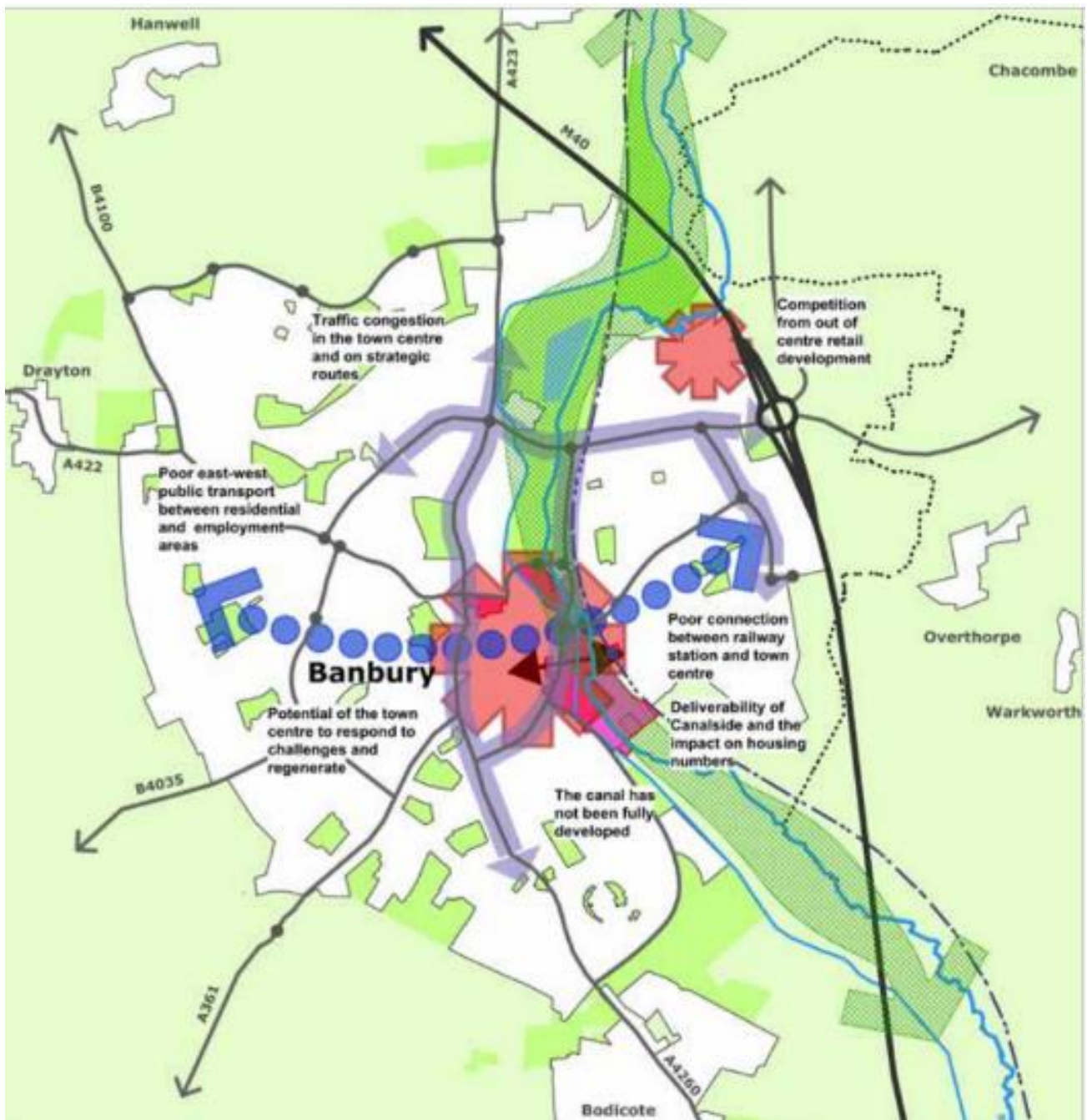
⁹ Topographic map - <https://en-ie.topographic-map.com/map-cd5b3/Banbury/?center=52.05939%2C-1.32708&zoom=13&popup=52.06008%2C-1.3403>

traffic movements, particularly around the town centre where there are a number of one-way, narrow and pedestrianised areas. A summary of key challenges to movement in and around Banbury are indicated in the Banbury Masterplan (2016), which is provided in **Figure 2**.

Banbury's position as a major service centre resulting in many cross-town movements and high flows of people to the town, the road network, and challenges outlined, have all contributed to poor air quality in the town. There are two designated Air Quality Management Areas in Banbury – one on Hennef Way between the junctions of Ermont Way and Concord Avenue, and one incorporating sections of Oxford Road, Bloxham Road, South Bar Street, High Street, Horsefair, North Bar Street, Warwick Road and Southam Road¹⁰. This emphasises the transport issues in Banbury, which have a negative impact on the population's health, reinforcing a need for change.

¹⁰ Air Quality Management Areas Banbury, https://uk-air.defra.gov.uk/aqma/local-authorities?la_id=55

Figure 2: Movement in Banbury - Challenges



SOURCE: Banbury Masterplan Supplementary Planning Document, 2016

In order to determine the geographical scope of the Banbury LCWIP, the following factors were considered:

- Likely distances that could be travelled by walking (typically up to 2km) and cycling (typically up to 10km).
- Location of significant trip generators – including Local Plan allocated commercial and residential sites.
- Key severance features including the M40, River Cherwell, Oxford Canal and Chiltern Railway Line.

The geographic area covered by the LCWIP is shown in **Figure 3** and comprises:

- **Banbury town** – including the existing built-up area as well as proposed residential and employment areas allocated in Cherwell Local Plan (2011-2031). Banbury Railway and Bus Stations are also within scope of the area covered, thereby capturing the first/last journey legs of trips associated with travel further afield by public transport.
- **Key cycle connections beyond Banbury to villages in the immediate vicinity of the town** (see **Table 1**) – the villages are all within approximately 6km of Banbury town centre. This presents an opportunity for journeys to be made by cycling between the villages and Banbury. It should be noted, however, that only the connections between Banbury and the villages are within scope of this LCWIP; cycle infrastructure within the villages themselves is not considered.

Table 1: Villages included in the Banbury LCWIP

Village	Population	Distance to edge of Banbury (km)	Distance to Banbury town centre (km)	Facilities in village
Adderbury	Between 2,000 and 3,000	Less than 3km	Less than 6km	Business park, church, pub, shops, bed & breakfast, nursery, tennis club, bowls club, library
Bloxham	More than 3,000	Less than 4km	Less than 6km	Jubilee Park Hall, church, pub, shops, bed & breakfast, playgrounds, museum, nursery, primary school, secondary school
Broughton	Less than 1,000	Less than 3km	Less than 4km	Castle, church, pub, gardens, park
Great Bourton	Less than 1,000	Less than 3km	Less than 6km	Village hall, church, pub, caravan park
Little Bourton	Less than 1,000	Less than 2km	Less than 5km	Bed & breakfast, pub
Middleton Cheney	Between 3,000 and 4,000	Less than 4km	Less than 6km	Village hall, church, sports & social club, pub, shops, nursery, primary school, secondary school
North Newington	Less than 1,000	Less than 3km	Less than 4km	Cricket club, bed & breakfast, pub, pre-school, primary school
Wroxton	Less than 1,000	Less than 3km	Less than 5km	Church, hotel, bed & breakfast, sports club, primary school, university campus

To assist in the development of walking improvements, a Core Walking Zone (CWZ) has also been identified (see **Figure 4**). The Core Walking Zone extends for 2km from the town centre with an inner key zone which is 400m from several trip generators located close together such as the Market Square, Castle Quay shopping centre, The Light cinema and entertainment complex and the bus and rail station. Improvements within this zone could include surfacing, crossings, benches, de-cluttering and wayfinding signs.

It is acknowledged that within the context of '20-minute neighbourhoods', walking routes in the outer residential areas of Banbury will also be important. LTCP Policy 13 supports this concept with the aim to create walkable, vibrant neighbourhoods with all the essentials (shops, healthcare, parks) within a 20-minute walk of the home of every resident. Addressing walking routes in the outer areas will be considered in later iterations of the LCWIP, but these areas will nonetheless benefit from cycling improvements included in this LCWIP given the synergies between cycling and walking.

Figure 3: Banbury LCWIP Geographic scope

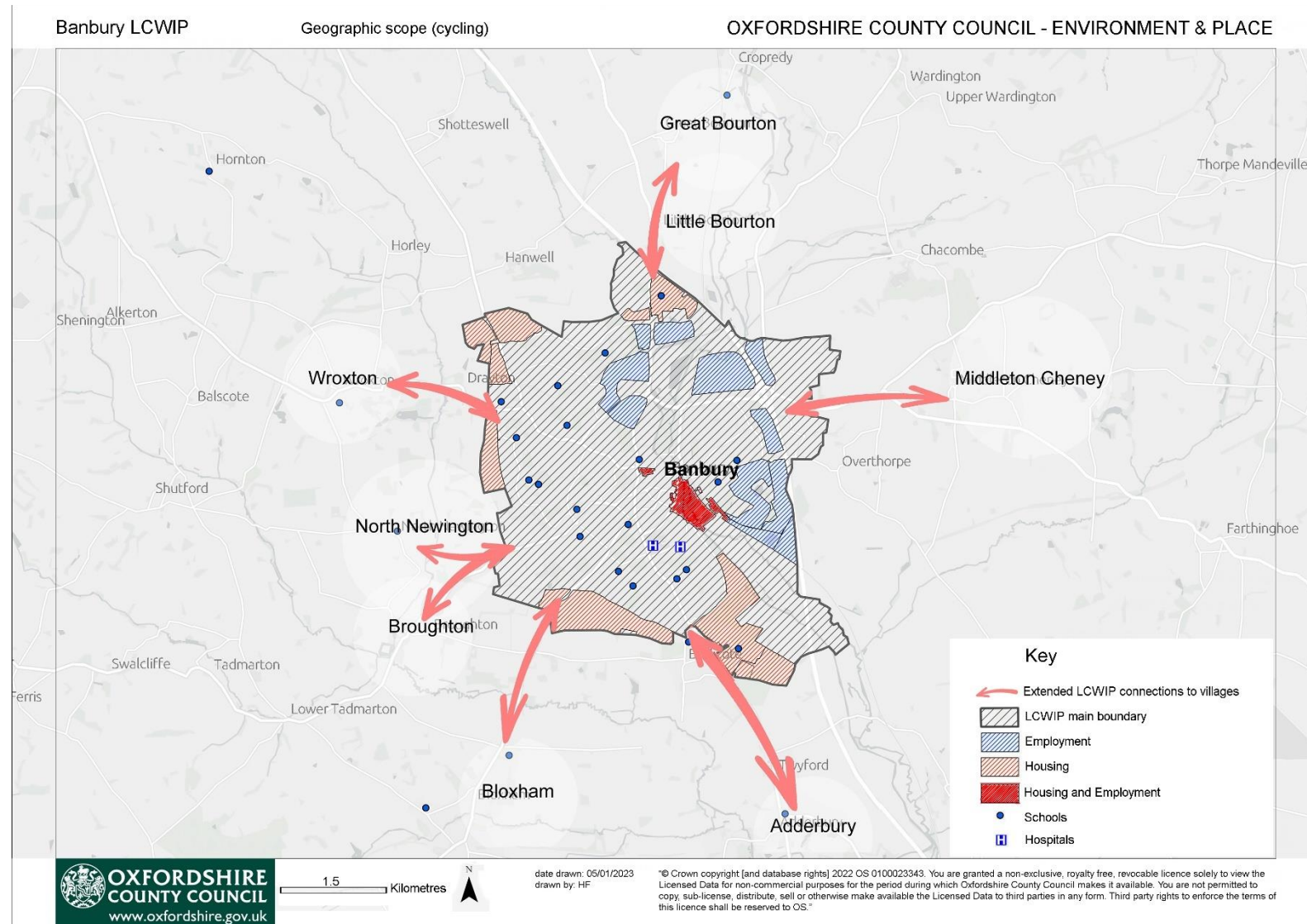
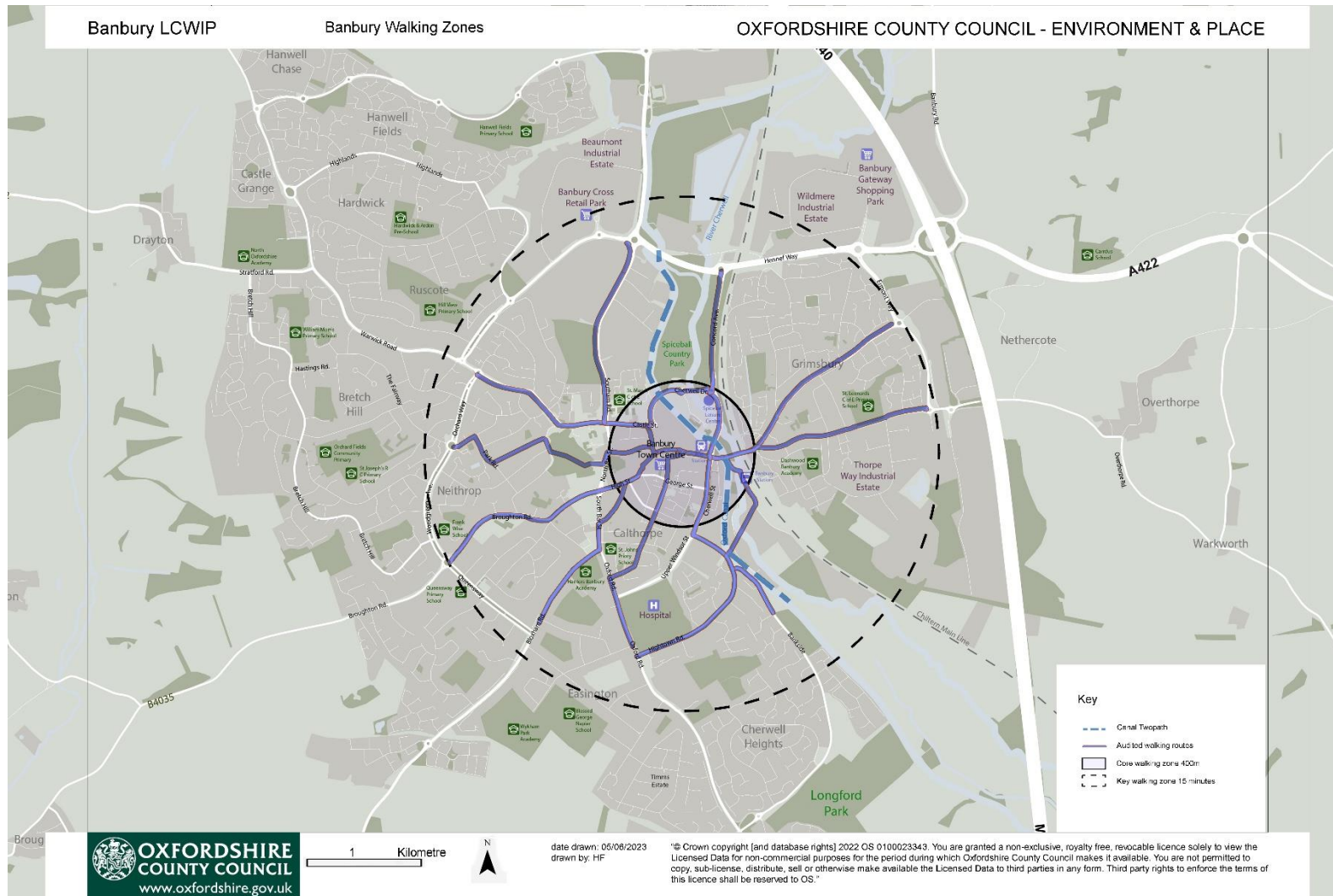


Figure 4: Banbury Core Walking Zone



1.3 Relationship between cycling and walking

Whilst this LCWIP uses separate approaches to consider and identify improvements for cycling and walking, measures that improve conditions for one user group will often benefit the other. Likewise, without a holistic approach to planning, design and implementation of networks, infrastructure for one mode can negatively impact on the other.

Infrastructure that caters for cycling and walking may include:

- **Reductions in speed that will improve safety, convenience and journey ambience** – for example, through junction narrowing, raised tables, side road entry treatments and continuous footways and cycle tracks across junctions.
- **New or improved crossing designs** that both user groups can use safely with minimal potential for conflict.
- **Access to green routes away from roads** that can easily be negotiated by all types of cycle, wheelchair, mobility scooter and people with pushchairs.
- **Paths of sufficient width or separation** to enable people cycling and walking to travel side by side and to pass without conflict.
- **Attractive public realm schemes and vehicle restricted areas** that meet the needs of people walking and using cycles.

1.4 The importance of cycling and walking

The benefits of increasing levels of cycling and walking are already well-established and evidenced through research, policy and practice. Benefits include:

- **Health:** Cycling and walking can improve physical and mental health and reduce the likelihood of many illnesses and disabilities. Physical inactivity results in 1 in 6 deaths in the UK for example (DfT, 2020)
- **Environment:** Cycling and walking can improve air quality by emitting no air pollutants during use. Improved air quality can prevent 8,300 premature deaths per year (DfT, 2020).
- **Place shaping:** Cycling and walking can reduce noise, air pollution and severance caused by busy roads and create more pleasant community spaces. Better connected places also help to address inequalities and encourage healthier lifestyles. Cycling and walking are also space-efficient modes that enable reliable movement and predictable journey times.
- **Economy:** Cycling and walking incur lower personal costs. Physical inactivity costs the NHS over £8 billion per year¹¹, whilst cycling contributes over £5 billion to the

¹¹ Department for Transport, "The economic benefits of walking and cycling," 2014:
<https://www.gov.uk/government/publications/economic-case-for-active-travel-the-health-benefits> .

economy every year (DfT, 2020). Cycling and walking can also increase footfall and turnover for local businesses.

Facilitating a switch to active travel is therefore a cost-effective way of achieving many policy outcomes, with a well-established national and local policy commitment to increase cycling and walking. A summary of relevant policies is provided in **Section 2**.

2. Policy Context

This section provides an overview of the key national, regional, and local policies, strategies and guidance for LCWIPs, and for cycling and walking more generally.

2.1 LCWIP integration with wider policies

National Government and Oxfordshire County Council's Local Transport & Connectivity Plan (LTCP) supports the development of LCWIPs in order to facilitate the delivery of improved cycling and walking infrastructure, but it is also essential that LCWIPs link into wider transport and land use policies.

In the case of the Banbury LCWIP, a clear link to the overarching LTCP will be created through the preparation of a Banbury Area Travel Plan¹². This will set out the wider transport strategy for Banbury and encompass all modes of transport. The Banbury LCWIP, which is promoted in LTCP Policy 3, will feed into, and become a key part of the Banbury Area Travel Plan, in turn becoming a component part of the LTCP.

The Banbury Area Travel Plan will also take account of Cherwell District Council's adopted and emerging Local Plans and the adopted Banbury Vision & Masterplan Supplementary Planning Document. Integration of the LCWIP with local planning and transport policy is important to:

- Ensure appropriate consideration is given to cycling and walking in all local planning decisions
- Identify any potential policy conflicts
- Enable appropriate contributions to be secured towards the provision of cycling and walking infrastructure
- Understand where new strategic cycling or walking routes can be delivered by a new development and ensure the protection of alignments for future planned cycling and walking routes.

It should be noted that work is also underway to develop an Oxfordshire-wide Strategic Active Travel Network (SATN) which is promoted in LTCP Policy 4. It is anticipated that some links in the Banbury LCWIP network may become links in the SATN. This may influence the prioritisation of improvements to these links relative to other parts of the LCWIP network.

In the DfT's technical guidance on LCWIP development, the importance of ensuring that LCWIPs are compatible with other local transport priorities that tackle congestion and unlock growth is highlighted. To this end, particular consideration will be given to ensuring that measures to promote cycling and walking do not undermine delivery of an effective and efficient Bus Strategy for Banbury. This includes ensuring that any reallocation of road space

¹² The Banbury Area Travel Plan will be developed during 2023/24 and will supersede the Banbury Area Strategy currently included in LTP4 (Local Transport Plan 4), itself now superseded by Oxfordshire's LTCP.

does not negatively impact bus service running. This was an important point raised during the May/June public consultation in 2022 and again during the 2023 consultation.

2.2 Key policies, strategies and guidance

Table 2: National and local policy, strategy, guidance relevant to the LCWIP

National Policy, Strategy, Guidance	Key points relevant to the LCWIP
<u>Cycling and Walking Investment Strategy</u> , Department for Transport (CWIS1, 2017)	<p>Sets out the Government’s ambition to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey, and to deliver better safety, better mobility and better streets by 2040. Highlighted the need to support more school children to cycle.</p>
<u>The second Cycling and Walking Investment Strategy</u> , Department for Transport (CWIS2, 2022)	<p>Builds on ‘CWIS1’ and ‘Gear Change’ and includes a revised set of objectives (to 2025) to those identified in CWIS1, to:</p> <ul style="list-style-type: none"> • Increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 to 2019 to 46% in 2025. • Increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025. • Double cycling, where cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025. • Increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025. <p>Beyond 2025, the following objectives to 2040 reflect those set out in Gear Change:</p> <ul style="list-style-type: none"> • Increase the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030 and to 55% in 2035. • Deliver a world-class cycling and walking network in England by 2040.
<u>Gear Change: A bold vision for cycling and walking</u> , Department for Transport (2020)	<p>Sets out a vision to make England a great cycling and walking nation with places ‘truly walkable’ ... and for ‘a travel revolution’ in our streets, towns and communities to make cycling a mass form of transit, creating safe streets where people feel confident to cycle. Ambitious targets for cycling and walking in England included: ‘cycling and walking to become the natural choice for short journeys, with half of all journeys in towns and cities cycled or walked by 2030.’</p> <p>Actions and design principles to realise this ambition include:</p> <ul style="list-style-type: none"> • Cycle infrastructure should be accessible for everyone. • Cycle tracks that are physically separated from all other modes of travel on roads and at junctions.

	<ul style="list-style-type: none"> • Cyclists must be treated as vehicles, not pedestrians. • Cycling, walking and bus corridors to be created through low traffic neighbourhoods. • Implement school streets. • Create zero-emission zones. • Remove barriers on existing cycle routes. • Infrastructure should cater for a high number of people cycling. • Connecting routes to deliver a continuous, direct, logical and coherent network. • Increase cycle parking and locate it where it is needed. • Include wayfinding to assist navigation of routes.
<u>Cycle Infrastructure Design, Local Transport Note 1/20</u> , Department for Transport (2020)	<p>Provides guidance to local authorities on delivering high quality, cycle infrastructure including:</p> <ul style="list-style-type: none"> • Planning for cycling. • Space for cycling within highways. • Transitions between carriageways, cycle lanes and cycle tracks. • Junctions and crossings. • Cycle parking and other equipment. • Planning and designing for commercial cycling. • Traffic signs and road markings. • Construction and maintenance.
<u>Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities</u> , Department for Transport (2017)	<p>Technical guidance for producing LCWIPs.</p>
<u>Inclusive mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure</u> , Department for Transport (2021)	<p>Guidance on inclusive design of infrastructure to ensure good access for people with disabilities - but which will also bring benefits for others e.g., people travelling with small children or carrying luggage or heavy shopping.</p>
<u>Decarbonising transport: a better, greener Britain</u> , Department for Transport (2021)	<p>Sets out how the government will decarbonise the transport system and the role of different players, including local authorities, in achieving this. Active travel is a key component of the government's strategy for establishing a net zero transport system. Emphasis is also placed on reallocating road space for sustainable modes, the opportunities Low Traffic Neighbourhoods provide for cycling and walking and the importance of soft measures to support infrastructure.</p>
Local Policy/ Strategy/ Guidance	Key points relevant to the LCWIP

<p><u>Local Transport and Connectivity Plan 5 (LTCP) 2022 –2050</u>, Oxfordshire County Council (2022)</p>	<p>Sets the long-term ambition for transport in Oxfordshire. This includes creating a safe, net-zero carbon Oxfordshire transport system by reducing the need to travel and reducing private car use by making walking, cycling, public and shared transport the natural first choice by 2050. The LTCP includes:</p> <ul style="list-style-type: none"> • Policy 1: Promote a transport user hierarchy that prioritises walking, followed by cycling and riding, public transport, motorcycles, shared vehicles and finally mortised modes in transport schemes, development proposals and policies. • Policy 2: Develop comprehensive cycling and walking networks. • Policy 3: Develop LCWIPs ... according to national guidance and best practice with the aim of increasing cycling and walking activity. <p>The LTCP reflects this national government ambition, with policies aimed at increasing the proportion of journeys that are made on foot (Policies 17, 19, 34), by cycle and public transport. These include policies to improve the safety of cycling and walking for school journeys (Policy 20).</p> <p>By 2030 the LTCP sets targets to:</p> <ul style="list-style-type: none"> • Replace or remove one out of every four current car trips in Oxfordshire. • Increase the number of cycle trips in Oxfordshire from 600,000 to 1,000,000 per week. • Reduce road fatalities or life changing injuries by 50%. <p>By 2040 it aims to:</p> <ul style="list-style-type: none"> • Deliver a “net-zero carbon” transport network. • Replace or remove an additional one out of three car trips in Oxfordshire. <p>And by 2050:</p> <ul style="list-style-type: none"> • Deliver a transport network that contributes to a climate positive future. • Have zero, or as close as possible, road fatalities or life-changing injuries. <p>The LTCP is supported by Area Travel Plans and an Active Travel Strategy. The <u>Active Travel Strategy</u> sets a vision for ‘Oxfordshire towns and villages to be places where most residents choose active and healthy travel (walking and cycling) as the natural first choice for making most of their local journeys and many of their longer journeys’. The aim is to increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week by 2031. As part of this Cherwell (excluding Bicester) has a current target to increase cycle trips from 55,000 to 100,000 cycle trips per week by 2031.</p> <p>The Strategy sets out how an increase in cycling and walking will be achieved through street and infrastructure design and includes a commitment to identify and then improve an</p>
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	Oxfordshire-wide Strategic Active Travel Network (SATN). This will primarily be for utility cycle journeys, linking villages to towns, other centres of employment and public transport connections whilst also providing recreational opportunities.
<u>Oxfordshire Walking Design Standards</u> , Oxfordshire County Council (2017)	Guidance on the design of inclusive walking infrastructure.
<u>Oxfordshire Cycling Design Standards</u> , Oxfordshire County Council (2017)	Guidance on the design of inclusive cycling infrastructure.
<u>Cherwell Local Plan (2011- 2031)</u> (December 2016), Cherwell District Council and <u>The Cherwell Local Plan 2011 - 2031 (Part1) Partial Review - Oxford's Unmet Housing Need</u> (2020), Cherwell District Council	Cherwell Local Plan (2011-2031) sets out the long term strategic 'spatial vision' for Cherwell. This includes policies to ensure employment and residential development areas are well connected by sustainable modes (Policies SLE 1 and 4). There is also a commitment to improving the Oxford Canal towpath for cycling and walking (Policy ESD16).
<u>Banbury Vision & Masterplan Supplementary Planning Document</u> Cherwell District Council (2016)	The Banbury Vision & Masterplan Supplementary Planning Document provides additional detailed advice and guidance on policies in the Cherwell Local Plan in relation to Banbury. It specifically references: 'Increase pedestrian and cycle activity by auditing existing routes and preparing an improvement strategy, which should be included as part of the Local Plan part 2'. The Banbury Masterplan SPD is currently being updated.
<u>Climate Action Framework</u> , Oxfordshire County Council (2020)	Objectives for Oxfordshire are identified in response to the climate crisis, these include: <ul style="list-style-type: none"> • normalising active travel and making this accessible to all; • reducing emissions by 50% by 2030; and • achieving net zero by 2050.
<u>Oxfordshire Joint Health and Wellbeing Strategy</u> (2018-2023) (2019)	Sets out how residents' health and wellbeing can be improved and includes objectives/ aims relevant to transport including promoting physical activity including active travel; and promoting healthy place making.

3. Population and demographics

This section considers the opportunity for increasing cycling and walking in Banbury based on the local population profile and demographics, including a comparison with county and national data. It also presents evidence to support the case for prioritising the delivery of cycling and walking infrastructure in the town.

3.1 Census 2011: An overview

The census is undertaken by the Office for National Statistics (ONS) every 10 years. Whilst the 2011 census data is somewhat dated, the 2021 census travel to work data was impacted by the national lockdown, travel guidance associated with the pandemic and furlough measures. The ONS are researching the potential of using alternative data sources and modelling methods to produce travel to work statistics on a more frequent basis¹³. This future data will inform further iterations of the LCWIP, but the 2011 census data has been used as a primary input for this LCWIP and is the base information used for some of the online analysis tools referenced in **Section 4** of this document.

Data presented in this section is reported at the Lower Super Output Area and Middle Super Output Area level, defined as:

- **Lower Super Output Areas (LSOAs)** are usually made up of four or five OAs¹⁴, with a resident population of between 1,000 and 3,000 persons. In Banbury, there is a total of 31 LSOAs. LSOAs are used as the geographical basis for publishing the national Indices of Deprivation (IMD).
- **Middle Super Output Areas (MSOAs)** are used by ONS to publish census travel to work data and an increasing range of other social and demographic statistics. MSOAs are usually made up of four or five LSOAs, with a resident population between 5,000 and 15,000 persons. There are six MSOAs covering Banbury parish:
 - Banbury Hardwick (Cherwell 002)
 - Banbury Neithrop (Cherwell 003)
 - Banbury Grimsbury (Cherwell 004)
 - Banbury Ruscote (Cherwell 005)
 - Banbury Easington (Cherwell 006)
 - Banbury Calthorpe (Cherwell 007)

Bodicote, Adderbury and Bloxham (Cherwell 008) is a separate MSOA.

3.2 Census 2011: Travel to work data

From a transport planning perspective, the Census 2011 data is useful but limited by its focus on travel to work, which accounts for only 15% of all trips and with trips for other

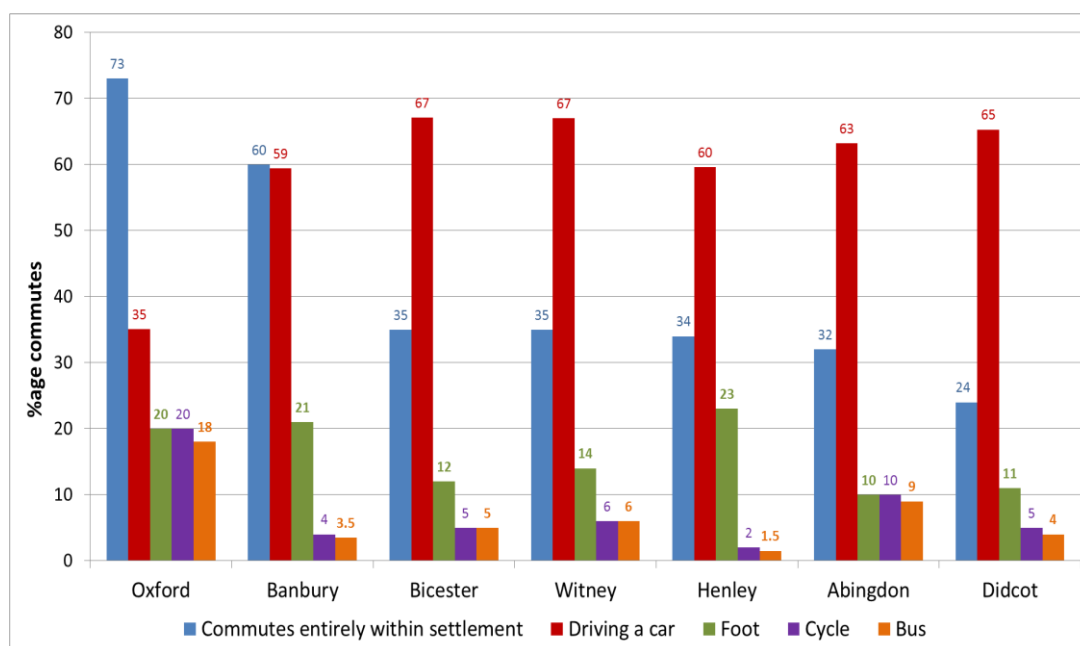
¹³ [Travel to work quality information for Census 2021 - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk)

¹⁴ Output Areas (OA) are the lowest level of geographic area for census statistics.

purposes excluded. Key points from the 2011 census related to cycling and walking commuter trips amongst Banbury residents are provided below:

- There were 20,600 people ‘in employment’ living in Banbury.
- For those employed, 60% of travel to work trips were undertaken within the town i.e., with a home origin and a work destination in Banbury¹⁵. Given this localised pattern of trip-making and the compactness of Banbury, this presents an excellent opportunity for encouraging cycling and walking for travel to work trips – provided the infrastructure is in place to support these journeys.
- As shown in **Figure 5**, despite the local pattern of travel to work, the mode split proportions (including trips within Banbury and further afield) do not reflect these shorter trips:
 - 59% of travel to work trips were undertaken by car as a driver
 - 66% were undertaken by car as a driver or passenger – compared to 54% nationally and 35% in Oxford
 - 21% of trips were undertaken on foot
 - only 4% were cycling trips¹⁶.

Figure 5: Local commutes ‘entirely within settlement’ and travel mode for travel to work trips (both within individual settlements and to other settlements) (Census 2011)



¹⁵ 2011 Census presented on Oxfordshire Insight

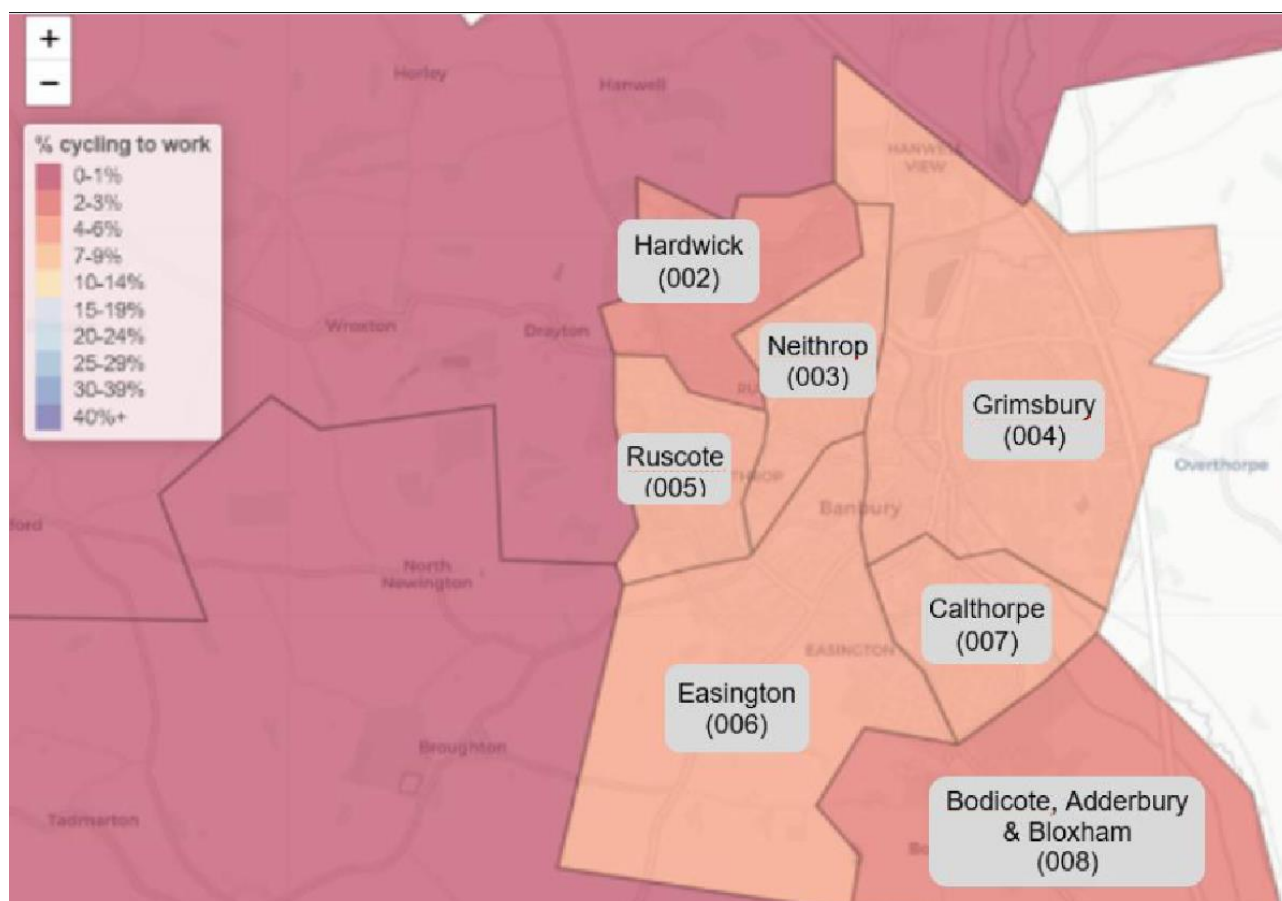
<https://public.tableau.com/views/2011CensusTTWOriginSettlementLB/LAleveljourneyorigins?:embed=y&:showVizHome=no>

¹⁶ 2011 Census presented on Oxfordshire Insight

<https://public.tableau.com/views/2011CensusTTWDestinationSettlementGL/LAleveljourneyorigins?:embed=y&:showVizHome=no>

The proportions of employed residents cycling to work in each MSOA is shown in **Figure 6**. It can be seen that of the MSOAs within Banbury, Hardwick had the lowest levels of cycling. **Table 3** provides further detail.

Figure 6: Overview of cycling to work proportions in Banbury (2011)



Source: *Propensity to Cycle Tool, Census 2011 - Middle Super Output Areas*

Table 3: Proportions cycling and driving to work in Banbury (Census 2011)

MSOA area	Total Commuters	Cyclists	Drivers
Banbury Hardwick (002)	4507	139 (3%)	3243 (72%)
Banbury Neithrop (003)	2666	123 (5%)	1424 (53%)
Banbury Grimsbury (004)	5481	225 (4%)	2867 (52%)
Banbury Ruscote (005)	3507	130 (4%)	2081 (59%)
Banbury Easington (006)	3371	121 (4%)	2138 (63%)
Banbury Calthorpe (007)	2751	107 (4%)	1735 (63%)
Bodicote, Adderbury & Bloxham (008)	3133	72 (2%)	2475 (79%)

Source: *Propensity to Cycle Tool, Census 2011 data (Middle Super Output Area)*

The issue for Banbury is clear – in common with many other Oxfordshire towns the number of people cycling to work in the town is very low. The LCWIP aims to promote measures that could make a change through an ambitious, but realistic, phased approach.

3.3 Census 2021: Car ownership and distance travelled to work data

Compared to Cherwell District overall, there is a greater number of households in Banbury that do not own cars (**Table 4**). Typically, households where people travel less than 10km to work are less likely to own a car. This indicates a greater reliance for many residents in Banbury (including in Neithrop, Grimsbury and Ruscote) on cycling, walking and public transport.

Table 4: Car ownership in Banbury and distance travelled to work (2021 census)

MSOA area	No Car household¹⁷	Travel less than 10km to work¹⁸	Works mainly from home¹⁹
Banbury Hardwick (002)	13%	41%	26%
Banbury Neithrop (003)	24%	50%	18%
Banbury Grimsbury (004)	29%	47%	21%
Banbury Ruscote (005)	25%	51%	14%
Banbury Easington (006)	19%	38%	31%
Banbury Calthorpe (007)	17%	41%	28%
Bodicote, Adderbury & Bloxham (008)	8%	28%	39%
Cherwell District	15%	32%	32%

3.4 National Travel Survey & Active Lives Survey: Cycling and walking for other trip purposes

3.4.1 Cycling

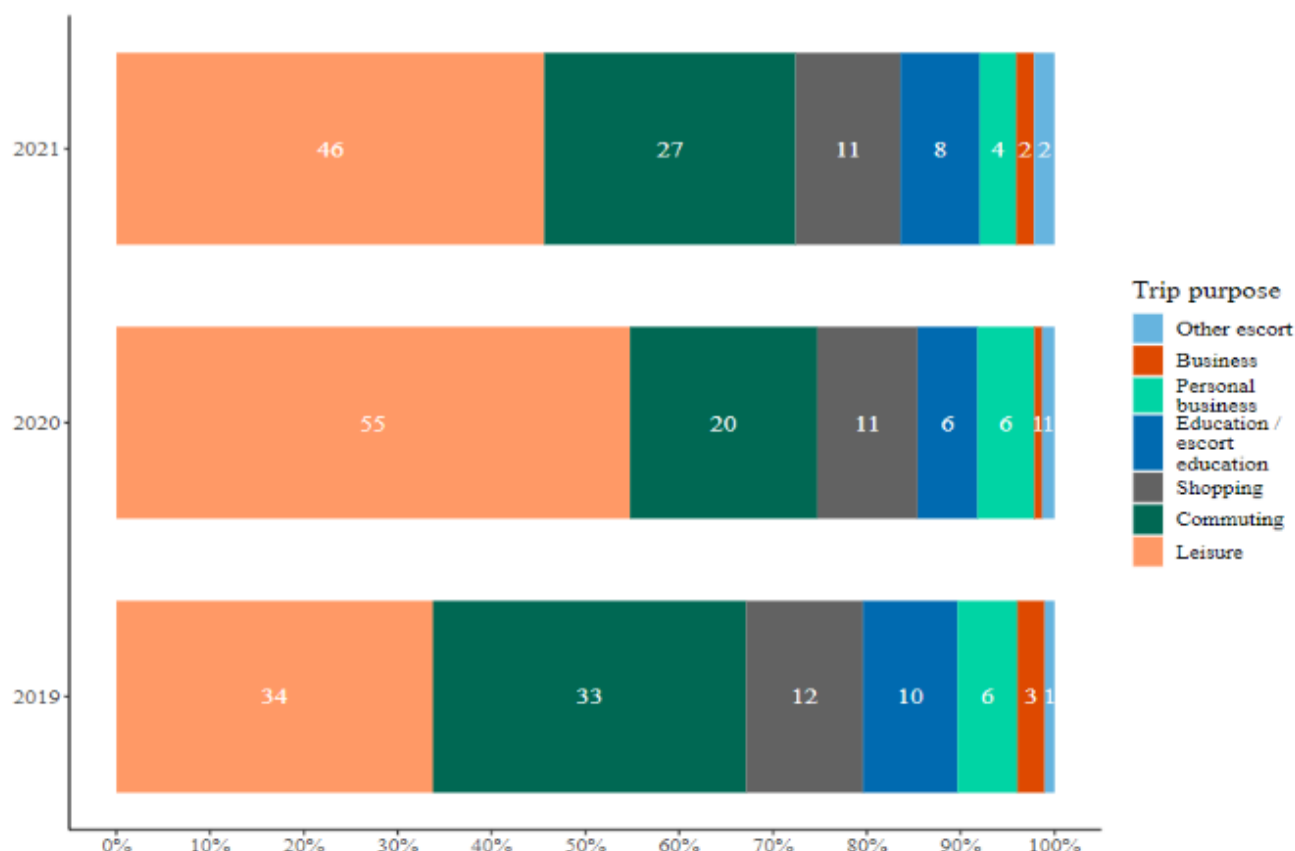
The National Travel Survey²⁰ compares the frequency of cycling for leisure with that for other purposes (see **Figure 7**). Nationally, 34% of cycle trips in 2019 were for leisure purposes, while 33% were for commuting.

¹⁷ [Car or van availability - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/datasets/TS061/editions/2021/versions/1)

¹⁸ [Distance travelled to work - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/datasets/TS061/editions/2021/versions/1)

¹⁹ <https://www.ons.gov.uk/datasets/TS061/editions/2021/versions/1>

²⁰ <https://www.gov.uk/government/statistics/national-travel-survey-2021>

Figure 7: Cycle trips by trip purpose 2019 to 2021 (percentages)

Source: National Travel Survey 2019-2021

The proportion of adults who regularly cycle in Oxfordshire is higher than the England average for both leisure and other travel purposes (**Table 5**). However, within Cherwell District this falls below the national average particularly amongst those cycling more regularly, again highlighting the need for interventions to increase the take-up of cycling in Banbury and the wider Cherwell area.

Table 5: Percentage of adults that cycle, 2018-2019

	Cycling for leisure				Cycling for other purposes			
	Once per month	Once per week	Three times per week	Five times per week	Once per month	Once per week	Three times per week	Five times per week
England	13.1	7.6	2.1	1.0	7.6	5.9	3.1	1.9
Oxfordshire	19.1	11.3	2.9	1.4	16.9	14.4	8.5	5.9
Cherwell District	15.3	8.5	1.2	0.6	7.8	6.1	3.5	1.8

Source: Department for Transport 2020²¹

²¹ DfT, 2020, <https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2020>

3.4.2 Walking

Figure 8 shows walk trips by purpose for 2019, 2020 and 2021. Commuting makes up only a very small percentage of all walking trips nationally, with only 7% of people walking to work in the 2019 dataset. Leisure purposes (visiting friends, entertainment, sport, holiday, and day trip) and ‘just going for a walk’ comprise 40% of all walking trips in 2019.

The importance of walking as a leisure activity highlights the need to consider the amenity value of cycling and walking routes, access to existing green routes such as the canal towpath and the important role of active travel in helping to provide indirect opportunities for regular exercise.

Figure 8: Walk trips by trip purpose 2019 to 2021 (percentages)



Source: National Travel Survey 2019-2021

3.4.3 Walking to school

Typically, children make more trips on foot than any other age group, largely accounted for by the journey to and from school. On average, 46% of children aged 5 to 10 years and 39% of children aged 11 to 16 years travel to school on foot; for journeys to school that are a mile or less, this increases to 80% and 95% respectively (National Travel Survey, 2019)²². This LCWIP has considered the location of schools as ‘trip generators’ when determining and prioritising the cycling and walking network improvements.

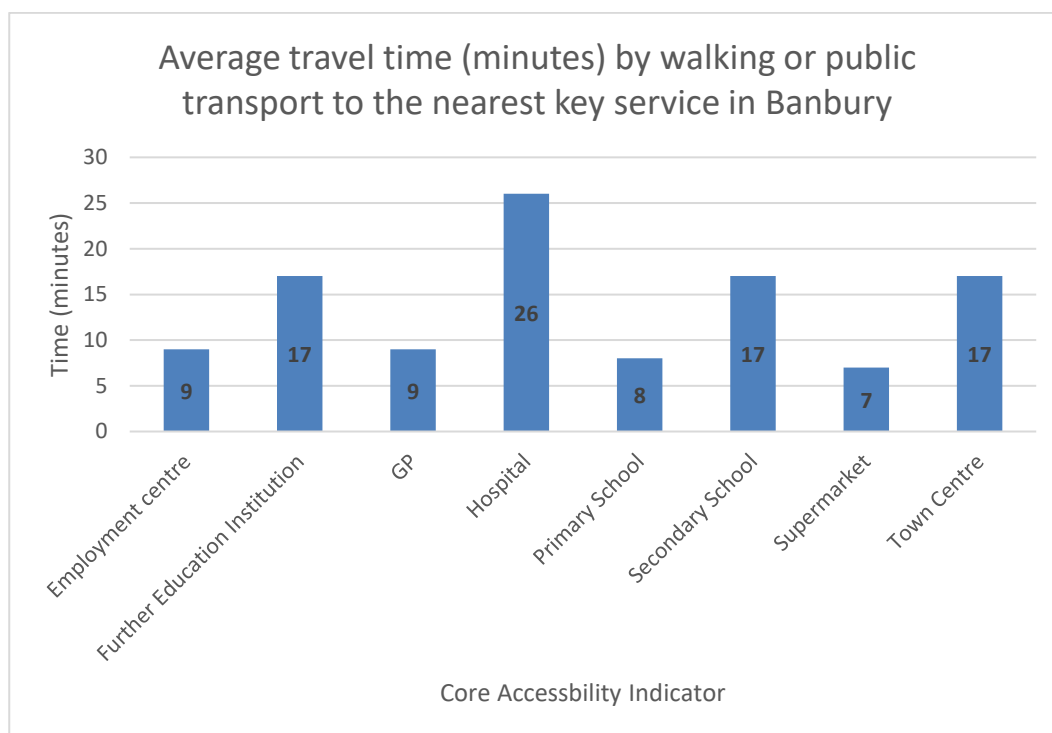
²² National Travel Survey, 2019, [National Travel Survey: 2019 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/national-travel-survey)

3.5 Core Accessibility Indicators (2015)

To encourage people to travel by cycling and walking for daily journeys, there needs to be suitable connections to destinations, thereby creating accessible destinations. Accessibility for this purpose refers to the extent to which individuals can access the services (including employment centres, food shops and schools) they need daily using the current transport network. A set of Core Accessibility Indicators²³ is used to measure this.

The Core Accessibility Indicators for Banbury show that there is typically a short journey time for people to access daily services by walking or public transport. Thus, there is excellent opportunity for encouraging cycling and walking for leisure, shopping, and other types of journeys, as shown in **Figure 9**.

Figure 9: Average travel time (mins) by walking or public transport to the nearest key service



Source: DfT: Core Accessibility Indicators (2015)

3.6 Index of Multiple Deprivation (IMD)

The Index of Multiple Deprivation (IMD) is a measure of relative deprivation for small areas (LSOAs). It is a combined measure of deprivation based on a total of 37 separate indicators which are grouped under seven headings reflecting different aspects of deprivation experienced by individuals living in an area. These are Income (people who are either out of work or on a low income), Employment (people who are unable to work or suffering from

²³ Core Accessibility Indicators Guidance, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/372139/accessibility-statistics-guidance.pdf

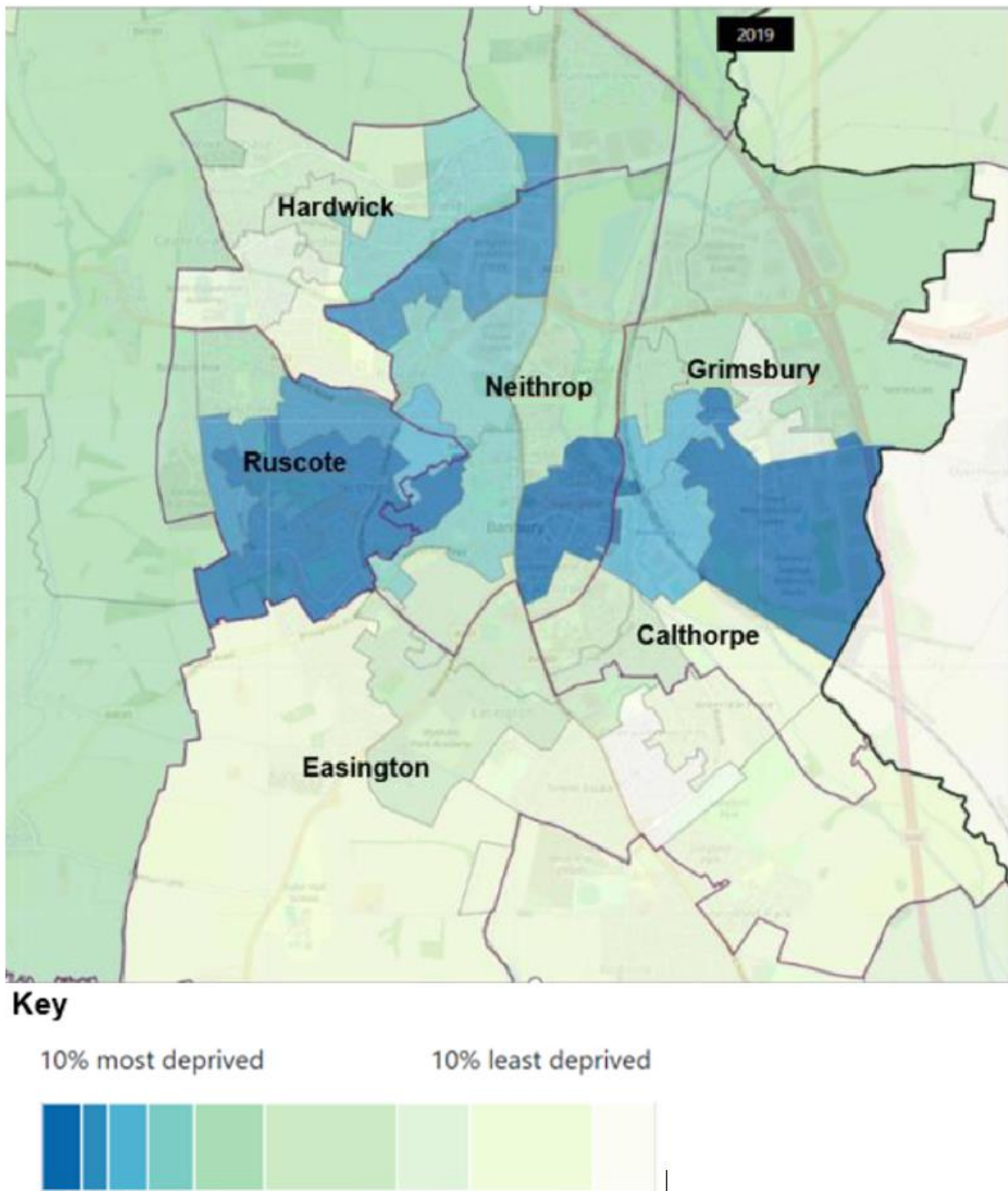
sickness or disability or have caring responsibilities), Education, Skills & Training (people with a lack of attainment or skills), Health & Disability (people who suffer from poor physical or mental health), Crime (the risk of becoming a victim of personal or material crime), Barriers to Housing & Services (whether physical or financial) and the Living Environment (reflecting the quality of housing, air quality and road accidents). This data can be used to aid prioritisation of infrastructure improvements for walking and cycling. In general, higher priority should be given to improvements which serve more deprived communities although this factor will need to be balanced with other prioritisation criteria.

Figure 10 shows Index of Multiple Deprivation by LSOA for areas in and around Banbury based on data from 2019. Deprivation and poverty data highlights significant inequalities in Banbury with the town having some of the most deprived areas in Oxfordshire. As shown in **Table 6**, Banbury has six areas that were ranked within the 20% most deprived areas in the country. This has increased from four in 2015. The areas that moved into the 20% more deprived group in 2019 (i.e. becoming relatively more deprived) were part of Banbury Ruscote ward and part of Banbury Cross & Neithrop ward. Note that this change can be as a result of an area becoming more deprived and/or other areas improving.

Table 6: Index of Multiple Deprivation: Most deprived LSOAs

Ward	LSOA (neighbourhood) reference	Ranking out of 32,844 LSOAs in England	National comparison
Banbury Ruscote	Cherwell 005B	3,328	Amongst the 20% most deprived areas
Banbury Ruscote	Cherwell 005F	3,860	Amongst the 20% most deprived areas
Banbury Cross & Neithrop	Cherwell 004A	4,563	Amongst the 20% most deprived areas
Banbury Grimsbury and Hightown	Cherwell 004G	4,883	Amongst the 20% most deprived areas
Banbury Ruscote	Cherwell 005A	5,586	Amongst the 20% most deprived areas
Banbury Cross & Neithrop	Cherwell 003D	6,527	Amongst the 20% most deprived areas

Figure 10: Indices of Multiple Deprivation (Banbury, 2019)



3.7 Health and wellbeing

Health and wellbeing and cycling and walking are closely linked – cycling and walking can improve population health, and good health can lead to a greater uptake of cycling and walking. The health data in Banbury gives an indication of the propensity to cycle and walk

currently and the benefits that an increase in cycling and walking would provide to the population.

Public Health England local profiles show that, when considering all wards in Banbury, Banbury Ruscote has the most health indicators (27 out of 419) that are statistically worse than the England average, including life expectancy of males and females, deaths from all causes and coronary heart disease²⁴.

Physical activity: According to Sport England's small area estimates, the proportion of people aged 16+ in Banbury who were physically active for at least 150 minutes a week was below the Oxfordshire average²⁵. Two MSOAs covering Banbury Cross and Banbury Ruscote were below the national average for this level of exercise²⁶.

Child obesity: The latest data on child obesity from the National Child Measurement Programme (NCMP, three years combined 2015/16 to 2017/18) shows:

- For Reception children (aged 4-5 years) – Banbury wards were similar to Oxfordshire and Cherwell averages and typically below the England average in terms of levels of child obesity²⁷.
- Year 6 children (aged 10 to 11 years) – Banbury Ruscote, Banbury Cross and Neithrop and Banbury Grimsbury and Hightown are above the England, Oxfordshire and Cherwell averages for prevalence of obesity in children. Banbury Calthorpe, Easington and Banbury Hardwick are approximately equal to the Cherwell average, but over the Oxfordshire average²⁸.

Encouraging cycling in Banbury through provision of improved infrastructure will bring health and wellbeing benefits across all age groups and help to reduce some of the inequalities that currently exist in the town.

SECTION SUMMARY:

Demographic data suggests that with the right infrastructure in place there is a significant opportunity to increase levels of cycling and walking in Banbury which would address environmental and health challenges:

²⁴ Oxfordshire Insight 2019, Banbury Health and Wellbeing Profile, [Banbury Health and Wellbeing Profile \(oxfordshire.gov.uk\)](https://www.oxfordshire.gov.uk/banbury-health-and-wellbeing-profile)

²⁵ Sports England, <https://www.sportengland.org/our-work/partnering-local-government/small-area-estimates/>

²⁶ Sports England, <https://www.sportengland.org/our-work/partnering-local-government/small-area-estimates/>

²⁷ Oxfordshire Insight 2019, Banbury Health and Wellbeing Profile, [Banbury Health and Wellbeing Profile \(oxfordshire.gov.uk\)](https://www.oxfordshire.gov.uk/banbury-health-and-wellbeing-profile)

²⁸ Oxfordshire Insight 2019, Banbury Health and Wellbeing Profile, [Banbury Health and Wellbeing Profile \(oxfordshire.gov.uk\)](https://www.oxfordshire.gov.uk/banbury-health-and-wellbeing-profile)

- 60% of travel to work trips start and end in Banbury, and 60% of travel to work trips to all places are made by car. Due to the short distance of journeys, there is significant potential for facilitating more cycling and walking for these trips and others.
- Between 38% and 51% of residents in employment in Banbury's six MSOAs travelled less than 10km for work, this provides an opportunity to convert more trips to cycling and walking.
- Proportions of households without a car are higher in Banbury than other parts of Oxfordshire, resulting in reliance on other modes and an opportunity to create a culture of cycling and walking in Banbury.
- The level of walking in Banbury compares favourably with other towns in Oxfordshire but could still be improved; cycling is only lower in the much smaller town of Henley.
- Core accessibility indicators for Banbury suggest excellent opportunities for encouraging cycling and walking as Banbury has shorter journey times by cycling, walking and public transport to a wide array of services. Utilising this will ensure sustainable travel is a more convenient choice.
- Topography can be an issue in the town but good quality infrastructure would help to make cycling in the town more attractive and electric bikes will start to address the hilliness.
- Banbury has six areas that were ranked within the 20% most deprived areas nationally. Cycling and walking provide an opportunity to connect these residents to the rest of Banbury and ensure an inclusive and accessible town.
- The proportion of people aged 16+ in Banbury who are physically active for at least 150 minutes a week is below the Oxfordshire average. Improving cycling and walking infrastructure presents an opportunity to address this by creating an environment in which it is easier for people to cycle and walk, thus increasing physical activity levels and improving population health in the process.

4. Cycling & walking: demand and challenges

To identify prioritised networks of improvements for cycling and walking it is important to understand:

- Where people want to travel to and from – both currently and in the future.
- The preferred routes for making those journeys.

This section addresses those considerations.

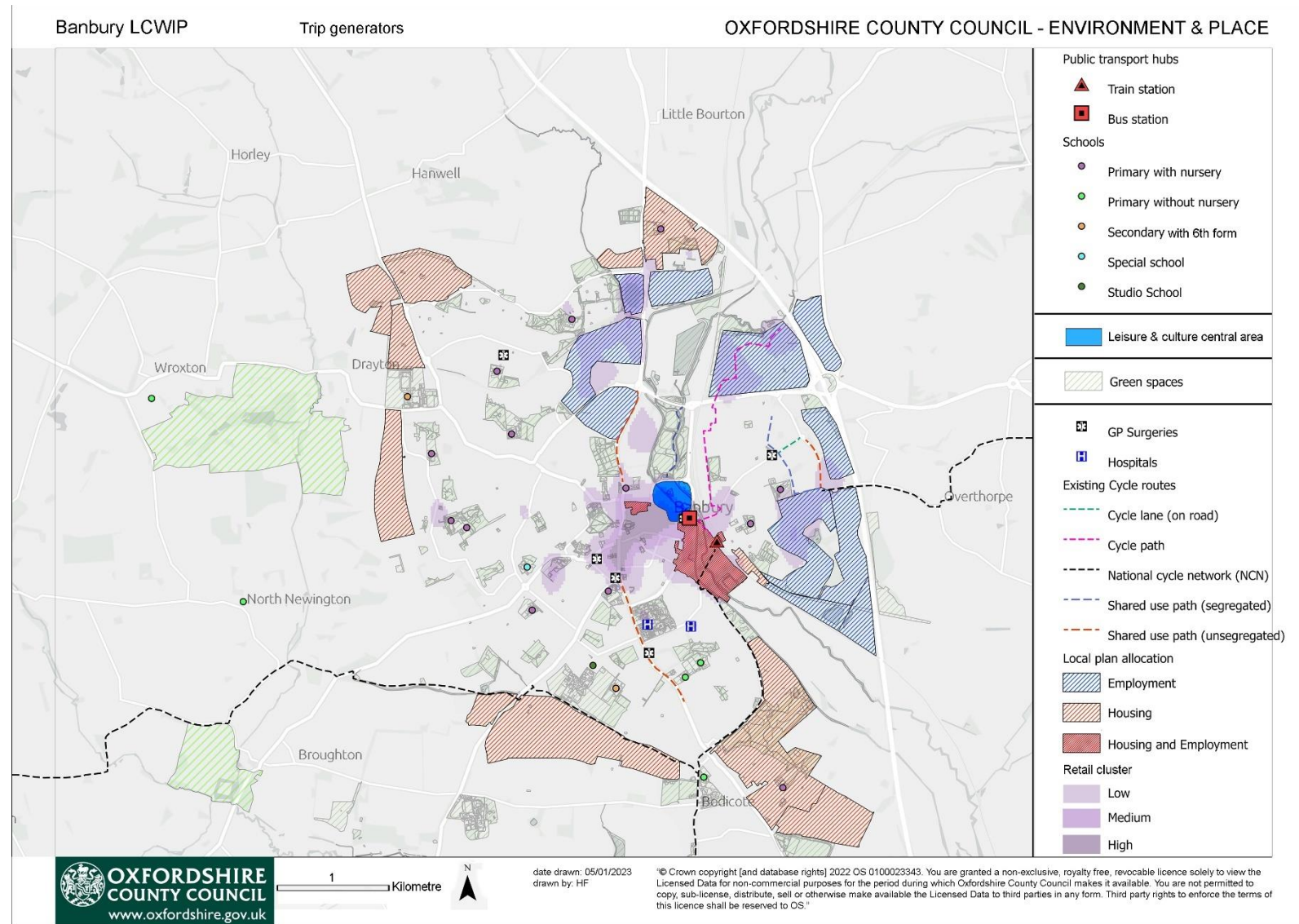
4.1. Where are people travelling to and from ('trip generators')?

4.1.1. Existing trip generators

The locations of existing key local trip generators relevant to Banbury LCWIP and to people cycling and walking have been mapped (see **Figure 11**). These include:

- Employment sites
- Retail areas (shopping, restaurants)
- Leisure sites including cinema, theatre and sports' centres
- Schools – nursery, primary and secondary
- Medical and health facilities – GPs, health centres and hospitals
- Public transport hubs – railway stations, bus station
- Green spaces and parks, including blue spaces such as the canal and river.

Figure 11: Banbury local trip generators



An analysis of the locations of the key trip generators shows that:

- There is a concentration of employment on the east side of Banbury (both existing and in the Local Plan allocated sites), which creates demand for travel to and from the residential areas in the west and south of the town and from the wider area.
- There is a lack of safe routes catering for the above demand with the canal, river and railway all creating significant barriers for the west-east movements, and a lack of suitable south-to-east routes that do not involve routing through the town centre. Given the proportion of Banbury residents who work in the town, it is essential that there are safe and convenient connections available if sustainable travel is to be encouraged.
- The Banbury Gateway Shopping Park to the north of Banbury generates demand from across the town. However, the A422 Hennef Way and the industrial areas to the south of Hennef Way create a barrier for cycling, particularly from the south.
- Castle Quay Shopping Centre, the leisure and cultural facilities focussed to the north of Castle Quay (including Spiceball Leisure Centre) and the wider town centre area are also key trip generators.
- There is a cluster of primary and secondary schools along the 'western corridor' of the town. For the purpose of this LCWIP the 'western corridor' is defined as Ruscote Avenue, from west of the junction with Hennef Way/Southam Road; continuing via the Parklands/Warwick Road junction to Woodgreen Avenue, Queensway and Springfield Avenue and onward connections to the schools in Easington including Blessed George Napier School, Banbury Academy and Wykham Park Academy.
- The Core Walking Zone includes the central core of Banbury and associated facilities, the western corridor and the majority of schools in Banbury.

4.1.2. Future trip generators

The locations of Local Plan allocated development sites (residential, employment, retail, leisure and education) are important considerations for the LCWIP as they represent potential changes to future demand for cycling and walking.

New cycling infrastructure and facilities have already been secured from development sites as part of the planning process. These include:

- Improvements to the tunnel under the M40 and an off-carriageway cycle path along Old Daventry Road (Wildmere Road) linking the retail park to Hennef Way
- Off-road cycle lanes at the northern end of Warwick Road
- Contributions towards upgrading the canal towpath for pedestrians and cyclists in the south and centre of the town.

Whilst many of the sites allocated in the adopted Cherwell Local Plan have already been built out, there is still a significant number yet to be completed that needed to be considered in the future demand assessments, including 'Banbury 17' South of Salt Way, 'Banbury 4' Bankside and 'Banbury 1' Canalside.

4.2. Preferred routes for cycling journeys

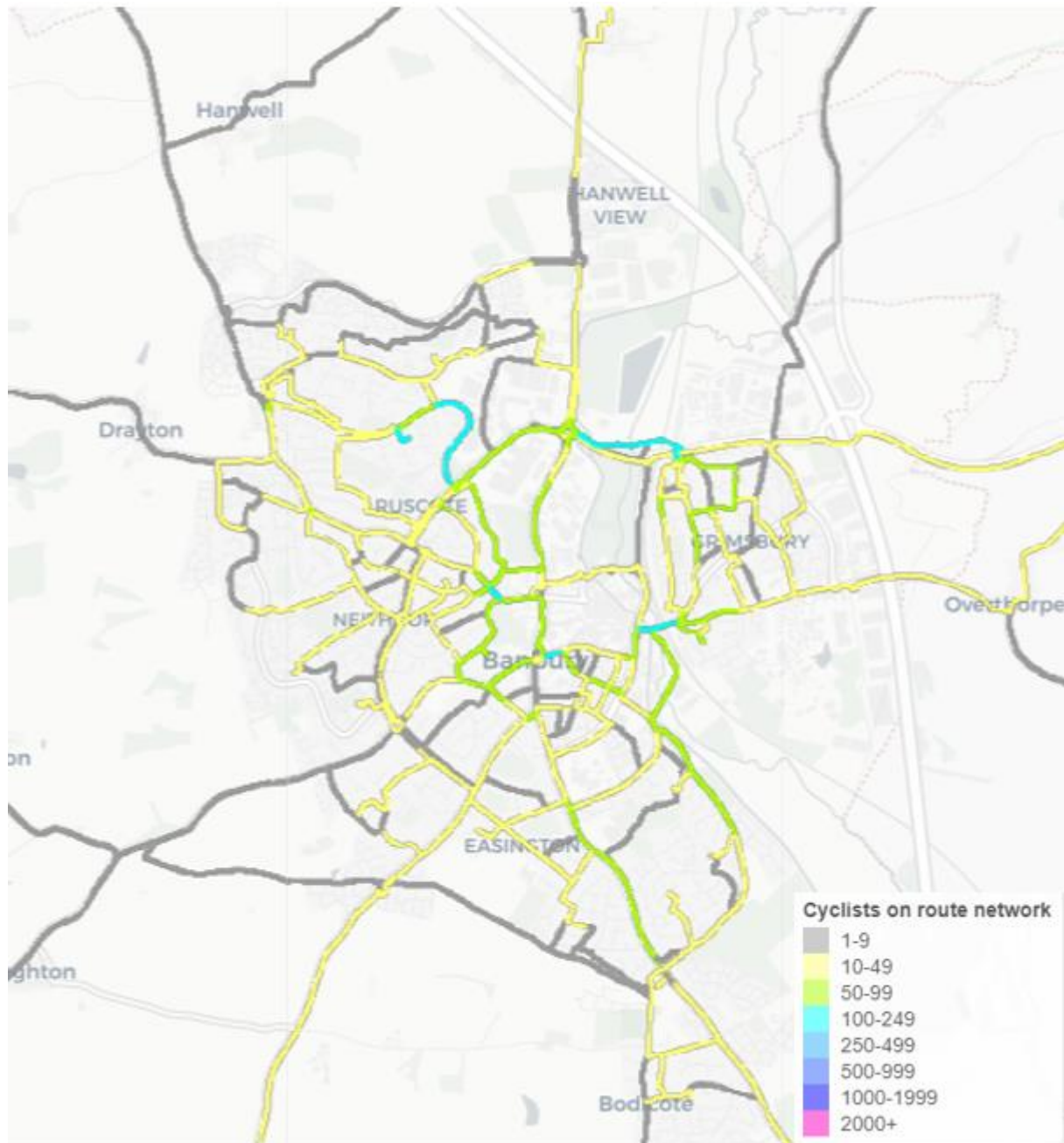
4.2.1. Propensity to Cycle Tool (PCT)

The PCT is a nationwide (England and Wales) web-based tool for estimating cycling potential and corresponding health and CO2 benefits, down to the street level. It measures population levels at the start and end of potential cycle trips and calculates where there is an opportunity to increase the number of trips if the right measures are put in place. In all the PCT scenarios cycling potential is calculated based on trip distance (people are more likely to cycle a shorter trip than a longer trip) and hilliness (people are less likely to cycle a trip involving hills).

PCT commuting data (Census 2011 cycling scenario)

The baseline cycling flows from the 2011 census (as shown in **Figure 12**) are useful in identifying several routes which make up the existing cycling network in Banbury based on 'existing' (2011) demand. **Figure 12** shows the 2011 cycle (commuting) demand in Banbury based on the PCT tool; the green and blue lines represent routes of higher demand including Southam Road, the northern section of Ruscote Avenue, routes through Grimsbury, the northern section of Bankside and A4260 Oxford Road. Several of these are on the more difficult sections of the transport network to achieve fully segregated cycle routes.

Figure 12: Propensity to Cycle Tool commuting data (Census 2011 scenario)



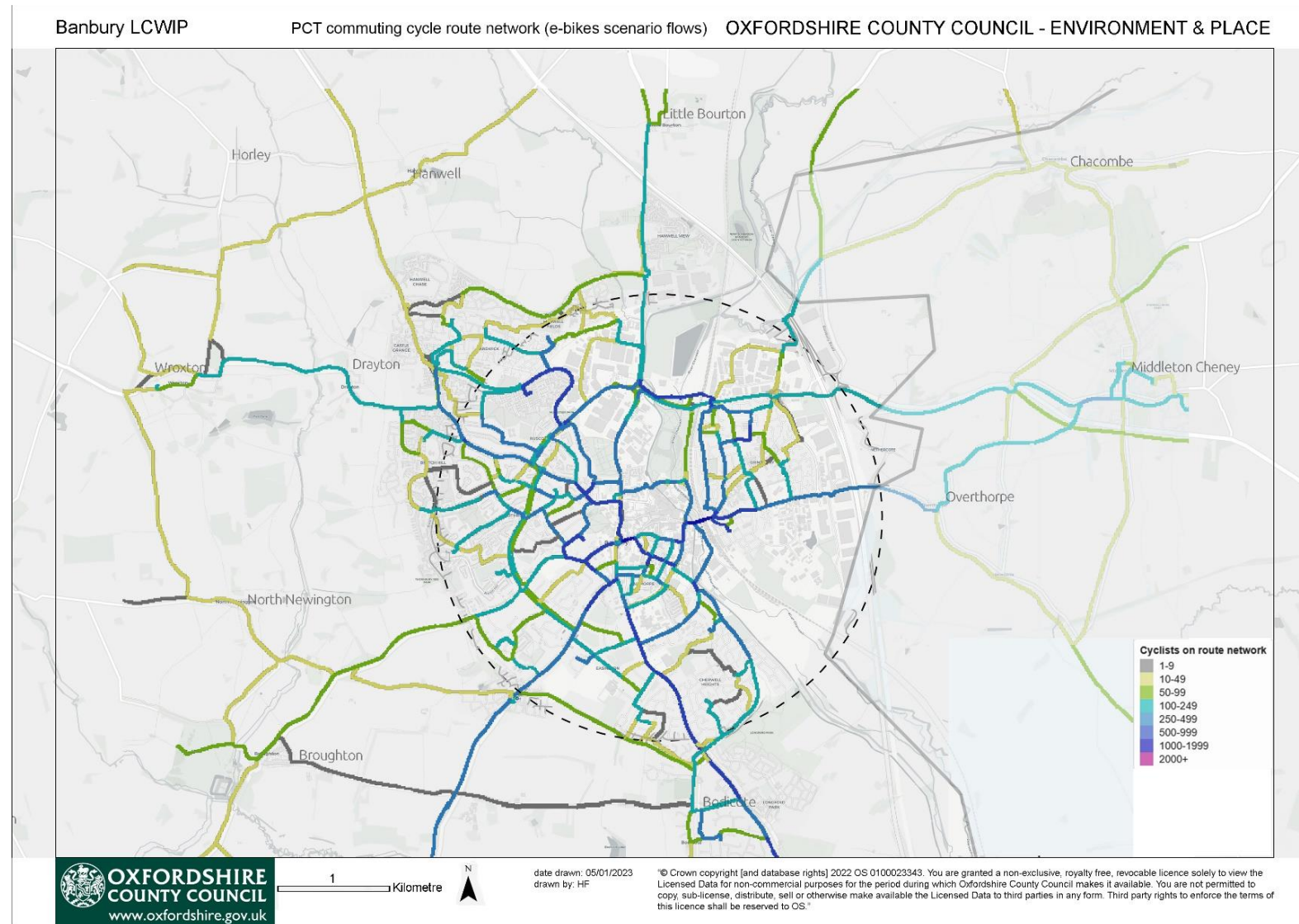
Source: <https://www.pctbike/>

PCT commuting data (E-bikes scenario)

The PCT's E-bikes scenario, shown in **Figure 13**, makes use of the same route network as the Census 2011 cycling scenario, but estimates the numbers of users of each route (for commuting trips) assuming Dutch propensities to cycle. The Netherlands has a much more mature cycling culture and this scenario assumes a significant shift to cycling across age groups and genders once the infrastructure is in place to enable this. There is also the additional assumption that people use electric bikes for some longer and hillier trips.

This scenario is effectively a best-case estimate of the potential for modal shift to cycling in Banbury. It helps to provide an ambitious estimate of future cycling flows and to highlight where the largest numbers of potential cyclists would benefit from improved infrastructure, although it does not factor in the impact that new developments will have on these flows. This information, alongside other inputs, helps to prioritise future investment in cycle infrastructure by focusing investment on routes that are likely to be used by the largest numbers of people, and to make the case for funding infrastructure improvements on specific routes.

Figure 13: Propensity to Cycle Tool commuting cycle route network (E-bikes Scenario flows)



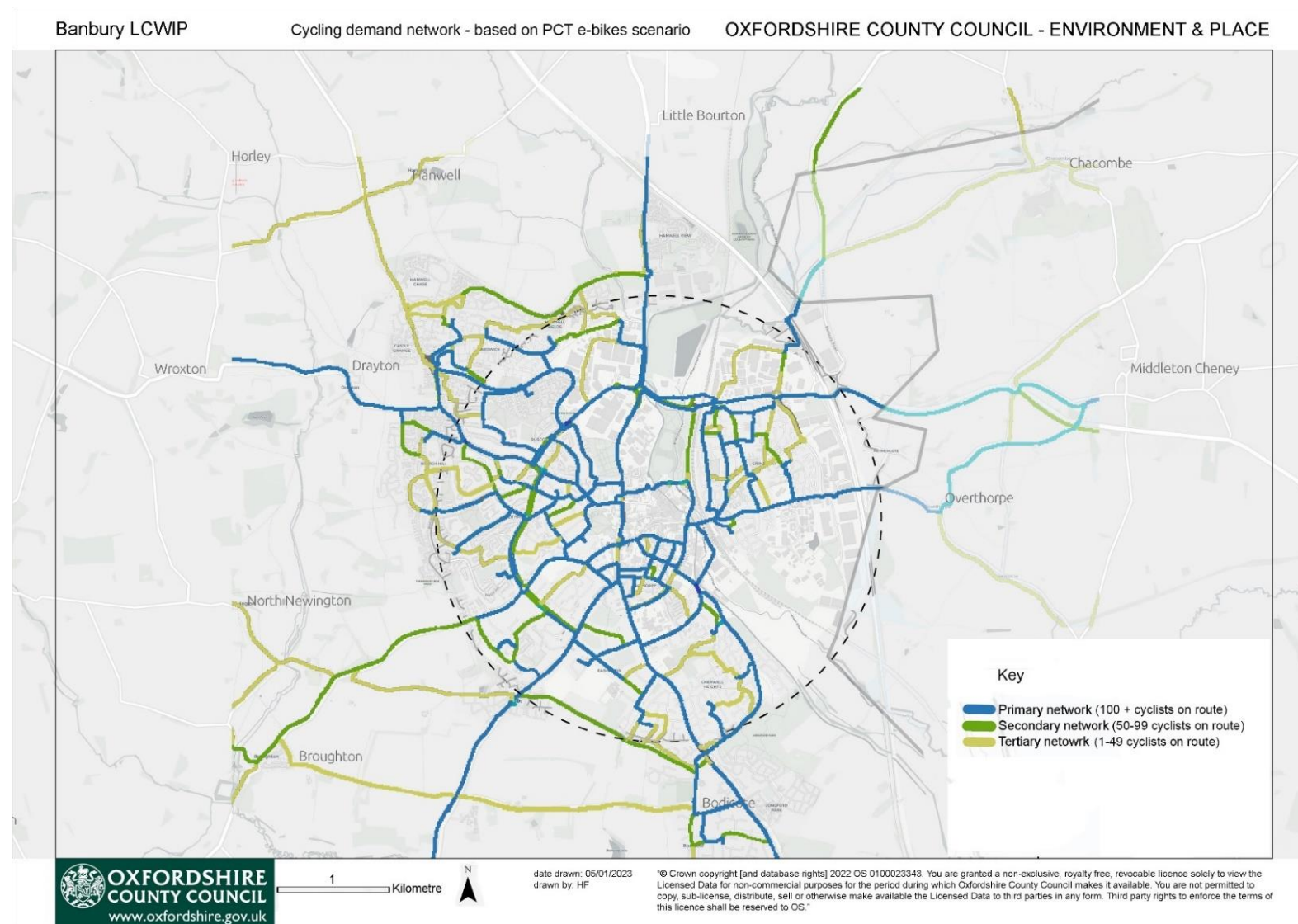
Source: <https://www.pct.bike/>

To make interpretation of the coding of the network clearer, **Error! Not a valid bookmark self-reference.** groups the demand flows in to three categories:

- Primary demand (100+ cyclists on route)
- Secondary demand (50 to 99 cyclists on route)
- Tertiary demand (1 to 49 cyclists on route)

This map has formed the base map on which to further develop the cycle network prioritisation map in **Section 7**.

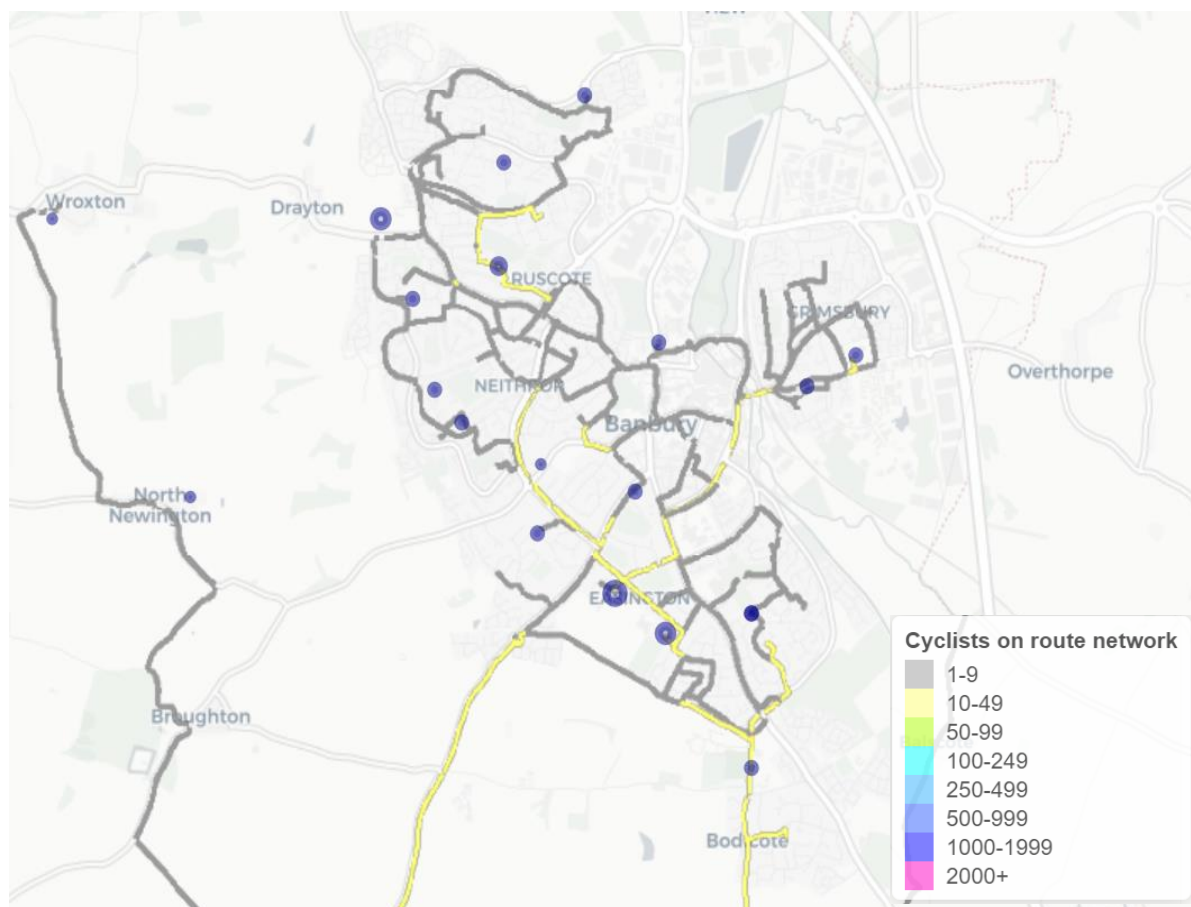
.Figure 14: Cycling demand network (based on PCT e-bikes scenario with demand flows ‘grouped’)



PCT school travel data (School Census 2011 scenario)

The PCT also provides data on travel to school with **Figure 15** showing the cycling flows for travel to school based on the School Census 2011 scenario. This data is helpful in identifying parts of the cycling and walking network where demand, especially peak hour demand, will be higher than the commuting data from the PCT suggests, due to the additional school traffic. In addition, it can help to identify where there may be further demand for segregation from motor traffic in order to facilitate safe opportunities for children, who may be less able to mix safely with general traffic, to travel to and from school by active modes.

Figure 15: Propensity to Cycle Tool school cycle route network (School Census 2011 scenario flows)



Source: <https://www.pctbike/>

PCT school travel data (Go Dutch scenario)

The PCT's Go Dutch scenario for school travel, highlights potential cycling flows for school travel assuming Dutch propensities to cycle (an e-bikes scenario is not currently available for the PCT's school travel data). This provides an aspirational estimate of future cycling levels for trips to school in Banbury and is helpful to inform prioritisation of improvements to cycle infrastructure, by identifying routes where trips to school by cycle can be unlocked.

Figure 16 indicates a clear focus of potential demand along: the western corridor (particularly Springfield Avenue, Queensway and Woodgreen Avenue) where the schools are concentrated, which was not picked up by the commuting data in **Figure 12**, **Figure 13** and To make interpretation of the coding of the

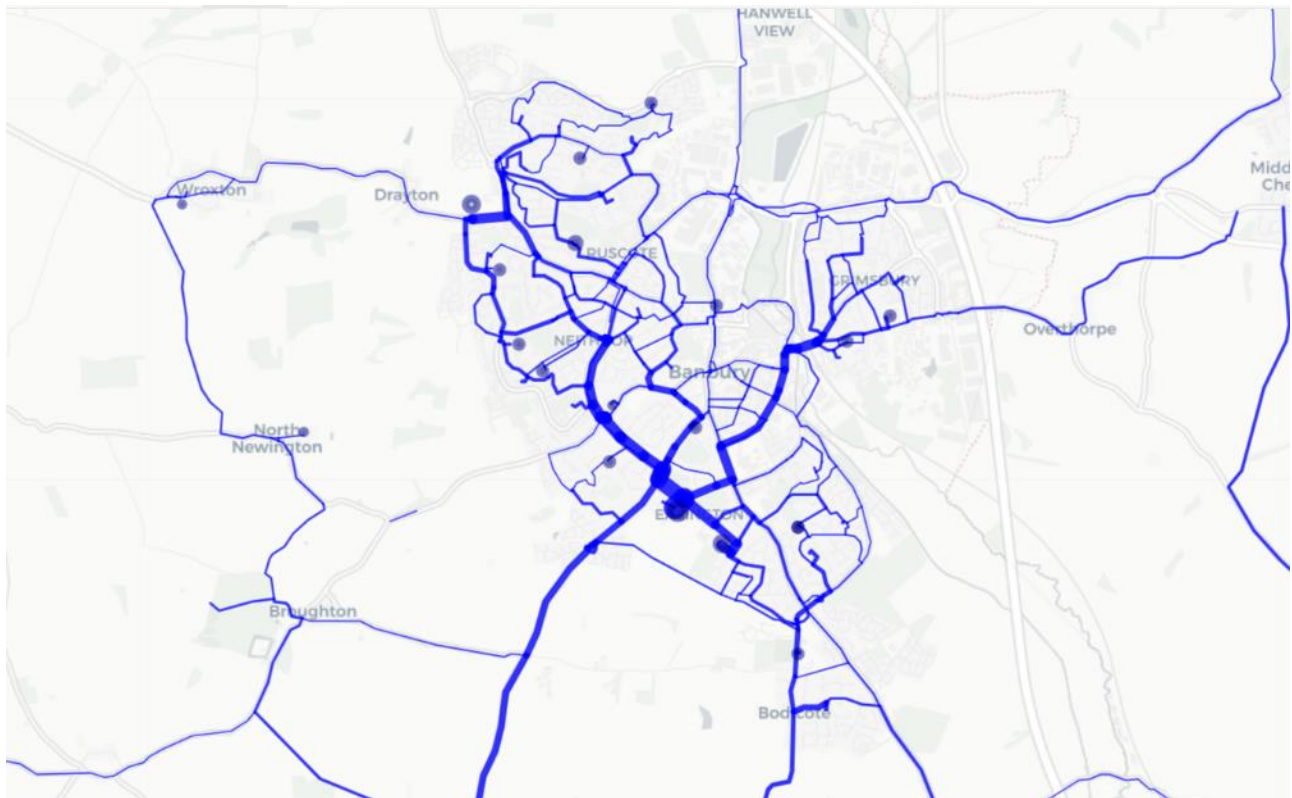
network clearer, **Error! Not a valid bookmark self-reference.** groups the demand flows in to three categories:

- Primary demand (100+ cyclists on route)
- Secondary demand (50 to 99 cyclists on route)
- Tertiary demand (1 to 49 cyclists on route)

This map has formed the base map on which to further develop the cycle network prioritisation map in **Section 7**.

- **.Figure 14.**
- Horton View, Oxford Road, Upper Windsor Street, Cherwell Street, Bridge Street, Middleton Road and into Grimsbury.
- Banbury Road and Bloxham Grove Road to the Warriner School at Bloxham
- Warwick Road and Stratford Road serving the North Oxfordshire Academy.

Figure 16: Propensity to Cycle Tool school cycling route network (Go Dutch scenario flows)



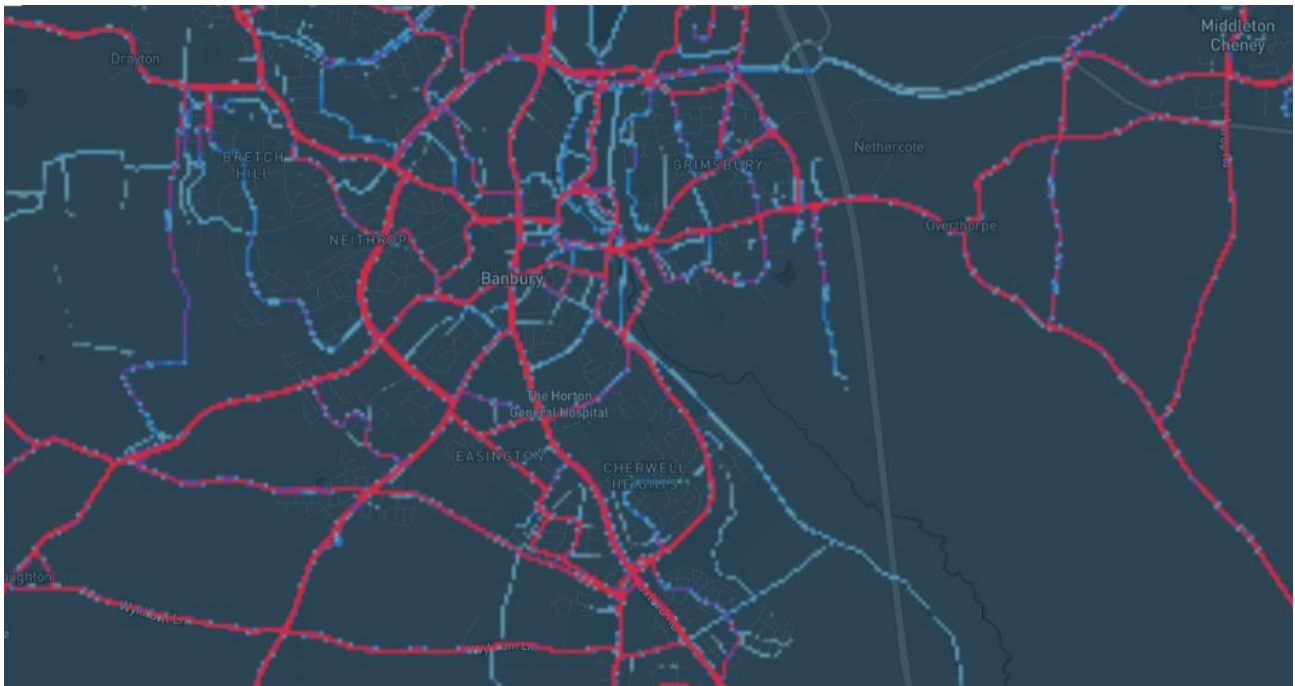
Source: <https://www.pct.bike/>

4.2.2. Strava Global Heatmap

Strava is an online resource/application that enables users to track and record the route they have taken whilst cycling and running. Although the trips recorded tend to be for sport or leisure purposes and may not accurately reflect patterns of cycling and walking trips for utility purposes, Strava's Global Heatmap provides an additional data source which helps to corroborate and validate the conclusions being drawn from the PCT for the purpose of this LCWIP. The data provides a visualisation of the frequency of cycling, walking and running on different routes in Banbury, based on aggregated public activities recorded on Strava over the past year.

Figure 17 shows the Strava Global Heatmap for cycling activities in the Banbury area. The routes shown in a bold red colour are those most cycled by Strava users. **Figure 18** shows a similar map for walking and running activities recorded in the Banbury area. Although most of the frequently cycled routes overlap well with the estimates in the PCT (see **Error! Reference source not found.**), there are additional routes from the Strava Global Heatmap that are highlighted as important including: Middleton Road, Daventry Road and Wildmere Road.

Figure 17: Strava Global Heatmap: Cycling (accessed 3rd January 2023)



The Strava map for running shows how running permeates Banbury. The number of runners is highest on the core roads of Banbury, including Warwick Road, the western corridor (Queensway, Woodgreen Avenue and Orchard Way), the central corridor (Oxford Road, North Bar, South Bar, Southam Road), and Broughton Road. These roads have streetlights and include segregation from motor vehicles, which creates a safer and more inclusive environment for people to run. Spiceball County Park is also an important running location, including being the location of Banbury's Park Run. It has been shown that partaking in cycling and walking for leisure can lead to an increase in cycling and walking for other journey purposes²⁹. The importance of providing suitable and high-quality routes for cycling and walking for leisure purposes must not be overlooked.

²⁹ Transport for London, Exploring the relationship between leisure and commuter cycling, 2011, <https://content.tfl.gov.uk/exploring-the-relationship-between-cycling-leisure-and-utility-trips.pdf>

Figure 18: Strava Global Heatmap: Running (accessed 3rd January 2023)



4.3. Accident data

There has been a high-level analysis of cycling and walking accident data to understand accident locations and clusters. Detailed accident analysis will take place during the design stage of route improvements and will be used to inform those improvements.

4.3.1. Accidents involving people cycling

The location and severity of reported accidents involving people cycling (January 2017 to June 2022) is shown in **Figure 19**. During that period there were 14 serious accidents and 47 slight accidents.

There are particular clusters of accidents on Southam Road, north of the junction with the A361 and on the western corridor.

4.3.2. Accidents involving people walking

The location and severity of reported accidents involving pedestrians (January 2017 to June 2022) is shown in **Figure 20**. When compared to accidents involving cyclists, there is more of a cluster of accidents in the town centre.

Figure 19: Accidents involving people cycling (January 2017 to June 2022)

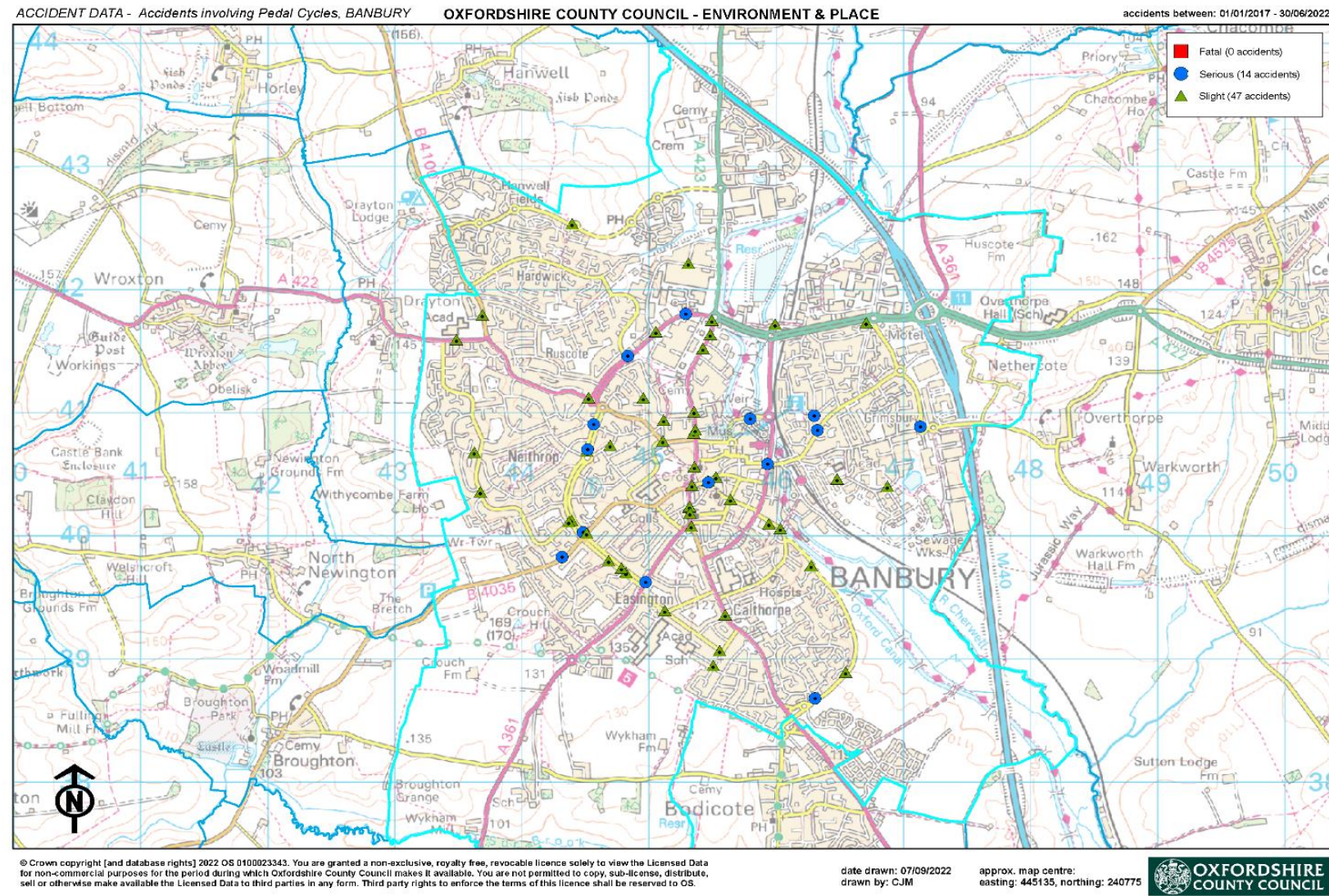
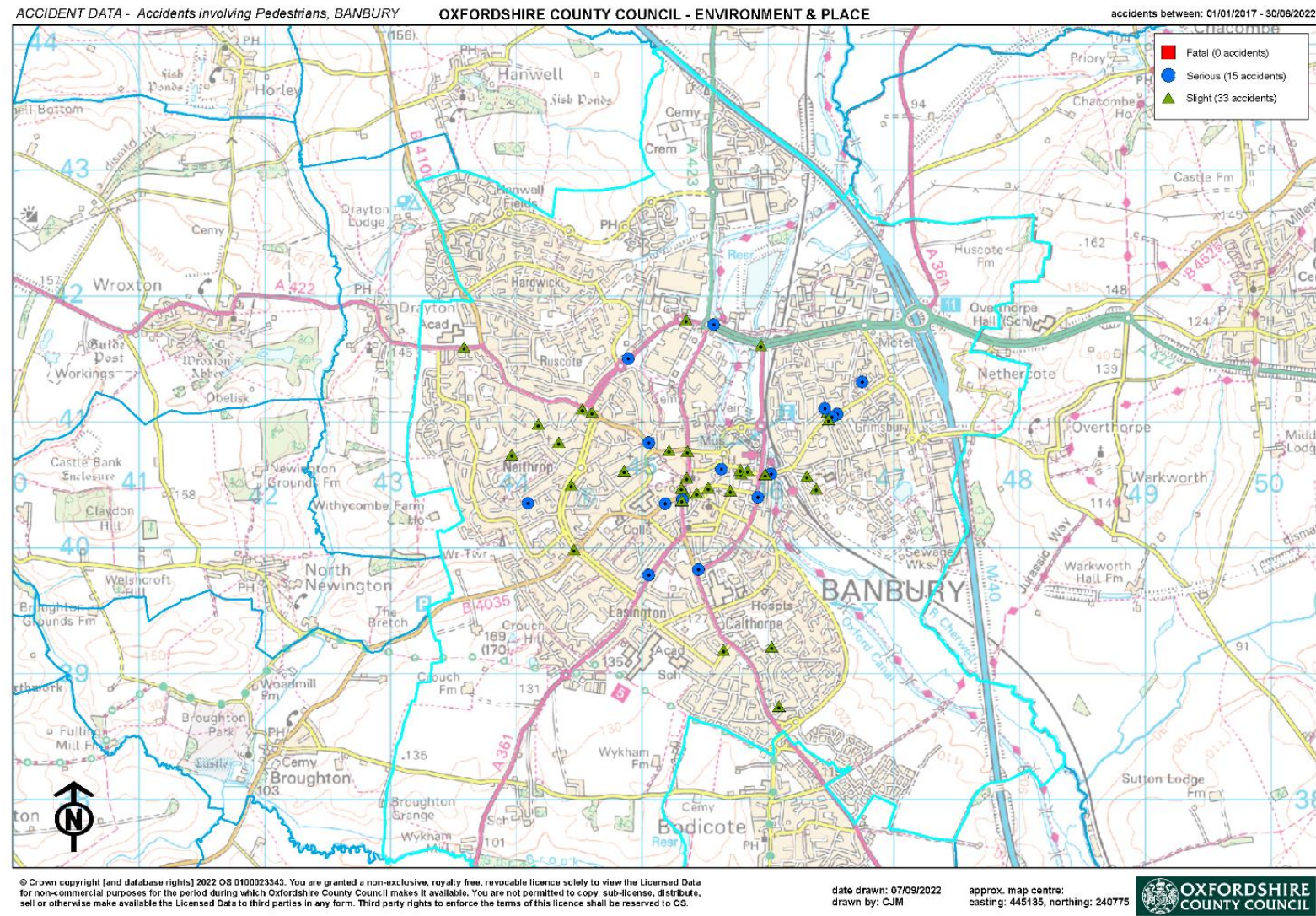


Figure 20: Accidents involving people walking (January 2017 to June 2022)



4.4. Other informants to this LCWIP

4.4.1. CycleStreets³⁰ low traffic neighbourhoods

The map shown in **Figure 21** is an extract from a tool developed by CycleStreets, the developers behind the routing algorithm used in the PCT. This tool uses automated analysis of OpenStreetMap data to highlight streets which may be inappropriately carrying through-traffic.

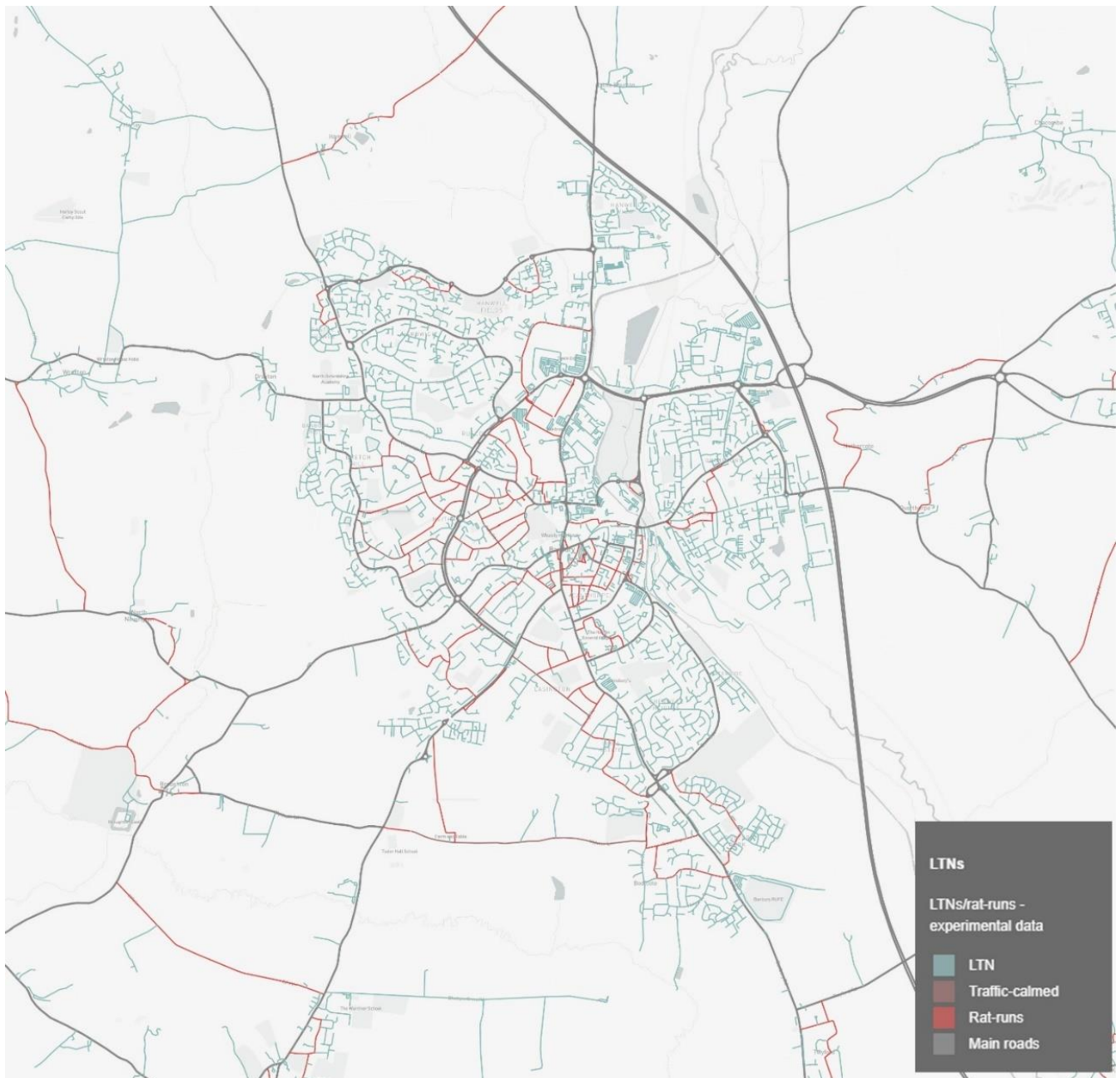
The analysis for Banbury indicates that many of the town's residential streets are already designed such that they do not permit through traffic.

- It is expected that these streets (shown in blue on the map) have relatively low traffic flows and speeds and are therefore less likely to require major additional infrastructure to permit safe walking and cycling.
- Despite these low speeds and flows, it may still be appropriate to make improvements to some of these routes. Many small-scale improvements are possible (for example provision of dropped kerbs and tactile paving where they are currently missing), and major changes may be appropriate where one of these streets forms part of a strategic or locally significant cycling and walking route.

The key on the map uses the term LTN. This denotes a low traffic neighbourhood as the data shows existing neighbourhoods with low traffic flows; we are **not** proposing Low Traffic Neighbourhoods in the sense of introducing new traffic filters or restrictions.

³⁰ <https://www.lowtrafficneighbourhoods.org/>

Figure 21: CycleStreets map tool for showing streets that have low traffic flows

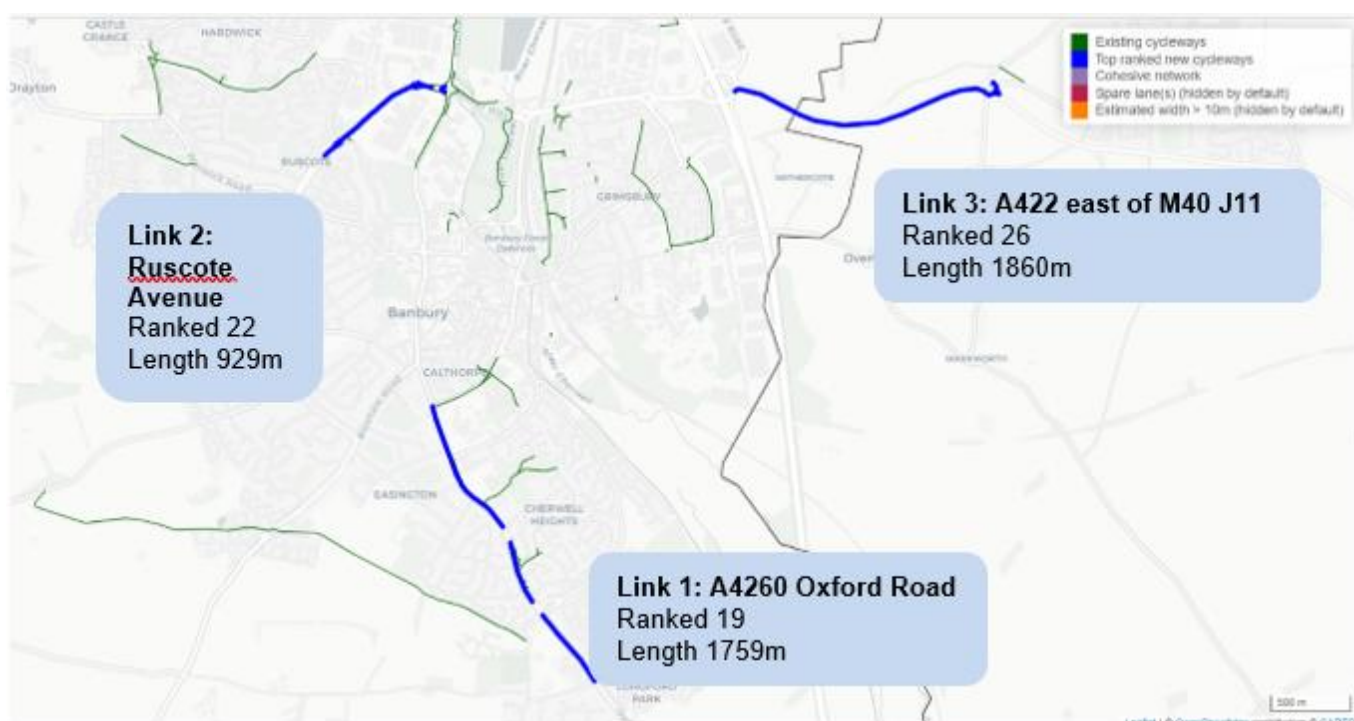


4.4.2. Rapid Cycleway Prioritisation Tool

The Rapid Cycleway Prioritisation Tool³¹ was commissioned by Sustrans and the DfT to help identify promising locations for new cycleways in England. This highlights three links in Banbury (A4260 Oxford Road, A422 Ruscote Avenue; and A422 east of M40 Junction 11) as ‘top ranked new cycleway’ based on projected cycling flows from the PCT and estimates of the road space available for reallocation to improve cycling infrastructure along the route³². The results for Banbury from this tool are shown in **Figure 22**.

However, whilst it is agreed that there is a need for cycle route improvements east of the M40, the A422 is not considered the optimal route for this due to excessive traffic volumes and speeds. Instead, the network proposed in this LCWIP includes a Middleton Cheney link, to the south of the A422.

Figure 22: Rapid Cycleway Prioritisation Tool results for Banbury



³¹ Lovelace, R. and Talbot, J., “Rapid Cycleway Prioritisation Tool,” 2020. [Online]. Available: [Oxfordshire \(crypt.bike\)](https://oxfordshire.crypt.bike/).

³² Lovelace, R. and Talbot, J., “Rapid Cycleway Prioritisation Tool,” 2020. [Online]. Available: [Oxfordshire \(crypt.bike\)](https://oxfordshire.crypt.bike/).

SECTION SUMMARY:

The current and future cycling and walking level of demand show the potential in Banbury to increase cycling and walking despite challenges, provided suitable infrastructure and supporting measures are implemented.

- Many trip generators are located within a short distance of one another, providing trip containment within Banbury and a short journey time between destinations. This is suitable for cycling and walking and the convenience needs to be demonstrated.
- There is a concentration of employment areas in the east of Banbury and residential areas in the west where there is a demand for cycling and walking despite inadequate infrastructure. Infrastructure improvements can support and increase this demand.
- There is a cluster of primary and secondary schools along the western corridor (Springfield Avenue, Queensway, Woodgreen Avenue). There is an opportunity to create a culture of cycling and walking to school in Banbury by fostering the potential in this location, which can have long-term impacts.
- The PCT e-bike scenario shows a potential increase in demand in cycling in Banbury.
- Many of Banbury's residential streets are designed so that they do not permit through traffic. This presents an opportunity to create a network of quieter cycle and walking streets that make cycling and walking accessible to all no matter their ability or confidence level.

5. Network Plan for cycling

This section provides an overview of the process followed to develop the proposed network for cycling and includes details of this network and the potential improvements.

The development of the Banbury cycle network has been an iterative process, combining the analysis of data collected, site audits and stakeholder engagement.

Key to developing the network has been understanding where people want to travel (trip generators) and identifying existing and future cycling demand. Routes that were deemed important were audited and a network of routes then developed. Each route requires a series of improvements to ensure it is LTN 1/20³³ compliant where possible and thus enable more people to cycle in Banbury and the surrounding area.

5.1. Methodology

5.1.1. Identifying trip generators

Trip generators have been identified to understand where people want to cycle to and from. These include schools, employment sites, retail and leisure destinations. There are noticeable clusters of trip generators in Banbury, for example employment areas in the east and schools along the western corridor. Future proposed developments have also been considered. Identifying trip generators ensures the developed cycle network connects people with where they want to go, thereby making cycling a realistic option for travel.

5.1.2. Identifying existing and predicted routes and desire lines

Several tools were used to identify routes with existing cycle demand and where future demand is predicted. Tools used include the Propensity to Cycle Tool (PCT) (which uses 2011 Census journey to work data), Strava Global Heatmap and Rapid Cycleway Prioritisation Tool. The output from these tools was considered against potential desire lines between trip generators (routes people want to cycle regardless of whether they are currently suitable for cycling), to ensure a comprehensive network that connects all trip generators was developed.

Some of the key routes in the proposed LCWIP map came from this work:

- Oxford Road, South Bar Street, North Bar Street, Southam Road
- Queensway, Woodgreen Avenue, Orchard Way, Ruscote Avenue
- Broughton Road
- Warwick Road
- Bankside

³³ LTN 1/20, 2020, [Cycle Infrastructure Design \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/86481/ltn120.pdf)

There are other roads that this work suggests could be good demand routes, but the solutions were not clear at this stage. They will need to be considered further through subsequent editions of the LCWIP – these include Upper Windsor Street/Cherwell Street and Middleton Road. The LCWIP shows them as dotted lines.

The tools used also identified several severance points within Banbury, which need to be addressed in order to create a continuous cycle network. These include:

- Oxford Canal
- River Cherwell
- Railway line

5.1.3. Identifying cycling network improvements

The improvements to cycling routes and infrastructure in Banbury and the surrounding area should be designed to achieve the core design outcomes – directness, gradient, safety, connectivity and comfort as outlined in LTN 1/20.

- **Directness** – compares the length of the cycle route against the shortest motor vehicle route length
- **Gradient** – identifies the maximum gradient and maximum slope of the cycle route with the length at which it is climbed
- **Safety** – assesses the vehicle speed and volume and the degree of separation between people and general traffic. Safety will not only pertain to people cycling but to all users of a space. For example, when a cycle route passes a bus stop the safety of bus passengers alighting and boarding a bus must also be considered.
- **Connectivity** – identifies the number of side roads or accesses to the section of route which are barrier free and suitable for cycling
- **Comfort** – the available space for cycling and the quality of the surface material

The improvements have been identified through the analysis of the data gathered from consultation feedback from *'Let's Talk Oxfordshire'* and stakeholder engagement and subsequent route auditing.

All potential routes were assessed to understand existing conditions and identify the improvements required. Route assessment was conducted by EAS consultancy and Banbury Active Travel Supporters.

The improvements identified are high-level proposals and options, which will require further feasibility and design work, along with public consultation before being implemented. They will also need to be considered in the wider context as part of the emerging Banbury Area Travel Plan and Banbury Masterplan.

5.1.4. Types of improvements

Some of the measures that could be considered to provide an effective cycle network.



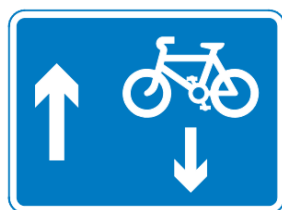
Shared use footway/cycleway – shared use paths allow people cycling and walking to share the space, although people walking have priority. These paths are identified by a blue circle with a white symbol of people walking and a bike³⁴.



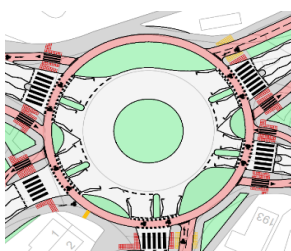
Segregated shared footway/cycleway – a footway that legally allows cycling, with separate spaces for people cycling and walking. Segregation is usually light and consists of signage and markings.



Segregated cycle track (one or two way) – a cycle facility physically segregated from vehicles and people walking.



Contraflow cycle lane – a cycle lane which allows people cycling to travel in the opposite direction to other traffic. Often used on one-way roads to allow people cycling a direct passage along the road³⁵.



Roundabouts with protected space for cycling (also known as a Dutch-style roundabout) – inspired by the Dutch, this type of roundabout has a priority lane around the outside for people cycling and controlled crossings on each arm of the junction for people walking. Vehicles are expected to give way to people cycling, walking and crossing the entry/exit arms of the roundabout.



Toucan crossing – a signal-controlled crossing that allows people cycling and walking to cross together. Toucan crossings are usually wider than standard pedestrian crossings to accommodate people cycling safely.

³⁴ Photo credit: TSRGD 2016, Diagram 956

³⁵ Photo credit: TSRGD 2016, Diagram 960.2



Tiger crossing (Parallel crossing) – a tiger crossing consists of a zebra crossing with a parallel priority space for people cycling to cross.



Sparrow crossing – a sparrow crossing is the same as a tiger crossing; however, it is at a signal-controlled junction³⁶.



Cycle parking – there are many different types of cycle parking. The most common is a 'Sheffield' stand, which is an inverted 'U' shape and supports the whole bike. Other types of cycle parking include two-tier cycle racks, cycle-hubs and wall racks.



Wayfinding – signage to support people cycling and walking to navigate their way around a place.

³⁶ Photo credit: <https://www.stockport.gov.uk/news/stockports-first-bee-network-scheme-which-will-be-part-of-greater>

5.2. Proposed cycling improvements

Based on all the data and evidence set out above, eighteen primary or secondary routes were assessed to set out the measures required to deliver a key cycle network for Banbury. Initial assessment was also undertaken on seven key village routes which it was felt should form part of the overall LCWIP network. Following the consultation some elements have been amended to address concerns raised.

Table 7: Banbury primary and secondary cycle routes

Route	Location	From	To
Route 1	A361 North Bar Street/ Oxford Road	Castle Street	Bloxham Road
Route 2	A361 Bloxham Road	Parsons Piece	South Bar Street
Route 3	A422 Ruscote Avenue/ Orchard Way/ Wood Green/ Queensway ('Western Corridor')	Hennef Way/ Southam Road	Queensway/ Bloxham Road
Route 4	A422/ B4100 Warwick Road	Highlands	Castle Street
Route 5	A361/ A423 Southam Road	M40 Crossing	Warwick Road
Route 6	B4035 Broughton Road	Queensway	High Street/ North Bar Street
Route 7	Former railway path through Hardwick	Warwick Road	Southam Road
Route 8	Dukes Meadow Drive	Warwick Road	Southam Road
Route 9	Grimsbury	Daventry Road	West Street
Route 10	Overthorpe Road via Causeway and Bridge Street	Nethercote	Town Centre
Route 11	St John's Road/ Lamb's Crescent	Oxford Road	Hightown Road
Route 12	Salt Way	Bloxham Road	White Post Road
Route 13	Bankside/ White Post Road	Railway Station	Bodicote
Route 14	Wildmere to Bridge Street via Spiceball Park	Wildmere Industrial Estate	Bridge Street
Route 15	Easington	Springfield Avenue	Laburnum Grove
Route 16	Off-road route via St Louis Meadow Park	Bankside	Salt Way
Route 17	Longelandes Way	Longelandes Way	Warwick Road

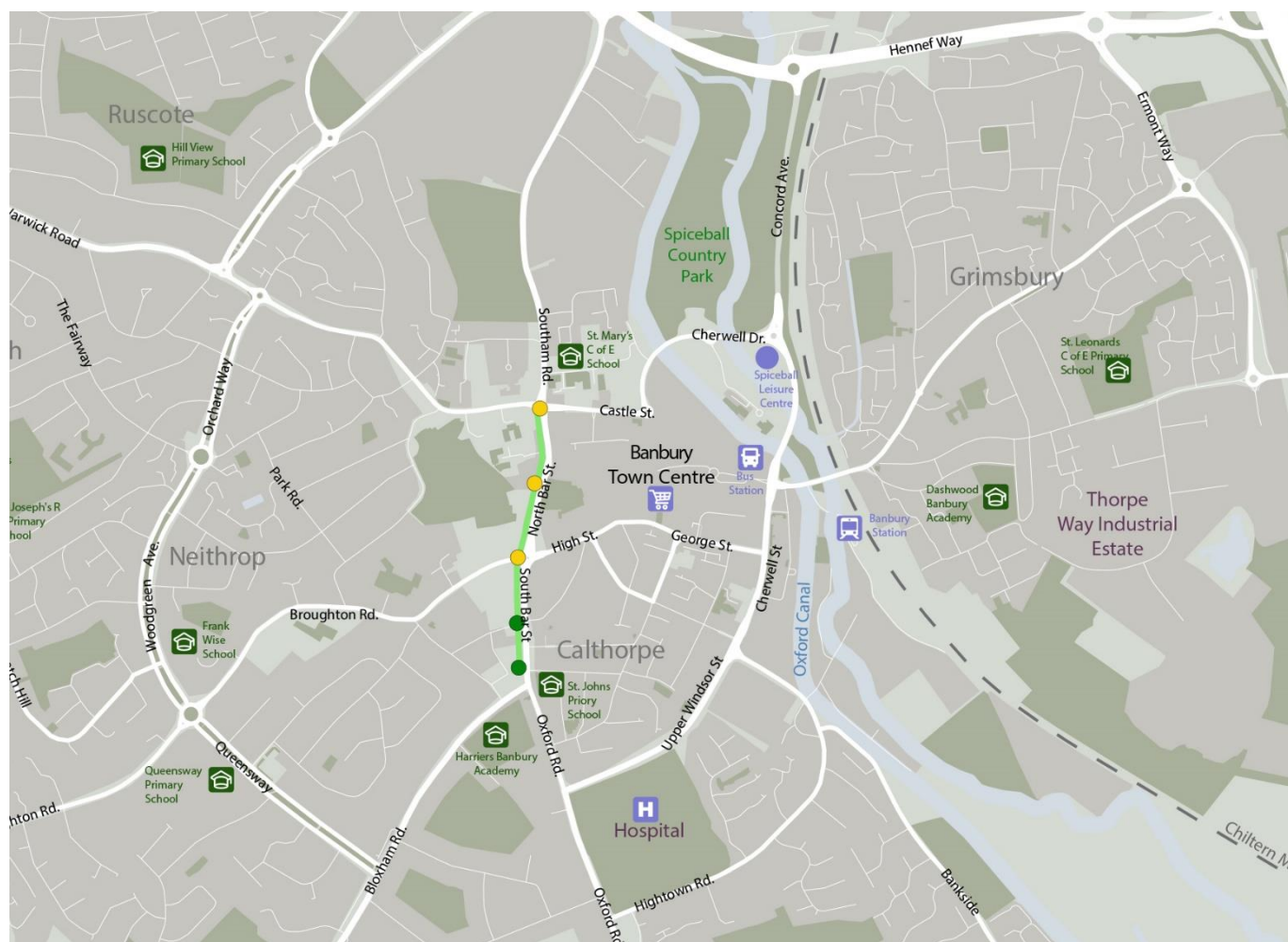
Route 18	Canal Towpath	M40 north of Wildmere Industrial Estate	M40 east of Longford Park
Village Route 1	Wroxton	Wroxton	Woodgreen Avenue
Village Route 2	Great Bourton and Little Bourton	Great Bourton	Hanwell View
Village Route 3	North Newington	North Newington	Neithrop
Village Route 4	Broughton	Broughton	Parsons Piece
Village Route 5	Adderbury	Twyford	Bankside/ Bodicote junction
Village Route 6	Middleton Cheney	Middleton Cheney	Banbury Lane/ A422
Village Route 7	Bloxham	Bloxham	Bodicote


A description of the location and nature of each of the routes together with a summary of potential improvements is set out in the following section³⁷.

Some of the Village Routes are shown as indicative arrows, rather than at individual road-level. This indicates that further negotiations with the appropriate landowners will need to take place before a precise route can be agreed.

³⁷ The Map data is from OpenStreetMapping available under the Open Database License. Please refer to <https://www.openstreetmap.org/copyright/>

ROUTE 1	A361 North Bar Street/South Bar From Castle Street to St John's Road <p>This is a key north-south route on the western edge of the town centre. There is enough highway and public realm space to enable high quality provision for cyclists and pedestrians without any impact on parking.</p>
Key 'trip generators'	Schools (St John's Priory School, Nursery/ Pre School), shops, restaurants, leisure, health centre, businesses
Bus considerations: Few bus services currently run along this corridor.	
Route length: 705 metres	



Route location:		Junction Reference and description	
	1a	North Bar / Southam Road/ Castle Street/ Warwick Road junction	Redesign crossroads e.g. with advanced stop lines and priority traffic light phasing for cyclists, footway widening and amendment of single-phase crossing for pedestrians
		North Bar Street	Create space for cycleway along North Bar Street e.g. by narrowing eastern footway and/or narrowing a vehicle lane. Options to be explored further in design phase. Options to address pinch-point at Church House Pub to be considered e.g. 2-way cycle flow in some traffic signal phases.
	1b	Banbury Cross Roundabout:	Reconfigure to promote pedestrian and cyclist priority/ safety.
	1c	Traffic light pedestrian crossing south of Crouch Street	Provide zebra crossing or single-phase traffic light pedestrian crossing
	1d	South Bar/ St John's Road	Traffic lights at Bloxham Road could be adjusted to support turning into/out of St John's Road. During design stage, explore how safety of the right turn lane from St John's Road could be improved
Junction 1a/ Link 1a to 1b	1.9	As a short-term measure: Explore improvements to signal timings and pedestrian phasing at all junctions along this corridor and particularly at Junction 1a and by the Church House (between 1a and 1b).	

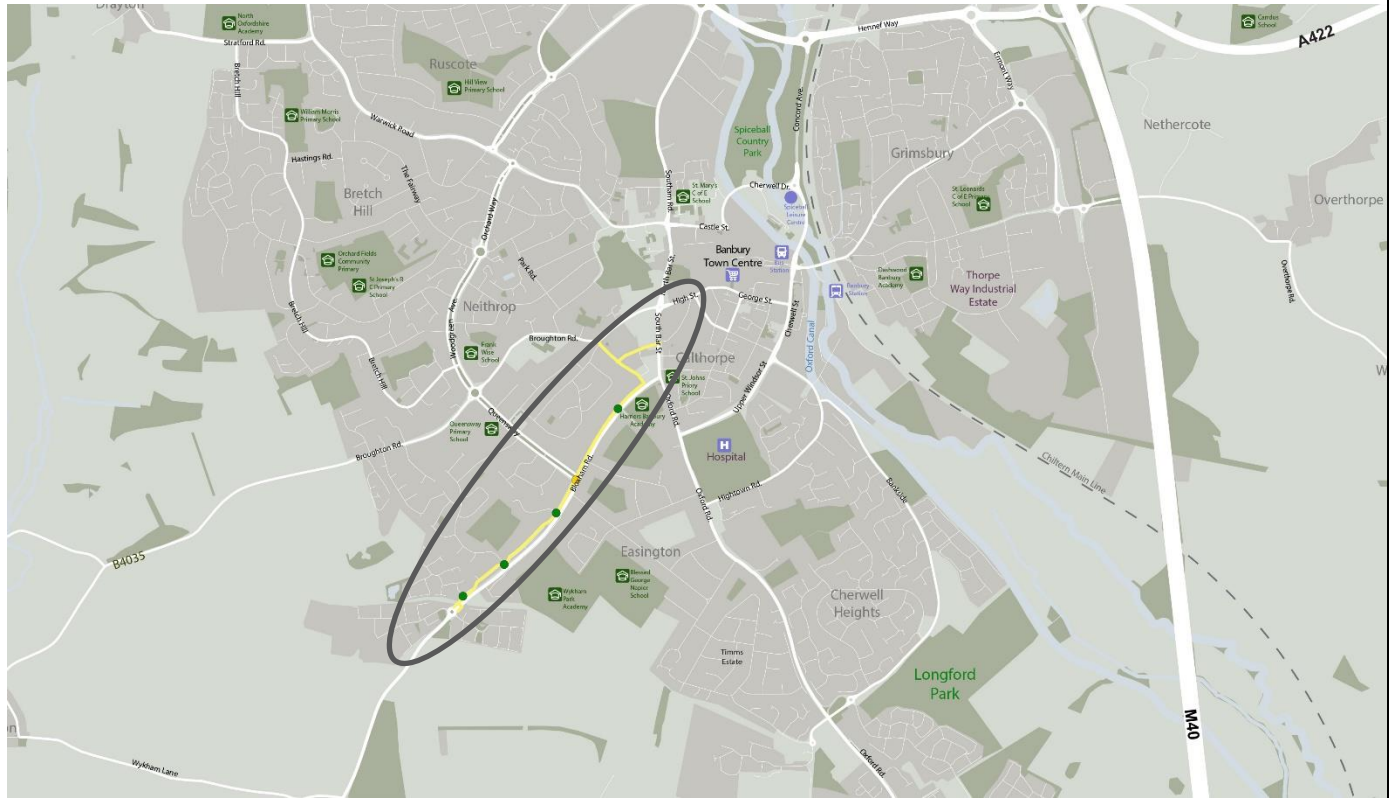
ROUTE 2

A361 Bloxham Road

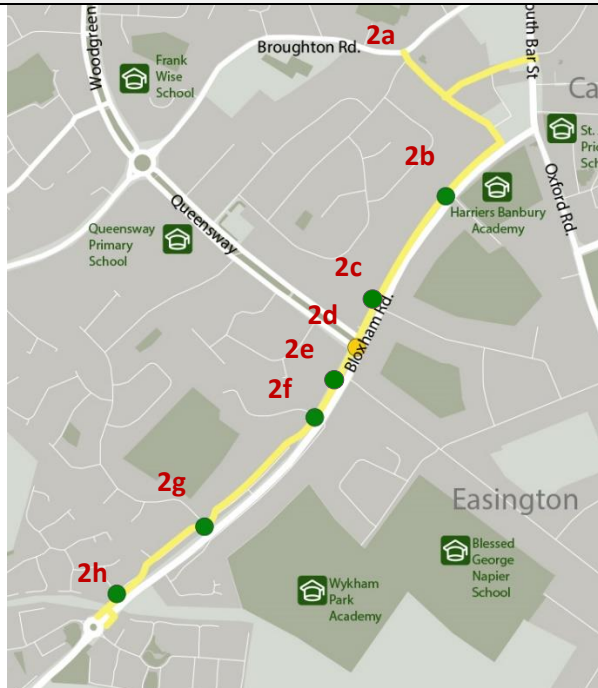
From Parsons Piece to South Bar Street

This is an important route for people cycling into the town from the south and for children accessing schools in the area. It is also a route used by inter-urban bus services and therefore the impacts of cycling and walking improvements on bus services will need careful consideration. The route has been modified to make use of Beargarden Road / Crouch Street, with an extension through to Broughton Road. This will also link people to the health centre.

Route location:



Route detail:



Junction Reference and description

2a	Beargarden Road / Crouch Street
2b	Bloxham Road/Harriers View
2c	Bloxham Road/ Easington Road
2d	Bloxham Road/ Queensway
2e	Bloxham Road/ Springfield Avenue
2f	Bloxham Road/ Wykham Gardens
2g	Bloxham Road/ Browning Road
2h	Bloxham Road/ Tyrrell Road/ Parsons Piece

Key ‘trip generators’ on Route	Schools (Harriers Banbury Academy, Blessed George Napier, Wykham Park Academy), leisure facilities, health centre
Bus considerations	Bloxham Road is used by inter-urban buses with the number of buses using this route likely to increase. Congestion impacts on bus services.

ROUTE 2 A361 Bloxham Road

Route length:	1.5km
Other	<ul style="list-style-type: none"> Improvements to this route will link well to the cycle route improvements along the A361 that link with the Warriner School.

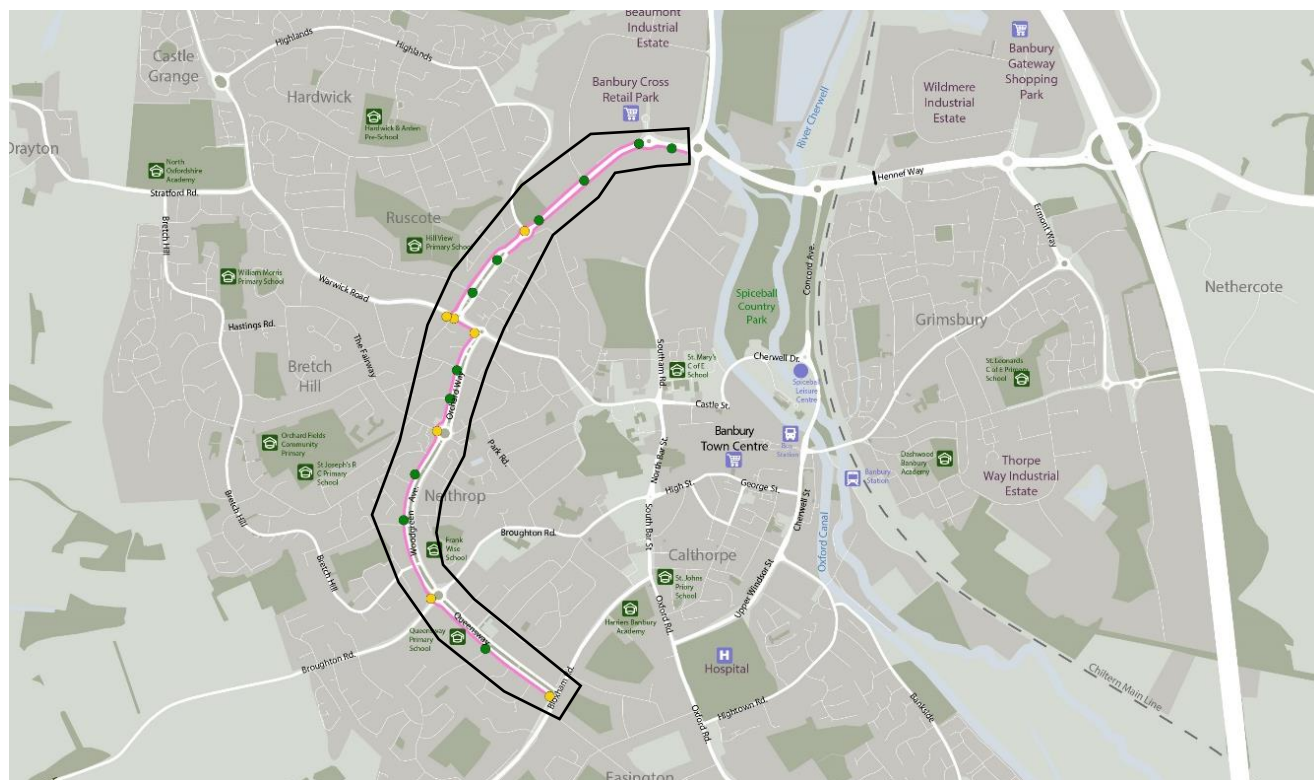
Map Reference	Improvement Reference	Improvement
2a	2.1	Routing via Beargarden Rd - New Road - Crouch Street.
Link 2b to 2a	2.2	Bloxham Road: Create space for cycleway (which would link with cycleway on Route 1). This will be explored during the design stage with options to include narrowing vehicle lanes and removal of on-street parking. Implications for adjacent properties with no driveways (including loss of disabled spaces) will be considered through the design stage.
Link 2c to 2b	2.3	Bloxham Road: Narrow the road lanes and western footway and use verge space to continue two-way cycleway on western side of Bloxham Road.
2b	2.4	Bloxham Road/Harriers View junction: Increase footway width on eastern side by school.
2f to 2c	2.5	Bloxham Road: Use parallel access roads and verge to continue two-way cycleway on western side of Bloxham Road (south of Browning Rd (2g) to north of Easington Road (2c), creating cycle priority across the junction with Queensway.
Link 2f to 2e	2.6	Bloxham Road: Create a pedestrian and cyclists crossing between cycleway (south of 2f) and Springfield Avenue (2e)
2h	2.7	Bloxham Road: Continue the cycleway into Parsons Piece and Tyrell Road by using verge space and/or narrow carriageway

ROUTE 3 Ruscote Avenue A422/Orchard Way/Woodgreen /Queensway

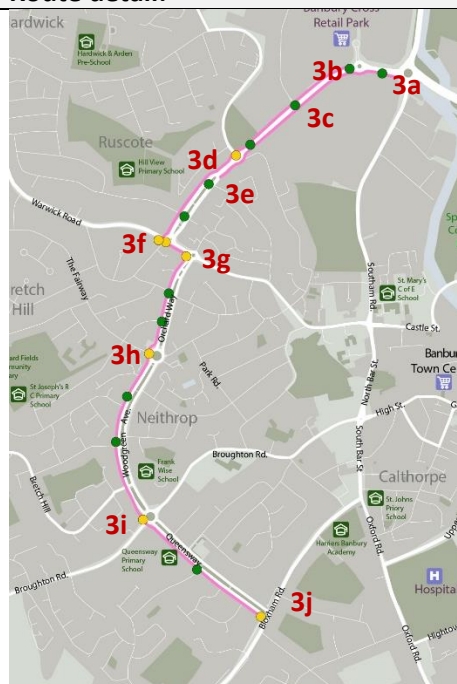
From junction with A422 Hennef Way/ A361 Southam Road to Queensway/ Bloxham Road junction

The western corridor would provide cycle accessibility to schools, employment, retail, leisure and several residential areas. There is good potential in terms of highway space but decisions will need to be made around parking, green spaces and difficult junctions that need to be made safe for those wishing to walk and cycle. The accident analysis showed clusters of accidents involving cyclists, including school children, particularly along the southern section of the corridor.

Route location:



Route detail:



Junction Reference and description

3a	Ruscote Avenue/ A422 Hennef Way/ A361 Southam Road
3b	Ruscote Avenue/ Lockheed Close (entrance to Banbury Cross Retail Park)
3c	Ruscote Avenue/ Beaumont Road
3d	Ruscote Avenue/ Longelandes Way
3e	Ruscote Avenue/ Neithrop Avenue
3f	Ruscote Avenue/ Warwick Road
3g	Orchard Way/ Warwick Road/ Parklands
3h	Orchard Way/ The Fairway/ Woodgreen Avenue/ Hilton Road
3i	Woodgreen Avenue/ Broughton Road (east)/ Queensway/ Broughton Road (west)
3j	Queensway/ A361 Bloxham Road

Key 'trip generators' on Route	Retail (Banbury Cross Retail Park), Woodgreen Library, Sports facilities (Woodgreen Leisure Centre, Horton View Sports Ground), Schools (Hill View Primary School, Frank Wise School, Queensway Primary School, Wykham Park Academy, Banbury Academy, Blessed George Napier School)
ROUTE 3	Woodgreen Avenue/ Orchard Way/ A422 Ruscote Avenue
Bus considerations	The orbital links are not directly in conflict with bus routes for much of the length of the corridor. However, frequent bus services use the south end of Ruscote Avenue, and Woodgreen Avenue for a short distance.
Route length	3km

Map Reference	Improvement Reference	Improvement
Link 3a to 3b	3.1	Ruscote Avenue: Upgrade cycleway between Southam Road and Tesco roundabout utilising verge space (south side challenging as little space at Tesco roundabout).
Link 3b to 3d	3.2	Ruscote Avenue: Upgrade cycleways, utilising verge space (both sides).
Link 3d to 3e	3.3	Ruscote Avenue: Cycleway continues along parallel side roads on both sides of Ruscote Avenue.
Link 3e to 3f	3.4	Ruscote Avenue: Cycleway continues in central reservation – expected to be feasible without needing to remove any trees.
3f/ 3g	3.7	Improvements to three roundabouts to prioritise cyclists and pedestrian movements including advanced stop lines for cyclists and cycle-only traffic light phases (subject to further assessment) <ul style="list-style-type: none"> • A422 Warwick Road/ Cromwell Road (3e) • A422 Ruscote Avenue/ A422 Warwick Road (3e) • A422 Warwick Road/ Orchard Way/ Parklands (3f) Junction reconfiguration will be explored during the design stages.
Link 3g to 3i	3.5	Orchard Way: Provide additional toucan crossings to enable pedestrians and cyclists to cross more easily. A crossing by Mewburn Road and in other locations will be further explored during the design stages.
3h	3.6	Orchard Way/ The Fairway/ Woodgreen Avenue/ Hilton Road junction: Provide a safe cycle link and crossings to the leisure centre
3j	3.9	Queensway/ Bloxham Road: Redesign junction to connect to cycleway along Bloxham Road (see Route 2) and provide safe connection across to Springfield Avenue.

ROUTE 4 A422/ B4100 Warwick Road

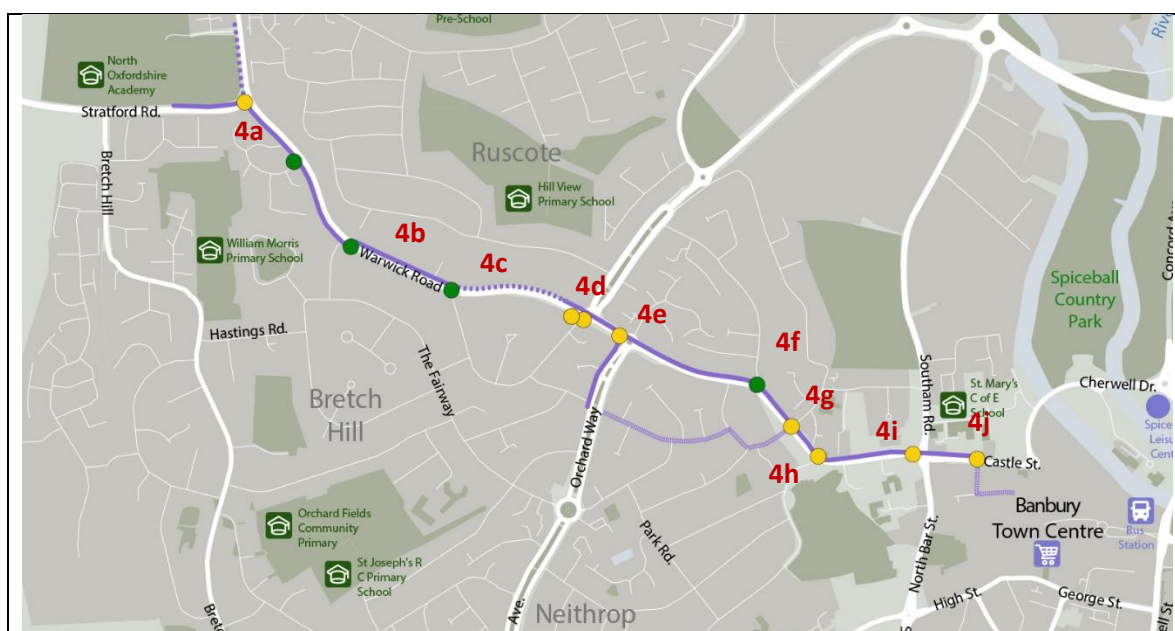
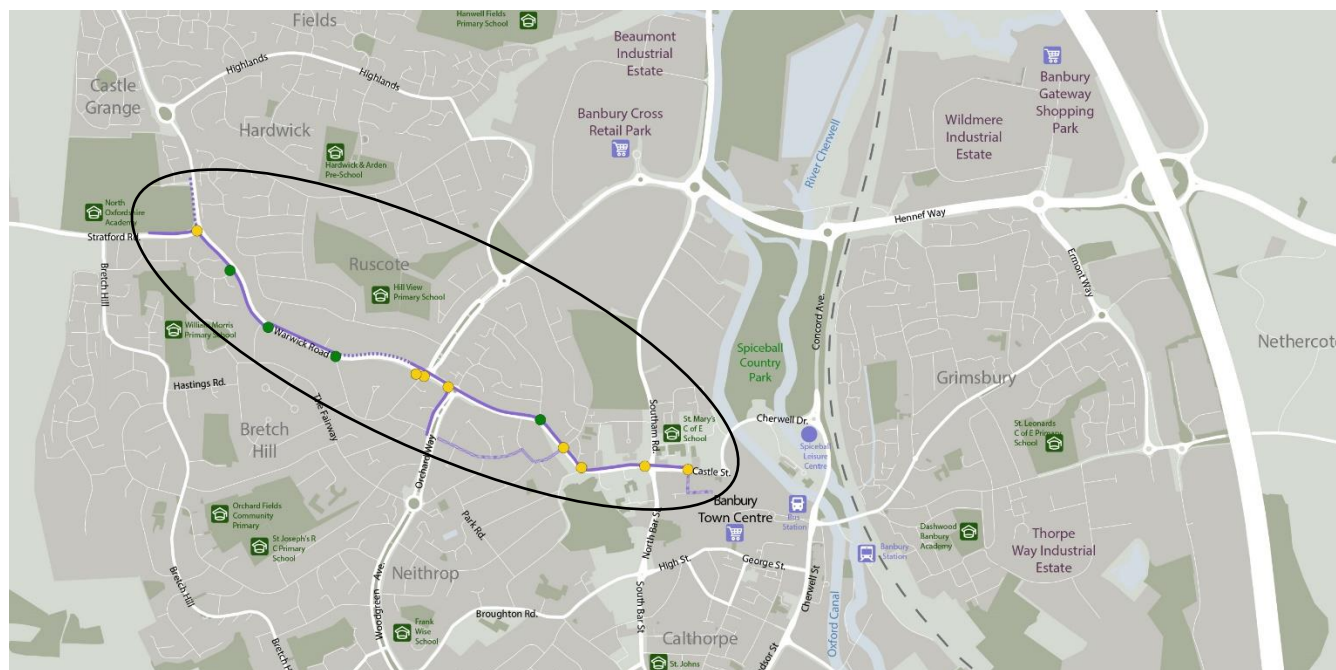
From its junction with Highlands to Castle Street

This busy radial route is a key corridor for walking and cycling as it connects schools, shops, businesses and a number of residential areas. Full segregation will not be possible at the eastern end as space is limited. During the 2022 consultation, there were suggestions of Warwick Road being one-way at its eastern end but that would have considerable knock-on impacts. This corridor will require further consideration of measures at the design stage.

Quiet routes may be a short term solution until the highway can be redesigned to provide a safe, shared space with vehicles or traffic levels reduced – a quiet route is proposed via Belgrave Crescent, Wimborne Avenue, Beesley Road and Cromwell Road.

The existing cycle path on Warwick Road connects to Route 7, ensuring continuity of cycleways.

Route location:



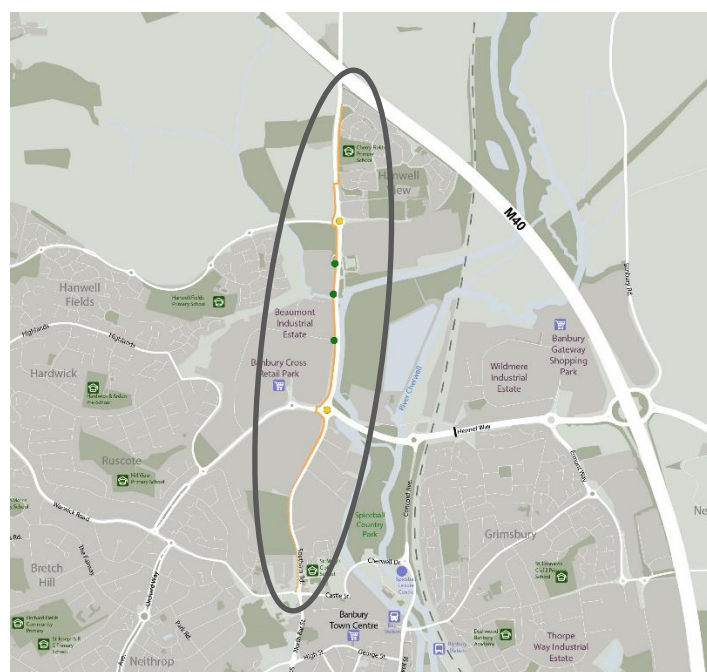
ROUTE 4 A422/ B4100 Warwick Road		
Junction Reference and description		
4a	Warwick Road/ Stratford Road	
4b	Warwick Road/ Ferndale Road	
4c	Warwick Road/ Cromwell Road (west)	
4d	Warwick Road/ Cromwell Road (east) – Roundabout and Warwick Road/ Ruscote Avenue - Roundabout	
4e	Warwick Road/ Orchard Way/ Parklands	
4f	Warwick Road/ Nursery Lane	
4g	Warwick Road/ Belgrave Crescent/ Foundry Street	
4h	Warwick Road/ Bath Road	
4i	Warwick Road/ Southam Road/ Castle Street/ North Bar Street	
4j	Castle Street/ Bolton Road	
Key ‘trip generators’ on Route	Schools (North Oxfordshire Academy, William Morris Primary School, Hill View Primary School, St Mary’s C of E School), Leisure (People’s Park, restaurants/ take aways), Retail	
Bus considerations	Buses run along the length of this corridor linking Hardwick and residential areas in the west of the town to Banbury Gateway Retail Park via the town centre.	
Route length	2.5km	
Other	Banbury Area Travel Plan considerations: The future role of this route will be considered through the strategy work which will help confirm the design criteria.	
Map Reference	Improvement Reference	Improvement
Link 4a to east of 4b	4.1	Warwick Road: Cycleway using verge and/ or carriageway narrowing.
Link East of 4b to 4c	4.2	Warwick Road: <ul style="list-style-type: none"> • Cycleway on northern side of Warwick Road using verge space • Reposition zebra crossing to enable cycleway provision.
Link West of 4c to 4d	4.3	Warwick Road: Cycleway on northern side of Warwick Road using parallel access road. In design stage, explore two-way provision on Warwick Road for longer term. Use verge space to continue cycleway from service road to roundabout.
4g	4.4	Warwick Road: Belgrave Crescent is narrow where it meets Warwick Road with poor visibility due to delivery lorries parked on the pavement at the garage. This whole area needs detailed attention and will be prioritised.
N/A	N/A	Improvements to roundabouts (4d and 4e) will be picked up as part of Route 3. Route 3 and Route 4 tie-in to this route to ensure network continuity.
Link 4d to 4h	4.5	Warwick Road: Continue cycleway along Warwick Road to Castle Street/Bolton Road junction. The design stage will explore and model how this is best achieved but will consider using verge or existing carriageway with supporting measures. The Three Pigeons Inn signalised junction (Warwick Road/ Southam Road/ Castle Street) will be picked up as part of Route 1.
Link – quiet route	4.6	Quiet route (Warwick Road alternative): Quiet routes may be a short term solution until Warwick Road can be redesigned to provide a safe, shared space with vehicles or traffic levels reduced. A quiet route is proposed via Belgrave Crescent, Wimborne Avenue, Beesley Road and Cromwell Road.
Link 4i to 4j	4.7	Castle Street: Continue cycleway onto Castle Street: Narrowing will be required to achieve this and/or parallel on-street parking will need to be amended.
4j	4.10	Castle Street: Provide new crossing on Castle Street to give access to Bolton Road.
Link from 4j	4.11	Bolton Road: Provide route on Bolton Road leading to a new cycle parking facility adjacent to the town centre.

ROUTE 5 A361/ A423 Southam Road

From the M40 crossing to its junction with Warwick Road

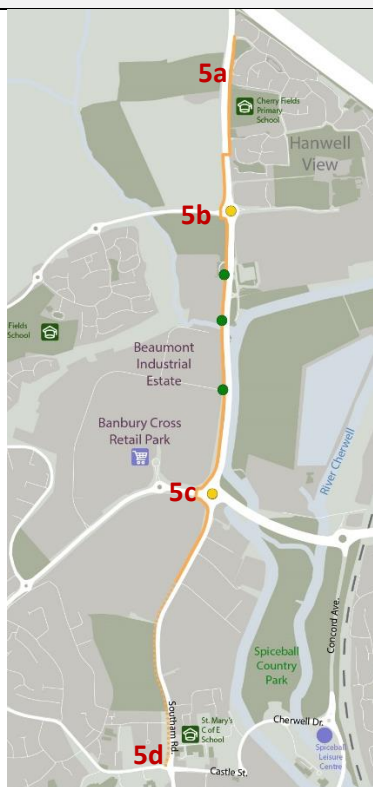
Southam Road provides the north-south radial route into Banbury and will be a key connecting route for walking and cycling as it connects residential areas, schools, retail, businesses and community facilities. At the southern end there is not enough space to segregate cyclists from motor vehicles and pedestrians. These roads need to be considered through the Area Travel Plan work in terms of their role, and redesigned to provide a safe, segregated and inviting environment for people walking and cycling.

Route Location:



Key 'trip generators'	Employment (Beaumont Road Industrial Estate), Schools (Cherry Fields Primary School), Leisure (Grimsbury Nature Reserve, Spiceball Country Park), Retail/ Town Centre
Bus considerations	Buses run along corridor serving Hanwell Fields and employment areas.
Route length	3km
Other	Banbury Area Travel Plan considerations: Consider the future role and design criteria for this route

Junction Reference and description



5a	A423 Southam Road/ Bourton Road
5b	Southam Road/ Noral Way/ Dukes Meadow Drive
5c	Southam Road/ Ruscote Avenue/ Hennef Way
5d	Southam Road/ Warwick Road/ Castle Street

ROUTE 5		A361/ A423 Southam Road
Map Reference	Improvement Reference	Improvement
Link 5a to 5b	5.1	Southam Road: Create separate cycleway or widen existing shared footway-cycleway – use verge space and/or narrow the carriageway. Reduce speed limit to 30mph and install with gateway features representing change to residential area. Raised pedestrian / cycle priority crossing to cross Bourton Road and Hardwick Hill turnings – continuous cycleways across side roads to be delivered wherever safe.
	5.2	
Junction 5b	5.3	Southam Road/ Noral Way/ Dukes Meadow Drive Junction: Redesign roundabout to promote pedestrian and cyclist safety and priority – to be considered at the design stage.
Link 5b to 5c	5.4	Southam Road (south of Dukes Meadow Drive): Provide high quality segregated cycle facility.
Junction 5c	5.5	Southam Road/ Ruscote Avenue/ Hennef Way: This junction is critical for all modes and needs redesigning. Some initial options work has been undertaken but needs further assessment. Cycleway continues to link with cycleway on the southern side of Ruscote Avenue and proposed parallel zebra crossing over Ruscote Avenue west of Hennef Way roundabout (see Route 3 part a). This will be considered at the design stage.
Link 5c to 5d	5.6	Southam Road: An options appraisal will be undertaken to establish what is possible, but an off-road cycle path shared with pedestrians should be achievable on the majority of the corridor.

ROUTE 6

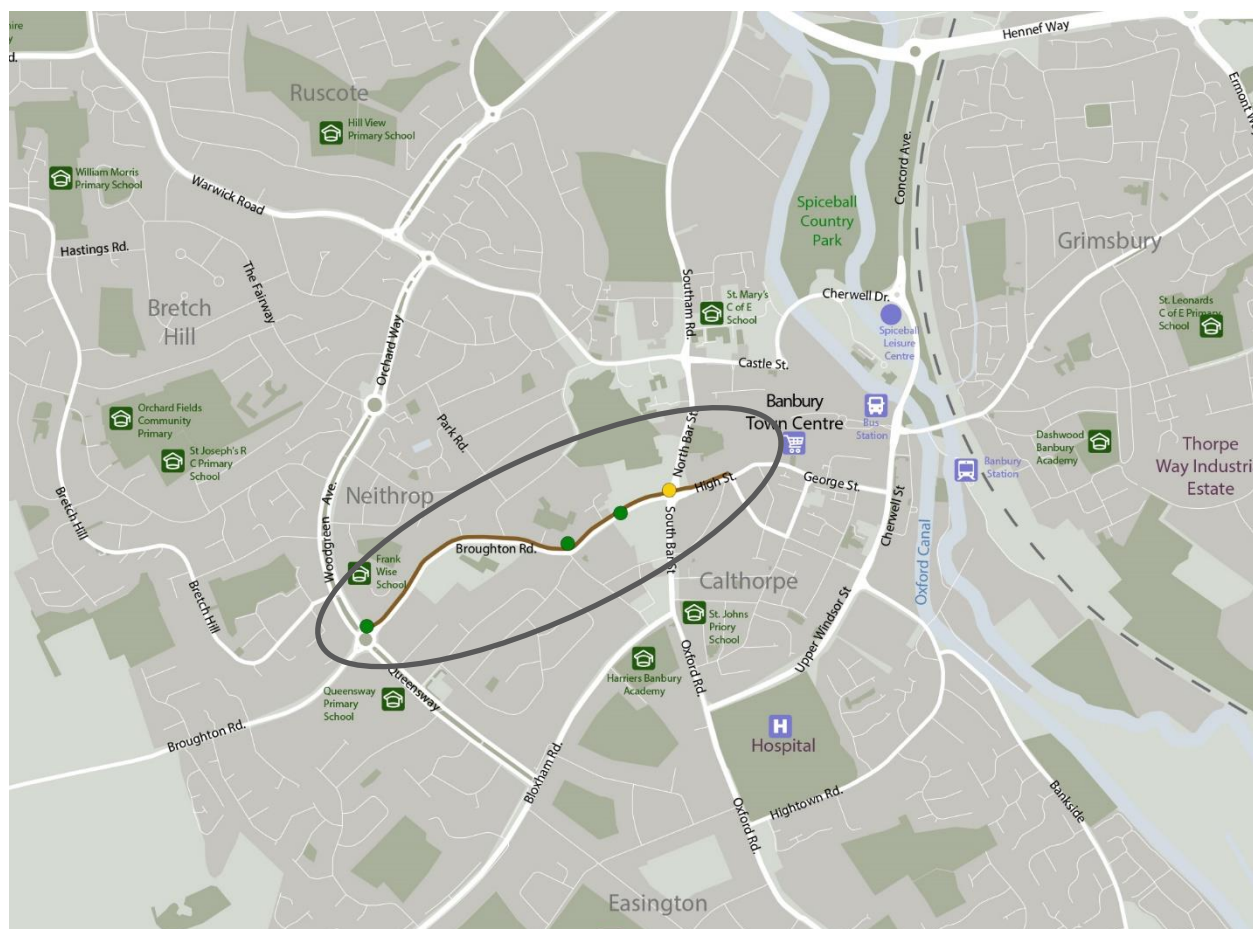
B4035 Broughton Road

From Queensway to High Street/ A361 North Bar Street/ South Bar Street

Broughton Road is another radial route into Banbury, with lower traffic volumes than other routes. This route would provide connection between the college, residential areas, leisure facilities, schools and businesses. Both the pavement and road along much of the corridor are narrow, with on-street parking. The corridor is also a local bus route. Designing for cyclists is therefore challenging. A reduction in speed limit would help and in the short term there is a quiet way through Kingsway.

The High Street at the eastern end of this route will need careful consideration – the High Street is a key link through the town centre for cyclists, pedestrians and bus users. The use of this road needs detailed consideration through the Area Travel Plan and Banbury Masterplan.

Route location:



Junction Reference and description

	6a	B4035 Broughton Road/ Woodgreen Avenue/ Queensway
	6b	Broughton Road/ Bath Road
	6c	Broughton Road/ Beargarden Road
	6d	West Bar Street/ High Street/ A361 North Bar Street/ South Bar Street

Key 'trip generators' on Route

Schools (Frank Wise School, Banbury & Bicester College, Meadowbrook College), **Leisure** (Spiceball Country Park), **Retail/ leisure/ town centre**

Bus considerations	Woodgreen to Bath Road is a bus route and impacts on buses will be a consideration.
Route length	1.1km
Other	Banbury Area Travel Plan considerations: The future role of this route will be considered through the strategy work which will help confirm the design criteria

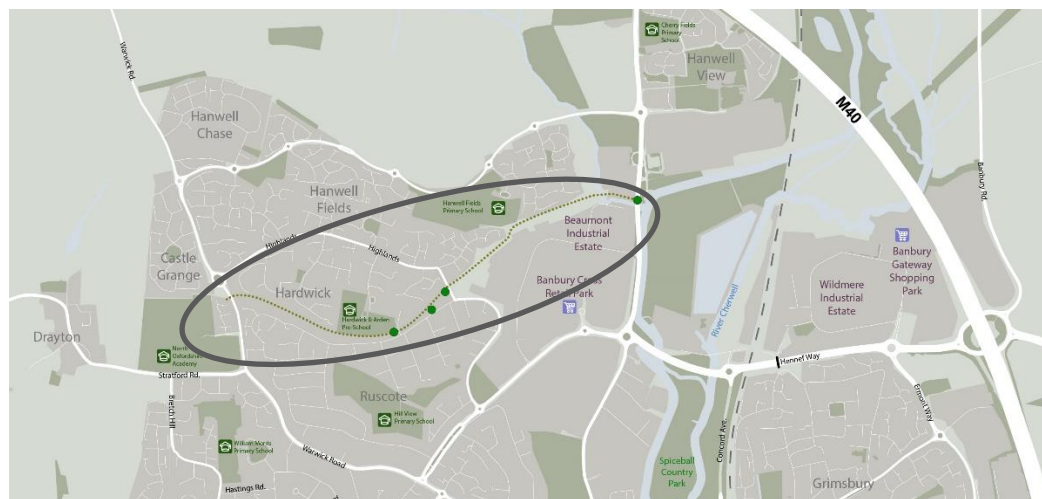
ROUTE 6		B4035 Broughton Road
Map Reference	Improvement Reference	Improvement
Link 6a to 6d	6.1	Broughton Road: Install protected cycleway along Broughton Road from Queensway to South Bar Street. There is limited space for this, so an options assessment for providing a safe cycle route will be required. This will require connection to an improved Banbury Cross Roundabout (as part of Route 1). A general review of access into the town centre will be undertaken as part of the Area Travel Plan work.
Junction 6a		Woodgreen Avenue/ Broughton Road Roundabout: To be considered as part of Route 3.
Junction 6d		Banbury Cross Roundabout: To be considered as part of Route 1.
Link East of 6d	6.2	High Street: Continue safe cycle route along High Street which could be facilitated by traffic restrictions/ traffic management. Between Calthorpe Street and Broad Street, delivery of a safe cycle route could be delivered by narrowing the carriageway, and preventing parking with bollards etc. In the short term, allowing cyclists to use the 'Pedestrian Zone' will be explored as a priority and potential 'quick win'.

ROUTE 7 Former railway path through Hardwick

Between Warwick Road and Southam Road

This new off-road route follows the old mineral railway path between Warwick Road and Southam Road and would connect residential areas, retail and employment, as well as being an excellent leisure route. Improvements may be required to the existing accesses on Highlands and Southam Road, as well as vegetation clearance and possible resurfacing along the route. The route also provides access to the Beaumont Industrial Estate.

Route location:



Junction Reference and description

1a	Warwick Road
1b	Southam Road
●	New/amended pedestrian/cycle crossing

Key 'trip generators' on Route

This is a leisure route but links residential, employment (e.g. Beaumont Industrial Estate) and retail areas (e.g. Banbury Cross Retail Park).

Bus considerations

No impact as completely segregated from vehicular traffic.

Route length

2.2km

Improvement Reference	Improvement
7.1	Widen existing tarmac surface / tarmac over soft surface for length of route and re-level where necessary.
7.2	Widen adjoining paths
7.3	Potential access into Beaumont Industrial Estate and connections to Ruscot Shops and Route 3 to be assessed at design stage.
	Pedestrian/cycle crossing over Southam Road (Route 5)

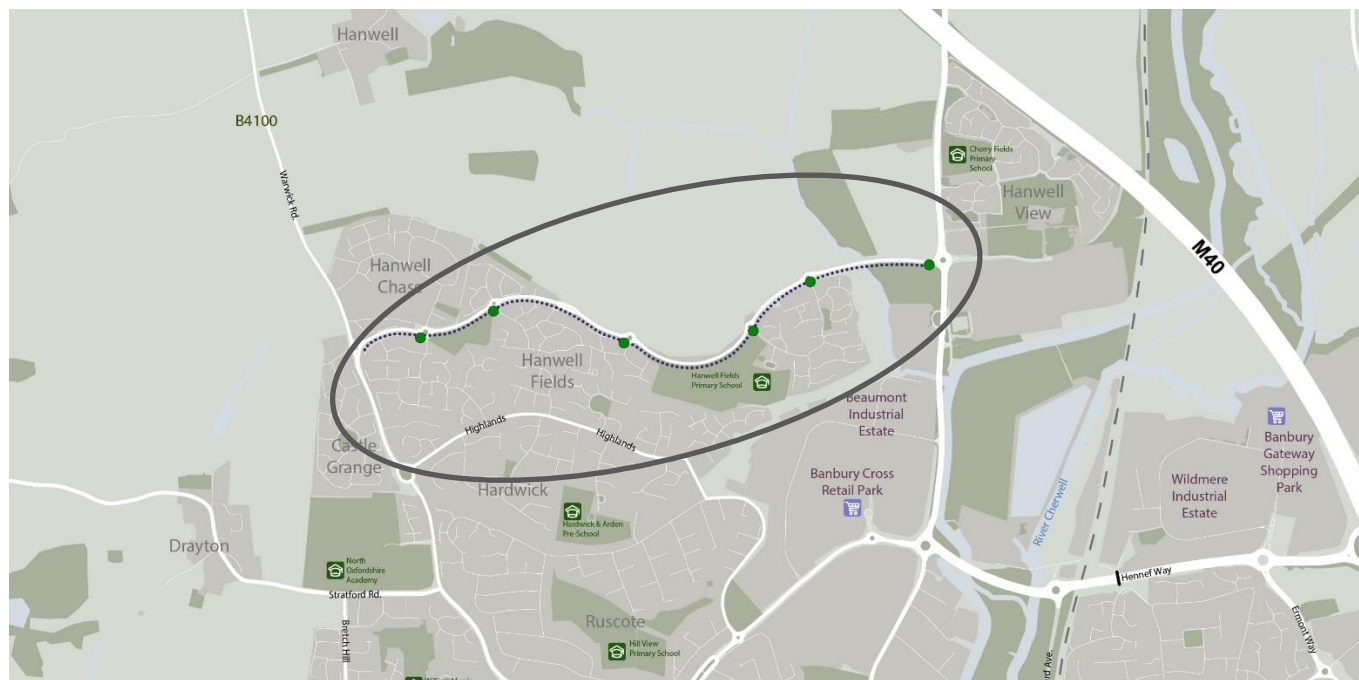
ROUTE 8

Dukes Meadow Drive

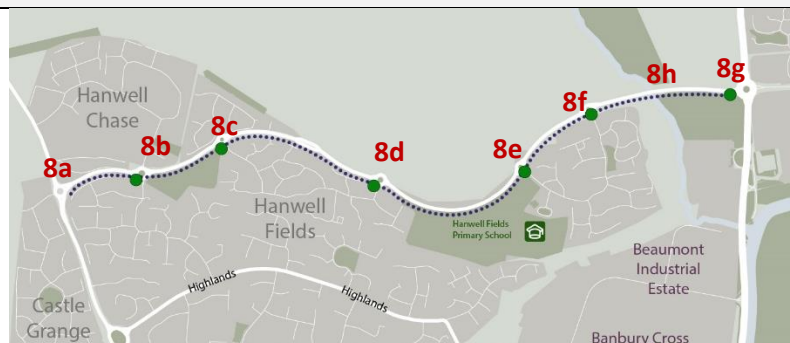
Between Warwick Road and Southam Road

The existing facilities to the south of Dukes Meadow Drive are segregated and of a high quality. Improved signage and surface treatments on the southern entries to the roundabouts giving priority to cyclists will increase safety. As further development takes place to the north of Dukes Meadow Drive equally good access and crossing points will need to be provided.

Route location:



Junction Reference and description



8a	Dukes Meadow Drive/ B4100 Warwick Road
8a	Dukes Meadow Drive/ Nickling Road/ Usher Drive
8b	Dukes Meadow Drive/ Watts Road/ Winter Gardens Way
8c	Dukes Meadow Drive/ Rosemary Drive
8d	Dukes Meadow Drive/ Lapsley Drive (west)
8e	Dukes Meadow Drive/ Lapsley Drive (east)
8f	Dukes Meadow Drive/ A423 Southam Road

Key 'trip generators' on Route

Schools (Hanwell Fields Primary School)

Route length

2.3km

Map Reference	Improvement Reference	Improvement
Link 8a to 8g	8.1	Dukes Meadow Drive: Widen existing surface using verge space and designate footway and cycleway via different surface colour or grass verge between footway and cycleway.
8b, 8c, 8d, 8e, 8f	8.2	Raised pedestrian/cyclist priority crossing at all junctions along route.

8h	8.2	Remove footway on north side over the bridge and shift carriageway north to continue footway and cycle track on southern side.
8g	8.3	Connect footway and cycle track to those on Southam Road and to the redesigned roundabout (see Route 5).

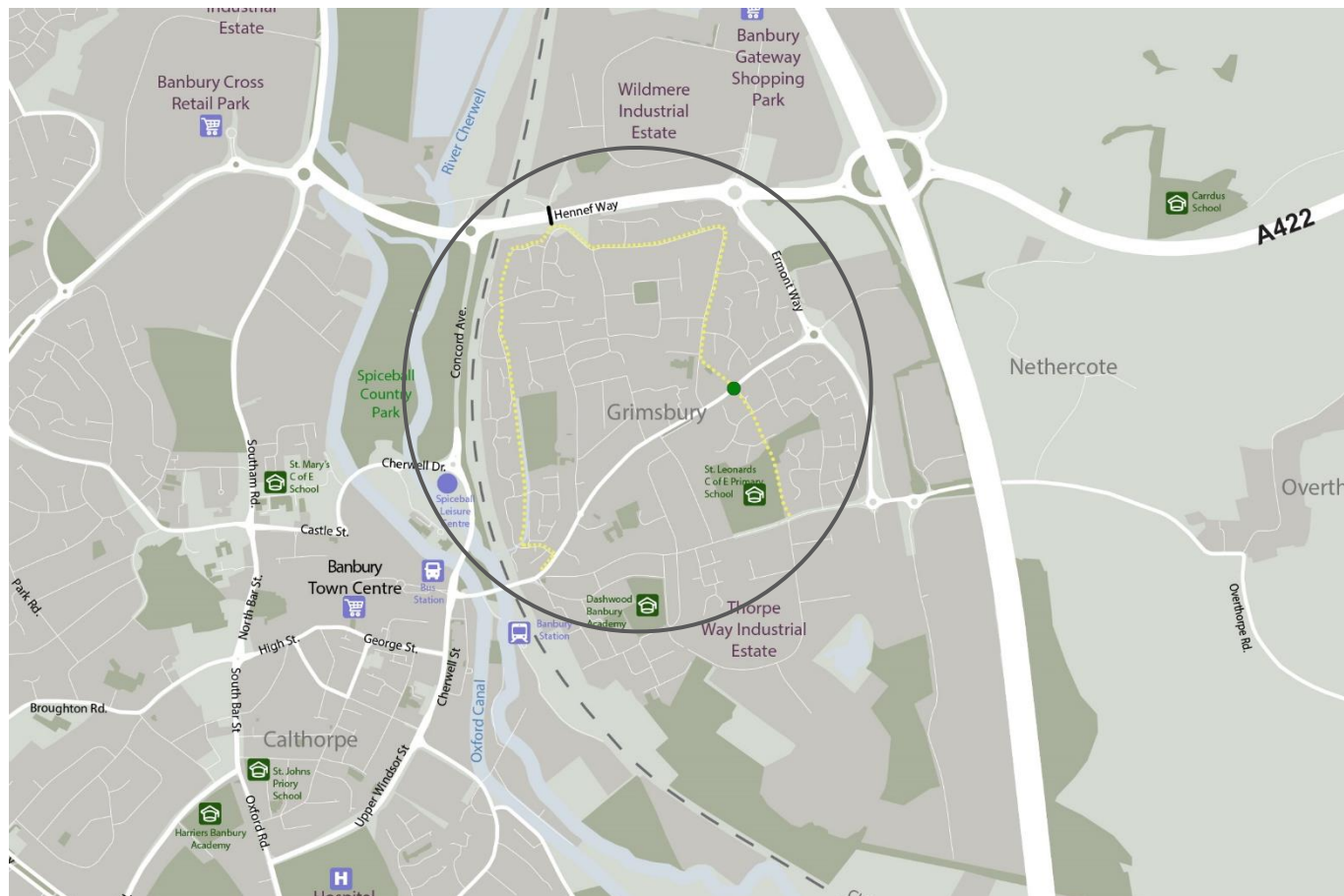
ROUTE 9

Grimsbury

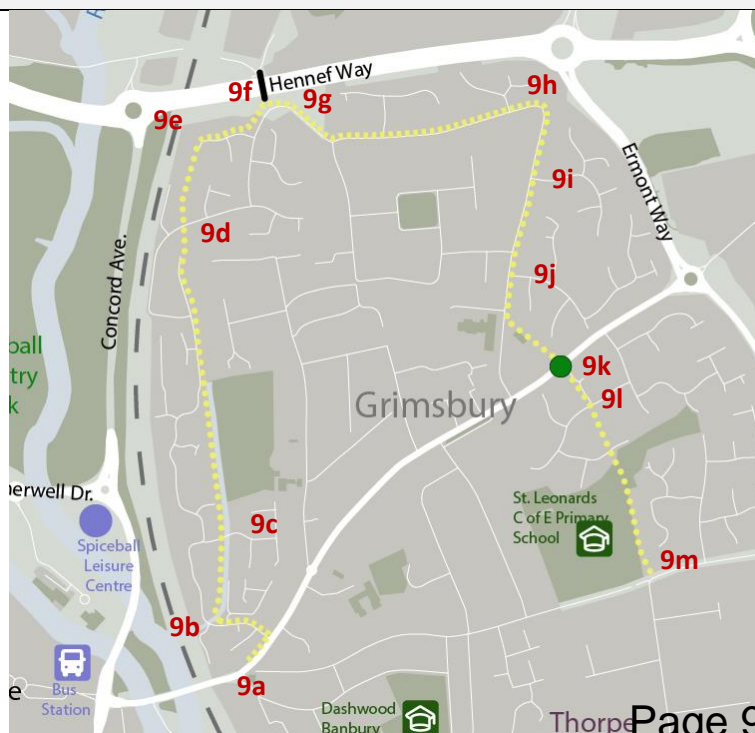
A circular route via Daventry Road, Grimsbury Green and West Street

A predominantly off-road route around Grimsbury which will connect the community to the primary school, shops and businesses. The route also connects with existing routes to Banbury Cross and Banbury Gateway retail parks via the underpass under Hennef Way.

Route location:



Junction Reference and description



9a	Merton Street/ Causeway/ Bridge Street/ Middleton Road
9b	Waterloo Drive/ Victoria Place
9c	Brunswick Place
9d	Fowler Road/ Iwatt Walk
9e	Ivatt Walk/ Dean Close
9f	Underpass at Hennef Way and connections from Dean Close
9g	Underpass at Hennef Way and connections from Grimsbury Green
9h	Daventry Road/ Manor Road
9i	Brinkburn Grove
9j	Delapre Drive
9k	Middleton Road
9l	Winchester Close
9m	Overthorpe Road

Key 'trip generators' on Route	Schools (St Leonards C of E Primary School), Retail (Banbury Gateway Retail Park), Employment (Wildmere Industrial Estate), Public Transport (Bus and Rail Station) and onward connectivity to town centre.
Bus considerations	Does not directly affect bus operations.
Route length	2.6km

ROUTE 9 Grimsbury

Map Reference	Improvement Reference	Improvement
9a	9.1	Merton Street/ Causeway/ Bridge Street Junction: Traffic lights with advanced stop line for cycle integrated with amended traffic lights at this junction – to be integrated with Route 10 proposals.
9b	9.2	Victoria Place: Widen drop kerb onto carriageway
Link 9b to 9e	9.3	Off-road path: Widen existing path where possible
9c	9.4	Brunswick Place: Raised pedestrian and cyclist priority crossings.
9d	9.5	Fowler Road: Raised pedestrian and cyclist priority crossings.
9f	9.6	From underpass: Raised pedestrian and cyclist priority crossing from underpass to opposite shared path
9g	9.7	From underpass: Kerb build-out onto carriageway from shared path with adjacent road hump to reduce vehicular speeds. Widen access and replace barriers with bollards
9h	9.8	Daventry Road/ Manor Road junction: Raised pedestrian and cyclist priority crossing onto shared path with supporting road humps to slow vehicular speeds
9i	9.9	Crossing of Brinkburn Grove: Raised pedestrian and cyclist priority crossings.
9j	9.10	Crossing of Delapre Drive: Raised pedestrian and cyclist priority crossings.
9l	9.11	Crossing of Winchester Close: Raised pedestrian and cyclist priority crossings.
Link 9h to 9m	9.12	Widen and resurface with surface dressing
9m	9.13	Build kerb out towards existing modal filter to increase pedestrian and cyclist visibility

Provisions are needed for both cyclists and pedestrians to cross the junction of Hennef Way/Ermont Way/Wildmere Road – This will be picked up in the next version of the LCWIP (see Banbury Cycling Network Map).

ROUTE 10

Overthorpe Road to Town Centre (from Nethercote)

Via Causeway and Bridge Street

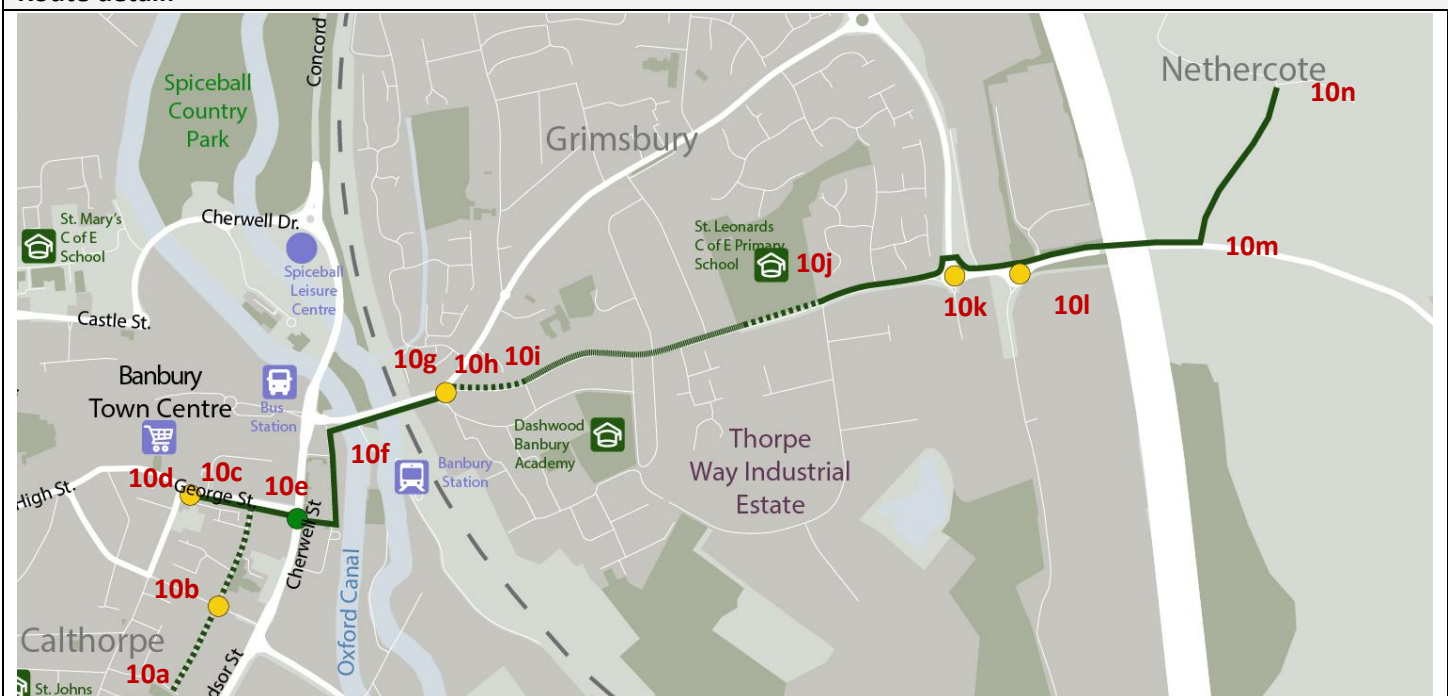
This radial route into the town centre will provide an important connection between the industrial and retail/ shopping areas and housing areas in Grimsbury and beyond. The Merton Street junction and sections along Bridge Street and George Street are challenging and will require careful design. This will require assessment through the Area Travel Plan and Banbury Masterplan – considering cycling, walking, bus and rail users.

Route location:



10a	Prospect Road
10b	Britannia Road/ Gatteridge Street
10c	George Street/ Gatteridge Street
10d	George Street/ Broad Street
10e	George Street/ Cherwell Street
10f	Lower Cherwell Street/ Bridge Street
10g	Bridge Street/ Merton Street/ Middleton Road
10h	Middleton Road/ Causeway
10i	Causeway/ Junction Road
10j	Overthorpe Road/ Thorpe Way
10k	Overthorpe Road/ Ermont Way/ Dorcas Road
10l	Overthorpe Road/ Chalker Way
10m	Overthorpe Road / Banbury Lane
10n	Nethercote (via Banbury Lane)

Route detail:



Key 'trip generators' on Route	Employment, town centre, public transport hubs (train and bus stations), Schools (St Leonards Cof E Primary, Dashwood Banbury Academy).
Bus considerations	George Street provides priority for buses and any proposals for this area must be considered in the wider context of the Area Travel Plan.
Route length	2.6km
Other	Banbury Area Travel Plan considerations: the future role and design of the roads along this route need assessing through the strategy work.

ROUTE 10		Overthorpe Road to Town Centre (from Nethercote)
Map Reference	Improvement Reference	Improvement
10a 10m	N/A	Joins with Route 11 Joins with Village Route 6 Could join with the canal towpath and station if bridge provided
10b	10.1	Amend priority from Gatteridge Street to Britannia Road. Add modal filter or introduce one-way operation to reduce traffic crossing Britannia Road.
Link 10b to 10c	10.2	Improve conditions for cycling – e.g. modal filter to reduce traffic levels, or make road one-way, expanding from existing nearby one-way roads.
10c	10.3	Consider provision of a pedestrian/cycle crossing west of Britannia Road to make town centre access easier for cyclists.
10d	10.4	Create space for cycleway on George Street (without hindering buses) – redesign junction with Broad Street.
Link 10d to 10e	10.5	Create space to continue cycleway – e.g. remove central hatching and right-turn lanes
Link 10e to 10f	10.6	Route through future redesigned Cherwell Street/Lower Cherwell Street corridor. Improve east/west pedestrian/ cycle crossing at the George Street/ Cherwell Street junction.
Link Bus station to 10g	10.7	This section through Bridge Street requires careful consideration and significant redesign. Consider construction of a cycle bridge alongside existing road/ pedestrian bridge over railway line and river. Possible extension of bridge over Bridge Street/Cherwell Street crossroads, subject to broader redesign of this area. A direct town centre cycling/ walking link is needed. This will need further consideration through an options' appraisal.
Bridge St/ Cherwell St	10.8	Consider short term improvements e.g. advanced stop lines for cyclists and pedestrian-friendly signal timings, to be considered as part of the wider Area Travel Plan.
10g	10.9	Redesign junction and integrate cycle phase into traffic lights. Modify parking restrictions to prevent vehicles blocking access for pedestrians and cyclists.
10h	10.10	Middleton Road/ Causeway: Amend existing modal filter to allow pedestrians and cyclists to pass through more easily
10j	10.11	Overthorpe Road/ Thorpe Way: Amend existing modal filter to allow pedestrians and cyclists to pass through more easily and review the design of this carriageway to give pedestrians and cyclists priority; prevent parked vehicles obstructing cycling and walking routes, and stop long vehicles overhanging the path when turning.
Link 10i to 10j	10.12	The options for this link need assessing to ensure safe travel for those walking and cycling while also enabling suitable access to the industrial estate. Consider narrowing the carriageway to widen footways; deal with illegal parking; consider westbound traffic only between Thorpe Way and Junction Road (with an eastbound contraflow cycle lane), with eastbound motorists using Merton Street (already one-way).

Link 10j to 10k	10.13	Widen shared footway/cycleway – e.g. use verge space. At Overthorpe Road/ Westminster Way junction: Modify to give pedestrians priority over turning vehicles.
Link From west of 10j to 10l	10.14	Overthorpe Road: Prevent parking on north side by HGVs to increase visibility for cyclists.
Link 10k to east of 10m	10.15	Amend highway design to continue cycle route and provide segregated off-road cycle route ensuring that the shared use path on the north side can be easily accessed by westbound cyclists. If cyclists are required to cross east-bound traffic, suitable refuges and dropped cars will be required.
10k	10.16	Overthorpe Road/ Ermont Way/ Dorcas Road: Redesign roundabout to promote pedestrian and cyclist safety and priority, and enable cyclists from the south to easily access the shared use path on the north side. Introduce signalised pedestrian/ cycle crossing on Ermont Way.
10l	10.17	Overthorpe Road/ Chalker Way: Redesign roundabout to promote pedestrian and cyclist safety/priority and enable cyclists from the south to easily access the shared use path on the north side. Introduce signalised pedestrian/ cycle crossing on Overthorpe Road to allow safe access to Chalker Way.
Link 10l to 10m	10.18	Eastbound cyclists need to be segregated - a new pedestrian and cycle bridge alongside existing vehicle bridge over the M40 is required. Other options could be considered, including narrowing the carriageway but this requires assessment.
Link 10m to 10n	10.19	Provide a connection from Nethercote – potential for a circular route could be considered

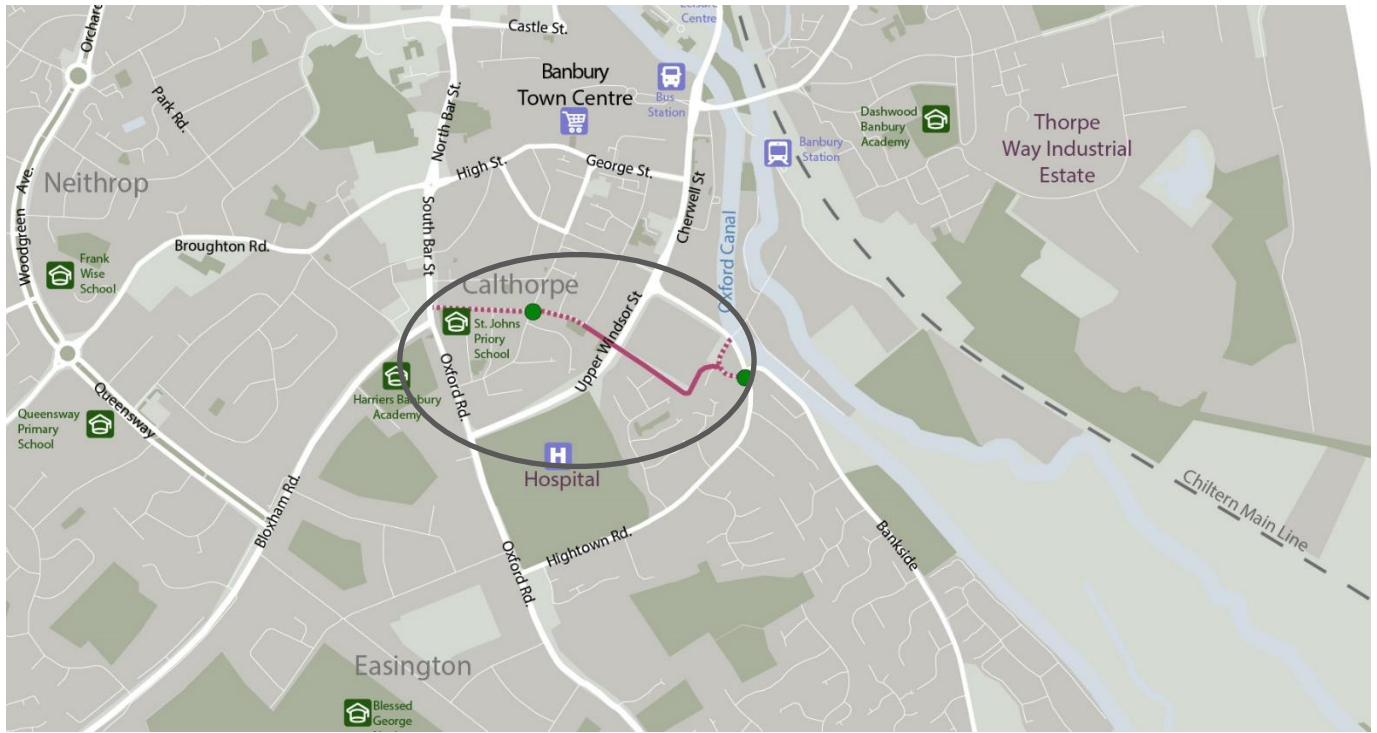
ROUTE 11

St John's Road to Lambs Crescent

Via Prospect Road and the overbridge

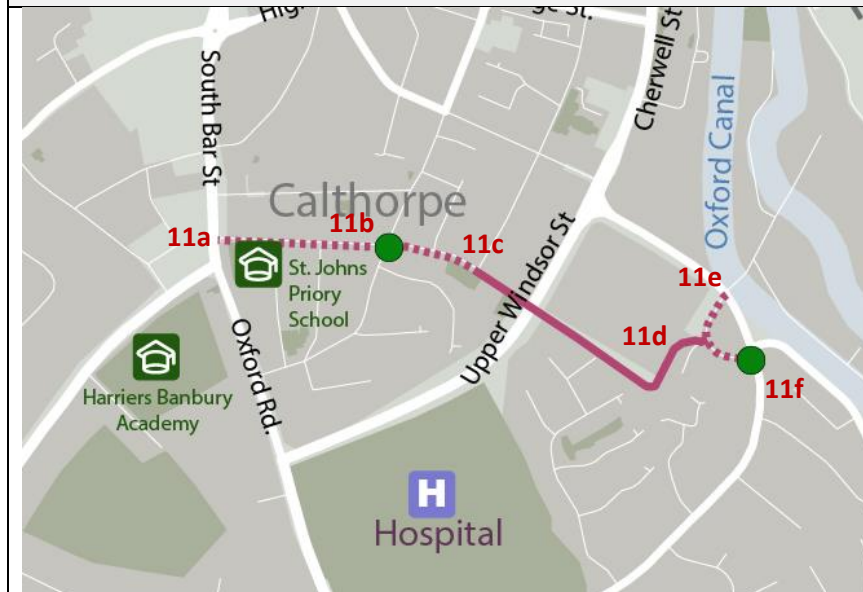
This route between Oxford Road and Hightown Road will link residents with schools, retail, community facilities and the station. The detailed design at each end of the route will need to be discussed with residents and the section along Green Lane will need to consider the ecology along that corridor. On-street car parking creates narrow pinch-points on this route and will need to be designed in consultation with the local community.

Route location:



Junction Reference and description

11a	Oxford Road/ St John's Road
11b	Newland Road/ Old Parr Road
11c	St Johns Road/ Britannia Road/ Prospect Road
11d	Lambs Crescent
11e	Lambs Crescent/Tramway Road/ Hightown Road
11f	Lambs Crescent/ Hightown Road



Key 'trip generators' on Route

Hospital, Schools (St Johns Priory School, Harriers Banbury Academy), **Leisure** (Oxford Canal), **Retail/ town centre, Rail station**

Bus considerations

Does not impact bus services directly. The short distance at the eastern end, and the treatment of the Swan Close Road/Horton View/Bankside junction

	area will need careful consideration. The route will cross a north-south bus corridor, that is intended to see considerable increase in bus movements.
Route length	875 metres

ROUTE 11 St John's Road to Lambs Crescent

Map Reference	Improvement Reference	Improvement
Link 11a to 11b	11.1	St Johns Road: Improve conditions for cyclists by removing or reducing parking and/or make road one-way westbound for vehicles linking with existing surrounding one-way roads e.g. the parking problems at the junction of Britannia and Prospect Roads impact cycles.
11b	11.2	St Johns Road/ Old Parr Road junction: Pedestrian and cyclist priority crossing.
11c	11.3	St Johns Road/ Britannia Road junction: Bollards to prevent parking at end of path and maintain accessibility for pedestrians and cyclists.
Link 11c to 11d	11.4	St John's Road: Widen path where possible.
Link 11e to 11f	11.5	Lambs Crescent: Is usually congested by too many parked cars and requires parking restrictions - a general parking review will be required to progress this route but consider making Lambs Crescent one-way for vehicles to improve conditions for pedestrians and cyclists.
Link 11d to 11e	11.6	Link onto Tramway Road and Bankside: Swan Close Road/ Bankside/ Tramway will need to be carefully assessed. Signalised junctions are proposed but zebra crossings could also be considered, particularly across Bankside.

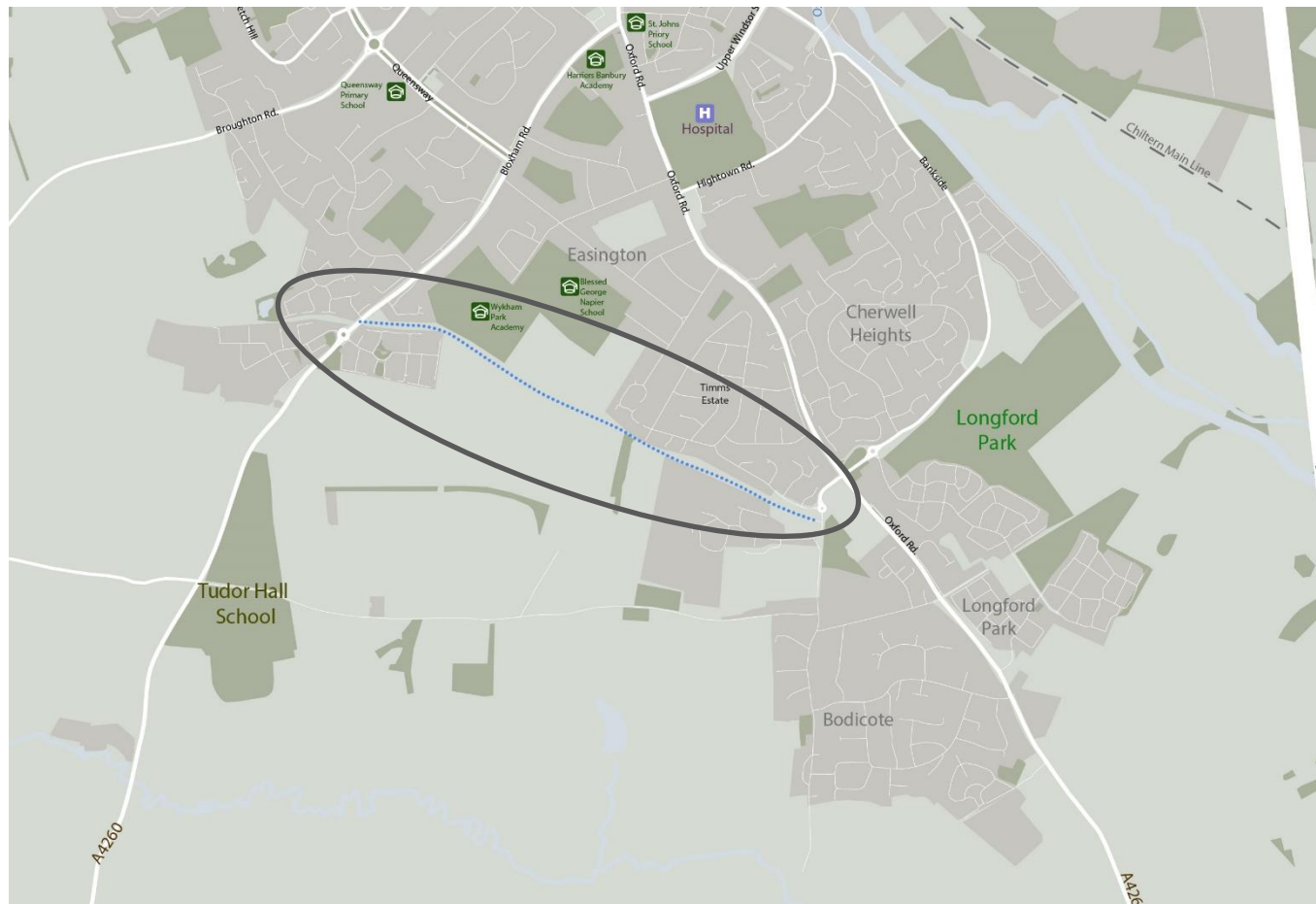
ROUTE 12

Salt Way

From Bloxham Road to White Post Road

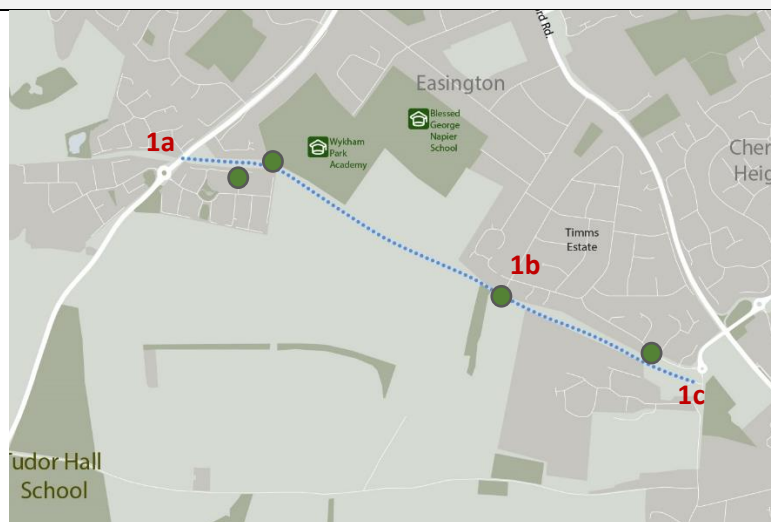
This popular green route will connect residential areas and link to schools, local shops and businesses, as well as leisure facilities. The ecology in the area will be a key consideration and the route will need to retain its rural nature.

Route location:



Junction Reference and description

1a	A361 Bloxham Road
1b	Elmscote Road
1c	White Post Road
●	Widen accesses on to path



Key 'trip generators' on Route	This is an off-road route that links residential areas with schools (Tudor Hall School, Banbury Academy, Blessed George Napier, Bishop Loveday CofE Primary School), local amenities/ facilities (Bodicote Village Hall) and sports facilities (Banbury Cricket Ground)
Bus considerations	No impact as completely segregated from vehicular traffic.
Route length	1.8km

Map Reference	Improvement Reference	Improvement
Link 1a to 1c	12.1	Change PRow status to Public Bridleway. Add hard surface and add low-level lighting to improve safety and comfort for users.
1a, 1b, 1c	12.2	Install bollards or similar to prevent access by motorised vehicles.
	12.3	Widen accesses onto path: Langsdown Close, Parsons Piece, Elmscote Road and Sycamore Drive.

ROUTE 13

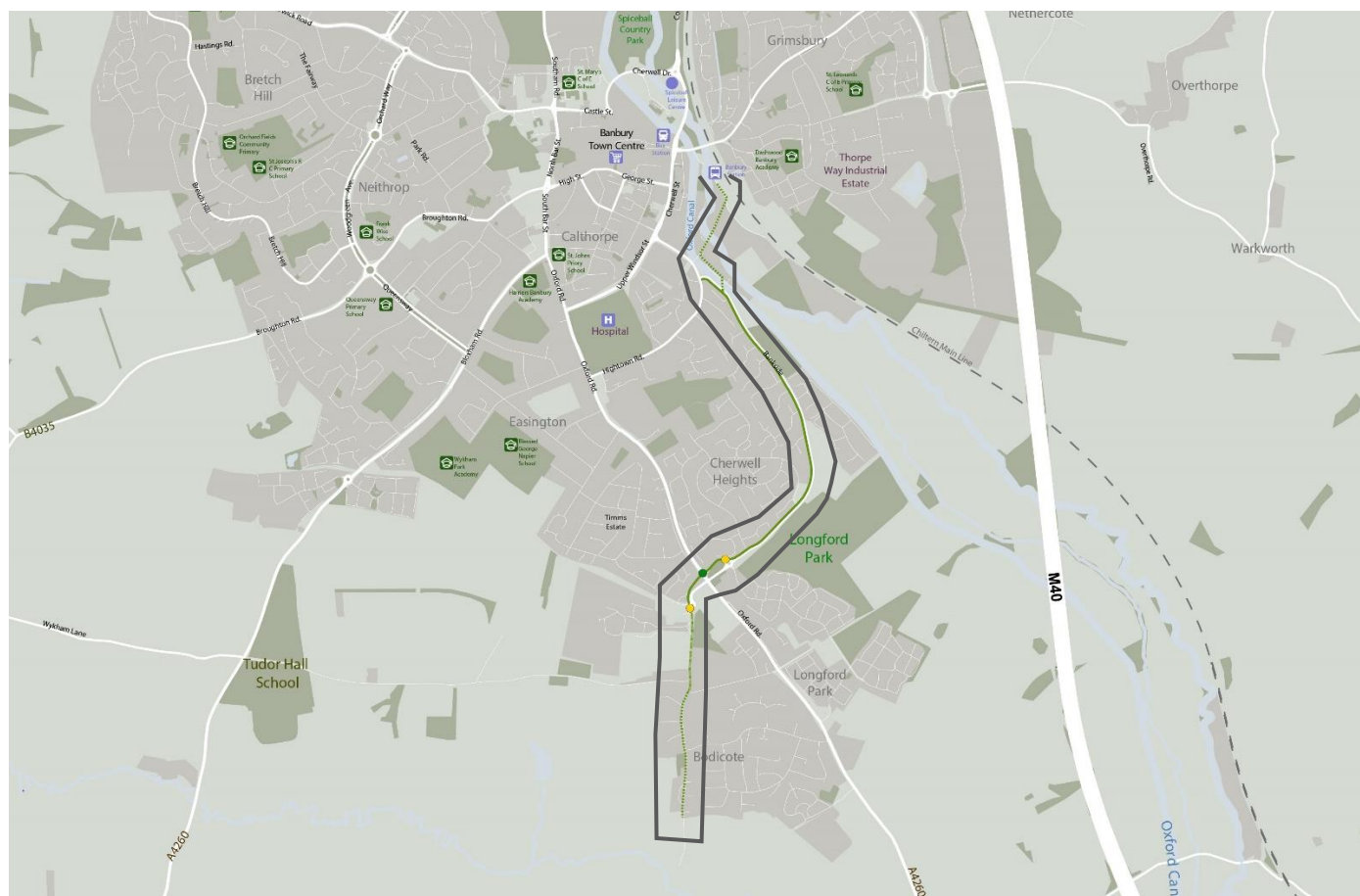
Railway Station to Bodicote

Via Bankside and White Post Road

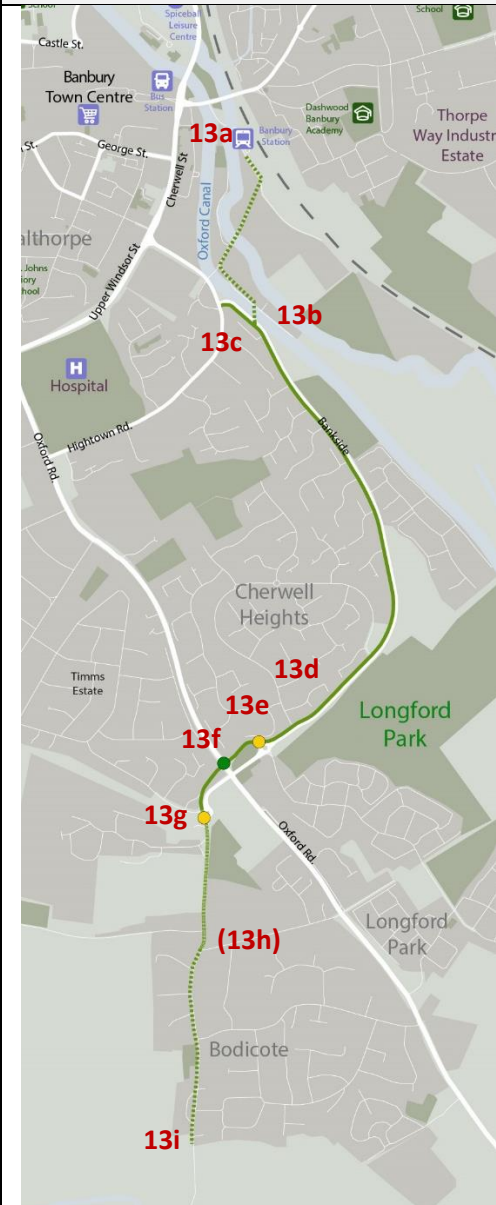
This north-south route would connect residential areas with schools, businesses, community facilities and leisure locations, as well as the station. The proposals for this route need to be considered holistically through the Area Travel Plan and Masterplan work in terms of potential impacts on all network users, in particular bus services.

Cars parked in existing cycle lanes impede cyclists on Bankside.

Route location:



Key 'trip generators' on Route	Railway station, Retail, Schools (Bishop Loveday C of E Primary School), Services/ Community (Cherwell District Council offices, Bodicote Village Hall), Sports/Leisure (Banbury Cricket Club)
Bus considerations	Bankside is a busy bus route, and footways are generally on the western side of Bankside only, making walking routes to bus stops difficult.
Route length	3.5km
Other	Banbury Area Travel Plan considerations: The future role and therefore design of this route needs further consideration for all modes in comparison with other routes such as Oxford Road and the canal towpath.

Junction Reference and description		
	13a	Railway Station
	13b	Canal
	13c	Bankside/ Hightown Road
	13d	Bankside/ Chatsworth Drive
	13e	Bankside/ Longford Park Road
	13f	Oxford Road
	13g	White Post Road
	(13h)	Broad Gap/ Canal Lane
	13i	Deer's Farm

Map Reference	Improvement Reference	Improvement
Link 13a to 13b	13.1	Tramway: Segregated cycle provision required along Tramway Road and Station Approach. The Tramway Road scheme (currently in detailed design) had to provide facilities within the space available but opportunities should be sought to improve this provision through development.
13b	13.2	New pedestrian/cycle bridge over canal. A toucan crossing would be necessary on Bankside to access the new bridge.
13c	13.3	Hightown Road: Crossing over Hightown Road (as part of separate proposed improvement scheme) to connect with Route 12.
Link 13c to 13e	13.4	Bankside: Improve comfort and safety of cycle route e.g. through protected cycleway within verge. In the interim the existing cycle lane should be enforced to prevent cars parking in it.
13d	13.5	Bankside: Amend gates from paths to the south to improve ease of access by all users
Link 13e to 13f	13.6	Bankside: Cycleway to roundabout and raised priority crossing across roundabout
13f	13.7	Bankside: The proposals suggest new crossings to continue route over Oxford Road. However, work on this route will need to consider both grade-separated (bridge) options and at-grade (ground level) solutions. The options appraisal

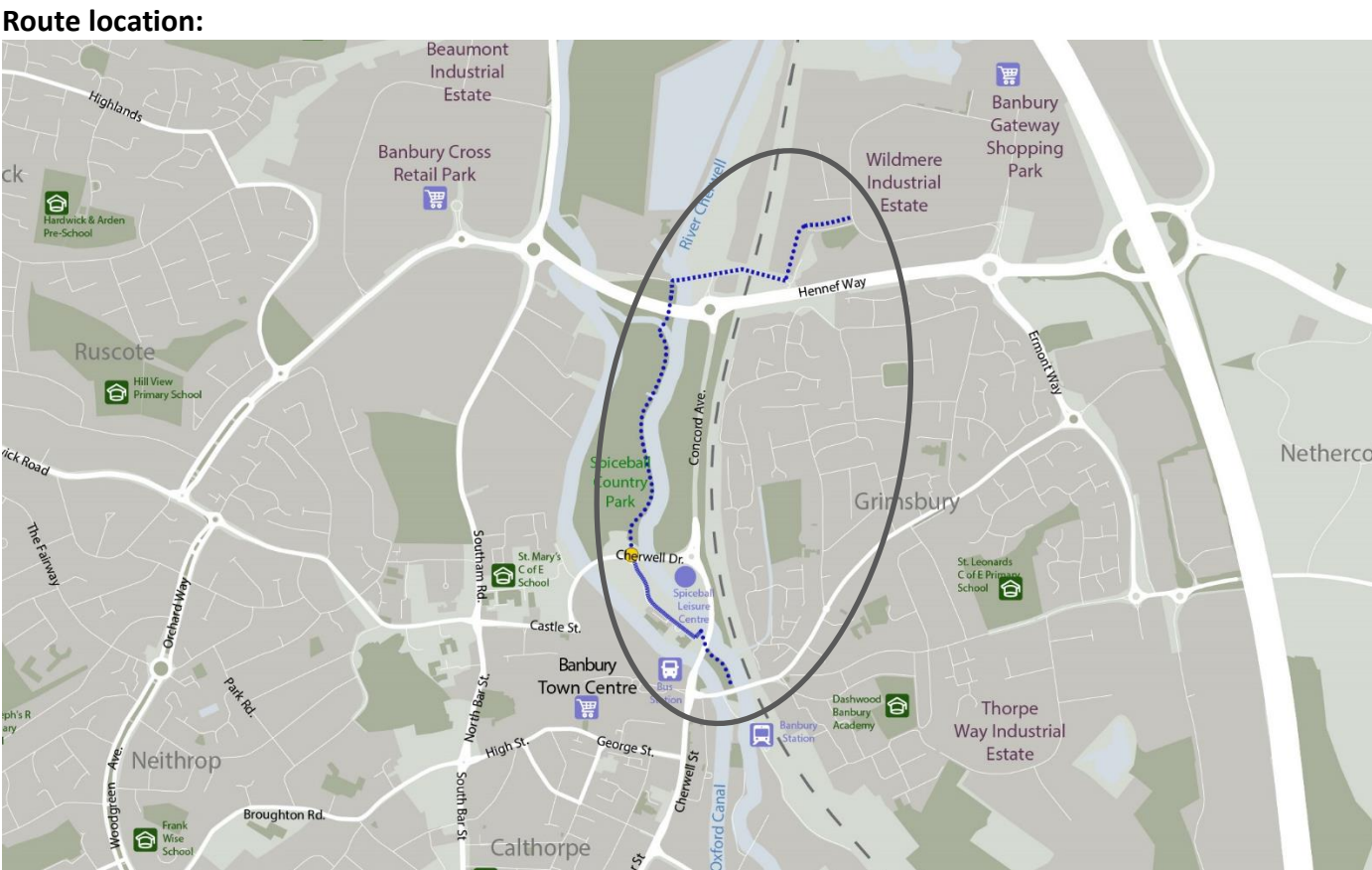
		needs to consider all road users, and the options should include an assessment of improvements to Broad Gap/ Canal Lane.
Link 13f to 13g	13.8	Bankside: Widen path.
Link 13 g to 13i	13.9	High Street/ Church Street: Continue cycle route onto new path on White Post Road.

ROUTE 14

Wildmere Industrial Estate to Bridge Street

Via Spiceball Park

This route connects the town centre, leisure facilities, green space and the Wildmere Industrial Estate, and links with the existing routes on the northern side of Hennef Way which provide access to the Banbury Cross and Banbury Gateway Retail Parks. The route includes the new cycle path along the River Cherwell between Spiceball Park and the car park by The Mill.



Junction Reference and description		
	14a	Jugglers Close Wildmere Road
	14b	Jugglers Close/ Mead Farm Lane
	14c	Mead Farm Lane/ Grimsbury Green
	14d	Grimsbury Green (Spiceball Park)
	14e	Spiceball Park
	14f	Cherwell Drive

Key 'trip generators' on Route	Employment (Wildmere Industrial Estate), Retail (Banbury Gateway Shopping Centre), Leisure/ Sport (Spiceball Park, Leisure Centre), Town Centre (retail, leisure, culture), Public transport (bus and train stations)
Bus considerations	No impacts.
Route length	1.9km

ROUTE 14 Wildmere Industrial Estate to Bridge Street		
Map Reference	Improvement Reference	Improvement
14b	14.1	Raised crossing warning of pedestrian and cycle path
Link 14c to 14d	14.2	Traffic calming/ separate cycleway and footpath.
14e	14.3	Amend gate to allow cyclists to pass through easily.
Link 14e to 14f	14.4	Improve the segregation of pedestrians and cyclists.
14f	14.5	New path into riverside car park.
14f	14.6	Redesign junction to improve ease and safety for pedestrians and cyclists.
14g	14.7	Widen path down from Bridge Street.

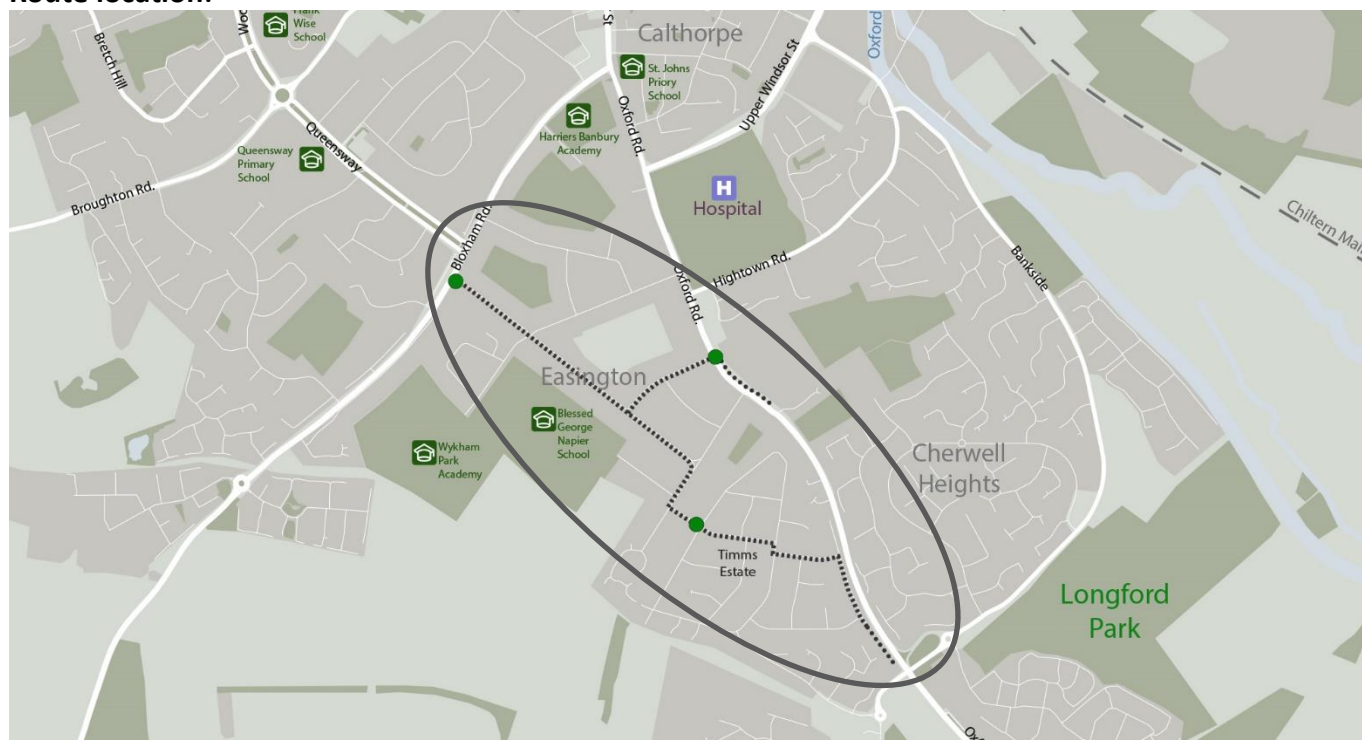
ROUTE 15

Easington

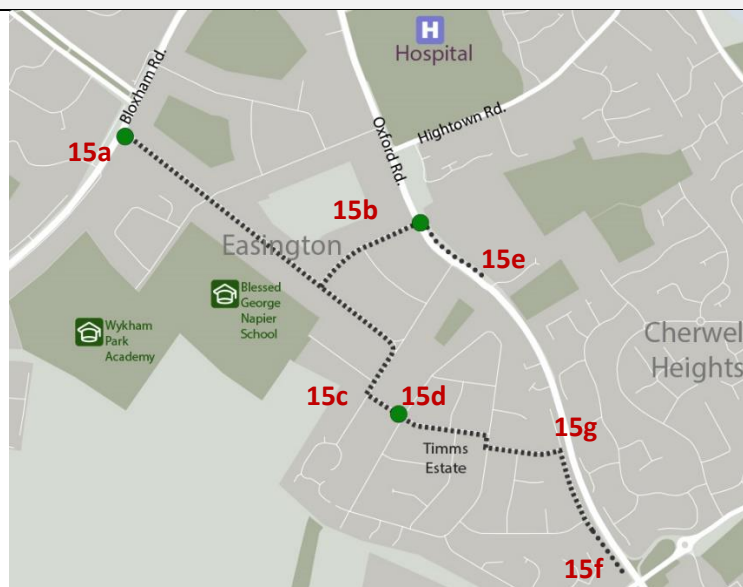
Springfield Avenue, Farmfield Road and Timms Road

This largely residential area includes two secondary schools, a care home, shops and leisure facilities. There are significant movements of pupils between Cherwell Heights and Blessed George Napier/ Wykham Park Academy. The redesign of this area needs consultation with local people, the schools and wider consideration around bus routes, rat running and overall impact. Horton View and Grange Road will also be considered in this wider review. There is a need to reduce traffic in this area by addressing rat running. Modal filters were proposed but the consultation highlighted the need for consideration of impacts for all modes.

Route location:



Junction Reference and description



15a	Springfield Avenue/Bloxham Road
15b	Farmfield Road/ A4260 Oxford Road
15c	Grange Road/ Timms Road
15d	Timms Road/ St Annes Road
15e	Grange Road/ Oxford Road
15f	Laburnam Grove (south of Oakland Road)
15g	Laburnam Grove/ Mayfield Road

Key 'trip generators' on Route

Schools (Blessed George Napier, Banbury Academy and Wykham Park Academy)

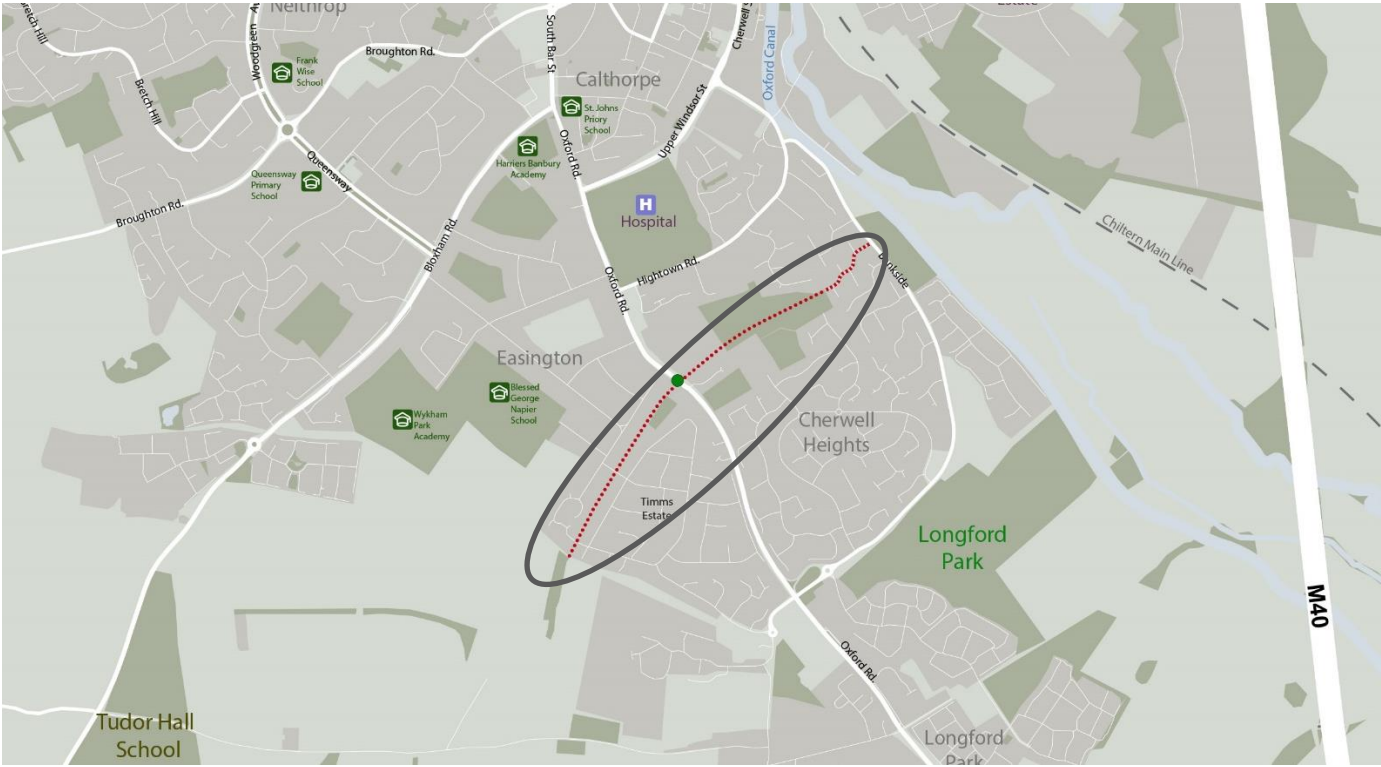
Bus considerations		Consider a bus gate on Horton View when considering impact as part of Area Travel Plan.
Route length		2.2km
ROUTE 15 Easington		
Map Reference	Improvement Reference	Improvement
15a	15.1	Springfield Avenue/ Bloxham Road junction: Pedestrian and cyclist priority crossing.
Link 15b to south of 15e	15.2	Oxford Road: Widen shared footway/cycleway (e.g. remove central hatching and/or narrow vehicle lanes) and controlled crossing point to link to Route 16.
Link 15g to 15f	15.3	Laburnam Grove: Widen surface of existing path and improve access onto Laburnum Road.
	15.4	This route provides a safe option but is not on the natural desire line for cyclists from the south of Banbury or from Adderbury who wish to access the town centre. The next iteration of the LCWIP will consider improvements to Oxford Road and into the town centre.

ROUTE 16

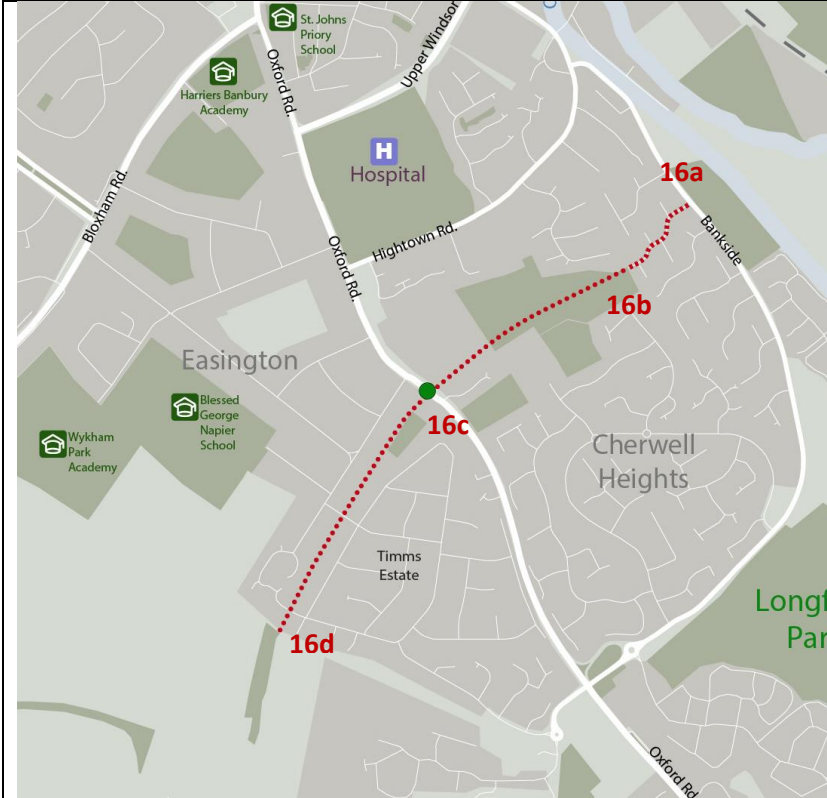
Bankside to Salt Way
Via St Louis Meadow Park

An off-road route that connects residential areas with schools, retail and local businesses.

Route location:



Junction Reference and description



16a	Bankside, Coppice Close
16b	Coppice Close
16c	Oxford Road
16d	Timms Road

Key 'trip generators' on Route

Schools (Blessed George Napier, Wykham Park Academy, St Johns Primary, The Grange Primary), Sainsburys, Easington Sports Clubs

Bus considerations	Oxford Road is a principal bus route linking Banbury with Adderbury, Kidlington and Oxford
Route length	1.5km
Other	Will need to agree this route with Banbury Town Council to allow cycling through public parks. The proposal for another physical crossing on Oxford Road will need to be assessed as part of a review of that corridor.

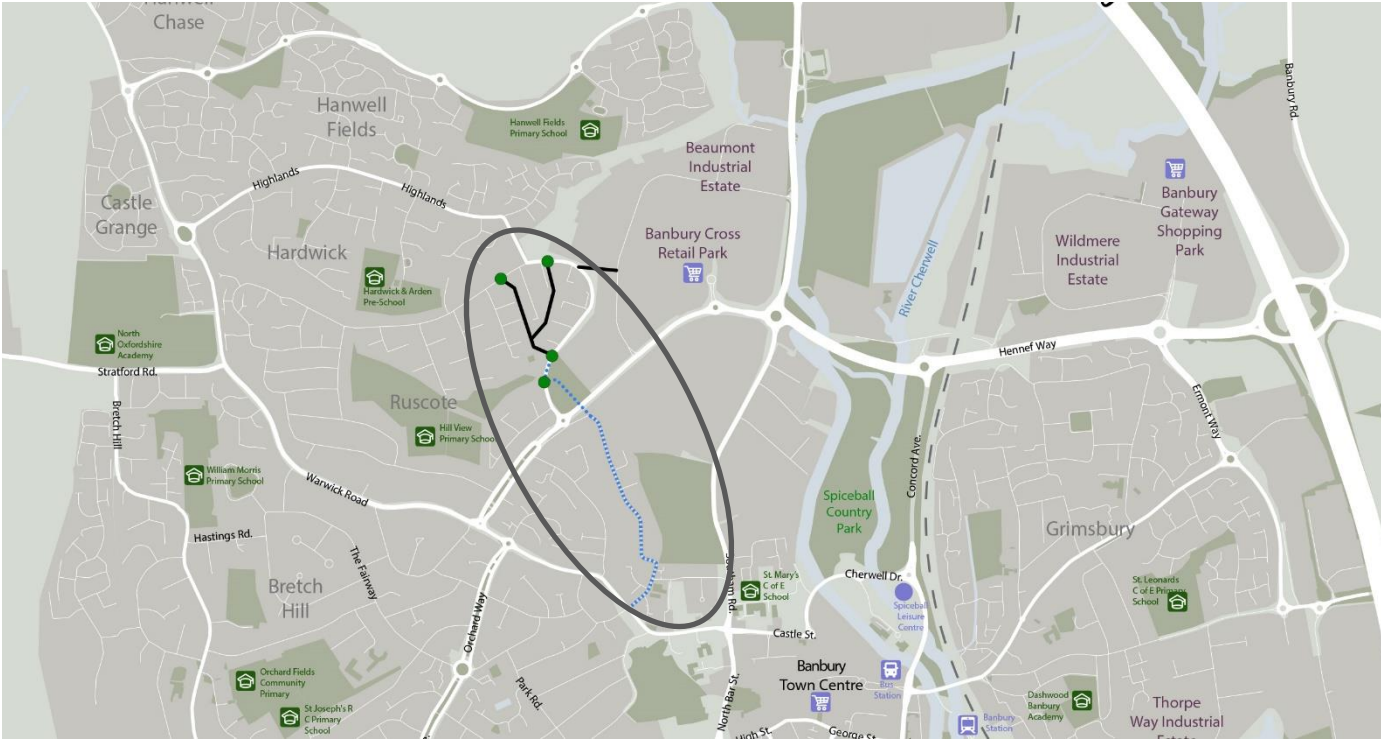
ROUTE 16		Bankside to Salt Way
Map Reference	Improvement Reference	Improvement
16b	16.1	Coppice Close: Widen access onto Coppice Close and add drop kerb
Link 16b to 16e	16.2	Coppice Close to Saltway: Improve and widen surface, add lighting
16c	16.3	Oxford Road: Pedestrian and cyclist priority crossing – between Grange Road and The Hawthorns.
	16.4	Consideration will need to be given to the effects of wet weather on the usability of the paths

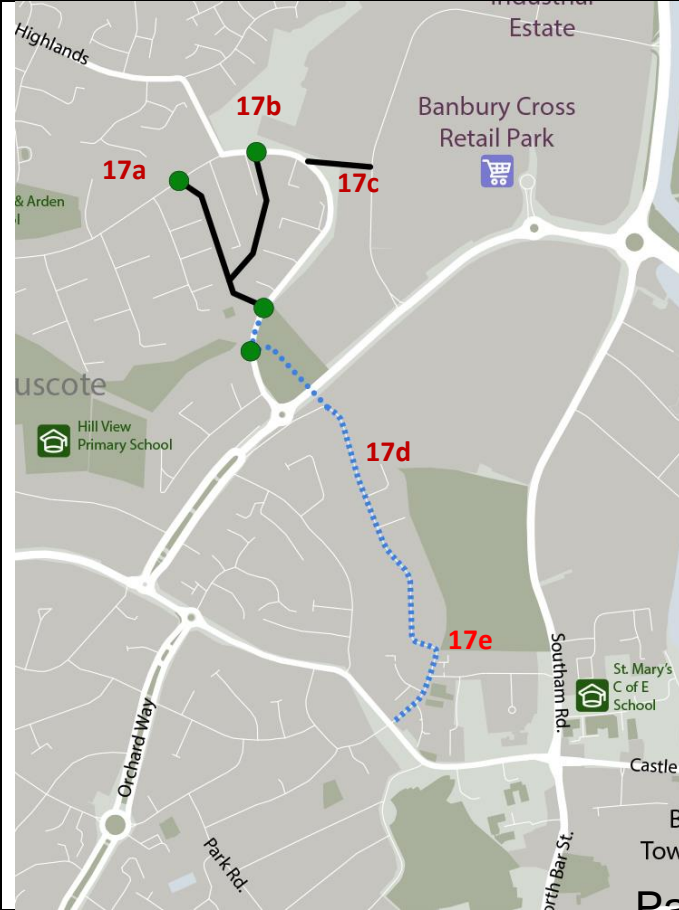
ROUTE 17

Longelandes Way to Warwick Road
Via Nursery Drive and Foundry Street

A north-south connecting route to link residential areas with schools and local businesses. Nursery Lane, a restricted byway, offers an alternative route to Nursery Drive.

Route location:



Junction Reference and description		
	17a	Longelandes Way
	17b	Longelandes Way
	17c	Longelandes Way to Beaumont Road
	17d	Ruscot Avenue to Nursery Lane
	17e	Nursery Lane/ Cope Road/ Foundry Street

Key 'trip generators' on Route	Hill View Primary School, retail and businesses, community facility (cemetery), Orchard Health Centre
Bus considerations	Impact on bus services of priority crossings for pedestrians and cyclists on Longelandes Way and Ruscote Avenue to be assessed in design stage as these are key routes for buses.
Route length	1.8km

ROUTE 17		Longelandes Way to Warwick Road
Map Reference	Improvement Reference	Improvement
17a, 17b	17.1	Priority pedestrian/cyclist crossings over Longelandes Way
17c	17.2	Upgrade existing footpath between Longelandes Way and Beaumont Road to shared cycle path
17d	17.3	Identify measures to reduce traffic levels on Nursery Drive and Foundry Street so that cyclists use quiet streets. Alternatively, review feasibility of routing via Nursery Lane. Would require widening of existing hard surface.
17e	17.5	To reduce traffic levels traffic management measures will be considered, being mindful of the access needs of emergency services.

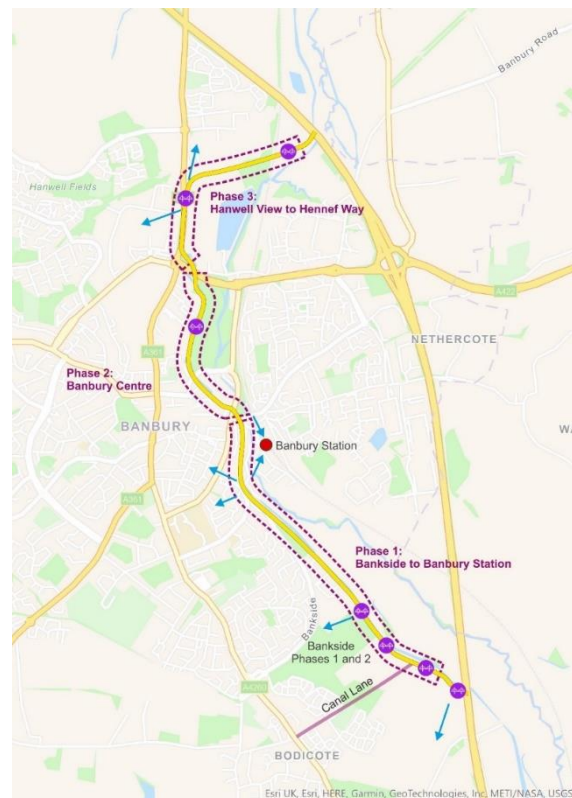
ROUTE 18

Canal Towpath

From M40 north of Wildmere Industrial Estate to M40 east of Longford Park

Oxford Canal runs north-south through the town and links residential areas including those at Bankside/Longford Park with the business and retail parks on Southam Road, the station and the town centre. The canal also provides a key route for leisure travel.

Route location:



Oxfordshire County Council has been working with the Canal & River Trust and Cherwell District Council to improve the towpath and its bridges to increase its use for cycling and walking. This has included exploring options to improve access to the towpath from the railway station to provide direct access from the station to the town centre without the need to cross any roads. Potential improvements for the towpath include surface material upgrades, towpath improvements and pedestrian/ cycle bridges:

Phase 1 - Bankside to Banbury Station: Creating a new cycle route from the new residential area at Bankside to Banbury Station, avoiding the busy roads around Banbury. Options for increasing the number of accessible crossing points will be explored.

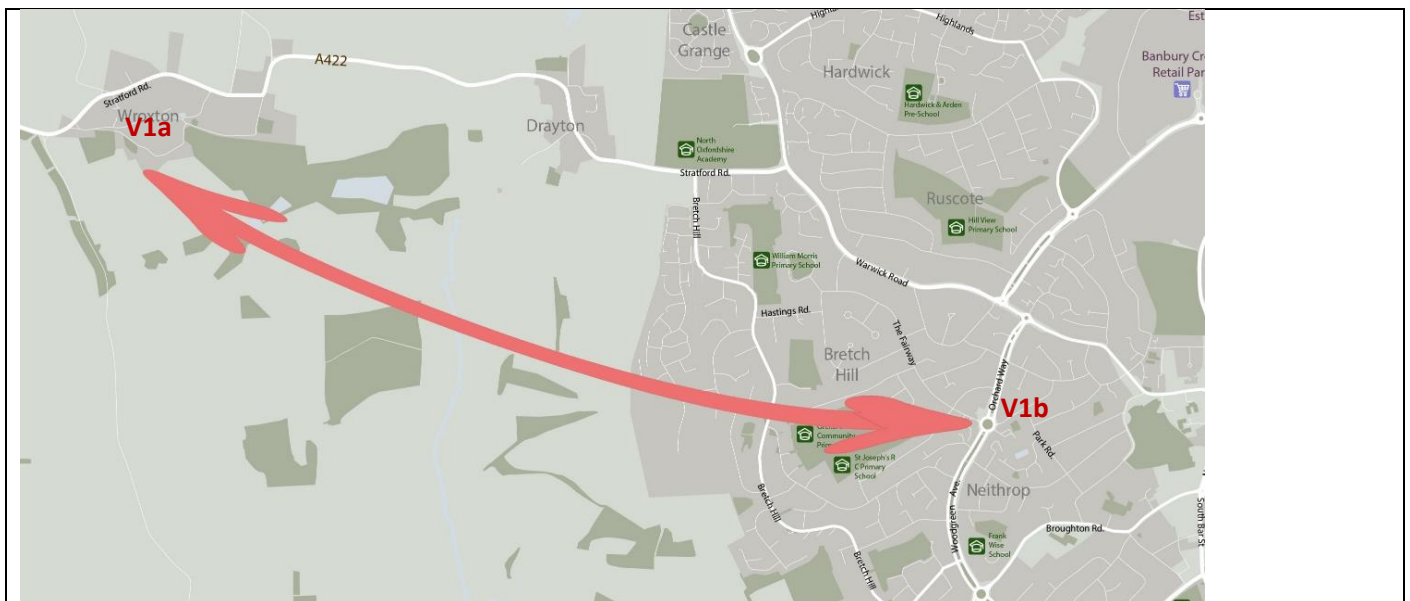
Phase 2 - Banbury Centre: To include good links from the canal to Banbury Rail Station and the town centre. Provide a bridge to connect with Lower Cherwell Street and Route 10. Consider public realm enhancements to the area around Tooleys Boatyard. There are large iron gates and a panel currently blocking access for walking along the western side of the canal.

Phase 3: Hanwell View to Hennef Way: As with Phase 1, this would provide excellent connections to residential areas in North Banbury as well as to green spaces, parks and the Southam Road businesses.

VILLAGE ROUTE 1 Wroxton to Woodgreen Avenue

NOTE: If there is a need for off-highway routes, these would be discussed with landowners

Approximate route location:

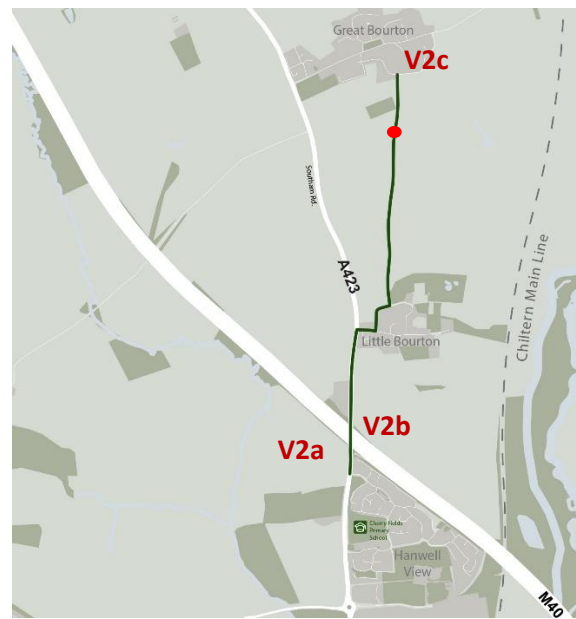
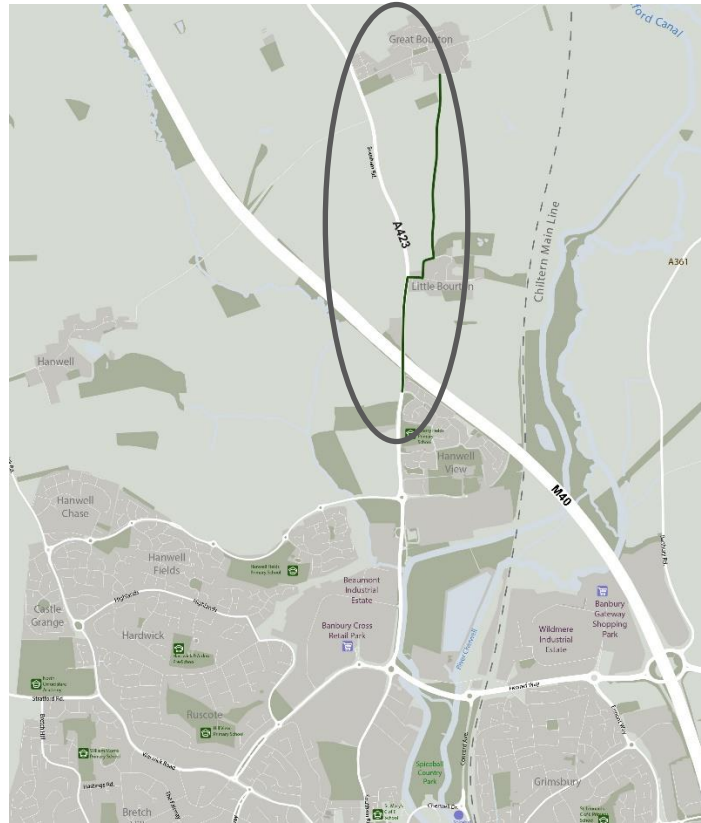


Map Reference	Improvement Reference	Improvement
Link V1a t V1b	V1.1	Identify a route from Wroxton to Woodgreen Avenue utilising public footpaths and bridleways as much as possible in discussion with landowners. Aim to provide all weather hard surfacing, with consideration for equestrian also.

VILLAGE ROUTE 2 Great Bourton and Little Bourton To Hanwell View

NOTE: Routes across private farmland are indicative and the preferred routes would be discussed with landowners.

Route location:

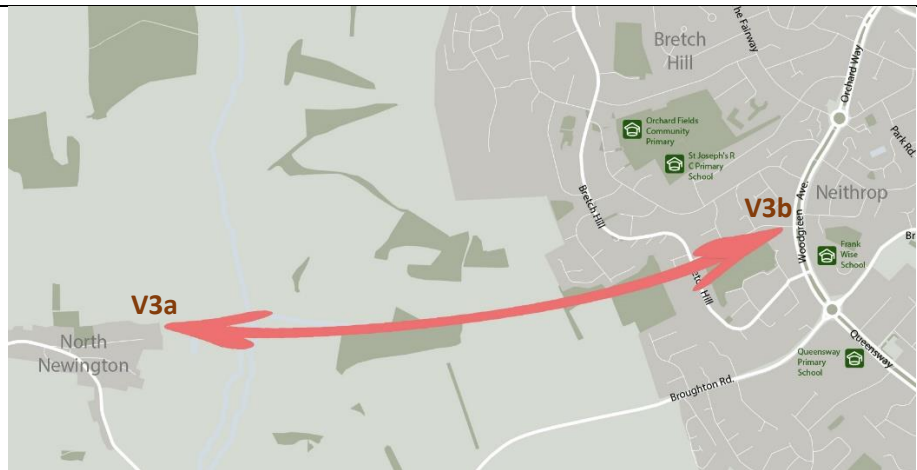
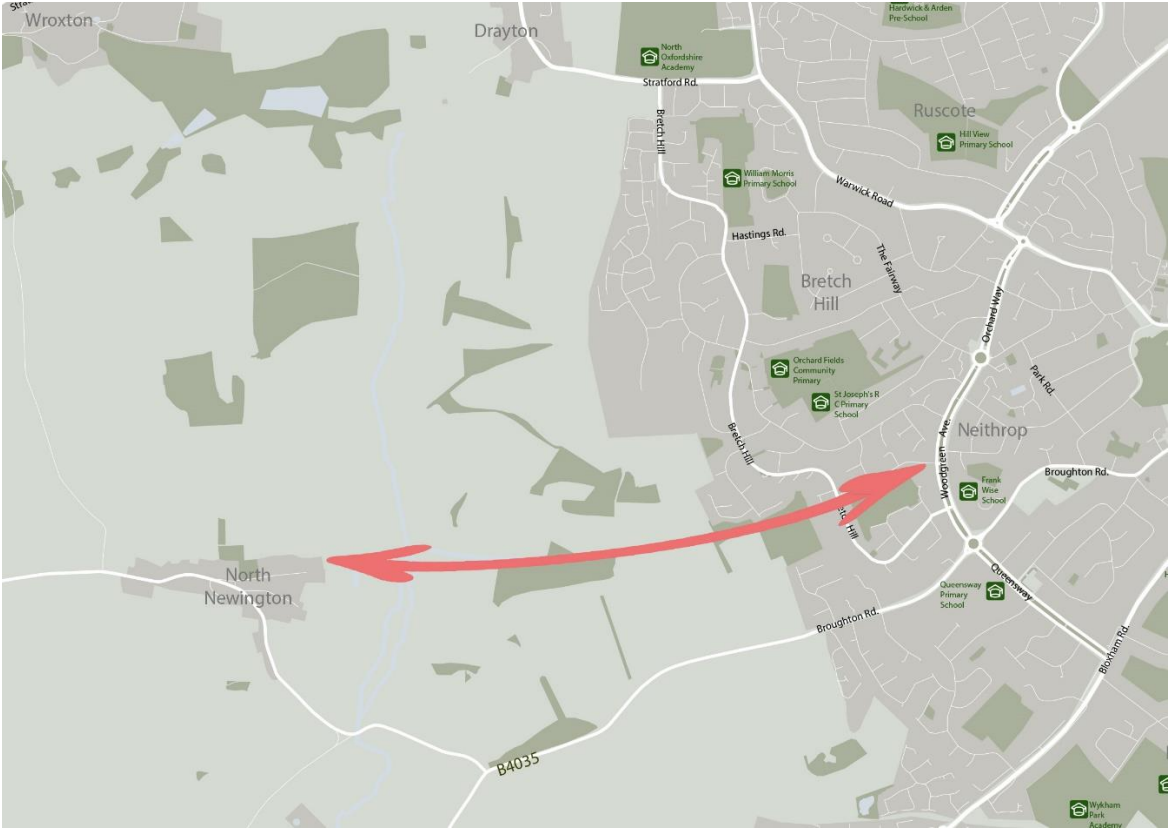


Map Reference	Improvement Reference	Improvement
Link V2a to V2c	V2.1	Two-way cycle track to Little Bourton, removing northbound right-turn lane at Chapel Lane to allow floating bus stop, reduce speed limit to at least 40mph (consider 30mph)
V2a	V2.2	Narrow lanes and use verge space to continue two-way cycle track along Southam Road. Reduce speed limit to 30mph with gateway features representing change to residential area
V2b	V2.3	Remove western footway along bridge and narrow lanes to provide space to continue cycle track. The bridge barrier would need increased height.
V2c	V2.4	Connect into Little Bourton. In future consider a further connection to Chacombe.

**VILLAGE ROUTE 3 North Newington
To Neithrop**

NOTE: Routes across private farmland are indicative and the preferred routes would be discussed with landowners.

Route location:



Map Reference	Improvement Reference	Improvement
Link V3a to V3b	V3.1	Identify a route from North Newington to Neithrop utilising public footpaths and bridleways as much as possible in discussion with landowners. Aim to provide all weather hard surfacing, with consideration for equestrian also.

VILLAGE ROUTE 4 Broughton to Parsons Piece

NOTE: Routes across private farmland are indicative and the preferred routes would be discussed with landowners

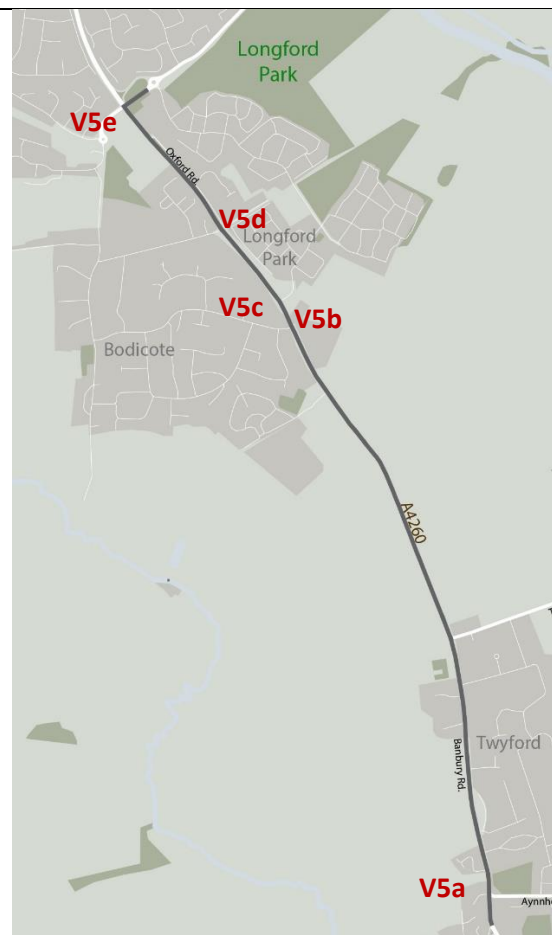
Route location:



Map Reference	Improvement Reference	Improvement
Link V4a to V4b	V4.1	Identify a route from Broughton to Parsons Piece utilising public footpaths and bridleways as much as possible in discussion with landowners. Aim to provide all weather hard surfacing, with consideration for equestrian also.

VILLAGE ROUTE 5 Adderbury

Route location:

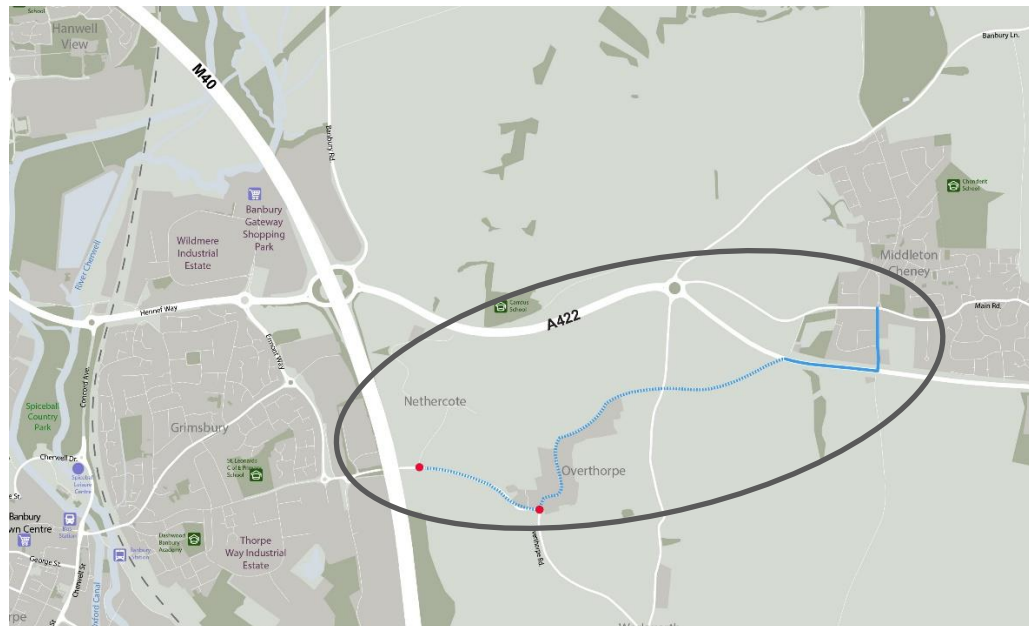


Map Reference	Description
V5a	A4260 Banbury Road/ High Street (Twyford)
V5b	A4260/ Weeping Cross
V5c	A4260/ Longford Park Road
V5d	A4260/ Canal Lane
V5e	A4260/ Bankside junction

Map Reference	Improvement Reference	Improvement
Link V5a to V5b	V5.1	Use verge space and narrow vehicle lanes to provide cycle path
Link V5b to 5c	V5.2	Add cycle phase into traffic signals and/or narrow vehicle lanes to continue cycle route
Link V5c to V5d	V5.3	Route on existing path, widen where possible
Link V5d to V5e	V5.4	Route on parallel access roads/ use verge space.

VILLAGE ROUTE 6 Middleton Cheney

Route location:



Commentary	This route from Middleton Cheney to Banbury is critical for safe access to Banbury. This route links in with cross-boundary greenways being discussed with South Northants and Buckinghamshire. See Route 10 for the link with Nethercote and onwards along A422 from Banbury Lane into Banbury.
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Map Reference	Improvement Reference	Improvement
Link V6a to V6b	V6.1	Lighting
V6b	V6.2	Widen drop kerb
Link V6b to V6c	V6.3	Remove chicanes, add lighting, widen surface where possible – ensure accessibility maintained for mobility scooters and cargo bicycles/tricycles.
V6c	V6.4	Improve access from bridleway; would require safe crossing considerations. Improve crossing of the A422 – lighting, a central refuge, and other measures to be considered.
Link V6c to V6d	V6.5	Resurface, lighting
V6d	V6.6	Traffic calming to reduce speeds of vehicles approaching from north and south, lighting, consider adding a central pedestrian refuge to make crossing safer.
V6d to V6e	V6.7	Reduce to 30mph, traffic calming, lighting – may require a segregated lane, at least for the uphill section.

VILLAGE ROUTE 7 Bloxham to Bodicote

NOTE: Routes across private farmland are indicative and the preferred routes would be discussed with landowners

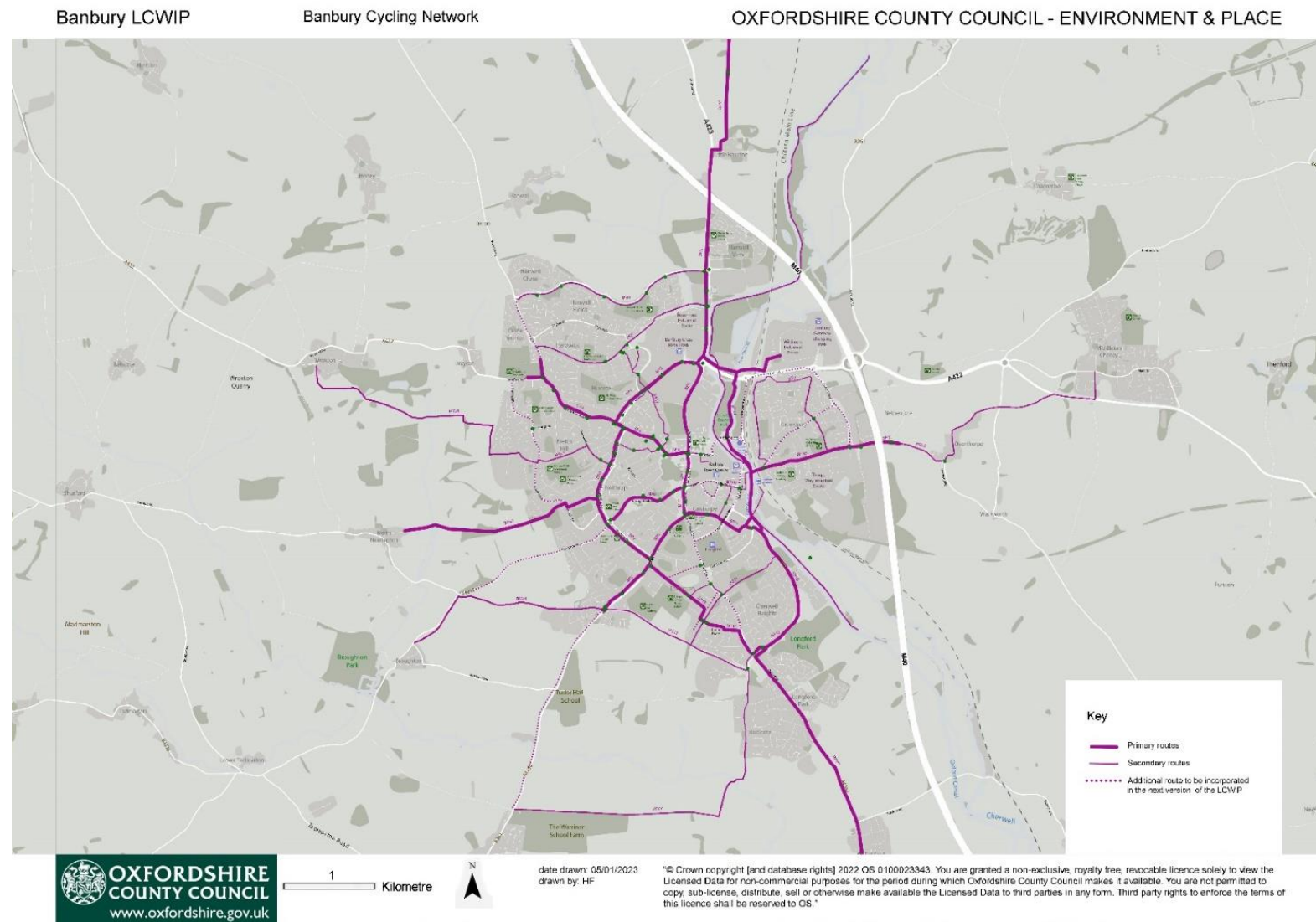
Route location:



Map Reference	Improvement Reference	Improvement
Link V7a to V7b	V7.1	Reduce speed limit to 30mph on Bloxham Grove Road, with traffic calming and lighting.

Link V7b to V7c	V7.2	Identify a route from eastern end of Bloxham Grove Road to Bodicote utilising public footpaths and bridleways as much as possible in discussion with landowners. Aim to provide all weather hard surfacing, with consideration for equestrian also.
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Figure 23: The Banbury Cycling Network



The classification of these routes is generally as follows:

- **Primary Routes:** Main routes for both walking and cycling, typically linking key origin and destination locations (e.g., a large residential area to the town centre) in the most direct way. High walking and/or cycling flows are forecast along these routes. These routes are often classified roads which may require significant investment in walking and cycling infrastructure to achieve these high walking and cycling flows.
- **Secondary Routes:** Routes with local importance, typically linking trip generators such as education and employment sites, linking primary routes to one another or providing less direct alternatives to primary routes. Medium walking and/or cycling flows are forecast along these routes.

Table 8: Proposed cycle network by primary or secondary priority

Route	Classification and (Ref No.)	Ref No. on Figure	Location
Route 1	Primary	BP1	A361 North Bar Street/ Oxford Road
Route 2	Primary	BP2	A361 Bloxham Road
Route 3	Primary	BP3	A422 Ruscote Avenue/ Orchard Way/ Wood Green/ Queensway ('Western Corridor')
Route 4	Primary	BP4	A422/ B4100 Warwick Road
Route 5	Primary	BP5	A361/A423 Southam Road
Route 6	Primary	BP6	B4035 Broughton Road
Route 7	Secondary	BS7	Former railway path through Hardwick
Route 8	Secondary	BS8	Dukes Meadow Drive
Route 9	Secondary	BS9	Grimsbury
Route 10	Primary	BP10	Overthorpe Road via Causeway and Bridge Street
Route 11	Primary	BP11	St John's Road/ Lamb's Crescent
Route 12	Secondary	BS12	Salt Way
Route 13	Primary	BP13	Bankside/ White Post Road
Route 14	Primary	BP14	Wildmere to Bridge Street via Spiceball Park
Route 15	Secondary	BS15	Easington

Route 16	Secondary	BS16	Off-road route via St Louis Meadow Park
Route 17	Secondary	BS17	Longelandes Way
Route 18	Primary & Secondary		Canal Towpath
Village Route 1	Secondary	BSV1	Wroxton
Village Route 2	Primary	BPV2	Great Bourton and Little Bourton
Village Route 3	Primary	BPV3	North Newington
Village Route 4	Secondary	BSV4	Broughton
Village Route 5	Primary	BPV5	Adderbury
Village Route 6	Secondary	BSV6	Middleton Cheney
Village Route 7	Secondary	BSV7	Bloxham

5.3. Complementary measures and schemes

Complementary measures and schemes are considered vital to any infrastructure that prioritises and separates people cycling from other road users and will support the delivery of this LCWIP. Measures include:

- **Signage and wayfinding** – the delivery of strategic, comprehensive and consistent signage and wayfinding is important to support people cycling to navigate their way around Banbury.
- **Cycle parking** – should be secure and conveniently located for where people want to travel. This could include cycle hubs at public transport interchanges or ‘Sheffield’ cycle stands outside key trip generators. Cycle parking should accommodate all types of bikes, including adapted bikes and cargo bikes. An audit of cycle parking in Banbury will be carried out. This will assess the location and condition of current cycle parking and consider where upgrades and additional cycle parking is required. This will be a supporting document to this LCWIP.

To encourage active travel for rail commuters, Chiltern Railways have already been successful in a bid to the government’s Cycle Safety Fund and constructed up-and-over cycle parking at the railway station, jointly funded by OCC. OCC will continue to identify any need for cycle parking in its response to planning applications for residential or employment sites.

- **Banbury eBike programme** – CDC has a Cycling and Walking Activation Plan (CWAP) that will address some of the barriers to cycling and walking, including increasing the confidence of people cycling and walking and supporting the maintenance of bikes in the district. As part of a two-year scheme, Cherwell will be

making available ten electric bikes free of charge. The bikes will provide GPS data that will help identify the most popular routes and thus those routes which would benefit most from improvement. In turn, this information can inform future updates of the LCWIP.

6. Network Plan for walking

This section provides an overview of the process followed to develop the proposed network for walking and sets out details of the walking network and improvements proposed.

The development of the Banbury walking network has been an iterative process, combining the analysis of data collected, site audits and stakeholder engagement. The identification of a Core Walking Zone has been key in locating improvements for walking in Banbury.

6.1. Methodology

6.1.1. Identifying trip generators

The same trip generators used to develop the cycle network have been used for the walking network. There are noticeable clusters of trip generators, for example a retail and employment cluster in the town centre.

6.1.2. Identifying a Core Walking Zone (CWZ)

On average people tend to walk up to 2km for a local trip, although it is noted that some people will walk further. To reflect this, a Core Walking Zone (CWZ) has been created – see **Figure 4**. This extends 2km from the Market Square and encompasses most schools, retail, and employment areas in Banbury, alongside many residential areas. All aspects of the walking environment in this area are important and considered for improvement. The key routes into this area are also considered for improvement.

6.1.3. Identifying walking network improvements

A walking audit of the key routes into Banbury town centre (Market Place and the latterly defined CWZ) was conducted by OCC in 2019. This has been reviewed and updated where necessary and used to inform the suggested improvements in this LCWIP, alongside analysis of the data gathered, consultation feedback from *'Let's Talk Oxfordshire'* and stakeholder engagement.

This walking audit used the Walking Route Audit Tool³⁸ to assess the current suitability of each route for walking against set criteria that included attractiveness, comfort, directness, safety, and coherence. The resultant issues identified highlighted the location and type of improvement required.

The improvements identified are high-level proposals and options, which will require further feasibility and design work, along with public consultation before being implemented. The

³⁸ Walking Route Audit Tool, <https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>

use of footpaths by wheeled users must also be considered in this process to ensure an inclusive space is created for people walking and wheeling.

6.1.4. Types of improvements

Below is a summary of some of the possible improvements to the walking experience in Banbury that have been proposed.



Dropped kerbs – features to facilitate non-stepped access to allow wheelchair/mobility aid users and people with pushchairs to cross the road unimpeded.



Tactile paving – paving that warns visually impaired people about where the footway ends and the carriageway begins. There are different types of tactile paving.



Refuge island – a small area of footway in the centre of the road to allow people walking to cross in two stages. Refuge islands are usually found on roads with higher speeds and greater numbers of vehicles, where crossing in a single movement is more difficult.

Controlled pedestrian crossing – there are three types of controlled pedestrian crossings: Zebra, Pelican and Puffin.

Zebra – these crossings are marked out by black and white stripes across the road with flashing beacons and zig zag markings.



Pelican – these are signalised crossings and require people walking to press a button and wait for the green man to appear before crossing the road.

Puffin – these are signalised crossings similar to Pelican crossings in that they require people walking to press a button. However, they are more advanced than Pelican crossings as they can detect people walking in the waiting area and whilst they are crossing the road.



Uncontrolled pedestrian crossing – unlike controlled crossings, people walking must wait for traffic to stop or for a suitable gap to cross the road. These crossings may include dropped kerbs, tactile paving and a refuge island.



Raised table – a form of traffic calming that aims to slow the speed of vehicles and to emphasise features such as crossing points. They are sometimes used at the entry of a side road to provide a level surface for people walking to cross the road without the need for dropped kerbs.



Footway buildout – widening of footways that run beside a carriageway and provide greater space for people walking to wait, reduce crossing distances, and improve the visibility of people walking and other road users.

6.2. Proposed walking improvements

Improvements have been proposed in the first phase of the LCWIP for eight key routes in the town centre that provide connectivity within the CWZ, these are:

- Route 1 – Market Place to Daventry Road
- Route 2 – Market Place to Bankside
- Route 3 – Market Place to Horton View
- Route 4 – Market Place to Easington Road
- Route 5 – Market Place to Queensway
- Route 6 – Market Place to Woodgreen Avenue
- Route 7 – Market Place to Orchard Way
- Route 8 – Market Place to Hennef Way

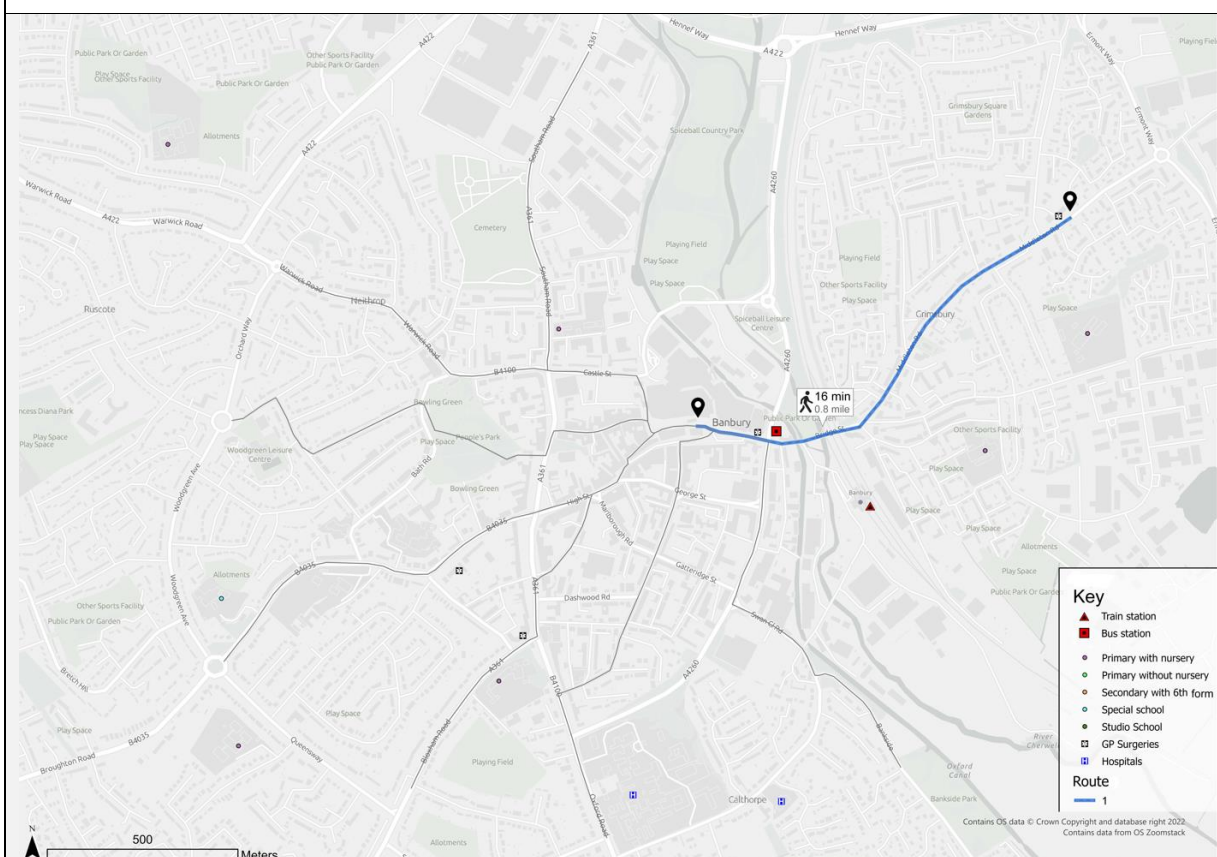
Full details of suggested improvements can be found below.

ROUTE 1 **Market Place to Daventry Road (via Bridge Street and Middleton Road)**

This route is key for many journey types. It provides a connection between Market Place and residential areas in the east of the town. It provides a connection to Banbury Station, employment areas and schools in the east also.

This route passes through the Bridge Street/ A4260 junction. This is an extremely poor junction for people travelling by all modes and requires a comprehensive review. As the gateway to the town centre, place shaping in this area is particularly important.

Route location:



Proposed improvements

Ensure consistent dropped kerb and tactile paving provision along the route

Modify Station Approach junction to allow safer crossing opportunities for people walking

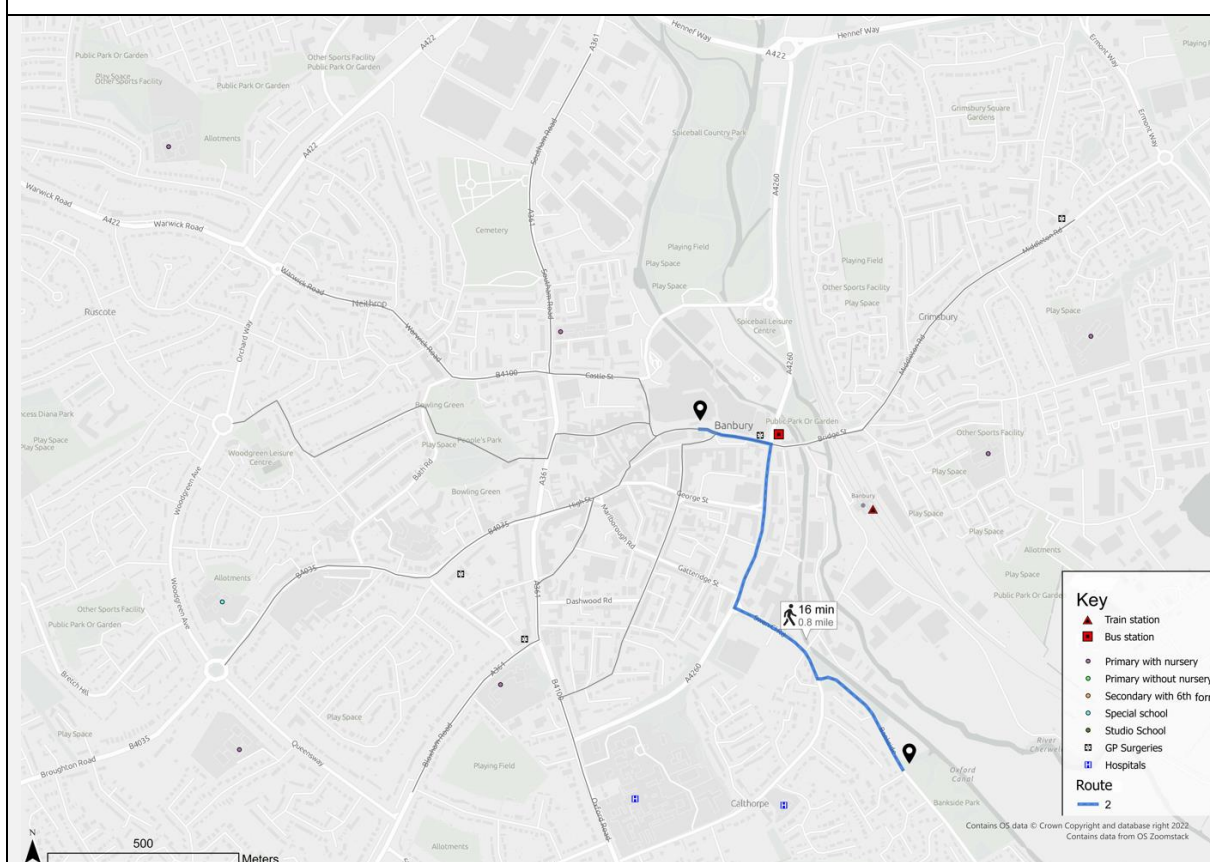
Reduce crossing wait times for people walking at the Bridge Street/ A4260 junction

ROUTE 2 Market Place to Bankside (via Cherwell Street and Swan Close Road)

This route provides a connection between Market Place and residential areas in the south of the town. There are several bus stops on this route and retail and employment sites.

This is an unattractive route for walking, with high traffic flows on A4260 contributing to this. This route also passes through the Bridge Street/ A4260 junction. This is an extremely poor junction for people travelling by all modes and requires a comprehensive review. As the gateway to the town centre, place shaping in this area is particularly important.

Route location:



Proposed improvements

Ensure consistent dropped kerb and tactile paving provision along the route

Modify Bankside junction to allow safer crossing opportunities for people walking

Modify Tramway Road junction to allow safer crossing opportunities for people walking

Reduce crossing wait times for people walking at the Bridge Street/ A4260 junction

Consider footpath widening on Bankside Road and Swan Close Road

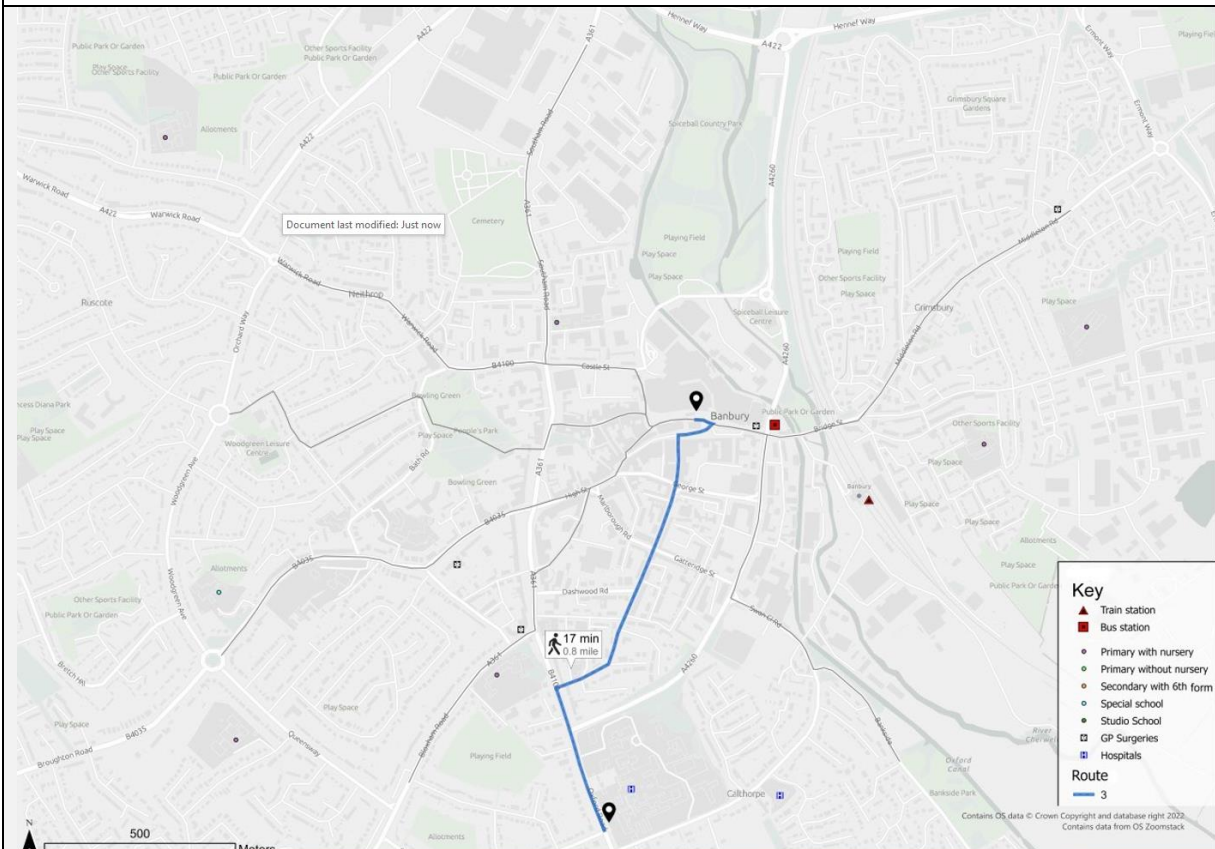
ROUTE 3

Market Place to Horton View (via Broad Street and Oxford Road)

This route provides a connection between Market Place, Horton General Hospital, and recreation areas in the south of the town.

Footpaths are narrow along much of this route and there are parked cars alongside the footway for most of the route.

Route location:



Proposed improvements

Ensure consistent dropped kerb and tactile paving provision along the route

Reduce crossing wait times for people walking at Upper Windsor Street junction

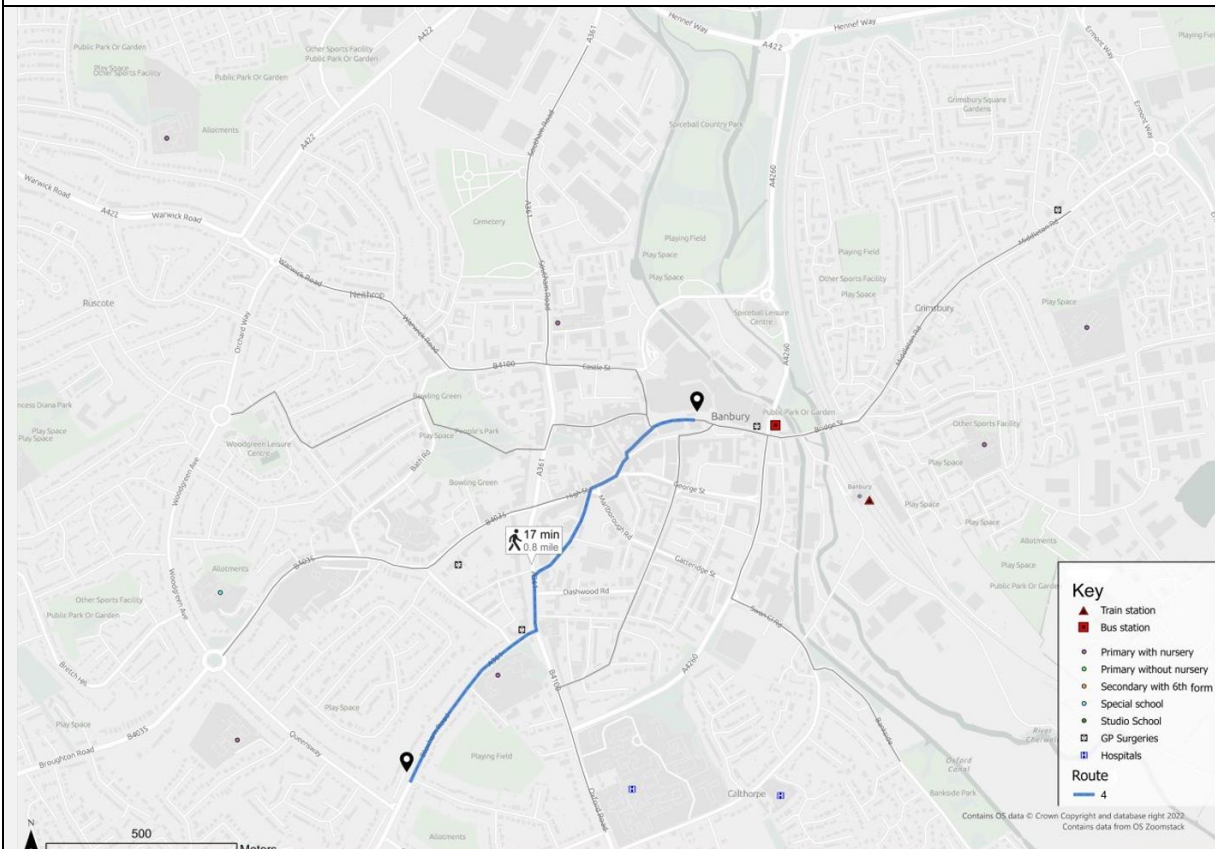
Replacement of buildout at George Street/ Broad Street junction with safer and more convenient feature for people walking

ROUTE 4 Market Place to Easington Road (via Calthorpe Street and Bloxham Road)

This route provides a connection between Market Place and many of the town centre shops, multiple town centre car parks, and Harriers Banbury Academy.

Ensuring safe walking provision is essential to facilitate walking journeys to school and for shopping trips in the town centre.

Route location:



Proposed improvements

Ensure consistent dropped kerb and tactile paving provision along the route

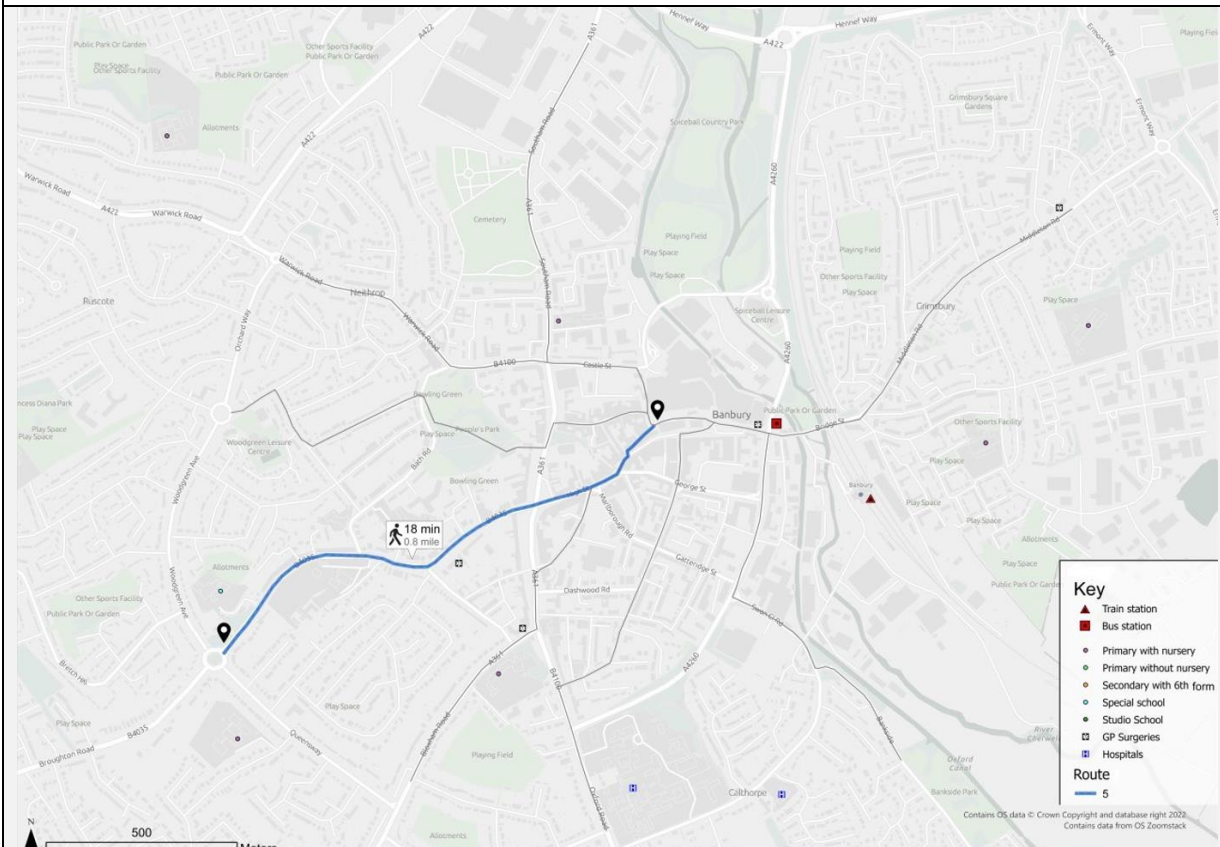
Consider how to reduce parking on footways

ROUTE 5 **Market Place to Queensway (via High Street and Broughton Road)**

This route provides a connection between Market Place, Banbury and Bicester College, and residential areas to the south-west of the town.

This also links into the western corridor, which has been highlighted as an important active travel route, thereby extending the active travel network across Banbury.

Route location:



Proposed improvements

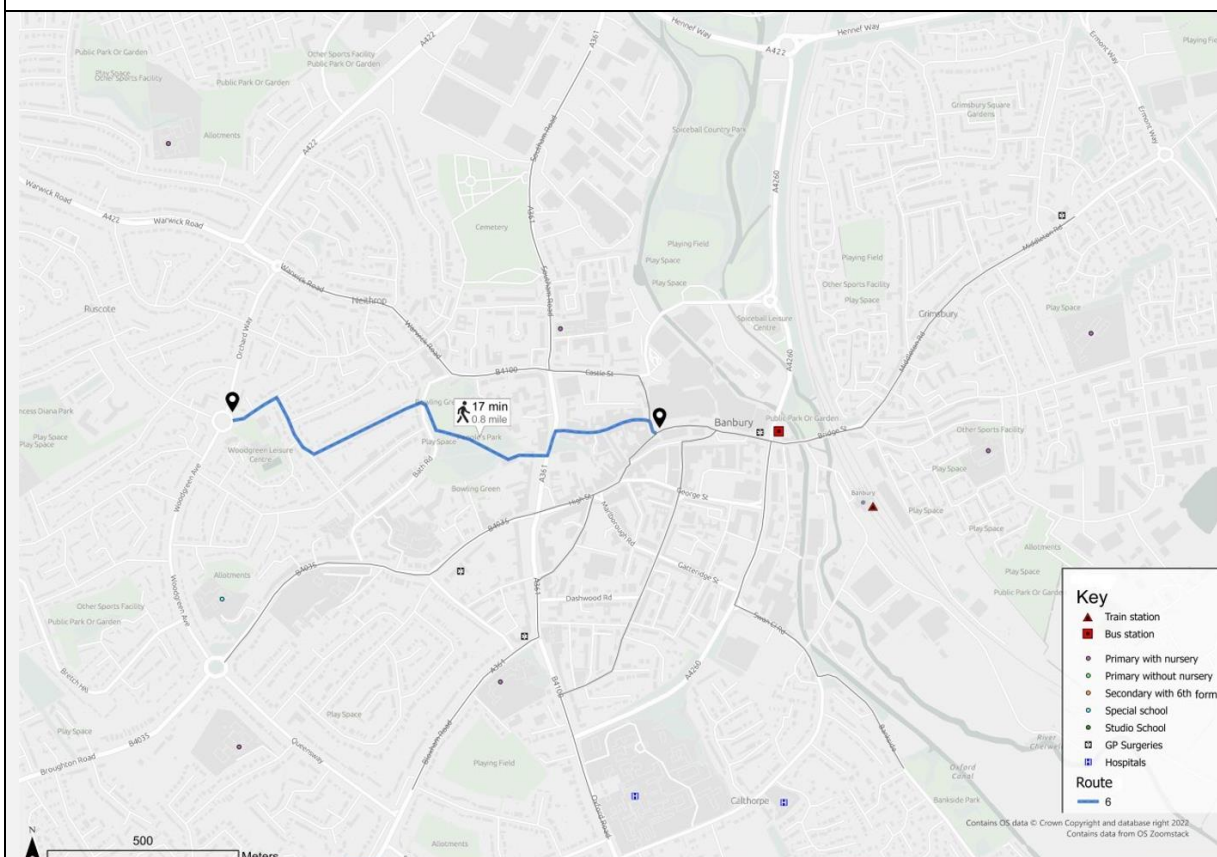
Ensure consistent dropped kerb and tactile paving provision along the route

Improvements to the crossing of the Broughton Road arm of the Queensway roundabout to increase safety for people walking

ROUTE 6 Market Place to Woodgreen Avenue (via People's Park and King's Road)

This route provides a connection between Market Place, residential areas in the west of the town and many schools. This also links into the western corridor, which has been highlighted as an important active travel route, thereby extending the active travel network across Banbury.

Route location:



Proposed improvements

Ensure consistent dropped kerb and tactile paving provision along the route

Consider ways to reduce street clutter

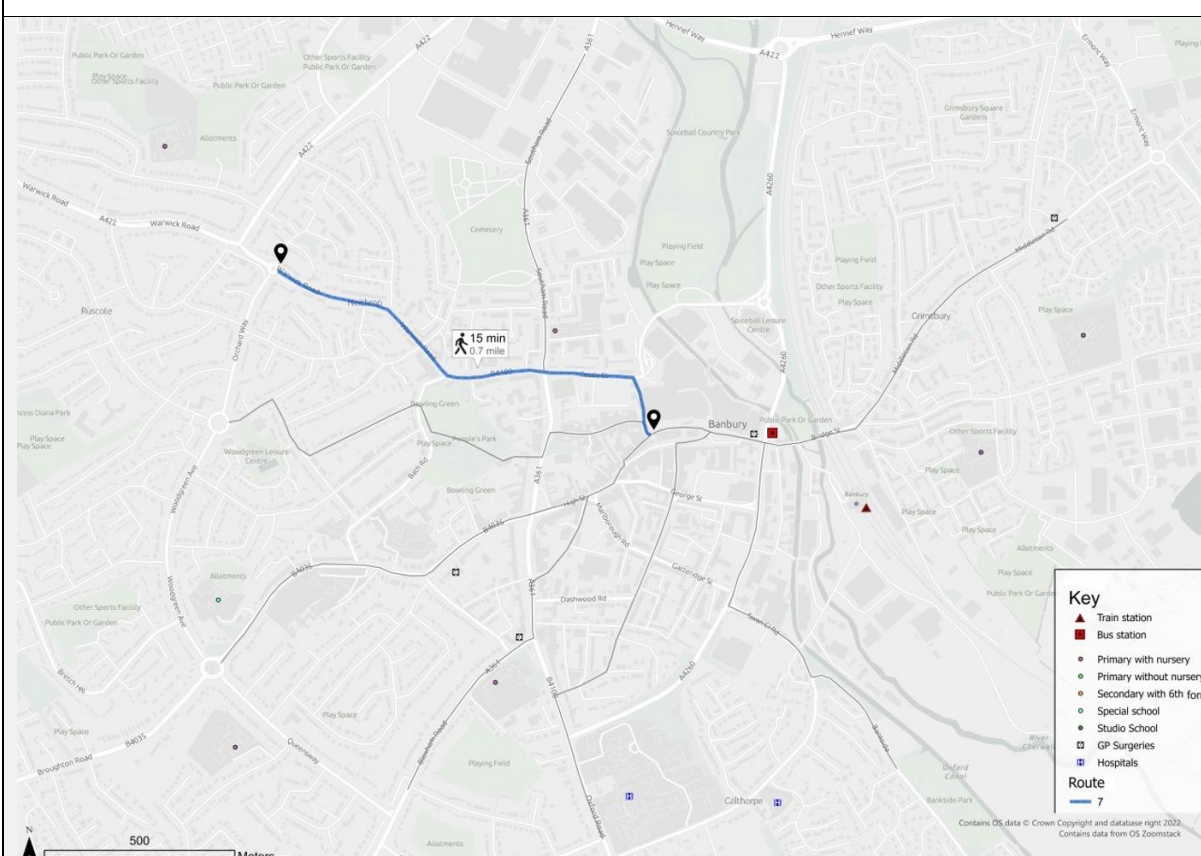
Provision of signalised crossing on Bath Road to provide a safe connection between People's Park and King's Road

ROUTE 7 Market Place to Orchard Way (via Castle Street and Warwick Road)

This route provides a connection between Market Place and residential areas in the west of the town. This also links into the western corridor, which has been highlighted as an important active travel route, thereby extending the active travel network across Banbury.

There are generally high traffic speeds and noise along this route, making it unattractive for walking.

Route location:



Proposed improvements

Ensure consistent dropped kerb and tactile paving provision along the route

Improve crossing facility for people walking at Bolton Road junction and including consideration of a signalised crossing

Modify crossings on all arms of Orchard Way/ Warwick Road roundabout to make it safer for people walking

Footway resurfacing and widening where possible

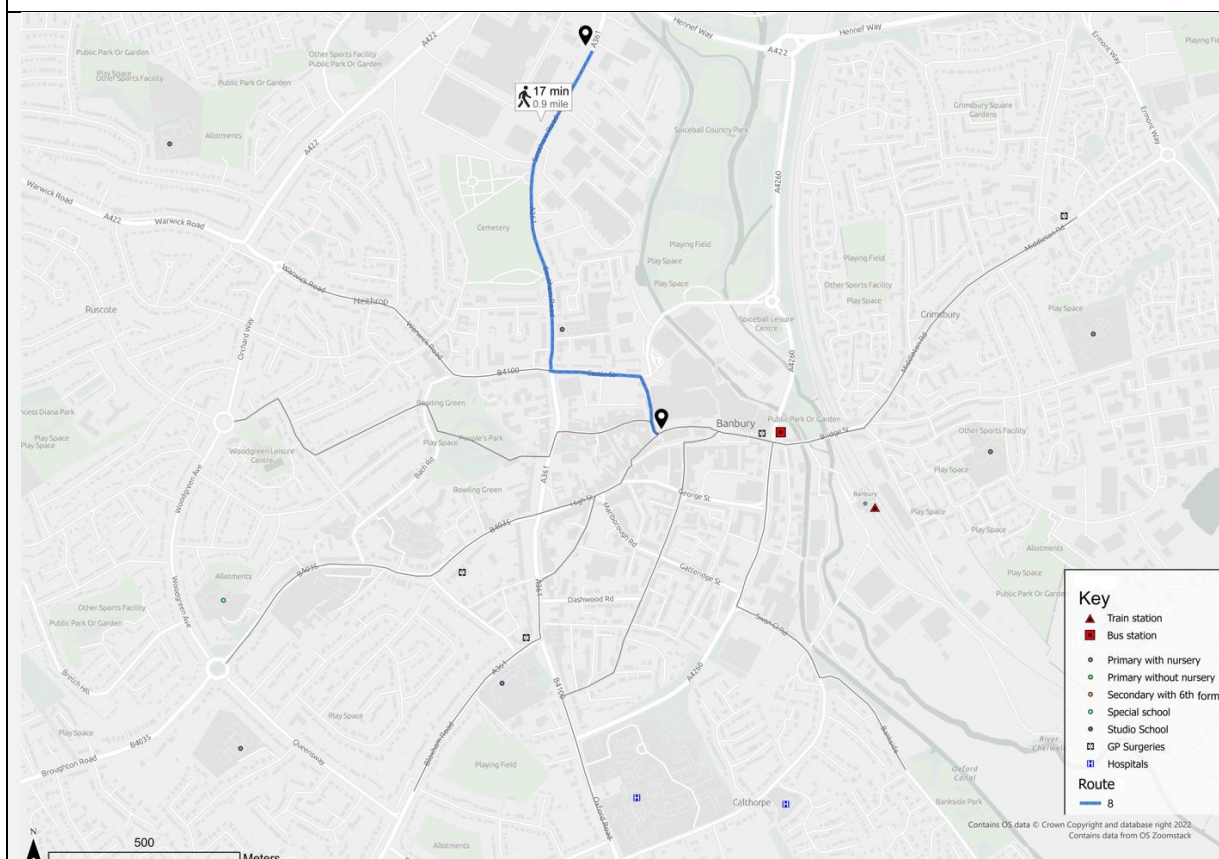
Reduce crossing wait times for people walking at Warwick Road/ Castle Street signalised crossing

ROUTE 8 **Market Place to Hennef Way (via Castle Street and Southam Road)**

This route provides a connection between Market Place and major retail and employment areas.

There are generally high traffic speeds and noise along this route. Pollution levels are also high due to this route falling within one of Banbury's Air Quality Management Areas, making it unattractive for walking.

Route location:



Proposed improvements

Ensure consistent dropped kerb and tactile paving provision along the route

Consider ways to reduce footway parking

Provision of additional signalised crossing on Southam Road

Healthy Streets³⁹

To enhance the spaces in which people walk, Healthy Streets indicators should be considered - this is important within the CWZ and along the 8 key routes into the CWZ. This will ensure walking is comfortable, safe and inclusive for all. Healthy Streets indicators encourage the implementation of well-thought-out street furniture such as seating, to make walking more accessible for all. Planting trees in the urban environment can also contribute to the creation of Healthy Streets, including by providing shade, greater connection with the natural environment and improved visual amenity. These improvements will also benefit cyclists. They should be considered as part of all route improvements and as individual measures.

6.3. Complementary measures and schemes

Complementary measures and schemes are considered vital to any infrastructure that prioritises and separates people walking from other road users and will support the delivery of this LCWIP. This includes:

- **Signage and wayfinding** – the delivery of strategic, comprehensive and consistent signage and wayfinding is important to support people walking to navigate their way around Banbury. A study is required to identify how this can be achieved in Banbury.
- **Public Health Routes** – CDC's Public Health team have implemented three 'health routes' through Banbury for walkers, joggers and runners. The trails are walking routes marked by a prominent painted line and designed to be accessible to everyone and easy to follow. On each trail there are pavement games and activities, benches and picnic spots, green spaces to enjoy nature, parks, shops and community facilities. OCC aims to expand on this scheme by introducing similar routes in Cherwell Heights, Easington and Bodicote.
Existing trails are⁴⁰:
 - Green Star Trail – 5km or 3 km route in Grimsbury and Moorfield Park.
 - Blue Hexagon Trail – 5km route around Ruscote Park, Trinity Park, Princess Diana Park, The Hill and The Sunshine Centre.
 - Pink Diamond Trail – Neithrop, Golden Villa, the old farmhouse, Princess Diana Park.
- **The Tramway Road Improvement Scheme** – due to be delivered during 2024/2025 will provide enhanced access to the rail station for people cycling and walking from the south.

³⁹ <https://www.healthystreets.com/>

⁴⁰ <https://www.cherwell.gov.uk/downloads/download/1458/banbury-shape-trails>

7. Emerging prioritisation of active travel improvements

This section identifies how the proposals in the Banbury LCWIP will be prioritised.

The guidance from the DfT recommends that the infrastructure improvements proposed in an LCWIP should be prioritised into short term (measures requiring less than three years to deliver), medium term (between three to five years to deliver) and long term (requiring more than five years to deliver).

Cycling levels in Banbury are lower than most other towns in Oxfordshire. Delivering a couple of high-quality, exemplary routes would build confidence and numbers without significant impact on the road network. The Banbury Active Travel Supporters (BATS) in their response to the consultation have called for two key routes to be implemented as soon as possible:

- Route 3 - the western corridor incorporating Ruscote Avenue to Queensway, and
- Route 10 - Overthorpe Road to Spiceball Park.

OCC has been successful in bidding for some initial funding from the DfT to start to look at the options for these two routes. Route 3 should be deliverable within a three-year window, depending on any land issues, and would connect to retail, employment, residential areas, and a number of schools including two secondary schools. Route 10 may be more of a medium term delivery, particularly if there are any requirements to amend the bridge over the motorway.

There could be other quick wins from the off-road routes that could be implemented if funding is allocated – Routes 7, 9, 12, 16 and 17.

Another priority is to look at safety concerns, which raises the need to look at St John's Road junction with South Bar.

In terms of walking improvements, the LCWIP proposes an action plan to identify a package of measures to improve the Core Walking Zone (400m from town centre destinations including the train station). This will include dropped kerbs, crossing facilities, wayfinding, benches, improving pavement quality and removal of street furniture clutter.

Table 9: Table of Prioritisation

No.	Priority Schemes	Potential delivery period	Reason for prioritising
1	Route 3 – western corridor	Short term	Demand demonstrated through PCT tools, including the school routes tool (Figure 15: Propensity to Cycle Tool school cycle route network (School Census 2011 scenario flows) Figure 15 and Figure 16). Accident issues along the corridor (Figure 19). Local stakeholder support (BATS consultation response).
2	Route 10 – Overthorpe Way	Short to medium (depending on motorway bridge)	Demand demonstrated through PCT tools and would provide a safer route than the one through M40 Junction 11. School route between Grimsbury and Middleton Cheney. Supported by local stakeholders (BATS consultation response).
3	Core Walking Zone	Short term	Action Plan required to identify a comprehensive package of measures in conjunction with local user groups and stakeholders.
4	Route 2 - Bloxham Road	Medium term	The PCT tools show this as a high demand route, particularly under the school routes map (Figure 15). Would work well Route 3 to build a wider cycling network.
5	St John's Street/ South Bar	Short term	Raised as a safety concern during the consultation. Propose to investigate in the short term; delivery dependent on funding.
6	Off-highway routes e.g. Routes 7, 9, 12, 16 and 17	Short to medium term	There are several routes away from the highway within the town presenting quick wins.
7	Village Route 5 - Adderbury	Short to medium term	A very popular route which would link up the village and developments to the south of town.
8	Remaining primary routes Key Walking Zone	Medium term	
9	Connecting links that will require a more radical review	Long term	

The crucial factor, which will determine the order and speed of delivery, will be the availability and the sources of funding to undertake the feasibility, design and delivery of schemes to complete the LCWIP network.

Consideration will be given to the use of a more sophisticated prioritisation approach in a future review of the Banbury LCWIP. Some of the more complex routes will require more lead in time to deliver.

8. Integration and application

This section summarises how the Banbury LCWIP will fit with other pieces of work and policies, and how improvements will be funded.

8.1. Embedding the Banbury LCWIP

The Oxfordshire Local Transport & Connectivity Plan and Banbury Area Travel Plan

The Banbury LCWIP will form a key component of the Banbury Area Travel Plan, which is a supporting document to LTCP. The Banbury Area Travel Plan will identify how the policies in LTCP can be applied to the Banbury area through a series of actions. These actions cover all types of transport, such as public transport and road schemes, as well as, cycling and walking. The improvements in this LCWIP are key actions that will improve cycling and walking in Banbury and the surrounding area, contributing to healthy place shaping, and addressing the climate emergency.

- **Local Transport and Connectivity Plan (parent document)**
 - Banbury Area Travel Plan (place-based document)
 - Banbury LCWIP (supporting document)

Future developments

The improvements identified in this LCWIP are required to facilitate sustainable travel in Banbury and the surrounding area. It is important to embed sustainable travel choices from first occupation of new developments. Contributions from developers will be sought and/or developers will be requested to provide the improvements identified in this LCWIP where they are relevant to their development. Additional improvements may be identified as this LCWIP is reviewed or through the individual planning application processes.

Funding bids

The prioritised measure list in this LCWIP will support future funding bids, by guiding what funding should be sought and where it should be spent. This LCWIP provides an evidence-based justification for the improvements proposed, which gives weight to the need for funding. Funding opportunities can arise from a variety of sources, including central government, Oxfordshire Local Enterprise Partnership, planning obligations from development and internal OCC funds.

Initiatives to support infrastructure improvements

To support the implementation of infrastructure improvements, initiatives will be needed that engage and empower the community to choose cycling and walking for journeys. These initiatives can include cycle hire schemes and cycle training. We will work with colleagues, such as those in public health, and local stakeholders to bring forward improvements.

8.2. Reviewing the Banbury LCWIP

This LCWIP will be regularly reviewed to ensure that progress is being made in achieving the vision for cycling and walking in Banbury, and that the improvements reflect the needs of the community.

Understanding changes in the number of people cycling and walking in association with the implementation of improvements will be important in showing whether this LCWIP is effective. OCC have permanent cycle counters installed in Banbury, which provide daily counts of people cycling at that location. These counts can then be compared over time. There are a range of methods for counting the number of people walking. These are often ad hoc surveys that are commissioned over a specified period e.g., one week, and make use of traffic monitoring cameras.

Stages of monitoring and review

1. A baseline level of the current number of people cycling and walking will be established by using the permanent cycle counters and conducting walking surveys.
2. The Banbury LCWIP will be reviewed every two years. A supplementary document will be produced. This will include a review of progress against the LCWIP targets and local monitoring data for levels of cycling and walking in Banbury and the level of change recorded in association with implemented improvements.
3. The Banbury LCWIP will be updated and re-issued, if necessary, to reflect the current situation and aspirations.

8.3. Developing the cycle network further

Future iterations of the Banbury LCWIP will set out the quiet ways that can be used as alternatives to the primary and secondary routes or connecting links. **Figure 22** identified several low traffic flow routes. Officers will work with local councillors and communities to map this thoroughly and identify any minor improvements required. These could be particularly useful as the radial routes will take time to deliver.

There is also a need to consider how green spaces can be used to further develop the cycle network, particularly those linking out into the countryside. These have an important role to play in facilitating leisure cycling, which, as previously discussed, is important in supporting a shift to cycling for other journey purposes. Cycle routes that incorporate green spaces can also provide a quieter, more attractive and in some instances more direct connection for people making local trips. This can increase the health benefits of cycling.

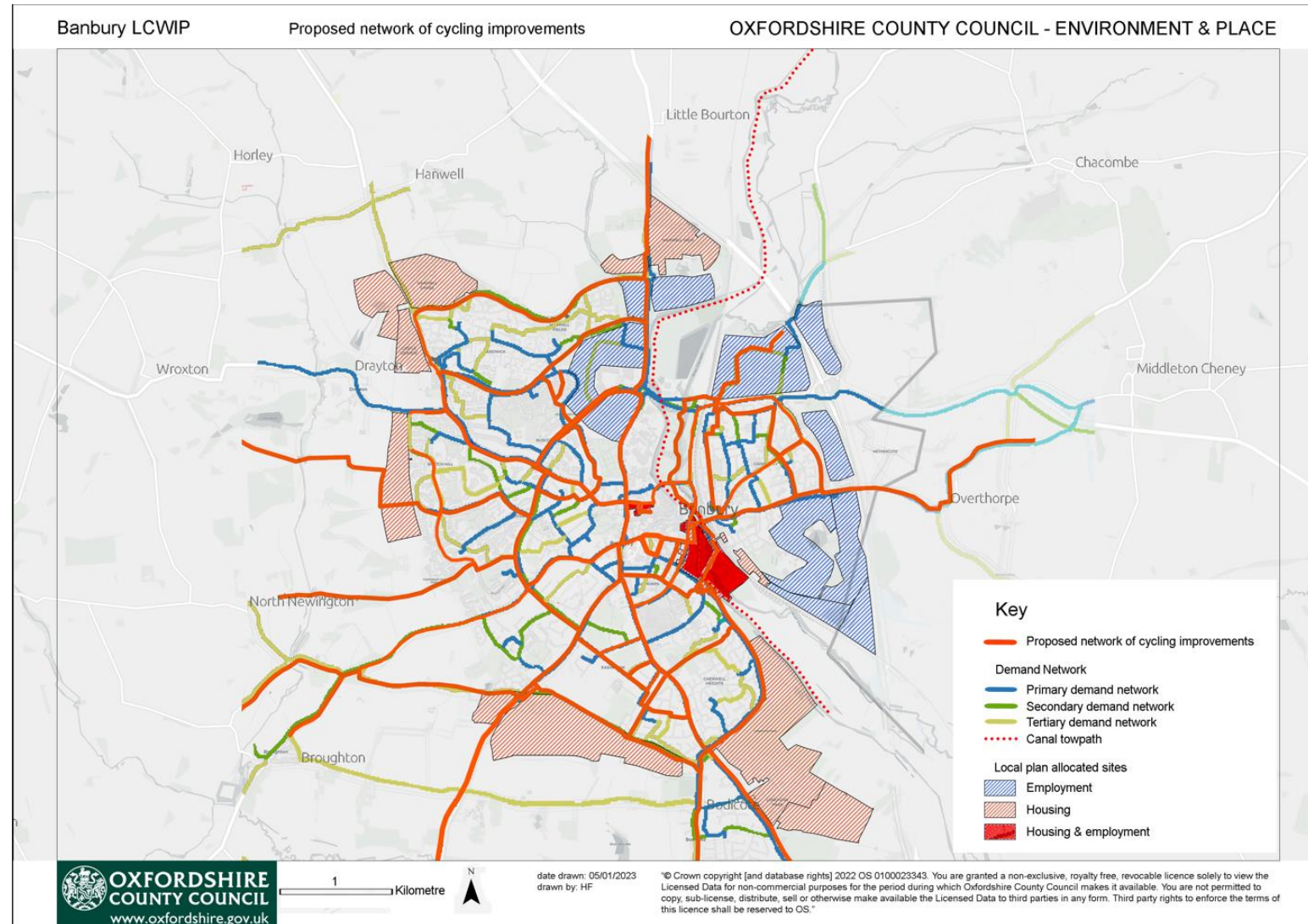
Routes to explore that use green space include:

- Ruscote shops to Longelandes Way
- Ferriston to Dukes Meadow via Highlands
- Devon Way to Pitmaston Close via Rother Road

The analysis tools have identified links that are not included within this phase of the LCWIP. The proposed network of cycling routes identified for improvement, informed by the data and inputs discussed in earlier chapters, is shown in

Figure 24. The routes are shown in red, super-imposed on the potential cycling demand network and will help to ensure are demand routes are picked up within future iterations.

Figure 24: Other routes required to complete a comprehensive network

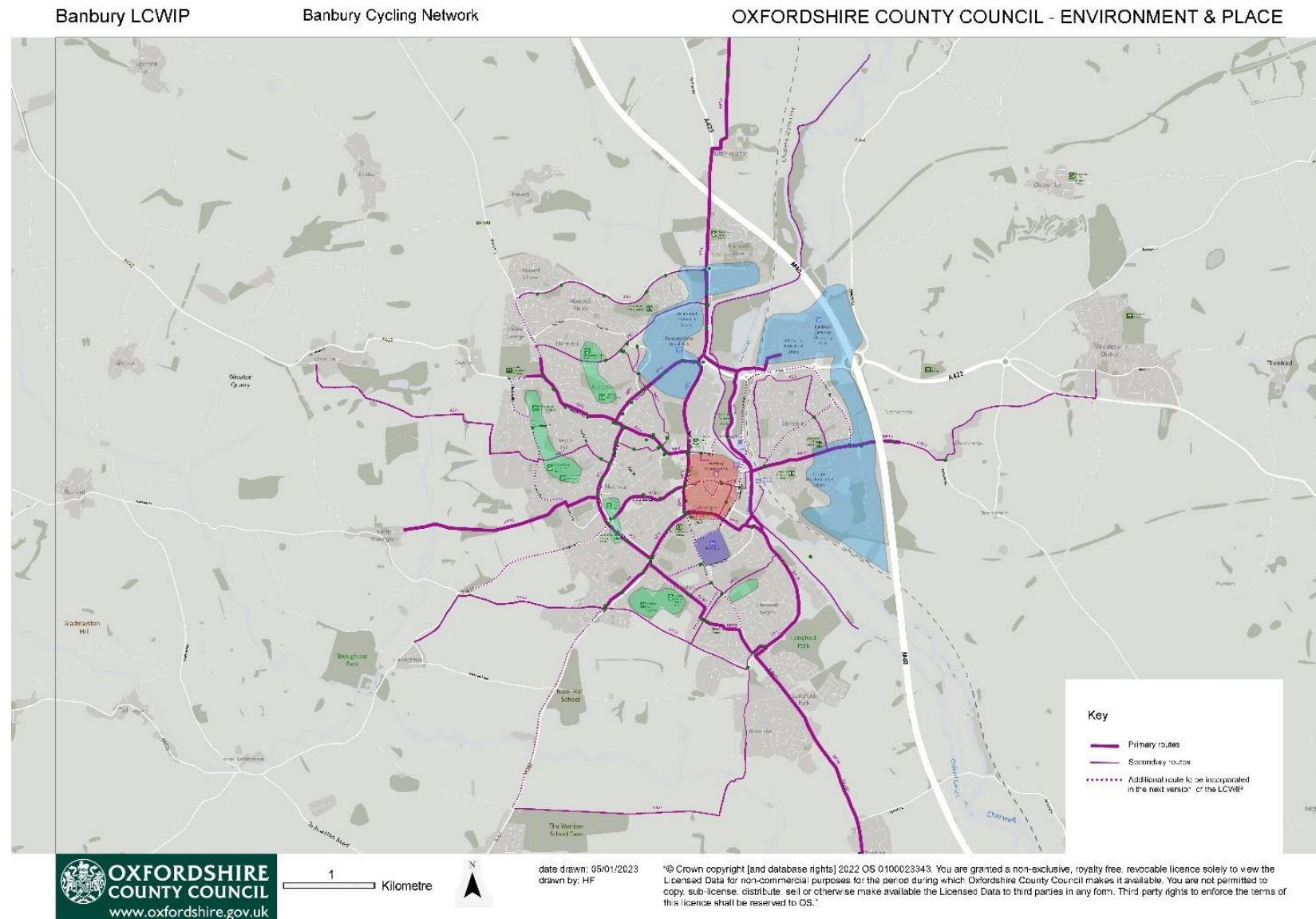


We have also looked at clustering the key destinations identified in **Figure 11** and checking how well the proposals deliver to these locations. This is shown in

Figure 25. Gaps that require further consideration include:

- Access to the Horton Hospital site
- Oxford Road
- A connection between the housing estates on the south side of the town and the industrial estates at Chalker Way and Thorpe Way
- Parts of the Bretch Hill.

Figure 25: The LCWIP network compared with clusters of destinations



9. Glossary

Active travel	‘Making journeys in physically active ways – like walking, wheeling (using a wheelchair or mobility aid), cycling, or scooting’ ⁴¹
Air Quality Management Area (AQMA)	Areas where air pollution levels exceed the accepted national air quality objectives.
All bike types	Refers to all forms of bicycle including standard bikes, cargo bikes, tandem bikes, and tricycles etc.
Appraisal	An assessment
Areas of deprivation	Areas that do not have something that is essential for day-to-day life and where there are less opportunities compared to other areas
Audit	The examination of something against set criteria
Contraflow cycle lane	A cycle lane which allows people cycling to travel in the opposite direction to other traffic. Often used on one-way roads to allow people cycling a direct passage along the road
Core Walking Zone (CWZ)	An area that has many trip generators that can be accessed within a 2km all. All walking infrastructure is important in this zone.
Continuous footways	An uninterrupted footway extending across a side road where people walking have priority.
Department for Transport (DfT)	The government department responsible for the English transport network
Desire lines	The most direct route for people cycling or walking to travel; this may not be a formal path
Dropped kerbs	Features to facilitate non-stepped access to allow wheelchair/mobility aid users and people with pushchairs to cross the road unimpeded
Dutch-style roundabout	As the name suggests, this type of roundabout has been inspired by the Dutch, with a priority lane for people cycling around the outside of the roundabout and controlled crossings on each arm of the junction for people walking.

⁴¹ Paths for all, *About Active Travel*, <https://www.pathsforall.org.uk/about-active-travel>

Vehicles are expected to give way to people cycling and walking crossing at the entry/exit arms of the roundabout

Entry treatments	Measures to improve the safety of people cycling and walking crossing at side roads. This can include reducing the road width and raising the road to footway level, in effect extending the footway across the side road entrance to give clear priority to people cycling and walking.
Feasibility	How easy something is to do
Filtered permeability	Reducing through traffic on certain streets to create streets that are more pleasant for people cycling and walking. This can be achieved in multiple ways including using bollards. Streets can still be accessed by residents and for emergencies and deliveries.
Footway buildout	Widenings of footways that run beside a carriageway to provide greater space for people walking to wait, to reduce the crossing distances or to improve the visibility between people walking and other road users
Green routes	Cycling and waling routes that provide recreation, public health and well-being benefits as well as connecting people to trip generators.
Junction narrowing	Reducing the width of a road where one road meets another. This can be achieved in a number of ways, but most commonly involves extending the kerb into the road.
Local cycling and walking infrastructure plan (LCWIP)	Strategic policy documents that identify improvements to active travel infrastructure at the local level
Local Enterprise Partnership (LEP)	Voluntary partnerships between local authorities and businesses
Local Transport and Connectivity Plan (LTCP)	Oxfordshire County Council's new Local Transport Plan (2022)
Lower Super Output Area (LSOA)	A geographic area that has a population of approximately 1,500 and is based on Census data
Middle-layer Super Output Area (MSOA)	A geographic area that has a population of approximately 7,000 to 10,00 and is based on Census data

Network plan	A map showing routes for cycling and walking and how these connect together between origins and destinations
Pelican crossing	A type of controlled pedestrian crossing. These are signalised (traffic light) crossings and require people walking to press the button and wait for the green man to appear before crossing the road
Permanent cycle counters	OCC owned counters on roads that continuously count how many people are cycling at that location. This data is projected onto an online platform that can then be analysed
Place shaping	Multi-faceted approach to creating public places that support health, well-being and happiness and increase people's connection to the place, thereby maximising the shared value of public places
Propensity to Cycle Tool (PCT)	A tool that shows routes where cycling is currently common and routes where there is the potential for cycling to increase
Public Rights of Way (PRoW)	Network of routes where public use is legally protected
Public transport	Transport that is available to the public for a set fare and includes buses and trains
Raised table	A form of traffic calming which aims to slow the speed of vehicles and to emphasise features such as crossing points. They are sometimes used at the entry of a side road to provide a level surface for people walking to cross the road without the need for dropped kerbs
Refuge island	A small area of footway in the centre of the road to allow people walking to cross in two stages. Refuge islands are usually found on roads with higher speeds and greater numbers of vehicles where crossing in a single movement is more difficult
Segregated cycle track	A cycle facility physically segregated from vehicles and people walking
Segregated shared footway/cycleway	A footway that legally allows cycling, with separate spaces for people walking and cycling. Segregation is usually light and consists of signage and markings
Shared use footway/cycleway	Shared use paths allow people cycling and walking to share the space, although people walking have priority. These

	paths are identified by a blue circle with a white symbol of people walking and a bike
Sheffield cycle stand	A metal cycle stand that is inverted U shaped
Sparrow crossing	A sparrow crossing is the same as a tiger crossing; however, it is at a signal-controlled (traffic light) junction
Steering group	A group of local stakeholders and council officers, which gathers to discuss progress and ideas and ensures that local views are represented
Strategic Active Travel Network (SATN)	An Oxfordshire County Council project to develop a county-wide network for cycling and walking. SATN considers the county as a whole and concertation links between settlements.
Tactile paving	There are different types of tactile paving with the purpose of providing a warning to visually impaired people who would otherwise find it difficult to differentiate between where the footway ends, and the carriageway begins
Tiger crossing	(Parallel crossing) – A tiger crossing consists of a zebra crossing with a parallel priority space for people cycling to cross
Topography	The natural form and features of an area
Toucan crossing	A signal-controlled (traffic light) crossing that allows people cycling and walking to cross together. Toucan crossings are usually wider than standard pedestrian crossings to accommodate people cycling safely
Trip generator	An area or place people travel from and to
Uncontrolled pedestrian crossing	Unlike controlled crossings, people walking must wait for traffic to stop or for a suitable gap in order to cross the road. These crossings may include dropped kerbs, tactile paving and a refuge island
Walking Route Audit Tool (WRAT)	A tool developed to assess the condition and suitability of walking routes. This requires evaluation of features along the route including crossings and dropped kerbs
Wayfinding	Signage to support people cycling and walking to navigate their way around a place
Western corridor	A corridor comprised of Ruscote Avenue, from west of the junction with Hennef Way/Southam Road, continuing via the Parklands/Warwick Road junction to Woodgreen Avenue,

Queensway, Springfield Avenue and onward connections to the schools in Easington including Blessed George Napier School, Banbury Academy and Wykham Park Academy

Wheeling/ Wheeled users

People who use a mobility scooter or wheelchair instead of walking. Also includes people with pushchairs and who travel by small, self-propelled wheeled modes such as skateboards, rollerblades and scooters

Zebra crossing

A type of controlled pedestrian crossing. These crossings are marked out by black and white stripes across the road with flashing beacons and zig zag markings



Oxfordshire County Council

Equalities Impact Assessment

Banbury Local Cycling and Walking Infrastructure Plan

03/03/2023

Contents

Section 1: Summary details.....	3
Section 2: Detail of proposal.....	4
Section 3: Impact Assessment - Protected Characteristics.....	6
Section 3: Impact Assessment - Additional Community Impacts	11
Section 3: Impact Assessment - Additional Wider Impacts	13
Section 4: Review	14

Section 1: Summary details

Directorate and Service Area	Environment and Place, Growth and Economy
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Banbury Local Cycling and Walking Infrastructure Plan (LCWIP)
Is this a new or existing function or policy?	A new plan for Banbury
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>Development of LCWIPs is a policy requirement within Oxfordshire's Local Transport and Connectivity Plan. LCWIPs play a key role in supporting more journeys by walking and cycling and addressing the climate emergency.</p> <p>No negative equalities impacts have been identified as arising from the Banbury LCWIP, instead there is significant opportunity to address inequality in Banbury and the surrounding area.</p> <p>The LCIWP promotes investment in infrastructure that will improve the accessibility of travel in Banbury and the surrounding area for everyone.</p> <p>All individual highways schemes may result in unintended negative equalities impacts. This risk will be considered in detail on a scheme-by-scheme basis (using scheme-specific EIAs as appropriate) when the individual schemes promoted in the LCWIP are developed.</p>
Completed By	Kim Sutherland, Transport Planner
Authorised By	Hannah Battye, HoS Placemaking
Date of Assessment	03/03/2023

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>The Banbury LCWIP is a 10-year plan for improving cycling and walking infrastructure in Banbury. The improvements aim to enable walking and cycling to be the natural choices for travelling short distances (or as part of longer journeys), in Banbury and the surrounding area, thereby reducing reliance on motor vehicles. It is a policy requirement in Oxfordshire County Council's Local Transport and Connectivity Plan to produce LCWIPs (Policy 3a).</p> <p>This is the first version of the Banbury LCWIP to be considered for approval.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The Banbury LCWIP proposes:</p> <ul style="list-style-type: none"> • New and improved crossings for people walking and cycling • New cycleways • Widen footways and cycleways • Resurfacing existing routes • Modify road space to provide more space to people cycling • Creation of quiet ways and shared streets • Speed limit reductions • Implementation of active travel bridge • Modal filters • Upgrade of public footpaths to bridleways • Additional cycle parking • Coherent signage and wayfinding • Public realm improvements
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research</p>	<p>The Banbury LCWIP and its associated documents outline the evidence used to inform the proposals in the LCWIP. Two consultations have been held and the feedback from these is used to inform the proposals in the Banbury LCWIP.</p>

<p>findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>The Banbury LCWIP is a policy requirement in LTCP (Policy 3a). The Banbury LCWIP development followed Department for Transport Guidance on developing LCWIPs. Using an alternative approach would mean deviating from the policies adopted in the LTCP and may reduce the likelihood of securing funding for active travel schemes in the Banbury area.</p>

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Segregated cycle facilities are proposed where possible so that people cycling do not need to mix with motor vehicles or cycle on carriageway. This increases the safety of cycling, particularly for children and the elderly who are typically less confident at cycling. In addition, the walking and cycling network ensures high quality connectivity to schools to support more journeys to school by walking and cycling.</p> <p>The Banbury LCWIP also promotes the Healthy Streets Approach, which aims to create accessible and pleasant places for all. This includes the provision of benches to provide people with opportunities to rest when necessary.</p>	<p>Consider unintended consequences of individual schemes during design work.</p> <p>Public consultation endeavours to engage with a range of people to receive a representative view.</p>	Cherwell and West Locality Team	Ongoing

Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Banbury LCWIP promotes the removal of physical barriers on footways. This will also be explored in the design of cycle routes. The needs of people with visual impairments are also considered, including through the provision of tactile paving and segregated footways and cycleways to reduce conflict between people walking and cycling.</p> <p>The Banbury LCWIP also promotes the Healthy Streets Approach, which aims to create accessible and pleasant places for all. This includes the provision of benches to provide people with opportunities to rest when necessary.</p>	<p>Retain or relocate disabled parking bays to suitable locations when reallocating space to active modes.</p> <p>Consider unintended consequences of individual schemes during design work.</p>	Cherwell and West Locality Team	Ongoing
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A

Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Banbury LCWIP promotes the removal of physical barriers on footways. This will also be explored in the design of cycle routes. This will improve accessibility for all, including for people with pushchairs and children.</p> <p>The Banbury LCWIP also promotes the Healthy Streets Approach, which aims to create accessible and pleasant places for all. This includes the provision of benches to provide people with opportunities to rest when necessary.</p>	Consider unintended consequences of individual schemes during design work.	Cherwell and West Locality Team	Ongoing
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A

Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The cycle and walking networks provide equal opportunities for men and women.</p> <p>The cycle and walking networks will ensure inclusivity for all where everyone feels safe. Women more typically feel unsafe when cycling and walking – this can be due to lack of surveillance. Routes have been proposed in locations that are not considered isolated to increase safety.</p>	<p>The walking and cycling network will provide connectivity to a range of destinations to ensure that multi-purpose journeys can be made safely.</p> <p>Public consultation endeavours to engage with a range of people to receive a representative view.</p>	Cherwell and West Locality Team	Ongoing
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Banbury LCIWP includes improved cycling connections with the villages surrounding Banbury.	Consider unintended consequences of individual schemes during design work.	Cherwell and West Locality Team	Ongoing
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Should the schemes in the Banbury LCWIP be implemented this may benefit people who are Carers or the people they care for, by making cycling and walking safe and more accessible to all people. It is recognised that the LCWIP may only benefit a small proportion of Carers.	Consider unintended consequences of individual schemes during design work.	Cherwell and West Locality Team	Ongoing
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Banbury LCWIP identifies areas of deprivation in Banbury including Grimsbury. The walking and cycling network have been developed to ensure that access to/ from these areas to key	Consider unintended consequences of individual schemes during design work.	Cherwell and West Locality Team	Ongoing

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (* Job Title, Organisation)	Timescale and monitoring arrangements
				destinations in Banbury is provided. This will help to improve health, wellbeing, and access to economic opportunities for people in these areas.			

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential for improvements to staff's ability to travel (commuting and business travel) by active modes to offices within Banbury and the surrounding area, and to commute between Banbury and offices accessible by rail and bus e.g., in Oxford.	Consider unintended consequences of individual schemes during design work.	Cherwell and West Locality Team	Ongoing
Other Council Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential for improved access to schools, Wood Green Library, Banbury Children and Family Centre and Banbury Community Support Service premises by active modes.	Consider unintended consequences of individual schemes during design work.	Cherwell and West Locality Team	Ongoing
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 4: Review

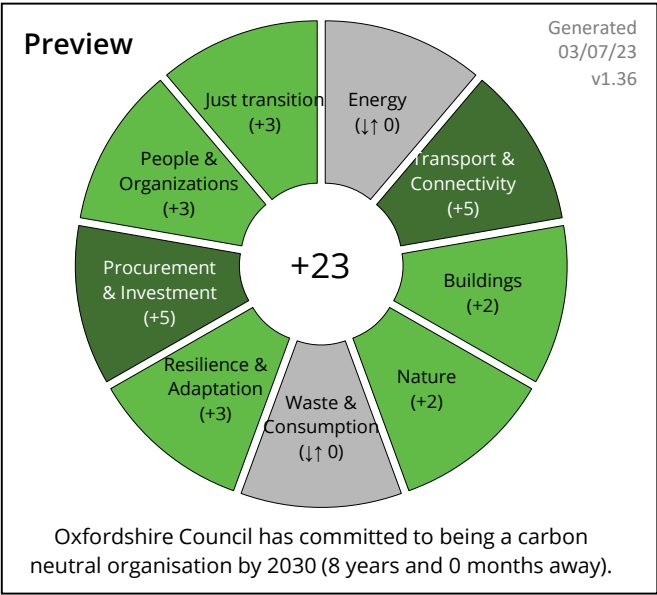
Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	EIA to be reviewed during LCWIP updates. The LCWIP is a live document, and the EIA should be updated accordingly as and when changes are made to the LCWIP
Person Responsible for Review	Jacqui Cox, Cherwell and West Infrastructure Locality Team Lead
Authorised By	Hannah Battye, HoS Placemaking

Climate Impact Assessment

Summary

Directorate and Service Area	Environment and Place, Growth and Economy
What is being assessed	Banbury Local Cycling and Walking Infrastructure Plan (LCWIP)
Is this a new or existing function or policy?	A new plan for Banbury
Summary of assessment	The Banbury LCWIP will help to deliver OCC's climate policies. The Banbury LCWIP identifies how walking and cycling infrastructure can be improved and better connected to bus infrastructure in Banbury and to/ from the surrounding villages. This ensures walking, cycling and bus travel are more accessible, thereby reducing reliance on private cars for journeys. As well as a positive impact on climate, active travel also has a positive impact on health, wellbeing and addressing inequalities.
Completed by	Kim Sutherland (Transport Planner)
Climate action sign off by	
Director sign off by	Hannah Battye (HoS Placemaking)
Assessment date	06/03/2023



Detail of proposal

Context / Background	<p>The Banbury LCWIP is a 10 year plan for improving walking and cycling infrastructure in Banbury. The improvements aim to enable cycling and walking to be the natural choices for travelling short distances (or as part of longer journeys), in Banbury and the surrounding area, thereby reducing reliance on motor vehicles. It is a policy requirement in Oxfordshire County Council's Local Transport and Connectivity Plan to produce LCWIPs (Policy 3a).</p> <p>This is the first version of the Banbury LCWIP to be considered for approval.</p>
Proposal	<p>The Banbury LCWIP proposes:</p> <ul style="list-style-type: none"> •New and improved crossings for people walking and cycling •New cycleways •Widen footways and cycleways •Resurfacing existing routes •Modify road space to provide more space to people cycling •Creation of quiet ways and shared streets •Speed limit reductions •Implementation of active travel bridge •Modal filters •Upgrade of public footpaths to bridleways •Additional cycle parking •Coherent signage and wayfinding •Public realm improvements
Evidence / Intelligence	<ul style="list-style-type: none"> •The LCWIP and its associated documents outline the evidence used to inform the proposals in the LCWIP •Steering group sessions have been held with a group of stakeholders including local councillors •Two consultations have been held, the feedback from these is used to inform the proposals in the Banbury LCWIP.
Alternatives considered / rejected	<p>The Banbury LCWIP is a policy requirement in LTCP (Policy 3a). The Banbury LCWIP development followed Department for Transport Guidance on developing LCWIPs. Using an alternative approach would mean deviating from the policies adopted in the LTCP and may reduce the likelihood of securing funding for active travel schemes in the Banbury area.</p>

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	N/A	N/A	N/A	N/A	N/A
Energy	Promotes a switch to low-carbon or renewable energy	N/A	N/A	N/A	N/A	N/A
Energy	Promotes resilient, local, smart energy systems	N/A	N/A	N/A	N/A	N/A
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	2	The LCWIP identifies walking and cycling networks that connect people to key daily destinations. Improvements are proposed on these routes to make walking and cycling safe and accessible for all. This supports journeys by walking and cycling for short everyday trips and reduces the need for private cars for everyday journeys.	Reducing the reliance on private cars by improving the opportunities to walk and cycle is a fundamental part of the Banbury LCWIP. Now that the LCWIP has been developed the next steps are to approve the document and implement recommendations, alongside close working with behaviour change team to develop complementary measures.	Jacqui Cox (Infrastructure Locality Lead Cherwell & West)	10 years. Monitor impact through LTCP target monitoring and regular reviews of LCWIP.
Transport & Connectivity	Supports active travel	3	The function of the LCWIP is to support and increase active travel in Banbury and the surrounding area. This is achieved by identifying key routes for walking and cycling and proposing improvements on these to enable more journeys to be made by walking and cycling. Proposed improvements include new crossings for people walking and cycling, new and improved footways/ cycleways and new cycle routes.	The LCWIP supports active travel. To realise the potential of the LCWIP, it must be adopted and the improvements implemented.	Jacqui Cox (Infrastructure Locality Lead Cherwell & West)	10 years. Monitor impact through LTCP target monitoring and regular reviews of LCWIP.
Transport & Connectivity	Increases use of public transport	1	The LCWIP will help to support use of public transport by ensuring walking and cycling routes link to bus stops and key transport interchanges, including Banbury Rail Station and Banbury Bus Station.	Ensure public transport interchanges are considered within the route networks developed and that improvements for walking and cycling do not negatively impact public transport (particularly bus services). Need to review cycle parking at bus stops in future iterations of the Banbury LCWIP.	Jacqui Cox (Infrastructure Locality Lead Cherwell & West)	10 years. Monitor impact through LTCP target monitoring and regular reviews of LCWIP.
Transport & Connectivity	Accelerates electrification of transport	N/A	N/A	N/A	N/A	N/A

Buildings	Promotes net zero new builds and developments	1	The Banbury LCWIP identifies future developments as part of the local trip generators generation task. These are included in the development of the walking and cycling networks and proposed improvements. This means that the developments will ultimately be linked to key trip generators in Banbury by good quality walking and cycling routes, thereby reducing the need to drive and avoiding embedding reliance of private vehicles from these developments. Once the LCWIP is adopted it will effectively become policy that will support the requirement of developers to contribute/ deliver this infrastructure.	Share Banbury LCWIP will support Transport Development Control colleagues in negotiations with developers. The Banbury LCWIP will be shared with the wider Cherwell and West Locality team to ensure schemes are identified for funding in response to planning applications in the area. Individual schemes will be subject to a CIA to ensure that they do not have a negative impact on the environment.	Jacqui Cox (Infrastructure Locality Lead Cherwell & West) & Cherwell and West Transport Development and Control	10 years. Monitor impact through LTCP target monitoring and regular reviews of LCWIP.
Buildings	Accelerates retrofitting of existing buildings	N/A	N/A	N/A	N/A	N/A
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	N/A	N/A	N/A	N/A	N/A
Nature	Develops blue and green infrastructure	1	The LCWIP promotes the Healthy Streets Approach to public spaces. This includes consideration of how and where more trees could be planted to enhance the attractiveness of a place and provide shade to encourage more people to walk and cycle. The LCWIP also ensures that existing green and blue infrastructure is retained and new routes/ improvements must work around the blue and green infrastructure.	Ensure that improvements proposed in the LCWIP do not compromise blue and green infrastructure/ are implemented at the expense of green and blue infrastructure. Opportunities to develop blue and green infrastructure should be taken where possible.	Jacqui Cox (Infrastructure Locality Lead Cherwell & West)	10 years. Monitor impact through LTCP target monitoring and regular reviews of LCWIP.

Nature	Improves access to nature and green spaces	1	The LCWIP improves routes and access to green spaces by ensuring that green spaces are included in the walking and cycling network developed (which connects people with the places they want to go as identified through stakeholder engagement).	Implement proposals that improve access to nature and green spaces. In some instances grass verge may be lost to accommodate widened paths and other infrastructure. The loss of vegetation will be considered as a last resort and weighed against the benefits from increased active travel over motor vehicle use. Opportunities to increase vegetation/ plant trees will be sought with each scheme. The specific details of individual schemes e.g. materials will be determined during the design stage, and each scheme will be subject to a CIA. If the impact on nature is unacceptable then a scheme will not progress. OCC's tree policy will be adhered to during scheme development also.	Jacqui Cox (Infrastructure Locality Lead Cherwell & West)	10 years. Monitor impact through LTCP target monitoring and regular reviews of LCWIP.
Waste & Consumption	Reduces overall consumption	N/A	N/A	N/A	N/A	N/A
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A	N/A	N/A	N/A	N/A
Resilience & Adaptation	Increases resilience to flooding	N/A	N/A	N/A	N/A	N/A
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	1	The LCWIP promotes the Healthy Streets Approach to public spaces. This includes consideration of how to provide shade, shelter and rest stops in public spaces to make them more accessible and a pleasant place to be for all. This will become increasingly important as more extreme weather is anticipated and will mean people can still travel by walking and cycling without reliance on a car to provide protection, or being isolated at home.	Weather and climate has been highlighted as a barrier to walking and cycling. The long-term conditions in which people will be walking and cycling needs to be considered in all scheme development and appropriate steps taken to reduce the impacts of these conditions on how people travel, as highlighted in this LCWIP.	Jacqui Cox (Infrastructure Locality Lead Cherwell & West)	10 years. Monitor impact through LTCP target monitoring and regular reviews of LCWIP.

Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	2	The LCWIP will enhance the resilience of the local community by providing a means of transportation that is reliant on and controlled by the individual. Reduced reliance on private motor vehicles will help to combat congestion and thus increase the resilience of the County's public transport system in the area and the negative impacts of Oxfordshire's transport network more generally on climate. Reduced need to travel by private motor vehicles will also reduce the dependence of people travelling in Oxfordshire on global fuel markets and will put less pressure on supply chains for essential services. Any new walking and cycling infrastructure or improvements to such will by future proofed for a changing climate by the materials used.	Adopting and implementing the Banbury LCWIP will ensure that resilience of council services and communities etc is enhanced as the LCWIP aims to address the climate emergency.	Jacqui Cox (Infrastructure Locality Lead Cherwell & West)	10 years. Monitor impact through LTCP target monitoring and regular reviews of LCWIP.
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A	N/A	N/A	N/A	N/A
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	3	The LCWIP promotes investment in alternatives to the private car. The investment supports a transition to net zero and does not lead to a net increase of emissions across the county.	Adoption and implementation of the LCWIP will ensure investment in infrastructure that supports climate action/ net zero. Ensure alignment with OCC's climate policy and revisions to the LCWIP to account for revisions in the climate policy.	Jacqui Cox (Infrastructure Locality Lead Cherwell & West)	10 years. Monitor impact through LTCP target monitoring and regular reviews of LCWIP.
People & Organizations	Drives behavioural change to address the climate and ecological emergency	1	The LCWIP will help to encourage behavioural change of residents and visitors to Banbury and the surrounding area by providing safe and convenient access to active travel.	Adoption and implementation of the LCWIP will help to drive a change in behaviour to address the climate emergency. To further drive behaviour change, closer working is required with the behaviour change team to develop complimentary schemes that benefit from the infrastructure that will be implemented as part of the Banbury LCWIP.	Jacqui Cox (Infrastructure Locality Lead Cherwell & West)	10 years. Monitor impact through LTCP target monitoring and regular reviews of LCWIP.

People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	1	The LCWIP supports LTCP targets for reducing emissions and Council targets for being net-zero by 2040. The LCWIP is a guide that helps to promote the Council's climate policies in new developments also.	Adoption and implementation of the LCWIP will help to drive change and address the climate emergency. To further progress the LCWIP and optimise the opportunities it presents, a prioritised list of improvements (which includes consideration of environmental factors in prioritisation) that will guide change over a prolonged period.	Jacqui Cox (Infrastructure Locality Lead Cherwell & West)	10 years. Monitor impact through LTCP target monitoring and regular reviews of LCWIP.
Just transition	Promotes green innovation and job creation	N/A	N/A	N/A	N/A	N/A
Just transition	Promotes health and wellbeing	2	The LCWIP promotes and supports active travel. By improving active travel options for journeys the LCWIP reduces reliance on private vehicles for journeys and thereby improves air quality, for which Banbury has two Air Quality Management Areas. The LCWIP creates accessible, zero carbon transport options. The development of the walking and cycling network involved identifying areas of deprivation in Banbury and ensuring that walking and cycling links were provided from these areas to key destinations in Banbury.	Adoption and implementation of the LCWIP will ensure that the health benefits of active travel can be realised.	Jacqui Cox (Infrastructure Locality Lead Cherwell & West)	10 years. Monitor impact through LTCP target monitoring and regular reviews of LCWIP.
Just transition	Reduces poverty and inequality	1		Adoption and implementation of the LCWIP will contribute to addressing poverty and inequality in Banbury.	Jacqui Cox (Infrastructure Locality Lead Cherwell & West)	10 years. Monitor impact through LTCP target monitoring and regular reviews of LCWIP.

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Oxfordshire County Council

Consultation Report: Banbury Local Cycling and Walking Infrastructure Plan 2023

Email: activetravelcherwellandwest@oxfordshire.gov.uk

Contents

Executive Summary	3
Background.....	3
Comments on the proposed plan	3
Introduction	4
About this report.....	4
Background to the consultation.....	4
About the survey	5
Respondent Profile.....	6
Comments on the draft Banbury LCWIP	12
Questions about Cycling	12
Banbury town cycle routes	14
Village cycle routes	26
Questions about Walking	31
Prioritisation of improvements.....	36
Final thoughts	37
OCC's response to main issues raised and changes to the LCWIP	38
Written Responses.....	40
Appendix A – Survey	61
Appendix B - List of Stakeholder written responses in full.....	85

Executive Summary

Background

This consultation report outlines the response received to the Draft Local Cycling and Walking Infrastructure Plan (LCWIP) consultation. The Banbury LCWIP is a strategic plan which identifies a network of walking and cycling routes in and around Banbury (including potential future routes) and sets out high level proposals for improvements to the walking and cycling infrastructure which makes up this network. These infrastructure improvements are intended for development over a ten-year period to 2033 and will help to enable modal shift from private vehicle use to active and sustainable modes of travel.

The consultation ran from 23 January to 26 February 2023. 95 people responded to the online survey and 14 responses were received in writing, mainly from organisations.

Comments on the proposed plan

The comments received to the Banbury LCWIP consultation show there is mixed support for cycling infrastructure.

Of those who completed the survey 47% thought the proposed cycling improvements were 'ambitious' or 'adequate' and 47% said if the proposed walking improvements were implemented this would encourage them to walk more.

It is raised that cycling is not for everyone, however for some people it is their only mode of transport (in addition to walking), and targeted investment will have a positive impact on those people safely accessing local jobs and services.

There were some concerns around wasting resources, however there are people that want to use active travel as a cheaper means of access, for health reasons or because of concerns about the need to meet net-zero objectives. The LCWIP is a tool to help identify and prioritise routes for investment, as the first phase of any route scheme, however, the specifics of each route scheme need a lot of further work. Investment in highway maintenance activities or other local services is separately funded.

The comments received regarding proposals for specific routes have been really helpful, including many challenges over the detail of the proposals. This shows us how important these routes are to all modes of transport, and how much more detailed engagement will be conducted with local people as these routes are developed through concept, preliminary and detailed design.

We are very pleased that some respondents consider the Banbury LCWIP is a positive step towards encouraging more sustainable and healthy modes of transport and encouraging more cycling could be beneficial for the environment and future generations.

Introduction

About this report

This report provides the results of the survey about the opinions, attitudes, and preferences of the public regarding the draft Local Cycling and Walking Infrastructure Plan¹ (LCWIP) for Banbury and the surrounding area.

The aim of this report is to provide a comprehensive overview of the feedback received from the community during the consultation period. The results of the survey will be used to inform the final Banbury LCWIP document and ensure that the plan is responsive to the needs and preferences of the community.

The report includes a summary of the survey results received via Oxfordshire County Council's consultation portal – Let's Talk Oxfordshire as well as written responses received from a number of organisations. The first part of the report summarises the respondent profile and characteristics, the second section details the responses to questions about cycling, the third section is about walking, the fourth section is about the proposed packages of improvements, followed by any final thoughts from those answering the survey. The final section of the report is a summary of the written responses received mainly from organisations.

Please note, the questions asked in the survey are not reported sequentially in this document.

Background to the consultation

The draft Banbury LCWIP has been developed over several years through a partnership approach between Cherwell District Council and Oxfordshire County Council. Consultants were commissioned to undertake the initial study work, complete site audits with local cycle interest groups and draw up a number of plans for the routes within the network.

In June 2022 an initial public consultation was held entitled "Suggest Walking and Cycling Improvements in Banbury". Contributions to this consultation have been used to develop the plan.

Further work was undertaken to complete the LCWIP evidence base and develop the network maps and its routes. The draft Banbury LCWIP was then consulted on during February 2023. The documentation was made available for viewing and downloading through the Let's Talk Oxfordshire website and asked people to feedback through a survey form. The consultation ran from 23 January to 26 February 2023.

During the consultation period, in addition to Let's Talk Oxfordshire website, a physical copy of the LCWIP and its appendices was available at Banbury Library and a 'drop-in-day' was held at Banbury Town Hall for people to speak face to face with officers regarding the proposals.

¹ [Banbury LCWIP consultation | Let's Talk Oxfordshire](#)

About the survey

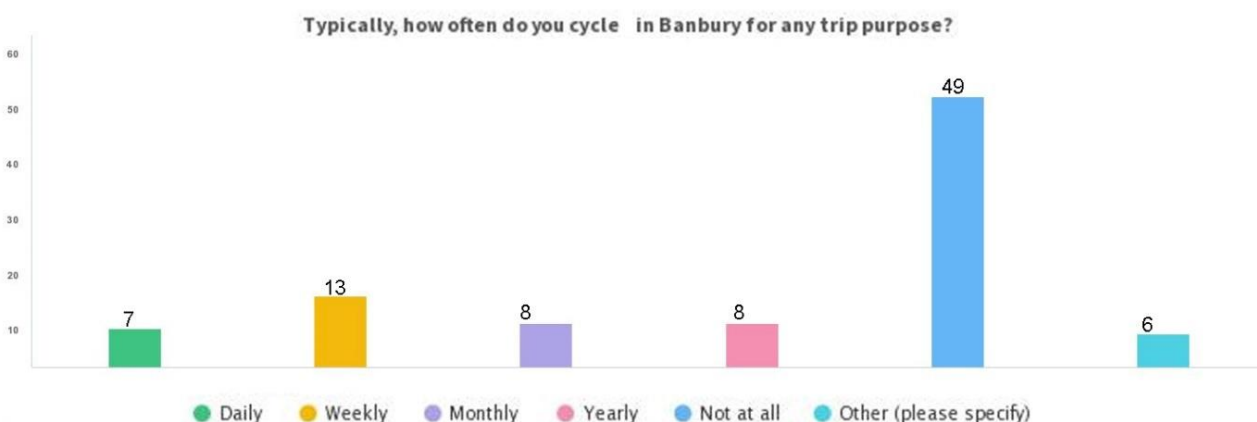
The draft Banbury LCWIP Let's Talk Oxfordshire survey is split into three core sections: questions about cycling and proposed cycle routes, questions about walking and proposed walking routes, and the prioritisation of improvements. Demographic questions were also asked. The survey included open-ended questions that allow respondents to provide more detailed feedback.

The results of the survey were analysed and used to inform the final Banbury LCWIP report. This information can help to identify areas where improvements are needed, what types of infrastructure are most desired by the public, and what the overall level of support is for the proposed plan.

Respondent Profile

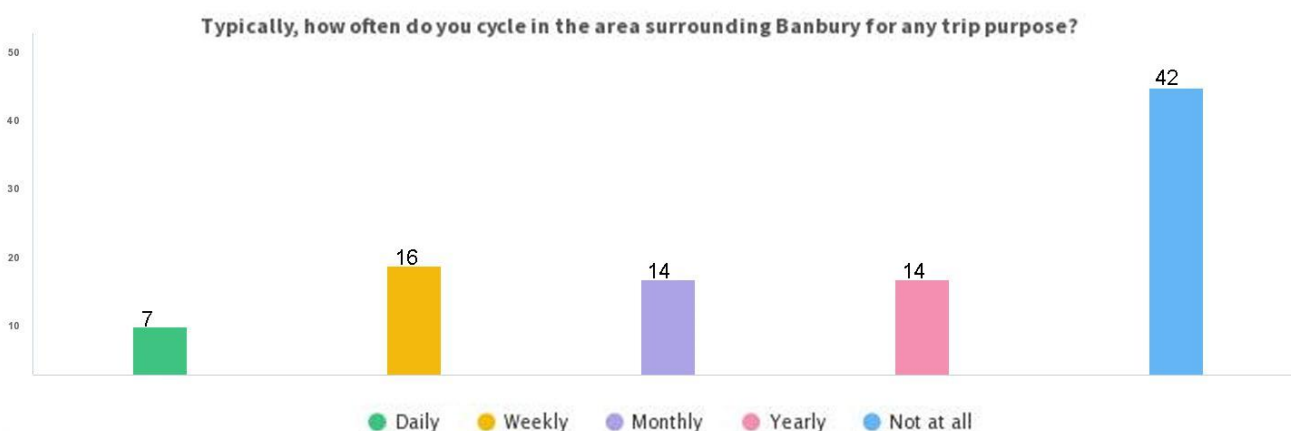
This section of the report outlines information about the people who responded to the online survey. A total of 95 people completed the online survey, although not every person answered every question.

Q2 Typically, how often do you cycle in Banbury for any trip purpose?



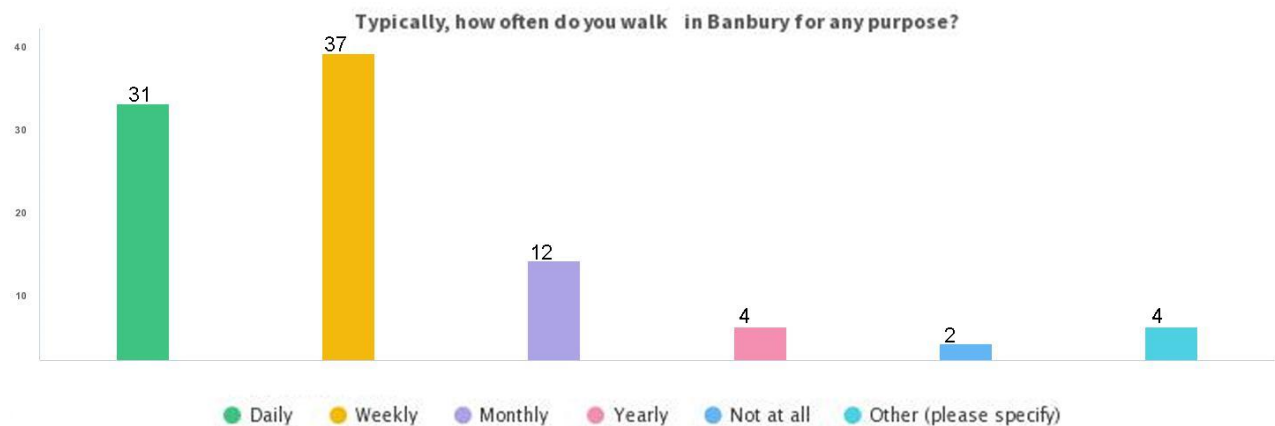
91 people responded to this question. The chart shows the frequency of cycling in Banbury for any purpose. The majority of respondents, 49, reported not cycling at all in Banbury, while 7 reported cycling daily, 13 cycled weekly, and 8 cycled monthly or yearly. Some respondents provided additional information, such as occasional trips to local stores or cycling in surrounding areas. One respondent reported having borrowed a bike to try it out but found some routes frightening.

Q3 Typically, how often do you cycle in the area surrounding Banbury for any trip purpose?



93 people responded to this question. The chart result shows that 42 respondents do not cycle in the surrounding area of Banbury for any trip purpose. 14 respondents cycle yearly, another 14 cycle monthly, 16 cycle weekly, and 7 cycle daily.

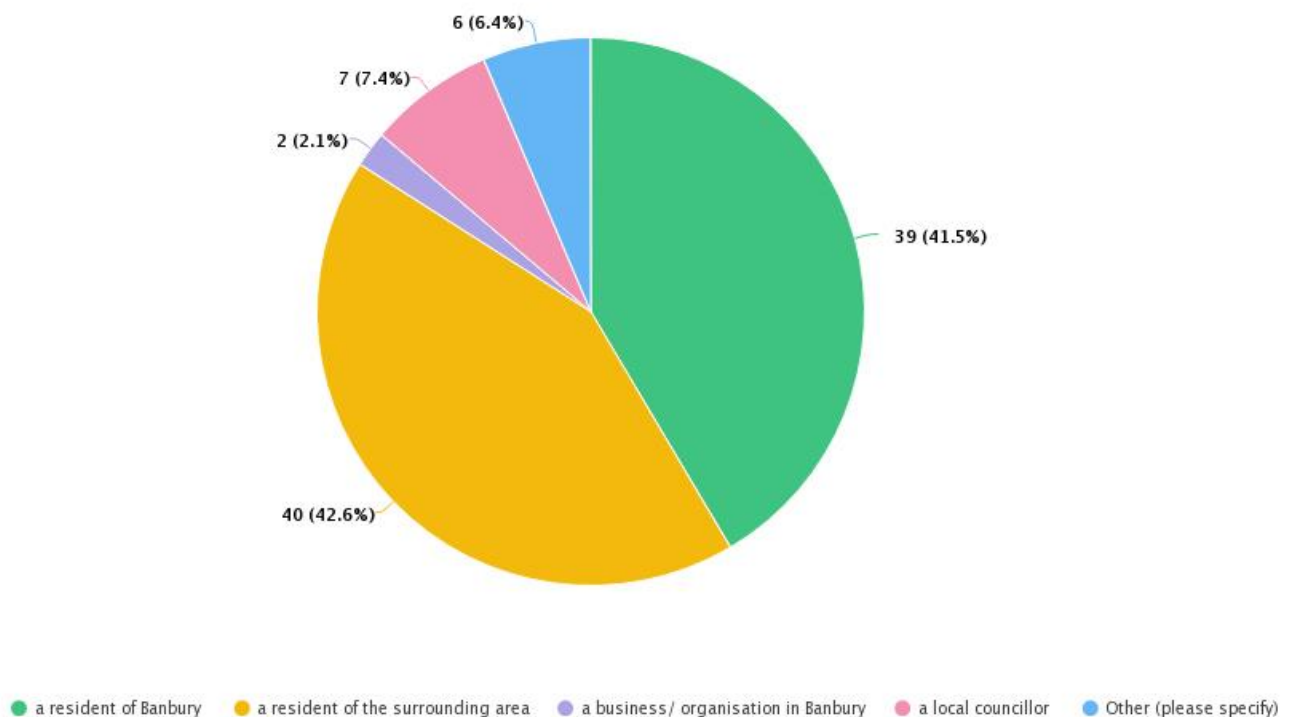
Q58 Typically, how often do you walk in Banbury for any purpose?



The chart shows 31 respondents walk in Banbury daily, 37 walk weekly, 12 walk monthly, 4 walk yearly, and 2 do not walk at all. Four respondents provided other responses, with one expressing scepticism about the effectiveness of discouraging cars and promoting walking, and three indicating that they walk in Banbury occasionally or only a few times per year.

Q1 Are you responding as:

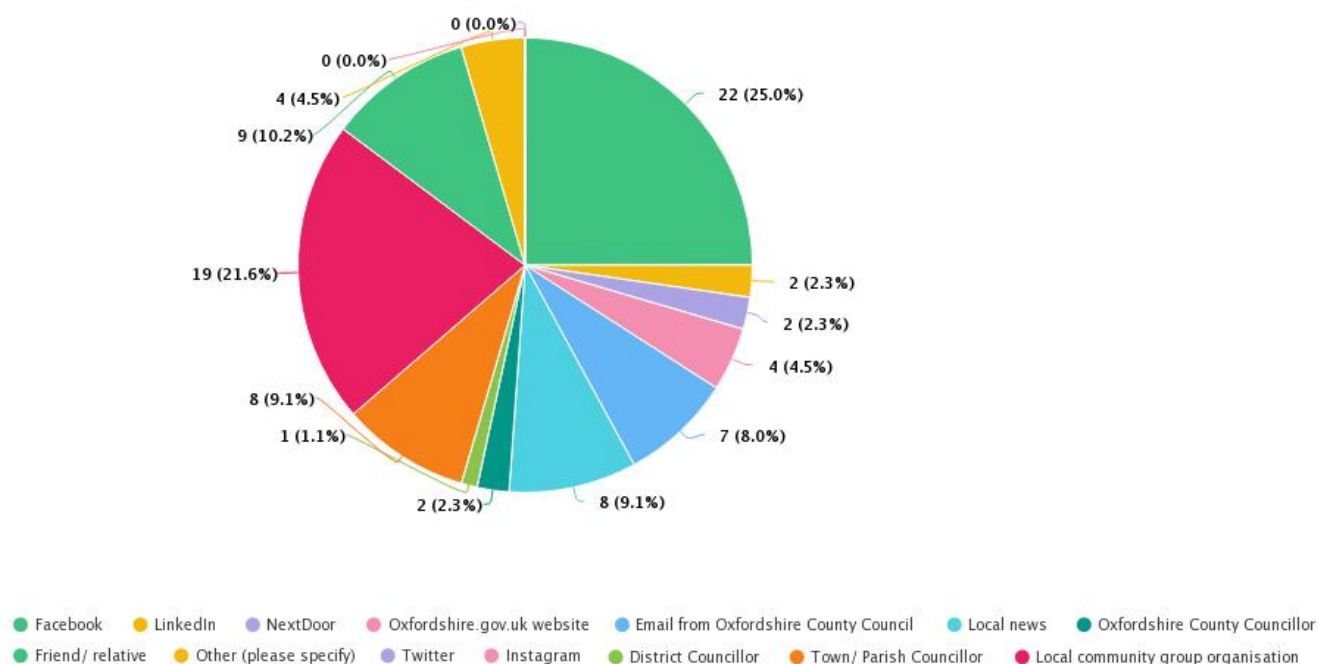
Are you responding as:



The chart shows the breakdown of respondents based on their category. The majority, with a total of 79 respondents, are residents of Banbury and the surrounding area. Seven respondents are local councillors, two are business/organizations in Banbury, and six are categorized as "other" and represent various groups such as bus users, a community volunteer group, and a trust.

Q92 How did you find out about this consultation?

How did you find out about this consultation?



The chart shows that the majority of respondents found out about the consultation through Facebook (22), followed by local community group organization (19), email from OCC (7), local news (8), and town/parish councillor (8). Other sources include LinkedIn (2), NextDoor (2), OCC website (4), OCC councillor (2), district councillor (1), friend/relative (9), and other (4).

Q93 What is your age?

What is your age?

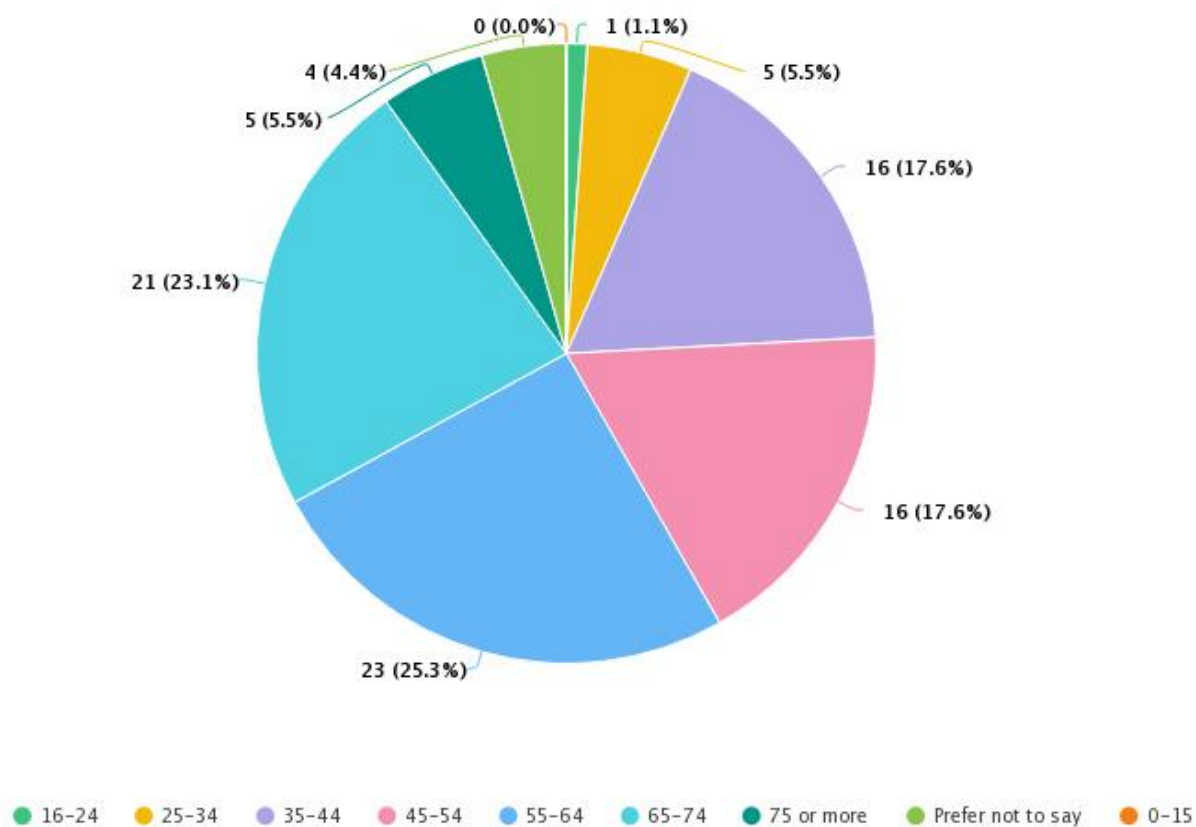


Table 1: Responses to the question 'What is your age?'

Age group	Number of responses
16-24	1
25-34	5
35-44	16
45-54	16
55-64	23
65-74	21
75 or older	5
Total	87

Q94 What is your sex?

Table 2: Responses to the question 'What is your sex?'

Sex	Number of responses
Female	34
Male	51
Preferred not to say	4
Total	89

Q95 What is your ethnic background?

Table 3: Responses to the question 'What is your ethnic background?'

Ethnic background	Number of responses
White (British, English, Welsh, Scottish, Northern Irish, Irish, or any other white background)	80
Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)	1
Preferred not to say	7
Other	1
Total	89

Q96 Are your day-to-day activities limited because of a long-term illness, health problem or disability that has lasted, or is expected to last, at least 12 months?

Table 4: Responses to the question regarding disability and long-term health

Are your day-to-day activities limited because of a long-term illness, health problem or disability that has lasted, or is expected to last, at least 12 months?	Number of responses
No	69
Yes - a little	6
Yes - a lot	7
Preferred not to say	7
Total	89

Representative of Oxfordshire

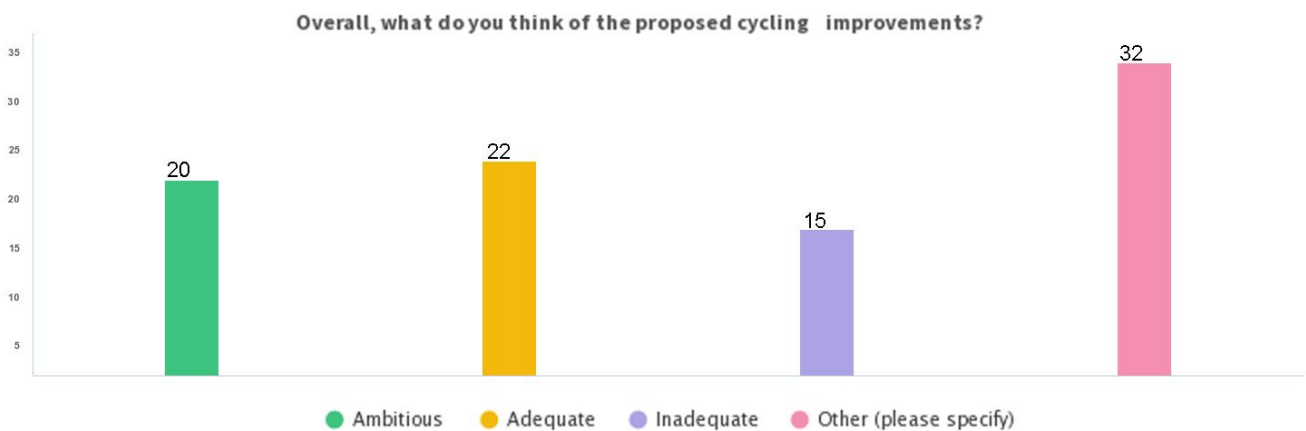
The number of responses at just 95, and with only 1 from the 16-24 age group, means that the demographic profile of the respondents is not fully representative of Banbury or Oxfordshire. We value what each person has said in their comments on the Banbury LCWIP, however we cannot conclude that their views, experiences, and characteristics are representative of the rest of the population.

Comments on the draft Banbury LCWIP

Questions about Cycling

This section of the report outlines the responses in relation to the proposals for improvements to cycle infrastructure.

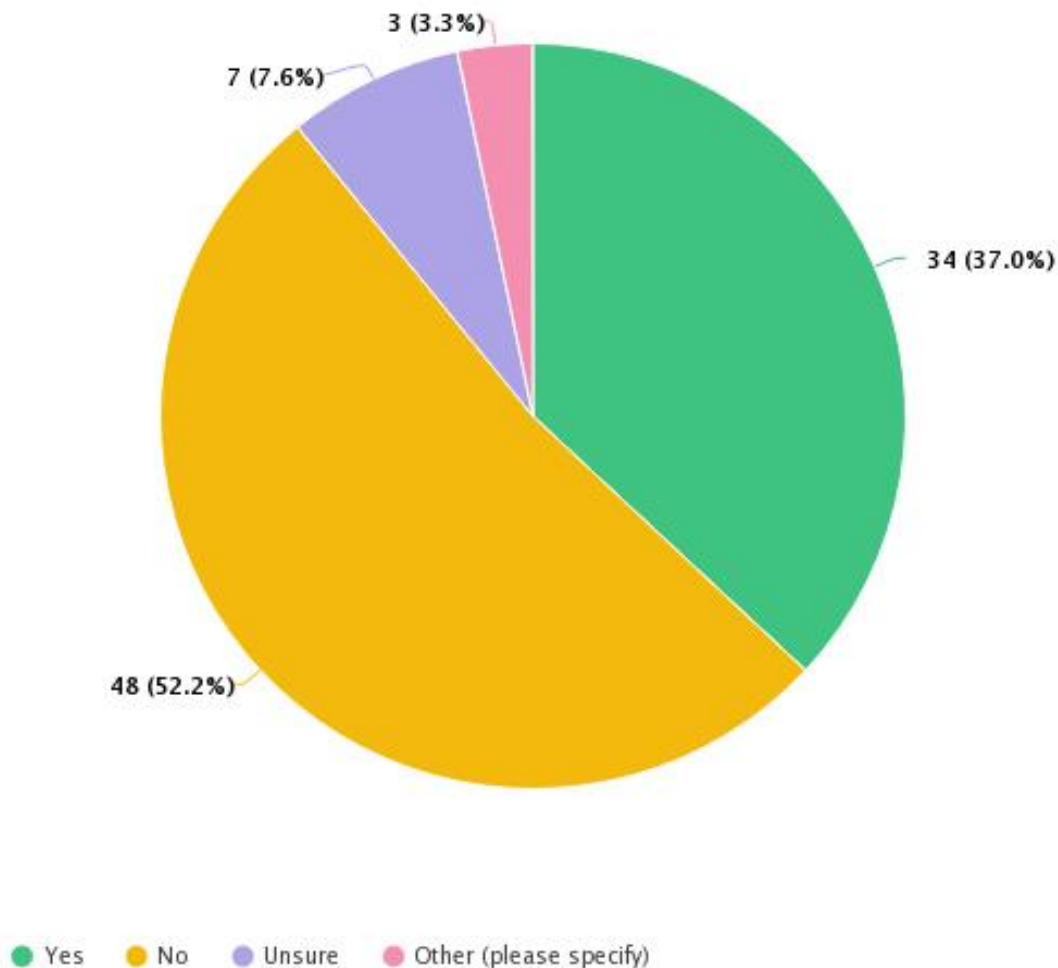
Q4 Overall, what do you think of the proposed cycling improvements?



The chart shows that out of the 89 respondents, 44 people responded positively as 20 people thought the proposed cycling improvements were ambitious, and 22 people thought they were adequate. However, 15 people thought the proposals were inadequate. Additionally, 32 people gave other responses, which included concerns about the cost of the improvements, the necessity of the project, the potential negative impact on businesses and other road users, and the lack of consideration for other modes of transport. Some respondents expressed support for the project, while others thought it was a complete waste of resources.

Q5 If the measures in the Banbury LCWIP were implemented, would this encourage you to cycle more?

If the measures in the Banbury LCWIP were implemented, would this encourage you to cycle more?



The chart shows the responses of individuals to the question of whether implementing measures in the Banbury LCWIP would encourage them to cycle more. Out of the 92 responses received, 34 people said that they would cycle more, 48 people said that they would not cycle more, 7 people were unsure, and 3 people provided other comments.

One person who cycles most days stated that the plan would not help due to issues such as poor road surfaces, speeding drivers, and delivery drivers. Another person suggested that encouraging more cycling could be beneficial for the environment and future generations. One respondent mentioned age and infirmity as reasons why they would not cycle more.

Q6 Please provide further information on your selection

The responses to the question "Please provide further information on your selection" show that there are varied opinions on the proposals put forward in the draft Local Cycling and Walking Infrastructure Plan (LCWIP).

Some people are against the idea of cycling, as they are elderly, disabled or have other reasons that make cycling impractical or unsafe for them. Some respondents believe that spending money on cycling and walking improvements is a waste of resources that should be directed towards maintaining roads for motorists. Others express concerns that the proposals will lead to traffic restrictions and one-way routes for cars, making it more difficult for those who depend on cars to access Banbury. However, there are also some who welcome the proposals and see them as a positive step towards encouraging more sustainable and healthy modes of transport.

Banbury town cycle routes

This section outlines the comments received to the proposed Banbury town cycle routes.

Q7 Would you like to provide feedback on a specific cycling route?

48 people said they would like to comment on at least one specific cycling route. Their comments can be found below.

Q8 Would you like to comment on Route 1: A361 North Bar Street/ Oxford Road?

14 people commented on the detail of Route 1: A361 North Bar Street/ Oxford Road.

Q9 Please provide your comments on Route 1: A361 North Bar Street/ Oxford Road

There are a range of comments and objections to Route 1: A361 North Bar Street/Oxford Road. Some people are concerned about parking and congestion if vehicles are required to give way to cyclists and pedestrians. Others believe it's a waste of money and won't be used. However, many people think that the route is a vital part of the cycling and walking network and that it should provide cyclists and walkers with a clear, safe, and signed route with as few delays at junctions as possible. They believe that journeys made by pedestrians and cyclists should have at least the same weight and value as journeys made by people in private vehicles.

Some people have specific concerns about certain junctions, including the North Bar junction, where they object to narrowing the highway or losing a left or right turn lane for motorised traffic. They are also concerned about the Bloxham Road / Oxford Road junction, which is the east / west HGV (heavy goods vehicle) route to and from the M40. They believe that the camber of the road could become unsafe for high vehicles and that the tailback congestion would be huge. They object to any proposal to lose a left or right turn lane for motorised traffic at this junction.

Other people are concerned about the bottleneck at The Church House pub, which they believe is dangerous for cyclists. They suggest prioritising traffic light phasing for cyclists, widening footways, and amending the single-phase crossing for pedestrians.

One person commented that the Warwick Road / Castle Street junction has poor signal phasing and that pedestrians are given very little time to cross the road. They suggest making pedestrians a priority at this junction.

Some people suggest using Beargarden Road, New Road and Crouch Street for bicycles as it is a quiet alternative to the proposed route. Another person thinks that the existing cycle paths should not be replaced or narrowed by the proposed route. They suggest that any cycle paths should be segregated by kerbs or traffic wands from traffic, not simply paint, keeping with evidence-based best practice.

Finally, some people think that the proposed route is a great idea, but they cannot see how it will work without serious detriment to existing businesses. They hope that a solution can be found that benefits both cyclists and businesses.

Q10 Would you like to comment on Route 2: A361 Bloxham Road?

14 people commented on the detail of Route 2: A361 Bloxham Road.

Q11 Please provide your comments on Route 2: A361 Bloxham Road

The comments on Route 2: A361 Bloxham Road reveal a mix of suggestions and objections. Some residents feel that the route is too dangerous for cyclists and pedestrians, with inadequate lighting and drivers who regularly break speed limits. They suggest creating a new path away from the A361. However, other residents support the plan to create a cycle route as it is a heavily used route by school children. They suggest the cycle route be segregated by kerbs or traffic wands from traffic, not just painted white lines. Some residents suggest that the infrastructure along this route needs to be changed to encourage more people to try out and use greener ways of making their journeys, including the provision of reliable, efficient, and affordable public transport.

There are objections to the segregation proposal at the Bloxham Road/Oxford Road junction, citing potential congestion and safety implications for HGVs. They suggest using Beargarden Road, New Road, and Crouch Street instead. They also object to modal filters and Low Traffic Neighbourhood (LTN) type obstructions at Horton View, as it is a main route to the hospital. Residents object to the loss of on-street parking, some of which may be disabled, and to narrowing vehicle lanes. They suggest using the wide footway and grass verges instead.

There are objections to narrowing the road and the removal of the northbound left turn lane and narrowing of the southbound lane on Bloxham Road, as this is the main route for HGVs, and it will cause traffic congestion that will impact on Inner Relief Road (Upper Windsor Street), Oxford Road, and Hospital emergency vehicles, Queensway, and Springfield Avenue junctions. They suggest using the existing path and grass verge, as it already has wide paths and side access roads along its length on both sides of the road.

Some residents suggest that if the cycle routes do not connect, they are completely useless. Other objections include the need to continue a cycle route all the way through Bloxham; the overgrown cycle lane that becomes dangerous to use and is not signposted well enough; and restricting the width of the already narrow road from Tyrrell Road to the traffic lights at Oxford Road, which would be dangerous for both cyclists and drivers, particularly at the junction with Browning Road.

Q12 Would you like to comment on Route 3: Ruscote Avenue A422/ Orchard Way/ Woodgreen Avenue/ Queensway?

9 people commented on Route 3: Ruscote Avenue A422/ Orchard Way/ Woodgreen Avenue/ Queensway.

Q13 Please provide your comments on Route 3: Ruscote Avenue A422/ Orchard Way/ Woodgreen Avenue/ Queensway

One person fully supports the proposal regarding Woodgreen Avenue and Orchard Way, with the caveat of avoiding any quick way the parking needs to stay with a meter of grass taken up for cycling lane. Another comment objects to the proposal as it believes these areas are already highly congested and thinks that it won't encourage people to cycle. They suggest that the money should be used for social care, getting extra doctors and dentists for the town, and better bus services.

Another comment supports the route and believes that it is a vital part of the cycling and walking network, and the infrastructure needs to be changed to encourage more people to use greener ways of making their journeys. They believe that journeys made by pedestrians and cyclists should have at least the same weight and value as journeys made by people in private vehicles.

One person objects to any proposal to restrict or lose on-street parking along the corridor and loss of carriageway in the design. They agree to use the grass verge/wide path, but object to any loss of carriageway.

Another comment suggests that Woodgreen Avenue and Queensway need at least one new pedestrian crossing as there are no crossing points on this lengthy and busy stretch where vehicles are obliged to stop to allow pedestrians and cyclists to cross.

Another comment fully supports the proposal and believes that it will transform lives for many in the area, especially school children, as this section is a main route to all the schools both primary and secondary.

Finally, one comment suggests that lack of pedestrian crossings on Woodgreen Avenue/Queensway needs addressing and supports the use of verges/central reservation for cycle routes in Ruscote Avenue and Orchard Way/Queensway. They object to the implementation of Dutch-style roundabouts (roundabouts with safe space for cycling) in conjunction with foot traffic, as it would cause backlogs of vehicle traffic and request consultation on the detailed outlined plans for roundabout alterations.

Q14 Would you like to comment on Route 4: A422/ B4100 Warwick Road?

12 people commented on Route 4: A422/ B4100 Warwick Road.

Q15 Please provide your comments on Route 4: A422 / B4100 Warwick Road

The commentaries on the proposed Route 4: A422/B4100 Warwick Road are mixed. Responses can be grouped into support for the proposal, objections and suggestions for improvements.

Those in support believe that the route is essential to the cycling and walking network, and the infrastructure needs to be improved to encourage people to use greener methods of transport. They also suggest the provision of efficient public transport. Some objections were raised about the safety of Roundabout 4d (Ruscote Ave/ Warwick Road) and the loss of parking spaces.

Regarding the objections, people were concerned about the poor state of the road surface and potholes, and they believe that there is a need for a pedestrian-controlled crossing at the 5-way junction. There were also objections to the loss of parking spaces, narrowing of the carriageway, and proposals for modal filters and LTNs (Low Traffic Neighbourhoods). Some residents requested clarifications on the proposals, and one person suggested that the improvement of the cycleway should involve verge alterations instead of carriageway narrowing.

Lastly, there was a question about what Banbury Area Travel Plan (BATP) meant when considering the role of the Warwick Road route [the Banbury Area Travel Plan is a forthcoming subsidiary document of the Local Transport and Connectivity Plan and will set out a transport plan for all modes across the Banbury Area]. Additionally, some people objected to the blocking of routes on Boxhedge Road and consider modal filters unnecessary.

Q16 Would you like to comment on Route 5: A361/ A423 Southam Road?

10 people commented on Route 5: A361/ A423 Southam Road.

Q17 Please provide your comments on Route 5: A361/ A423 Southam Road

The comments on Route 5: A361/A423 Southam Road emphasise the importance of providing a safe and clear route for cyclists and pedestrians that is given equal weight to journeys made by private vehicles. Suggestions include changing infrastructure to encourage the use of greener transportation options, providing reliable and affordable public transport, and extending the cycle path as far as Mollington to accommodate cyclists from Cropredy, Great Bourton and Little Bourton.

There are objections to proposals to make Southam Road one way, loss of carriageway, or any reduction of lanes or turn lanes at junctions as it is a major HGV route. There is a need for a separated cycleway on a wide existing path and verge, as well as better crossings, and improved lighting on all footways and cycleways. The comments also note that mobility scooter users should be taken into account, and the shared footway and cycleways should be replaced with fully segregated ones to avoid collisions.

Furthermore, it is suggested to prioritise cyclists over motor vehicles entering or exiting business estates at Section 5b to 5c (Southam Road between Dukes Meadow Drive and Hennef Way) The speed limit should be reduced to 30 mph, or ideally 20 mph, and any cycleways or paths should be segregated from traffic using kerbs or traffic wands.

Finally, it is essential to consider the needs of large HGV turning at Junction 5b (Southam Road/ Noral Way/ Dukes Meadow Drive), and any improvements to Junction 5c (Southam Road/ Ruscote Avenue/ Hennef Way) should not result in a loss of capacity for vehicles. Consultation with Banbury Town Council is also necessary.

Q18 Would you like to comment on Route 6: B4035 Broughton Road?

16 people commented on Route 6: B4035 Broughton Road.

Q19 Please provide your comments on Route 6: B4035 Broughton Road

One response notes that the route is not a suitable solution unless there is a substantial change to the width of usable road and pathway. Another response suggests that the proposed route is a waste of money and will not be used.

However, other responses suggest that this is a vital part of the cycling and walking network and that the infrastructure along this route needs to be changed to encourage more people to try out and use greener ways of making their journeys. One person suggests that Broughton Road should be made one-way for cyclists and cars and use Mewburn Road as one way in the opposite direction.

Another person objects to the Broughton Road becoming one-way, and also objects to Low Traffic Neighbourhoods or modal filters (bollards) at Bath Road and Beargarden Road. They also suggest that conflict and potential injury to pedestrians, elderly and disabled people would be worse if cyclists were allowed to use the High Street and pedestrianised area.

One person suggests that making Broughton Road a one-way street should be considered, but it is currently used as a bus route, and making it one-way would have a knock-on effect on surrounding routes and the bus route. They suggest that a cycleway could be formed in the college's land to the south or within the sloped landscaping area.

Finally, one person is concerned that making it more difficult to get into Banbury town centre will cause people living in local villages to go to other towns.

The responses suggest a range of opinions and objections to the proposed route, with some advocating for it as an important part of the cycling and walking network, while others object to the changes that it would bring.

Q20 Would you like to comment on Route 7: Former railway path through Hardwick?

8 people commented on Route 7: Former railway path through Hardwick.

Q21 Please provide your comments on Route 7: Former railway path through Hardwick

The comments received about Route 7 the former railway path through Hardwick, generally support the idea of providing cyclists and walkers with a safe and clear route. They suggest that the infrastructure along the route needs to be improved to encourage more people to use greener ways of making their journeys. Some comments suggest that improvements are mainly needed in the eastern section of the route.

One person mentions that they would not cycle alone on this route after dark. Another person mentions a pinch point for cyclists and walkers which needs to be widened, and the stretch between The Magnolias and Southam Road needs to be properly metalled, as it is currently dangerous for cyclists.

Some people fully support the widening of the existing tarmac surface and widening of adjoining paths. Overall, the proposal to improve Route 7 is supported.

Q22 Would you like to comment on Route 8: Dukes Meadow Drive?

5 people commented on Route 8: Dukes Meadow Drive.

Q23 Please provide your comments on Route 8: Dukes Meadow Drive

The majority of the comments support the idea of Route 8 at Dukes Meadow Drive as a vital part of the cycling and walking network, with an emphasis on providing clear, safe, and signed routes with few delays at junctions for cyclists and pedestrians. However, there are concerns about the time-consuming nature of Roundabout 8a (Dukes Meadow Drive/ B4100 Warwick Road), the lack of pedestrian crossings on the north side, and the priority given to cars. Suggestions have been made to redesign the roundabout to give better cycle access and prioritise pedestrians, including the provision of a crossing on the north side. There is also an unofficial car-free cycle track to Hanwell village that starts at 8h (Hanwell Brook Wetland), which people would like to retain.

Regarding the widening of the path on 8.1 (Dukes Meadow Drive), people agree with the use of grass verges but object to the use of coloured tarmac due to its garishness and maintenance costs. On 8.3 (connect footway and cycle traffic from Dukes Meadow Drive to Southam road), people object to the loss of carriageway or right or left turn lanes at junctions for motorised traffic and the narrowing of the roundabout because it is needed for HGV turning and movement.

Overall, there is support for the proposal, but there are concerns about the use of coloured tarmac due to its expense, future repair, and fading issues.

Q24 Would you like to comment on Route 9: Grimsbury?

9 people commented on Route 9: Grimsbury.

Q25 Please provide your comments on Route 9: Grimsbury

The comments on Route 9 in Grimsbury call for improvements to the cycling and walking network to provide a clear, safe, and signed route with minimal delays to people walking and cycling at junctions. It is suggested that journeys made by pedestrians and cyclists should have equal weight and value as those made by people in private vehicles. There is a need for infrastructure changes to encourage more people to try out and use greener ways of making their journeys, such as reliable, efficient, and affordable public transport.

One of the biggest issues for Grimsbury is the signalised crossing on Hennef Way from Route 9. It was felt the signalised crossing, which stops traffic flow, is causing long queues, adding to pollution, and defeating the purpose of having a roundabout to ensure free flow of traffic around the junction with the M40. However, proposals must ensure that this situation does not get worse, and cyclists and pedestrians have a means to access the Banbury Gateway retail area and businesses in a manner that does not choke the only access route to the motorway.

People stated their disappointment that there is no proposal to provide a better connection from Route 9 to the existing Ermont Way cycle paths, to the Banbury Gateway retail park and Banbury Country Park access.

Some questions were raised about the feasibility of the route being utilised by local commuter cyclists and the suitability of the underpass at 9f (Hennef Way / Dean Close) for commercial areas in Wildmere Road. Clarification was sought on when the next LCWIP phase is and why the junction of Hennef Way, Ermont Way and Wildmere Road have not been addressed now considering it is a key junction to get right for all users as a priority.

Some users highlighted that the pedestrian chicane on the approaches to the Middleton Road signalised crossing (reference 9k at Delapre Drive), both from the north and the south, are very tight and needs improvement to enable access for wheeled users such as mobility scooters and pushchairs.

Some objections were raised to any loss of capacity or left or right turn lanes at Merton Street. It was suggested that a priority of the LCWIP should be widening of the Bridge Street bridge over the railway, without which cycling from Grimsbury to Town Centre is considered dangerous.

There is also a large severance problem between Grimsbury and areas west of the railway line, which cuts off access for walking and cycling across the railway line. Therefore, it was suggested that a pedestrian and cycle bridge is required to resolve this issue.

Some areas have hazardous paths, raised manhole covers, and broken glass. There is a requirement for improved and protected crossings for pedestrians and cyclists, reduced speed limits to 20mph, dropped kerbs to be realigned, raised priority crossings at all the key junctions, and improved lighting for the underpass and close to the underpass route.

Q26 Would you like to comment on Route 10: Overthorpe Road to Town Centre (from Nethercote)?

13 people commented on Route 10: Overthorpe Road to Town Centre (from Nethercote).

Q27 Please provide your comments on Route 10: Overthorpe Road to Town Centre (from Nethercote)

One commentator suggests banning cars from the Bridge Street crossing over the canal, river, and railway into Grimsbury as it is a congested area with queues of traffic, heavy pollution, and is dangerous for cyclists. Another commentator agrees and suggests building a pedestrian and cyclist bridge extending over the railway, river, and Bridge Street crossroads, and building a new bridge for foot and cyclists over M40.

However, some other commentators object to any loss of capacity, loss of left or right turn lanes or narrowing of junctions at Merton Street and Bridge Street and suggest putting in a foot and cycle bridge over the Bridge Street junction on one side to avoid any conflict and provide free movement.

Some people also object to the removal of hatched marking on the carriageway, narrowing the carriageway, or loss of residents' parking.

One person agrees with the proposal, suggesting that the Nethercote area is sustainable and should be considered for future housing or employment. Another commentator supports the proposal and highlights the importance of the route for school children.

Overall, people said the proposed cycle route needs to be safe, signed, and encourage greener ways of travel. Building a pedestrian and cyclist bridge over the railway, river, and Bridge Street crossroads and the proposed new bridge for foot and cyclists over M40 may solve some of the issues. However, any loss of capacity or residents' parking should be avoided, and the route should cater to the needs of all users, including school children.

Q28 Would you like to comment on Route 11: St John's Road to Lambs Crescent?

8 respondents commented on Route 11: St John's Road to Lambs Crescent.

Q29 Please provide your comments on Route 11: St John's Road to Lambs Crescent

Several comments were provided on Route 11: St John's Road to Lambs Crescent. One person believed that this route is a vital part of the cycling and walking network that should provide safe and signed routes with as few delays as possible. They suggested that the infrastructure along this route should be changed to encourage more people to use greener modes of transport, including public transport. They also suggested that the route could follow Green Lane instead of Britannia Road, accessing Lambs Crescent via the path at the back of Morrisons car park and forking to lead to Hightown Road as well.

However, several people objected to the loss of on-street parking for residents, which they believed would be a major issue if implemented. Some suggested that the loss of resident parking could be handled by other routes, making this route redundant. Others approved of improving conditions for cyclists by removing or reducing parking, believing it to be a progressive move.

One person believed that there was no need to make Lambs Crescent a cycle route, as there were alternative routes at Green Lane and Swan Close Road. Another person

objected and felt the recommendations to be poor for improvements along the route, particularly at junctions 11d (Lambs Crescent), 11e (Lambs Crescent/Tramway Road/Hightown Road), and 11f (Lambs Crescent/ Hightown Road), which they believed were the worst junctions for pedestrian and cycle safety. They suggested that these junctions required complete redesign and development to prioritise walking and cycling, especially for those accessing the railway station on Tramway Road. They also suggested the need for priority sparrow crossings, reduced speed limits for all motor vehicles, improved lighting, and dropped kerbs to support all users.

The proposed roundabout/traffic crossing at Tramway Road was also a factor that some people believed should be considered in the route's improvement plan.

Q30 Would you like to comment on Route 12: Salt Way?

17 respondents commented on Route 12: Salt Way.

Q31 Please provide your comments on Route 12: Salt Way

The comments on Route 12, Salt Way, suggest that the surface of the path should be improved while keeping its rural feel. The route is an essential part of the cycling and walking network and needs to provide a clear, safe, and signed route. It is essential to change the infrastructure to encourage more people to use greener ways of transportation.

It is an ecologically sensitive area, and any redesign of the route must be carefully considered not to impact the natural environment that surrounds it. The materials chosen for resurfacing the route must be suited to all users, and hard surfaces such as tarmac should be avoided as they can be slippery and injurious to users. A volunteer group, Salt Way Activity Group (SWAG), currently maintains and improves the Salt Way, and they need to be consulted before any changes are made. The stretch from A361 to Broughton has poor surfacing, making it difficult to use a bicycle presently. The proposed changes, including improving the surface and installing lighting, will enhance the attractiveness of the route, especially as new estates are completed and occupied. The connection at the south western end to Broughton village avoiding the B4035 road is a useful improvement. However, some feel that the Salt Way should be a lower priority, and the focus should be on problem areas where accidents have occurred.

Q32 Would you like to comment on Route 13: Railway Station to Bodicote?

15 respondents commented on Route 13: Railway Station to Bodicote.

Q33 Please provide your comments on Route 13: Railway Station to Bodicote

The comments received were mixed, with some expressing approval and some expressing objections. One person liked the route, finding it safer and more accommodating than other routes. Another person commented that it should be a vital part of the cycling and walking network, providing clear, safe, and signed routes for cyclists and walkers, with as few delays as possible. This person also called for

infrastructure improvements that would encourage more people to use greener modes of transportation.

A few people supported the idea of a pedestrian and cycle bridge over the canal, as it would increase options and road safety. However, others objected to the loss of residential car parking, with some suggesting that a wide grass verge or existing path along the route be used instead. One person expressed confusion about the term “gates,” suggesting that plain English should be used instead of technical terms. [This was describing a field gate].

Some people called for a shorter, more direct route to the station, while others suggested that the cycle route should be off Bankside, as it is not safe for children. One person suggested that the Tramway Road bridge should be enhanced, while another suggested a new bridge to connect the Bankside Park to the Canal Towpath.

There were also objections to the loss of residential car parking, with some suggesting that the original plan for a 20mph limit at Bodicote be enforced. Some people supported widening the path through development opportunities but objected to the loss of carriageway currently used by HGVs. Others supported this idea, as long as landowners could be persuaded.

One person suggested using the flyover to reduce speed limits and clear traffic queues, while others supported retaining residential car parking and retaining the ability to cross Oxford Road on the grade-separated bridge.

Overall, the comments reflected a mix of opinions and suggestions for improving the route from the Railway Station to Bodicote, with a focus on safety, convenience, and sustainability.

Q34 Would you like to comment on Route 14: Wildmere Industrial Estate to Bridge Street?

8 respondents commented on Route 14: Wildmere Industrial Estate to Bridge Street.

Q35 Please provide your comments on Route 14: Wildmere Industrial Estate to Bridge Street

The comments on Route 14: Wildmere Industrial Estate to Bridge Street suggest that this route is an essential part of the cycling and walking network. The infrastructure needs to be changed to encourage more people to try out and use greener ways of making their journeys. This could include the provision of reliable, efficient, and affordable public transport.

While some people agree with the suggestions and believe that this is a good cycle route during daylight hours, they would not cycle this way after dark. However, others believe that this route could form one of the best destination walking routes to/from Banbury Station to leisure destinations, such as The Mill Arts Centre, Tooleys Boat Yard, Museum, Canal, River, Castle Quay and The Light Cinema Complex, Spiceball Country Park. They suggest that it will need landscaping and improved paths and lighting through Bridge

Street Park. They mention that the park is in Banbury Town Council ownership, and they would wish to be closely involved in the design in this area.

Some people fully support a raised crossing warning of pedestrian and cycle path and traffic calming/separate cycleway and footpath. Additionally, some people suggest that the new path behind the Lidl has improved the route drastically, and they require better and improved lighting for all pedestrian and cycle paths in this route.

However, some objections were raised about the use of coloured tarmac, which some people believe is unsightly in a country park, ecologically sensitive area, and part of a conservation area. They suggest that the tarmac should not be used and instead should be replaced with something more appropriate. Lastly, some people believe that this route should carry on into Station Approach to link with the Banbury Station.

Q36 Would you like to comment on Route 15: Easington?

8 respondents commented on Route 15: Easington.

Q37 Please provide your comments on Route 15: Easington

The comments on Route 15, Easington, are mixed. The route is considered a vital part of the cycling and walking network, and it needs to provide clear, safe, signed routes with few delays at junctions. However, the infrastructure needs improvement to encourage more people to try out and use greener ways of making their journeys, and it should provide reliable, efficient, and affordable public transport.

Comments received include: the main north – south route through Banbury is along this route, and any narrowing of the carriageway or removal of hatched areas would impede traffic and school buses. The path along the route is in poor repair and has a wide grass verge that could be utilised to widen the paths. Careful consideration needs to take place, as many large school buses access Blessed George Napier twice a day.

A proposed bus gate on Horton View is supported by some respondents who identify this could be a great option for a potential trial for other school areas. All crossings should be pedestrian priority. A few suggest widening the shared footway/cycleway and creating a controlled crossing point.

There is concern about rat-running in the area, and the use of Springfield Road is an essential route to get to Oxford Road, Sainsbury's, and Horton Hospital from Poets Corner, Queensway, etc. A new road is proposed from Parson's Piece to the White Post area of Bodicote to serve the new estates being built along much of the south side of Salt Way, which may help access to Oxford Road southbound, but won't help for access to the Hospital, Sainsbury's, or the Tramway Road end of the Banbury Station.

There is a proposal for modal filters, but they are not considered necessary or appropriate by some. Instead, it is suggested to widen the shared footway/cycleway and provide a controlled crossing point. The signs at the lights across the Oxford Road need to be sorted out. Lastly, there is a concern that this area should form the core of the Walking to School strategy, and it should provide the same value as journeys made by people in private vehicles.

Q38 Would you like to comment on Route 16: Bankside to Salt Way?

9 people commented on Route 16: Bankside to Salt Way.

Q39 Please provide your comments on Route 16: Bankside to Salt Way

The comments on Route 16: Bankside to Salt Way suggest that this is a crucial part of the cycling and walking network and should provide a clear, safe, signed route with as few delays at junctions as possible. However, the infrastructure along this route needs to be changed to encourage more people to use greener ways of making their journeys. This might include the provision of reliable, efficient, and affordable public transport.

One objection to the route is that it is very steep at the Bankside section and may be unsuitable for cycling. Another concern is that the more crossings on the Oxford Road will lead to more rat running on Bankside and Easington Road. Despite these objections, some improvements have already been made, including cycle lanes on this route, but there are so many parked cars within the cycle lane that it is almost impossible to cycle safely down Bankside. Having the option of a contraflow segregated cycle lane would vastly improve this and could be located safely on one side of the road.

It is suggested that cycling through public parks in Banbury should be allowed to encourage cycling as a climate and neighbourhood-friendly mode of transport. However, it is important to work with the landowner of the parks to arrive at a reasonable solution. The route through St. Louis Meadow Park is very steep, making it a challenging cycling route.

The comments also suggest that there should be a sparrow or toucan crossing for 16c (Oxford Road), with adequate dropped kerb and realignment to support pedestrians and cyclists. This crossing should also require priority pedestrian and cyclist signals.

Q40 Would you like to comment on Route 17: Longelandes Way to Warwick Road?

There were 7 respondents who commented on Route 17: Longelandes Way to Warwick Road.

Q41 Please provide your comments on Route 17: Longelandes Way to Warwick Road

The comments on Route 17: Longelandes Way to Warwick Road vary greatly. One person expresses concern that the consultation is ableist because people living near shops will need cars to transport groceries. Another person argues that the cycling and walking network needs to provide safe and efficient travel routes for pedestrians and cyclists, with equal importance placed on their journeys as those made by private vehicle users. This would require changing the infrastructure along the route to encourage greener travel options and possibly even the provision of public transportation.

Many individuals suggest using Nursery Lane instead of Nursery Drive, as it is an existing green route that would not require the loss of resident parking or the narrowing of the road. They argue that using Nursery Lane would already link to shops and Waitrose

supermarket. However, others object to the use of modal filters, Low Traffic Neighbourhoods, or bollards, citing potential obstruction of emergency vehicles such as those from Banbury Fire Station and Banbury Police Station.

Overall, the comments suggest a need for a safe and efficient cycling and walking route that would not negatively impact existing residents or emergency services. The use of existing green routes, such as Nursery Lane, is widely favoured, but objections to certain road features and filters suggest that some modifications may be necessary to ensure that the route is safe and accessible to all.

Q42 Would you like to comment on Route 18: Canal Towpath?

19 respondents commented on Route 18: Canal Towpath.

Q43 Please provide your comments on Route 18: Canal Towpath

The comments received for Route 18: Canal Towpath are largely positive, with many people welcoming the proposed improvements. However, some objections and suggestions were also made.

Many people noted that the towpath is currently in poor condition, making it difficult to walk or cycle along it. Therefore, they are supportive of the plans to improve the towpath, including widening and surface improvements, and improving access points. Several people also noted that the towpath is an important part of the cycling and walking network and should be treated as such. They suggest that journeys made by pedestrians and cyclists should be given equal weight and value to those made by people in private vehicles.

Some objections were made to the plans, however; one person noted that if the towpath is not maintained, it will become unsafe again in a short period of time. Another person pointed out that the consultants who created the plan lacked local knowledge and made unrealistic suggestions, such as public access to a private working boatyard.

Several people also suggested improvements that could be made to the towpath. For example, some bridges do not offer sufficient headroom for people on bikes to pass underneath, and culverts render the towpath unsafe for cycling in some areas. Some people suggested the need for additional foot/cycle bridges, and others suggested the provision of seats along the towpath.

Overall, the comments suggest that many people in the area are supportive of the plans to improve the towpath, but there are still some concerns that need to be addressed.

Village cycle routes

This section outlines the comments received to the proposed village cycle routes.

Q44 Would you like to comment on Village Route 1: Wroxton to Woodgreen Avenue?

9 people commented on Village Route 1: Wroxton to Woodgreen Avenue.

Q45 Please provide your comments on Village Route 1: Wroxton to Woodgreen Avenue

There is a mix of opinions about Village Route 1: Wroxton to Woodgreen Avenue. Some express concern about the impact on the countryside and reduction in the likelihood of leisure walks. Others support the proposed upgrade to a bridleway, which would create a new link for horse riders and cyclists. Suggestions are made for different surface options, including self-binding gravel and rubbercrumb-grit compound. Concerns are raised about the potential loss of on-street parking in the Bretch Hill estate, and the impact on agricultural land use. One objection is made to the proposal, citing concerns about the spread of illegal motorcycle use and lack of consultation with the landowner. However, some respondents are in favour of the proposed route, noting that it is a vital part of the cycling and walking network and could encourage more people to try out and use greener ways of making their journeys.

Q46 Would you like to comment on Village Route 2: Great Bourton and Little Bourton?

7 people commented on Village Route 2: Great Bourton and Little Bourton.

Q47 Please provide your comments on Village Route 2: Great Bourton and Little Bourton

The comments on Village Route 2: Great Bourton and Little Bourton suggest that the cycling and walking network needs to be improved to provide a clear, safe, signed route for pedestrians and cyclists with as few delays at junctions as possible. It is also suggested that the journeys made by pedestrians and cyclists should have at least the same weight and value as journeys made by people in private vehicles. The infrastructure along the route should be changed to encourage more people to use greener ways of making their journeys, and this might include providing reliable, efficient, and affordable public transport.

However, removing the north-bound right turn at Chapel Lane could cause significant inconvenience to residents of Little Bourton travelling home by vehicle from Banbury. It is also noted that Great Bourton and Little Bourton are very sustainable villages adjoining Banbury, and an improved cycleway from Little Bourton to Great Bourton would allow the villages to grow organically, especially for the many young families who cycle into work in Banbury. The suggestion to extend the route to Cropredy is also supported.

Horse riders are likely to use Foxden Way to get access between Great Bourton and Bourton (Banbury) Bridleway 14 and the wider network of bridleways to which it connects. Finally, there is concern about the use of Foxden Way between Little and Great Bourton as it is narrow and well used by pedestrians.

Q48 Would you like to comment on Village Route 3: North Newington?

6 people commented on Village Route 3: North Newington.

Q49 Please provide your comments on Village Route 3: North Newington

Village Route 3 in North Newington is considered a vital part of the cycling and walking network and should be improved to encourage the use of greener ways of transportation. Some people have raised concerns about the impact of urbanizing the open countryside, which could reduce the likelihood of leisure walks. However, others fully support the improved walking and cycling infrastructure. The implementation of this route would greatly reduce the amount of road use currently needed by equestrians to link Drayton Restricted Byway 191/4 and North Newington Bridleway 315/14 with the wider bridleway network to the west of Newington. The surface of this route should be either self-binding gravel, bound rubbercrumb-grit, or tarmac with high PSV (polished stone value) to accommodate all users well.

There is an objection to the proposed route through the Bretch Hill estate as it may affect the arable field and paddocks near North Newington. Some also fear that it could enable illicit motorbikes and vehicles to use it. The objection suggests that the landowners have not been consulted and opposes the proposal. It is also suggested that the route should not be at the expense of on-street parking.

Q50 Would you like to comment on Village Route 4: Broughton to Parsons Piece?

7 respondents commented on Village Route 4: Broughton to Parsons Piece.

Q51 Please provide your comments on Village Route 4: Broughton to Parsons Piece

The proposed Village Route 4 connecting Broughton to Parsons Piece received mixed feedback. Some people found the plans exciting and vital for the cycling and walking network, with suggestions to improve the infrastructure to encourage greener ways of transportation. However, one person questioned why cyclists would use this route, suggesting that money would be better spent on a path to Giant's Cave (on the Broughton Road) and connecting pavements to Woodgreen. Another person appreciated the proposal, particularly for allowing access to Broughton Castle grounds and Broughton Grange Gardens.

Some objections were raised concerning the surfacing materials of the route, with one person highlighting that improvements should not unduly benefit one type of user at the expense of another, including horse riders and carriage drivers. There were also objections to placing a hardened surface on arable fields, which could lead to misuse, and the placement of lights on Salt Way outside of the urban area. Others expressed concerns that the landowners had not been consulted, and therefore objected to the proposal.

Q52 Would you like to comment on Village Route 5: Adderbury?

7 respondents commented on Village Route 5: Adderbury.

Q53 Please provide your comments on Village Route 5: Adderbury

The comments for Village Route 5 in Adderbury suggest that the current route is unsafe for cycling and needs improvement. The infrastructure along the route should be changed to encourage more people to use greener ways of transportation, such as cycling, and to ensure that journeys made by pedestrians and cyclists have at least the same weight and value as those made by private vehicles. Traffic calming measures and improved verge cycling are suggested to make the route safer for cyclists.

One person suggested taking the route through Longford Park to avoid the narrow cycle lanes into Banbury and traffic lights on the Oxford Road. However, another notes that this could deprive horse riders of their refuge and those ways must be sought to provide for their safety. Yellow lines (parking restrictions) should be considered to make Longford Park Road safe for cyclists.

There is also a suggestion to link up with other routes, such as Bankside, and to extend the route to Banbury Cross along the Oxford Road. Overall, there is support for improved walking and cycling infrastructure in Adderbury to provide a clear, safe, signed route with as few delays at junctions as possible.

Q54 Would you like to comment on Village Route 6: Middleton Cheney?

10 people commented on Village Route 6: Middleton Cheney.

Q55 Please provide your comments on Village Route 6: Middleton Cheney

The comments on Village Route 6: Middleton Cheney suggest that this is a vital part of the cycling and walking network, which should provide clear, safe, signed routes with as few delays as possible. The infrastructure along the route needs to be changed to encourage more people to use greener ways of making their journeys, which might include reliable, efficient, and affordable public transport. However, some people feel that the road through Overthorpe is too dangerous, with vehicles using it as a cut-through and vans and lorries speeding despite traffic calming. Some people suggest that speed restrictions on Overthorpe Road would make a big difference to the safety of this route.

Many of the comments support improved walking and cycling infrastructure, but there are some objections to the proposal, including a lack of clarity about which bridleway is referred to in V6.4 (bridleway AU20 in West Northamptonshire) and a lack of proposals to use modal filters to reduce traffic along Overthorpe Road between the M40 bridge and Overthorpe Village. It was also suggested it would also be good if improvements could be made to the route between Nethercote and Middleton Cheney across the A422, past Carrdus School, and across the B4525.

Some people have shared their experiences of using this route and have suggested improvements that could be made, including lighting along the whole path, toucan crossings at all key junctions, and a safe crossing of the motorway and Middleton Cheney roundabouts. People have also raised safety concerns about the at-grade pedestrian crossing over the dual-carriageway A422, which is extremely dangerous and completely unsuitable for anyone with a slow walking speed or limited vision.

Overall, it seems that while there is support for improved cycling and walking infrastructure, there are also concerns about safety and the need for specific improvements along the route. People are also keen to see the route implemented as soon as possible, with improvements made over time as funding/resources allow.

Q56 Would you like to comment on Village Route 7: Bloxham to Bodicote?

13 people commented on Village Route 7: Bloxham to Bodicote.

Q57 Please provide your comments on Village Route 7: Bloxham to Bodicote

The proposed Village Route 7 from Bloxham to Bodicote is a contentious issue, with differing opinions on the need for lighting and infrastructure improvements. Some people feel that the route is already well used by cyclists and walkers and does not require any changes, while others believe that it is a vital part of the cycling and walking network and needs to be improved to encourage more people to use greener ways of making their journeys. Some objections to the proposal include concerns about the potential for increased vehicular traffic and light pollution, and the impact on the character of the rural landscape.

One suggestion is that an additional route be created which follows a farm track from Bloxham Grove to Milton. Others suggest that any lighting should be in harmony with the area and not cause excessive light pollution along Bloxham Grove. Low-level lighting or lighting that is not on all night may help balance the need for visibility with the primary users.

There are also concerns about the impact of any improvements on horses and other animals that use the route. Suggestions have been made that any resurfacing should be safe and suitable for all types of users, including ridden and carriage horses as well as cyclists.

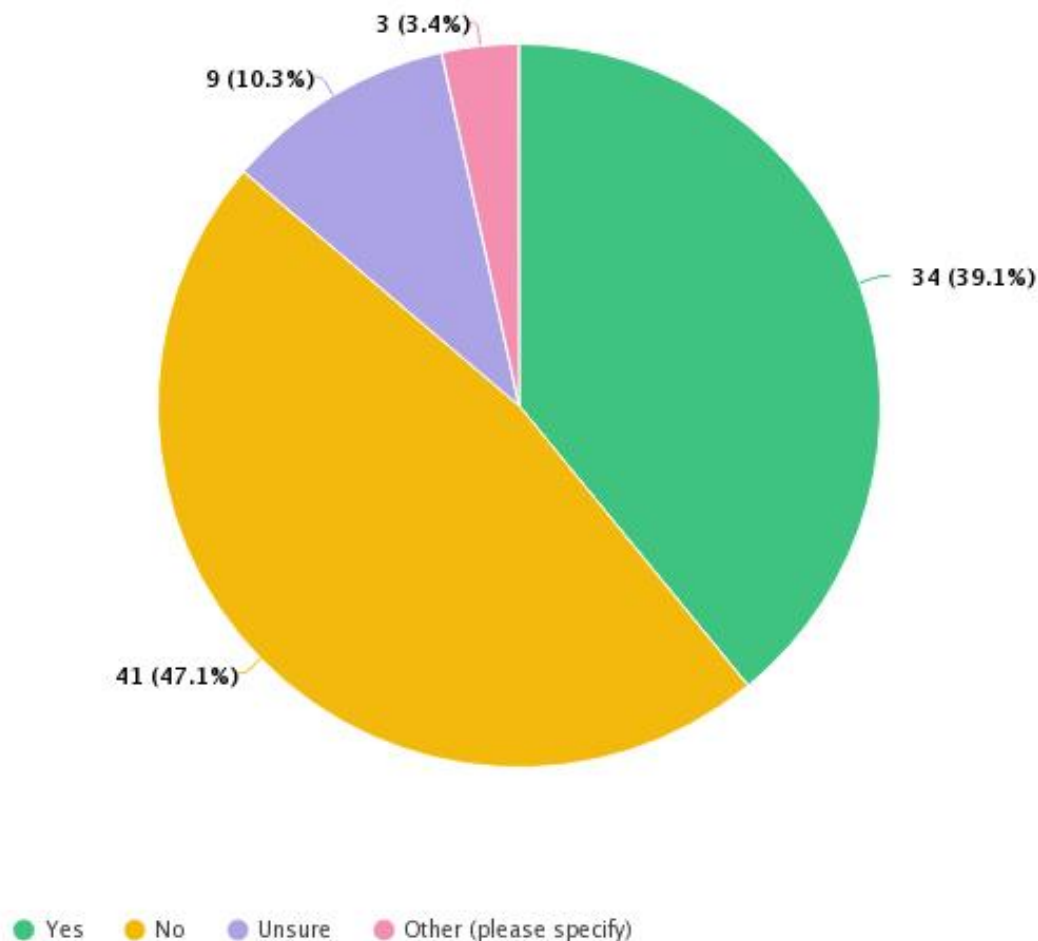
Overall, while some people feel that the proposed improvements are unnecessary and would be a waste of money, others believe that improved walking and cycling infrastructure is needed to encourage more people to use greener modes of transport. The key issue appears to be finding a balance between the need for safety improvements and the impact on the rural landscape and its character.

Questions about Walking

This section of the report outlines the responses in relation to the proposals for improvements to walking infrastructure.

Q59 If the improvements in the Banbury LCWIP were implemented, would this encourage you to walk more? And Q60 Please provide further information on your selection

If the improvements in the Banbury LCWIP were implemented, would this encourage you to walk more?



The chart shows the responses to the question "If the improvements in the Banbury LCWIP were implemented, would this encourage you to walk more?" with 34 people responding 'yes', 41 responding 'no', 9 being 'unsure' and 3 choosing 'other'.

The three people who responded with 'other' provided additional comments, with one suggesting a focus on improving social care, mental health facilities, and doctors/dentists before worrying about people using cars, one suggesting pedestrian access across the railway line, and another suggesting that the existing footpaths are adequate.

Some respondents already walk and don't think changes are necessary, while others have limitations on their ability to walk. Many responses suggest that the changes would not affect their current walking habits, as their visits to Banbury are mainly for shopping, and they park as close as possible to the businesses they are visiting.

Q61 Would you like to provide feedback on a specific walking route?

13 people expressed interest in providing feedback on a specific walking route.

Q62 Would you like to comment on Route 1: Market Place to Daventry Road?

6 people commented on Route 1: Market Place to Daventry Road.

Q63 Please provide your comments on Route 1: Market Place to Daventry Road

Responses included that the pavements need to be improved before any other work is undertaken along Route 1 from Market Place to Daventry Road which highlights the need for safer and more accessible infrastructure for pedestrians and cyclists. The current state of the route is considered dangerous for elderly or mobility-impaired individuals. The infrastructure needs to be changed to encourage more people to use greener modes of transportation, including reliable, efficient, and affordable public transport.

Additionally, people said signal-controlled junctions along the route should prioritise pedestrians, and the simplest solution to achieve this is to add zebra crossings. If zebra crossings cannot be implemented, pedestrian wait times should not exceed 30 seconds, ideally 15 seconds, before traffic is stopped to allow pedestrians to cross. Many crossings currently have delays of over two minutes, which discourages people from walking.

The junction of Bridge Street/A4260 is considered extremely poor and needs improvement to support pedestrians and cyclists. Additionally, the Bridge Street/ Middleton Road/ Merton Street junction needs improvements to reduce wait times for pedestrians and provide a separate cycle/pedestrian bridge across the railway line and river.

Further comments include that Bridge Street is a bottleneck and the only paved route between Grimsbury and Banbury. The pavement is narrow, making it difficult for mobility scooters, pushchairs, and pedestrians to pass each other. It is also not gritted during icy weather. The pedestrian crossings are difficult to access without blocking the pavement, and traffic light and utility poles in the centre of the pavement cause awkward pinch points.

The comments suggest adding zebra crossings or implementing faster wait times for pedestrians at signal-controlled junctions. The infrastructure needs improvement, including the addition of a separate cycle/pedestrian bridge across the railway line and river. The comments also highlight the current inadequacy of the pavement on Bridge Street, which poses difficulties for pedestrians, mobility scooters, and pushchairs.

Q64 Would you like to comment on Route 2: Market Place to Bankside?

5 people commented on Route 2: Market Place to Bankside.

Q65 Please provide your comments on Route 2: Market Place to Bankside

Those commenting agree that Route 2, which connects Market Place to Bankside, is an important part of the cycling and walking network that needs to be made safer and more accessible. They suggest that the infrastructure along this route should be improved to encourage more people to use sustainable modes of transport, and that all signal controlled junctions should prioritise pedestrians. The current delays at pedestrian crossings should be reduced, and the speed limit along this route should be reduced to 20mph.

They also suggest that the crossing point on the canal from Bankside developments could enable canal walks to the town centre. They agree that redesigning and improving the Hightown Road/ Bankside junction is a high priority as the current sightlines are poor, and pedestrian refuges are lacking, making it dangerous for pedestrians. A signalled crossing with refuges and pedestrian phases would be much better.

Lastly, people commented that the pavements on Swan Close Road are too narrow, and new crossings are needed. Crossing the road between Tramway Road and Morrisons is very difficult, especially for those who require a drop kerb, as the traffic is constantly coming from three directions.

Q66 Would you like to comment on Route 3: Market Place to Horton View?

4 people commented on Route 3 Market Place to Horton View.

Q67 Please provide your comments on Route 3: Market Place to Horton View

Route 3: Market Place to Horton View is seen as a vital part of the cycling and walking network, and commenters suggest that it needs to provide clear, safe, signed routes with as few delays at junctions as possible. To encourage more people to use greener ways of making their journeys, infrastructure needs to be changed, which could include the provision of reliable, efficient, and affordable public transport.

It was suggested that all signal-controlled junctions should give priority to pedestrians and provide zebra crossings, and if not possible, the delay should not be more than 30 seconds (ideally 15 seconds) after pressing the pedestrian button before traffic is stopped. Speed limits should also be reduced to 20mph.

The pedestrian island at the junction of George Street and Broad Street is currently in poor condition, and the drop kerbs are not low enough. Therefore, rebuilding this could have a positive effect. One of the biggest issues faced by pedestrians in Broad Street and surrounding areas is the narrow pavements that are often blocked by wheelie bins, making it difficult to pass through. Some have had to ride on the road in the opposite direction to the one-way system until they can re-join the pavement.

Q68 Would you like to comment on Route 4: Market Place to Easington Road?

3 people commented on Route 4: Market Place to Easington Road.

Q69 Please provide your comments on Route 4: Market Place to Easington Road

There are no specific suggestions or objections mentioned for Route 4: Market Place to Easington Road. However, those who did comment emphasised the importance of providing a clear, safe, signed route for cyclists and walkers with minimal delays at junctions. They also call for the infrastructure along the route to be improved to encourage more people to use greener modes of transportation, such as reliable, efficient, and affordable public transport.

Additionally, they suggest that all signal-controlled junctions should prioritise pedestrians, and this can be achieved through the addition of zebra crossings or reducing the delay time after pressing the pedestrian button to no more than 30 seconds, ideally 15 seconds. They also recommend reducing speed limits to 20 mph to improve safety for all road users.

Q70 Would you like to comment on Route 5: Market Place to Queensway?

4 people commented on Route 5: Market Place to Queensway.

Q71 Please provide your comments on Route 5: Market Place to Queensway

The respondent believes that Route 5, which connects Market Place to Queensway, is an important part of the cycling and walking network and should provide a clear, safe, signed route with minimal delays at junctions. The infrastructure along the route needs to be changed to encourage more people to try out and use greener ways of making their journeys. They suggest adding zebra crossings or reducing the delay time for pedestrians at signal controlled junctions and reducing speed limits to 20mph.

One person also notes that the walking routes only radiate from Market Place and suggests extending the footpath from Saltway Farm Shop to the Giant's Cave car park to link up with the proposed cycle route from Saltway to Broughton village. Currently, one can only walk along a muddy grass verge with 50mph traffic speeding by, which is well used by walkers and joggers. They plead for consideration for a surfaced pathway along this short section of Broughton Road to link up the existing paths, especially given the current state of the grass verge and the latest road works in the area.

Q72 Would you like to comment on Route 6: Market Place to Woodgreen Avenue?

4 people commented on Route 6: Market Place to Woodgreen Avenue.

Q73 Please provide your comments on Route 6: Market Place to Woodgreen Avenue

Comments received include the need for pedestrian crossings on Woodgreen Avenue and Queensway for the safety of pedestrians and cyclists. They support the idea of a clear, safe, and signed route with as few delays at junctions as possible. They suggest that all signal-controlled junctions should prioritise pedestrians, with the simplest solution being the addition of zebra crossings. If that is not possible, pressing the

pedestrian button should stop traffic within 30 seconds (ideally 15 seconds), and adequate time should be given for pedestrians to cross. They also suggest reducing the speed limit to 20mph. The respondent does not mention any specific places in their comment.

Q74 Would you like to comment on Route 7: Market Place to Orchard Way?

5 people commented on Route 7: Market Place to Orchard Way.

Q75 Please provide your comments on Route 7: Market Place to Orchard Way

Comments received include that crossing the roundabout where Orchard Way meets the Warwick Road is unsafe for pedestrians due to heavy traffic and lack of breaks in the flow of traffic. They suggest that the infrastructure needs to be changed to provide safe and clear routes for cyclists and pedestrians, with minimal delays at junctions. They also recommend providing reliable, efficient, and affordable public transport to encourage more people to use greener ways of making their journeys.

People also suggest that all signal controlled junctions should give priority to pedestrians, and recommends adding zebra crossings or, failing that, no delay longer than 30 seconds (preferably 15 seconds) after pressing the pedestrian button before traffic is stopped, with adequate time allowed for pedestrians to cross. They point out that many crossings currently have delays of over two minutes, and that the Castle Street junction is only green for 5 seconds for pedestrians.

Someone all provided comment that paths already exist on this route. Finally, they object to the idea of a pedestrian crossing on Bath Road, stating that traffic flows are minimal there.

Q76 Would you like to comment on Route 8: Market Place to Hennef Way?

3 people commented on Route 8: Market Place to Hennef Way.

Q77 Please provide your comments on Route 8: Market Place to Hennef Way

Comments received include people that consider Route 8 is an important part of the cycling and walking network and that the infrastructure should be improved to encourage more people to use greener ways of transport. They suggest that pedestrian crossings should be given priority at signal-controlled junctions and that the speed limit should be reduced to 20mph. The respondent also welcomes the proposal to ensure consistent dropped kerb and tactile paving provision along the route to improve accessibility for people with mobility issues. They mention that they had previously experienced difficulties navigating the route on a mobility scooter. There are no specific places mentioned in the response.

Prioritisation of improvements

This section of the report outlines the responses in relation to the proposed prioritisation of potential improvements to both cycling and walking infrastructure.

Q89 Which cycling routes should we prioritise for improvements and why?

68 people gave responses to the question of which cycling routes should be prioritised for improvements and why. Some people suggested routes that are heavily used, such as Route 3 Market Place to Horton View and those connecting to train and bus stations. Others proposed new routes or improvements to existing ones, such as improving cycle paths along major housing areas with schools and workplaces, along Orchard Way, Woodgreen, Ruscote Avenue, and eventually linking up with Wildmere Industrial Estate, or adding a cycle lane to connect Adderbury to Banbury.

11 people stated none of the cycle routes should be prioritised. Some objections were raised, such as the lack of demand for poorly used routes and the need to focus on improving healthcare and reducing costs. One respondent suggested prioritising the improvement of the roads, including fixing potholes, and creating proper cycle routes that have some distance between the cyclist and the road. Another respondent suggested building a new junction on the motorway to remove traffic issues through Banbury.

Concerns were also raised about the safety of certain routes, particularly those with unlit, uneven, and muddy parts, and barriers that make cyclists feel unsafe. Some people suggested creating well-lit, clearly marked, and maintained routes that are clear of overhanging branches and are gritted in very cold weather.

Places people felt should be prioritised included Bretch Hill, Southam Road, Bridge Street, Grimsbury, Bloxham, Salt Way, Middleton Cheney, Spiceball, Castle Quay, Hanwell View, Great Bourton, Little Bourton, Overthorpe, and Nethercote.

Q90 Which walking routes should we prioritise for improvements and why?

53 people responded to this question. Some suggest that all pavements in Banbury should be improved before anything else, while others recommend improvements to specific areas such as the Orchard Way and Warwick Road roundabouts. One person suggested that leaflets promoting walking routes should be distributed in places such as the museum, library, Castle Quay, and The Mill. Another respondent called for the improvement of pedestrian access across the railway line from the old cattle market.

Several responses recommended that all signal-controlled junctions should give priority to pedestrians, possibly by replacing signal-controlled crossings with zebra crossings or reducing the wait time delay for pedestrians after pressing the pedestrian button.

The provision of seating at regular intervals was also suggested as a key improvement for walking routes, with one person pointing out that many older people do not go into town due to the lack of seating.

There were also calls for a town-wide 20mph limit, improved traffic light phasing, and wider paths on shared walking and cycling routes with clear priority for pedestrians. Some

people suggested that the improvements should focus on areas with high potential to increase uptake of walking and improve safety.

Specific walking routes that were suggested for improvement included the route from Banbury Station via the canal towpath, Hanwell View to Banbury Gateway, Great Bourton and Little Bourton, Banbury Station to Bankside and Bodicote, and the Salt Way. One person recommended improvements to Broughton Road due to the high number of college users and its status as a main radial route from the town centre.

9 people responded none to the question of which walking routes to prioritise.

Finally, some respondents did not provide specific suggestions but welcomed all improvements.

Final thoughts

This section outlines comments received to the final question asking if there are any further comments. In this section people could raise any additional issues they wish.

Q91 Please let us know if you have any further comments

The Banbury Local Cycling and Walking Infrastructure Plan received a range of comments and suggestions. Some people objected to the plan, citing that it was a waste of council taxpayers' money, and that the council should focus on other issues like social care. Suggestions were given, including monitoring parking and driving in pedestrian areas, repairing road surfaces, and keeping drains clear to avoid accidents.

The feedback also highlights the need for a greater focus on providing recreational routes and building on these to make the town more accessible to pedestrians and cyclists. Suggestions include reducing speed limits, introducing higher parking charges at Banbury Gateway and large car parks at supermarkets, and ensuring that every school can be safely walked or cycle to.

The British Horse Society (BHS) welcomes many of the proposals within the draft LCWIP but has specific concerns about individual cycling routes, particularly road safety. They emphasise that any improvement of public rights of way for cycling and walking should not make them less amenable to existing lawful users of those public highways. They recommend the consideration of using 'Quiet Lanes' and providing appropriate signal-controlled crossings that are suitable for all user groups.

In addition, one person suggests that all paths and barriers should be navigable by different types of vehicles, including tricycles and cargo bicycles, mobility scooters, pushchairs, wheelchairs, and prams. They suggest creating dedicated pedestrian and cycle routes, bridges over the railway line, and 20mph zones. Other suggestions include slower speeds in residential areas, the introduction of low traffic neighbourhoods, and frequent pedestrian phases in junctions. The feedback highlights the importance of clear signage, regular inspection, and maintenance of routes, and consideration of the needs of different user groups.

OCC's response to main issues raised and changes to the LCWIP

The responses to the consultation have been very constructive and helpful in informing the final version of the Banbury Local Cycling and Walking Infrastructure Plan. Where respondents have been very specific about a proposal, we have been able to consider this in depth.

The comments received regarding proposals for specific routes, shows us how important these routes are to all modes of transport, and how much more detailed engagement will be conducted with local people as these routes are developed through concept, preliminary and detailed design. The LCWIP is a tool to help identify and prioritise routes for investment, as the first phase of any route scheme, however, the specifics of each route scheme need a lot of further work.

We understand that feelings are mixed about investment in walking and particularly cycling infrastructure and take on board people's comments around wasting resources. This makes the prioritisation process even more important to the plan.

We understand that cycling is not for everyone, however for some people it is their only mode of transport (in addition to walking), and targeted investment will have a positive impact on those people safely accessing local jobs and services.

This plan does not take investment away from highway maintenance activities. In some cases, the delivery of a specific scheme may be resolving maintenance issues.

If tools such as traffic restrictions or one-way streets are to be proposed, there will be significant justification for the proposal and significant engagement with local people.

Some people have specific concerns about certain junctions, such as the North Bar junction, where they object to narrowing the highway or losing a left or right turn lane for motorised traffic. They are also concerned about the Bloxham Road / Oxford Road junction, which is the east / west HGV (heavy goods vehicle) route to and from the M40. They believe that the camber of the road could become unsafe for high vehicles and that the tailback congestion would be huge. They object to any proposal to lose a left or right turn lane for motorised traffic at this junction. These comments have been very helpful to help us consider an alternative routes or revise proposals.

The survey shows that where improvements to walking and cycling routes are proposed that are already away from traffic or has little impact on traffic there appears to be greater support for improvements, such as Route 7 the former railway path through Hardwick.

We agree, through the Local Transport and Connectivity plan that journeys made by people walking and cycling should have at least the same weight and value, if not more, as journeys made by people in private vehicles, as shown through the transport user hierarchy.

We are very pleased that some respondents consider the Banbury LCWIP is positive step towards encouraging more sustainable and healthy modes of transport and encouraging more cycling could be beneficial for the environment and future generations.

We are pleased to receive comments identifying where further pedestrian crossings are needed such as Woodgreen Avenue and Queensway and that there is support for

measures such as side road treatments which prioritise active travel modes over motorised traffic exiting the side road.

We acknowledge that some routes will not be attractive to all people walking or cycling at certain times of day, such as at night or in the dark. We will consider if we can address this issue for routes like Route 7 the former railway path through Hardwick.

We were pleased to receive so many comments on which routes to prioritise and this has helped to rewrite this section of the plan.

We would like to thank everyone who has responded to the consultation and the time they have invested in this matter.

Written Responses

This section details responses to the consultation that were received in writing instead of via the survey. In total 14 responses were received to the consultation by email. These responses came from:

- Swalcliffe Parish Council
- Cllr Mark Cherry
- Representative from Laws & Fiennes on behalf of the land owner
- Local land owners
- Residents of Broughton via Parish Clerk
- The Bourtons Parish Council
- Banbury Active Travel Supporters (BATS)
- Stagecoach West
- Cherwell District Council
- Adderbury Parish Council
- Oxfordshire Cycling Network
- Cllr David Hingley (Cherwell DC)
- Various members of the public or residents

A range of points were raised through the email responses. The following list provides a summary of the types of responses received:

- Concerns and objections to some of the proposed villages routes due to a range of land, route and possible lighting and value for money issues.
- The need for more detail in the specifics of proposed routes.
- Requests for a range of further routes both urban and rural.
- That safety be a key consideration of which routes to prioritise.
- That bus routes and journey times are not negatively impacted by any LCWIP proposals, and where possible, the LCWIP supports reducing delays in bus routing and journey times.
- Identify the need for OCC to conduct further engagement both in the development and delivery of the plan.

Table 5: Summarised responses received in writing

Name of Respondent / Organisation	Comments Received	Officer Response
Swalcliffe Parish Council (at drop-in session)	<p>The document needs a section on what we hope to achieve. What increase do we expect to see?</p> <p>It also needs to estimate any effect of displacement of traffic. Added congestion will have a negative effect on Banbury.</p>	We will amend the concluding section based on these comments.
Members of the public, landowners adjacent to Village Route 4 (at drop-in session)	<p>Petition signed by five members of the family opposing Village Route 4.</p> <p>Dangerous access/exit rear of 1 Danvers Road Creation of hazardous access to and from Spring Farm Disturbance of badger setts Removal of mature trees Prone to flooding Covered well and main stopcock for Spring Farm on route Litter/flytipping Use of motor cycles</p> <p>Why were landowners not consulted?</p>	<p>The map will be re-drawn to show an indicative conceptual route between Broughton and Banbury, not a specific route.</p> <p>Wykham Lane was suggested as an alternative at the drop-in session.</p> <p>Landowners will be consulted when we have detailed proposals.</p>
Cllr Mark Cherry	<p>Rule out Cycling Quickways for Bretch Hill because of the problem of displaced on-street parking.</p> <p>A cycle route in Bretch Hill is being consulted on without any details of how a cycle route would be achieved.</p> <p>Concerned about the possible effect on bus routes.</p>	<p>There are no plans for Quickways in Banbury. On-street parking would only be moved where there is an alternative</p> <p>Bretch Hill was shown as a possible future network route – the final document will be clear about the LCWIP routes for approval. We accept the issues on Bretch Hill and this would need reviewing in future updates.</p> <p>Any proposed cycle routes will be assessed before implementation for their effect on bus routes.</p>

Member of the Public	<p>Request for a (safer) cycle route between Banbury and Chenderit School. The 60mph zone past the golf course makes it too dangerous for cyclists.</p> <p>Request for a separate walkway and cycle way over the Cherwell and Railway (parallel to Bridge Street) bridge.</p>	<p>The LCWIP proposes Village Route 6 Banbury to Middleton Cheney to provide this connection. We will need to work with South Northants in terms of access to Chenderit School.</p> <p>This does need to be considered as part of Bridge Street/ Cherwell Street options assessments.</p>
Representative from Laws & Fiennes	<p>As representatives of the land owners, Village Route 1 is not acceptable if using this land to provide access between Banbury and Wroxton.</p>	<p>The map will be re-drawn to show an indicative conceptual route between Wroxton and Banbury, not a specific route.</p>
Residents of Broughton (via Parish Clerk)	<p>Strongly in favour of a path from the village to Salt Way. Would definitely be a benefit for running and cycling.</p> <p>Suggest taking part of the middle-grassed area down Woodgreen and making that a 2-way cycle route. Then cycle down Hilton Rd to the Warwick Rd and the cyclists and are more or less in town. Also make Boxhedge and Hilton Rd one way for cars to allow for the cycles.</p> <p>Warmly welcome the cycle/foot path to Parson's Piece.</p> <p>Lighting the path would be safer in the darker months (cyclists seeing pedestrians, lone walkers) but also presents the potential for light pollution (depending on the source and height of lighting).</p> <p>Concerned that the proposed one-way system in town is going to affect the few businesses that are left.</p> <p>A cycle and walking path to town would be great. But trying to make it harder for people to drive is badly thought out - so many people can't realistically cycle. The last thing the town centre needs to thrive is fewer people going there.</p> <p>I wonder if they are considering charging as in Oxford.</p> <p>Concerned that making the Broughton Road one way is going to cause major issues and time delays for people trying to access the town centre.</p>	<p>A study of the Western Corridor will form an early stage of the process</p> <p>Lighting will need to be assessed on a route-by-route basis, for exactly these reasons.</p> <p>Early proposals for a one-way system are no longer in the LCWIP. The most suitable design for this corridor needs careful consideration.</p> <p>The proposals are intended to make it easier to cycle or walk. Driving will still be the preferred option for many trips.</p> <p>There are no proposals for road user charging.</p> <p>The proposal was changed to a possible weight restriction.</p>

	<p>Queensway/Bloxham Road is already mayhem between 8am & 9am due to the high volume of school run traffic. This proposal will just add to the chaos and it is likely that Mewburn Road/ Kingsway will then become a "rat run" to avoid the Bloxham Road issue, always assuming that you will be able to get there with the inevitable additional traffic chaos. Leaving the village via Wykham Lane to access town via the Bloxham Road is bad enough now but this is likely to get worse with these proposals.</p> <p>Constitution Hill one way (Cross to Queensway)</p> <p>Banbury is dying due to high parking charges (& heavy-handed 3rd party parking enforcement officers) and high business rates. This proposal will drive more people away from Banbury.</p> <p>Calthorpe Street to Cross one-way will force people to turn off South Bar into Calthorpe Street, thus creating more congestion.</p> <p>Surely, the cost of this could be better spent in repairing the current roads, which are hazardous due to poor maintenance.</p> <p>My biggest concern with the safety of the current roads is the very dangerous Wykham crossroads. Is it possible to use the current review to push for improved safety measures at this junction, ideally a roundabout?</p>	<p>Diverting traffic onto already-busy roads will certainly not help. The proposals, do, however, aim to reduce the number of vehicles on the road by converting some of those trips to cycling or walking.</p> <p>Rather than making the road one-way, an alternative put forward at the drop-in session was to impose a weight restriction.</p> <p>All these issues are under the remit of the District Council</p> <p>There is no proposal to make this road one-way</p> <p>Government funding would be specifically allocated to cycling schemes</p> <p>Safety audits will be carried out before any proposals are implemented</p>
The Bourtons Parish Council	<p>Your documents are prefaced by the comment that you have consulted local stakeholders. We would strongly dispute this as we have not been consulted as the local Parish Council affected directly by some of your plans, so we believe that you cannot know about the interests or opinions of our area.</p> <p>Rural unclassified lanes are generally ignored by the Highways department when it comes to maintenance so the starting point must be that significant investment in improving the existing surfaces and access is essential before any consideration of expanding the use of such lanes.</p> <p>We would dispute that cycling/walking alongside a busy main road from Little Bourton into Banbury could ever be enjoyable. Particularly, when with a little imagination and thought there could be an excellent alternative which seems to have been ignored, the towpath of the Oxford Canal, already a protected area</p>	<p>Consultation took place with local County and District councillors as elected representatives</p> <p>Maintenance of existing and future infrastructure will be a key discussion</p> <p>Improvements to parts of the towpath form a major part of the proposals, but it is extremely unlikely they would extend as far as Little Bourton due to the excessive costs involved.</p>

	<p>for nature and a direct and principally flat route directly into the centre of Banbury and the railway station; through pleasant countryside and far away from heavy traffic and related fumes, pollution etc. With surface improvement and some minor widening this would be a much appreciated route by many local cyclists who used to use it regularly prior to it being allowed to descend into disrepair by Canal & Rivers Trust.</p> <p>Village route 2 seems to have no logical destination identified as it is proposed to terminate in Little Bourton at the junction of Foxden Way and Crow Lane.</p> <p>There is a suggestion that that in the future it could be extended to Chacombe, but this would involve very considerable improvements to both local roads and potentially rural footpaths with gates, stiles etc.</p> <p>This route also proposes removing the right turn lane into Little Bourton on the A423 but does not explain how local traffic would then safely enter the village of Little Bourton, this being the only direct entry for residents and visitors. This right turn lane was added some years ago to improve safety and accommodate a bus layby. This Council would like to see a traffic island in the centre of the road to provide a safe crossing point for bus passengers alighting from the northbound occasional service. We have approached OCC Highways about a lower speed limit, but this was not supported, and to propose a 30mph limit on a main 'A' road in the rural countryside does not seem proportionate or supportable, as Police do not have the ability to enforce the existing 50mph limit let alone a lower one.</p>	<p>There are specific, very strict rules for cycling infrastructure on towpaths. It is not simply a case of 'surface improvement and minor widening'.</p> <p>The proposals are intended to improve access for residents of villages into Banbury, not necessarily for visitors to travel to Little Bourton</p> <p>The proposal is to remove the right-turn lane, not ban the right turn</p> <p>A site visit attended by the local County Councillor determined that an island would not be safe in this location without corresponding reductions in vehicle speeds</p>
Banbury Active Travel Supporters (BATS)	<ul style="list-style-type: none"> • Lower and consistently enforced speed limits throughout the town. Banbury should embrace '20's Plenty' and consistently implement it through residential areas and on routes used by cyclists and walkers. • Traffic signals should prioritise the needs of active travellers, compared with motorists, in the residential and commercial areas of the town. • Consideration of areas of Banbury to be designated as low-traffic neighbourhoods. • Implementing the plans for a pedestrian bridge over the railway should be a top, early priority. 	<p>The county-wide 20mph project will reach Banbury during 2023-4.</p> <p>Re-phasing of traffic lights will be examined early in the process, and may be a "quick win", although the effects on congestion and buses will need to be modelled</p> <p>Low-traffic neighbourhoods do not form part of the initial LCWIP programme</p> <p>This is an aspiration, however land ownership and cost may be challenging.</p>

	<ul style="list-style-type: none"> • Using the central reservation (on the western corridor) to create an all-weather Active Travel path amongst the trees would transform this popular route for non-drivers. • Extend the walking and cycling network out of Banbury on the eastern side. Wardington and Chacombe should be incorporated into the plan. • Extend Village Route 2 to Cropredy. • Create an active travel link between the housing estates on the south side of the town (around Bankside and Bodicote) and the industrial estates on the other side of the railway/canal/ river on Chalker Way and Thorpe Way. Despite the straight line distance being well under 1km, anyone making this journey has to travel north all the way to Middleton Road, only to then head south again. • Wherever possible cyclists should be separated from HGV traffic on the industrial estates. • When designing routes care needs to be taken to ensure access for all active travellers eg. Barriers need to be wide enough to allow access for mobility scooters, cargo bikes etc. • Consider the provisions of the LCWIP in the context of the anticipated growth in the use of cargo bikes for home deliveries. An effective and fully functional cycling infrastructure, accessible to cargo bikes, would encourage their use as an alternative to conventional deliveries by motorised vehicles and therefore reduce future traffic. • Improving infrastructure is just part of the jigsaw for increasing the number of people who choose to walk and cycle in the Banbury area. Other factors (in addition to those suggested above) include: <ul style="list-style-type: none"> a. Promoting any changes to the infrastructure so that people know about new routes and are encouraged to try them out. Eg advertising, social media, posters, local radio etc. b. Offering support for potential cyclists: buying advice, training sessions, maintenance and repair sessions, loan or rental facilities. c. Taster walking sessions for some of the new routes. 	<p>This is directly addressed in the LCWIP. A south east perimeter road has long been an aspiration, but until that can be achieved, an active travel alternative will be pursued.</p>
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	d. In some circumstances signal controlled crossing could be replaced by traditional Zebra crossings which have no traffic signals as these crossings are, typically, much quicker to use for pedestrians.	
Nick Small Head of Strategic Development and the Built Environment Stagecoach West	<p>We are aware that an overarching Banbury Area Transport Strategy is anticipated shortly but has yet to be published. We would expect this to provide a very important framework that lays out how each mode can be expected to maximise its contribution to meeting the environmental, social and economic goals of the Council's transport strategy set out in LTCP5. Without this being concluded, the mode-specific proposals for cycling and walking in the LCWIP have been prepared without a wider locality-specific synthetic perspective. This, in our view, seriously hinders and potentially threatens the potential of solutions that involve public transport.</p> <p>Congestion problems have mounted, as the town has grown. [...bus operations have become progressively slower and more unreliable]. We have been pressing for a direct and traffic free route for buses across the town centre to protect buses from these problems for as long as 9 years.</p> <p>Therefore, while Stagecoach freely acknowledges the potential of greatly increased role of cycling in meeting local trip needs – not least because the majority of journeys made by car are less than 2 miles in length – Stagecoach once again would stress that the attractiveness of walking and bus use must not be compromised by cycling measures.</p> <p>The LCWIP is additionally intended to enhance the appeal of walking. However the title of the Plan and its structure – reflecting Government expectations – places walking in every respect in a subordinate position. Contrary to the oft-quoted modal hierarchy, which seeks to prioritise walking first, then cycling, the LCWIP is a document obviously dominated by cycling measures. There are few if any strategic measures that make walking greatly safer, more attractive or comfortable. The benefits for pedestrians generally seem to “fall out” from a wider reduction in traffic and traffic speeds on the one hand, and making it very much more difficult, if not entirely impossible, to use a car to make local journeys. Contrasting with the extensive approach to the cycling network presented – across the town and well beyond – walking measures are limited to a restricted inner area.</p> <p>Once again, we would also stress that virtually all bus journeys start with a walk to a bus stop, and a considerable amount of walking at or near the destination. Bus use is already proven, in peer-reviewed medical research papers to have a</p>	<p>The LCWIP will form a key part of the Banbury Area Travel Plan, and as stated, this is where the interface with public transport will be clearly laid out.</p> <p>Movements from west to east present a major difficulty, and will need to be successfully addressed if this LCWIP and the Area Travel Plan are to succeed</p> <p>It is acknowledged that only a minority of journeys from west to east will be made by cycle or on foot. The creation of a direct bus service which does not traverse the town centre will need to be explored</p> <p>One of the key aims of the LCWIP is to remove conflict wherever possible.</p>

	<p>measurably beneficial impact on public health as a result. Public transport use is not considered an “active travel” mode, but should be. Irrespective the pedestrian environment is of significant importance to Stagecoach and all bus operators.</p> <p>The shared problems we are all wishing to address arise from indiscriminate car use, which dominates and seriously undermines the attractiveness of all the alternatives – including both cycling and bus use. There should be no sense that improving conditions for one undermines those for the other. To present the best possible range of sustainable choices to current motorists, it is also critical that the bus presents the best possible choice, for those needs where it can be realistically relevant. This will depend heavily on the trip, the individual and the trip purpose.</p> <p>In fact, the space requirements involved in securing a radically higher level of service for cycles and similar vehicles, which national policy intends to suit all users “from 7 to 70 years old” are high, given the demands of achieving effective segregation from both vehicles and from pedestrians laid out in DfT Ministerial Circular LTN 01/20. It is becoming evident both in the County and nationally, that the space requirements to meet those standards can rarely be met without reallocation of space away from both cars and pedestrians.</p> <p>As we outlined in more depth in our June 2022 response, these conflicting demands within very limited public highway widths are particularly evident at bus stops. The practical impossibility of maintaining segregation even on major arterial routes starts to create a set of issues that is exceedingly hard to reconcile. This can easily result in serious design compromises that jeopardise the quality of experience and safety of both cyclists and pedestrians – including bus users – to an unacceptable degree.</p> <p>Where space to segregate does not exist, a shared use walking and cycling facility cannot be considered to represent an improvement in conditions for pedestrians. It legally introduces vehicles, including powered ones – into the pedestrian environment. Given there is no legislation or enforceable practice that gives pedestrians priority over cyclists or micromobility, in practice, these vehicles have “priority” over pedestrians, in terms of the hazard each presents to each other. That includes those waiting at bus stops.</p>	<p>Rather than indiscriminate, car use is often the default option where no clear attractive alternative is available</p>
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	<p>Another solution gaining great traction is the virtual reallocation of road space to cycling across large parts of the network by almost entirely eliminating vehicular permeability on most urban streets, though mode filters. Extensive use of these constitutes “Low Traffic Neighbourhoods”. This is explicitly proposed in the Draft LCWIP. However, whatever the effects of these on numbers of vehicular journeys, and the ambience of many side streets, which we recognise can be very positive, the great majority of residual traffic continues to circulate but is re-assigned to the remaining links and junctions on the network – generally, those more major arterial and distributor routes remaining open and that also accommodate bus services. The directly consequential impact of the acute delays that can easily result from this on bus services is well evident today across East Oxford.</p> <p>Only be radically reducing the amount of motorised traffic as a whole can this be avoided, or alternatively, creating extensive bus-only priority through lengthy bus lanes and strategic traffic filters on major routes. No such plans exist anywhere in Banbury. Nor is it clear how feasible these would even be.</p> <p>LTN 01/20 of course does recognise many of these kinds of limitations. It urges that parallel routes be identified where possible and necessary, to deliver the objectives of government policy for cycling.</p> <p>While national policy places walking and cycling – in that order – in a more privileged position than public transport, there is nothing in LTN 01/20 that supports a view that bus operation and use should be made materially harder or more hazardous by strategies that seek to boost the uptake of cycling.</p> <p>The only concession in the Draft LCWIP to buses, since the June 2022 Public Engagement, is to acknowledge their existence on the relevant corridors. At no point is there any clear sense given that the deliverability of certain kinds of cycling interventions might be constrained to any extent by the presence of bus services.</p> <p>Furthermore, the needs of pedestrians are not even mentioned as a constraint to cycling. The prospect that public highway widths may well be insufficient to provide off-carriageway segregation, for example, is hardly touched on, despite the fact that some of the most constrained parts of the network are within the inner area, which is the focus of the pedestrian measures one hand, but also</p>	<p>The revised LCWIP specifically rules out introducing Low Traffic Neighbourhoods, although it does acknowledge that limitations on motorised vehicle access may be appropriate in the future</p> <p>Reductions in the number of trips made by car form part of wider county council policies</p> <p>It is most certainly not the intention of the LCWIP to make bus operation more difficult or less convenient.</p> <p>The LCWIP is one small part of the overall Banbury Area Travel Plan, which is where the interaction of all travel modes will be addressed</p>
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	<p>where bus routes converge, along with a great deal of longer-distance as well as local traffic.</p> <p>With regret, Stagecoach objects to the Draft LCWIP for Banbury, as being unfit for its primary purpose – boosting cycling – and having likely severe consequences for the ongoing viability of the bus operation in the town and beyond. This fundamentally threatens the achievement of national and local transport policy.</p> <p>We set out some clear recommendations in the response, mindful that this was the most opportune of times to signal these points to the Council to mitigate the kinds of risks we have once again presented to the Council. They bear repeating and are set out below:</p> <p>“We believe that these risks are most appropriately mitigated by the Council taking the following approach to refining and finalising designs:</p> <ul style="list-style-type: none"> • Properly undertaking work on an evidence base to establish existing cycling levels and a properly based propensity to cycle, having regard to terrain, housing density and clearly identifiable desire lines. The Council should not simply apply a “blanket” approach which pays no attention to context or the likely positive impact of proposals. This is necessary to demonstrate value for public money, and is clearly endorsed at the methodology expected by LTN 01/20. • Audit available highway widths fully on all the major streets proposed for cycling measures. This should operate alongside an audit of green-space and biodiversity to ensure that loss of verge and trees does not unduly impinge on biodiversity as well as the wider functions of urban green infrastructure. Where 14m is not clearly and consistently available, serious evaluation of alternative approaches to provide high quality provision, for example through adjoining neighbourhoods leveraging modal filters where expedient and appropriate, should be used – again entirely in line with LTN 01/20. An excellent example is along Causeway/Overthorpe Road, which warrants substantial improvement for cycling, and nearby, on Daventry Road. • Work on the presumption that stepped with-flow cycle tracks should be consistently and seamlessly provided in both directions on the busiest routes, where LTN 01/20 thresholds demonstrably justify this. Two-directional (side slung) cycle tracks should be avoided as far as possible, as they are especially problematic where they pass through bus stops, and are inherently less attractive for cyclists in most circumstances, especially where they are also width constrained, or involve the track repeatedly crossing from one side of the corridor to the other. 	<p>The detail design phase of each scheme will address these issues</p>
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	<ul style="list-style-type: none"> • Investment should be focused on the links and corridors where the evidence shows the impact will be greatest, rather than trying to apply poor quality measures broadly across the whole network. • On key corridors, such as Ruscote Avenue South, Oxford Road and Warwick Road where space may permit full segregation but only through the reassignment of a substantial amount of traffic capacity, evaluate the provision of sufficient unbroken lengths of 4m wide combined bus and cycle lanes as part of a more comprehensive multi-modal mode-shift approach. This would insulate bus services from increased delay, and also serve to stimulate substantial mode shift from car to bus, not only mitigating adverse impacts, but reinforcing the impact of the investment on mode shift in support of public health, social inclusion and carbon reduction goals. These bus lanes would widen as far as space permits, to 5m at bus stops, giving 2m on the offside of the bus to pass it without encroaching into the vehicular carriageway. • Take care with the design of Low Traffic Neighbourhoods to avoid needlessly loading the main streets with additional traffic and turning movements. LTNs can perform at least as effectively by the use of turning bans and one-way circulation, to direct traffic out of neighbourhoods onto suitable roads while avoiding large numbers of turns in the street, and increasing conflicts between all road users. We are particularly alarmed by the impacts of recent implementation of LTNs in inner city East Oxford, where the built form has some similarities with many inner areas of Banbury. This has caused extremely serious effects on bus operation, which we have separately notified the Council of at the most senior level. • Working collaboratively with us and other key stakeholders, including local cycling groups, to refine the proposals on a “co-production” basis. We found the experience of this on Woodstock and Banbury Roads very helpful, as we believe the Council did also.” <p>In particular the DfT funded “Propensity to Cycle” tool assumes Dutch propensity to cycle and applies it to the UK, and specific geographies, without any meaningful consideration of immutable constraints. These include topography, the nature of the provision that could ever be offered on the links in question, or even if the exceptionally high cycle AADT, apportioned rationally by hour, could be realistically accommodated by future infrastructure without causing other problems – such as unacceptable conditions for pedestrians on lengths of shared use track or at key crossing points.</p>	<p>The prioritisation phase will address these issues</p> <p>No Low Traffic Neighbourhoods are proposed</p> <p>No on-street parking will be removed where there is no alternative.</p>
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	<p>Much of the inner area of Banbury pre-dates the widespread use of cars and dense pre-WW1 neighbourhoods fronting key arterial routes such as Broughton Road and Warwick Road do not benefit from off-road parking. The practical and political realities involved in removing this parking remain to be seen.</p> <p>d. Specific walking proposals The methodology without any clear logical foundation, assumes that the only destinations of any relevance to walking are within a short distance of the town centre, which is apparently the only meaningful walking destination. As a result, the LCWIP focuses walking measures only on a 1000m radius of the central area.</p> <p>Given the large amount of employment on the edge of the town that is close to, if not adjacent to major residential areas, this scope is extremely and unnecessarily limited.</p> <p>As a result, key pedestrian links, of strategic importance, are entirely overlooked.</p> <ul style="list-style-type: none"> • An egregious example is that between Longelandes and Beaumont Drive Industrial Estate. Quite apart from the obvious relevance of this link, less than 100m long, to local residents, it is also the main way to access the employment from the B9 bus route that runs in both directions every 15 minutes along Longelandes. • Another is along the former Overthorpe Road (including Causeway), and the links from the bus corridor on Middleton Road south towards the Thorpe Way Industrial Estate, one of the largest employment areas in the town accommodating a huge variety of business of different kinds. This includes Howard Street. It also includes off-carriageway pedestrian and cycle provision to the east between Middleton Road via Winchester Close and Overthorpe Road, to the eastern end of Thorpe Way, that does not meet LTN 01/20 standards, having been built in the early 1990s. This is especially important as this north-south corridor stretches seamless into Grimsbury and along the Daventry Road, one of the more socio-economically challenged neighbourhoods in the town. It intersects Middleton Road, the only bus corridor leading east of the town centre, at a signalised toucan crossing. There is actually a case to look at the bus stop provision on Middleton Road, moving the existing stops to the west to be closer to Howard Street, and likewise shifting those further east to the west to relate directly to this crossing, as they have no direct hinterland. • Beyond the Thorpe Way area, to the south, the opportunities to transform pedestrian and cycle connectivity to the southern end of the BAN employment 	<p>The first phase will concentrate on the town centre as this is likely to benefit the most people. Subsequent phases will look at schools, employment areas etc</p>
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	<p>allocation, known as the “Central M40” distribution park, are nowhere mentioned. There is clear scope to look to provide a strategic connection from the bottom Padbury Drive to Chalker Way, though some negotiation on land control might be required either with Network Rail or with Thames Water Utilities on the far margins of their sites well away from current operations. Chalker Way is intended at a point shortly, to provide for turning facilities for buses. We are not aware this has been provided so we cannot safely serve the rapidly expanding employment in this area. Irrespective, even when this is delivered, the potential for direct pedestrian and cycle linkage to the dense residential areas around and immediately east of the town centre ought to be seen as a significant potential strategic win for the LCWIP.</p> <ul style="list-style-type: none"> • The risks of detriment occurring to operation and attractiveness of part or all of the bus network in Banbury are very high. Given the fragility of the network, there is no “margin for error”. Progressing cycling measures in the same manner as in East Oxford, and as signalled by a lightweight policy and proposals framework in this LCWIP, makes a very damaging outcome more rather than less likely. <p>Progressing the Banbury LCWIP as a standalone exercise, having little if any regard to public transport or, indeed, a wider transport-related evidence base that covers all modes, in the view of Stagecoach, sets policy up for potentially very serious unintended consequences in and around Banbury. These consequences go well beyond a “failure” to achieve the transport objectives of the Council in the round. They involve the real risk that the entire public transport becomes irrelevant and unviable.</p> <p>This would affect not only bus services in the town itself but key connectivity to settlements around the town, and by extension, it risks marooning very extensive parts of rural Cherwell District and beyond, in total isolation without the availability of a car.</p>	
Cherwell District Council	<p>The purpose, scope, and limitations of the LCWIP should be clarified. Provision of the infrastructure for ‘active travel’ is the focus of the LCWIP. However, active travel not only relies upon the provision but also the maintenance of infrastructure - to ensure safe and enjoyable journeys, to encourage the switch from motor vehicles.</p> <p>The experience of people using the infrastructure will be inherent to the success of the LCWIP. It should therefore be established how information and education</p>	Ongoing maintenance will be a key consideration before any new infrastructure is provided

	<p>may be provided to encourage positive behaviours in tandem with the implementation of fixed assets.</p> <p>The LCWIP should also refer to the Department for Transport's Highway Code (2022) and explain how, for example, the 'Hierarchy of Road Users' will be integral throughout the design and implementation phases of the plan. This should include, for example, a review of the current approach to the design of junctions (i.e. within the Banbury Area Travel Plan) to correct the incorrect indication that motorised traffic has priority at junctions.</p> <p>We consider that further engagement is needed ahead of finalising the Banbury LCWIP. There is an opportunity to align this document within the wider context of the emerging LTCP Banbury Travel Plan and Cherwell Local Plan 2040. We see this engagement to explore with different network users and those expected to deliver the schemes to discuss the proposed routes in a set of focused workshops.</p> <p>Also, an 'Implementation' box as Stage 7 would address the important public policy aspect needed to ensure take up of the routes and modal shift (e.g. the soft measures to enable the take up (awareness campaigns, engagement with major employers, signage, Bike libraries/bike schemes etc).</p> <p>A monitoring box as Stage 8 would also link to section 8.2 – monitoring the delivery of schemes and take up of cycling and walking to inform next iterations of LCWIP and the schemes already identified in this draft for later implementation.</p> <p>It is pleasing to see the LCWIP addresses connectivity of the market town centre and the most immediate rural settlements. However, we would also suggest the addition of Hanwell and Horley which fall within a 30min cycle radius of Banbury Town centre (Table 1 and maps).</p> <p>The Public Rights of Way (PRoW) network has great scope for increased use for active travel yet is not visually presented and has very little mention. Public footpaths and bridleways – if waymarked and publicised – could enhance the comprehensiveness of the LCWIP.</p>	<p>Phasing of lights at controlled junctions will be an early stage of implementation</p>
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	<p>There is scope to add further 'cross town routes' (that circumvent the town centre) – especially for leisurely circular routes from homes (and return without requiring a destination).</p> <p>We particularly support the provision of "Paths of sufficient width or separation to enable people cycling and walking to travel side by side and to pass without conflict". However, will the increasing use of electric bikes and scooters increase speeds, and if so how can design features mitigate the risk in future of higher speed electric vehicles passing close to pedestrians?</p> <p>The emerging Cherwell Local Plan 2040 and Banbury Travel Plan (LTCP) will be key to integration into 'policy and plans.'. The integration should also be 'two-way'. To enable that integration, it will require the LCWIP schemes to be costed with an indication of sources of funding. It is appreciated that full costs may not be available until scheme feasibility is carried out but promoting schemes through the Local Plan will require an indication of costs and funding.</p> <p>We have noted above the desirability of infrastructure to be created to help the safety of active travel users. All LCWIPs would therefore benefit from a section on soft measures which encourage the take up of active travel over and above the provision of physical infrastructure. OCC, Cherwell and other partners have in place a number of these initiatives and it would be appropriate to refer to them: https://www.cherwell.gov.uk/walking-and-cycling</p> <p>Design Standard Documents are mentioned in Table 2 but there is no explanation of what they are or active link to find out more. All LCWIPs would benefit from a brief section on design standards. The maps include development sites. The potential for integration with existing communities and the existing and proposed active travel network could be highlighted through those standards.</p> <p>This will also be important for the integration with Green Infrastructure. Sites such as Canalside will be key to improving connectivity, especially in relation to the railway station and potential new crossing points of the river, canal, and railway. We appreciate that the detail will be in Local Plans and the Banbury Travel Plan, but the site could be shown in the maps, the proformas or the text of the LCWIP to highlight this key site without prejudicing Local Plan content.</p>	<p>Segregation will be a key consideration in the design of all routes</p>
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	<p>With cycling and walking, the difficulty of retrospectively implementing infrastructure within a road network created incrementally over many centuries, intersected by modern high-speed roads carrying high volumes of traffic, should be highlighted. It could also be explained clearly why 'no change' is not an option.</p> <p>The positive association between active travel and efficient car use could also be made. For example, if X walkers and Y cyclists opt to leave their car at home, it would reduce travel time for motorists whilst not reducing car parking spaces. The advantages and disadvantages should be clearly shown.</p> <p>Speed is recognised only in relation to motorised traffic whereas the speed of cyclists should also be understood to inform the design of infrastructure. A cruising speed of 15 mph is common for a reasonably fit adult and therefore the shortcomings of past approaches to the retrospective creation of 'cycle lanes' should be acknowledged. The application of white paint to shared pavements, for example, to indicate that cyclists should give way to traffic crossing their path from every side junction, disrupts journeys and places the cyclist in more danger. Further conflicts also face walkers crossing junctions. Design guidelines should be reviewed alongside the Highway Code (2022), promoting the Hierarchy of Users in practice.</p> <p>It is noted that detailed accident analysis will take place during the design stage of route improvements and will be used to inform those improvements. This is a pragmatic approach but should consider the scope of the LCWIP final document to include more information on the likely ability/ capacity of the preferred routes to be improved. Please note our request for further engagement on this.</p> <p>The use of accident data to ensure the highest risk sections/ junctions are treated – the recorded serious accidents for cyclists appear to be shown (in Figure 19) to be at junctions. Resist road markings that dictate cyclists to move to the left as this reduces visibility and contradicts principles of shared space.</p> <p>Recognition needs to be made that the plan should tackle instances of danger created by existing cycle lanes before accidents happen. For example, at the busy Ermont Way, a cycleway contains an indistinct bus stop pole in the middle of the cycleway. This has clearly been placed and it begs the question why the risk it creates was not mitigated at the time of installation? If the rectification of such dangers is not acknowledged in LCWIP, they will be allowed to prevail and</p>	<p>The particular difficulty of the lack of road space in the town centre is highlighted</p>
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	<p>lessons arising through the plan making process will not be recorded – until a foreseeable accident happens.</p> <p>With infrastructure being shared by cyclists/scooters and walkers, it should be acknowledged that the risk of conflict is likely to increase with more users travelling at higher speeds created by electrification of cycles. As the more vulnerable user, how will walkers be protected? Examples of design standards would help visualise how the schemes could minimise conflict.</p> <p>We welcome the approach to the presentation of routes in proformas - useful and clear. However, they will require further enhancement, development, and consultation upon in detail and at every stage before implementation. Particular weight should be afforded to elected representative bodies with oversight and local knowledge, such as the Town and District Councils. Please note our request for further engagement.</p> <p>The document stresses that “Trip generators have been identified to understand where people want to cycle to and from”. Whilst such purposes are important, not all trips will be to or from a place – for instance, they could be a round trip from home for exercise purposes. The LCWIP should therefore accommodate wider interests.</p> <p>Severance due to M40, River Cherwell, Canal and Railway Line is recognised as a network constraint - it would then also be helpful to clarify which routes/ interventions contribute to overcoming the obstacles, or a sense of the wider works required.</p> <p>We strongly support the statement that: “The improvements identified are high-level proposals and options, which will require further feasibility and design work, along with public consultation before being implemented. They will also need to be considered in the wider context as part of the emerging Banbury Area Travel Plan. Cherwell Local Plan 2040 and Banbury Masterplan”. We will require further certainty on the ability of the preferred routes to be delivered before progressing them into Cherwell plans and programmes.</p> <p>Sections could be shown to interconnect. For example, the Village Route 5 (from Adderbury) to the railway station could connect with the section called ‘Route 18’ (Canal Towpath) to provide a realistic, practical route.</p>	<p>We anticipate small ‘working groups’ of stakeholders will be formed to discuss and finalise the detail of each route before any changes are proposed</p>
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	<p>'Severance' caused by the railway, canal and river impacts on several of the routes – especially around the railway station 'pinch point'. It should therefore be indicated where new crossings should be created. There are two likely places – Canalside to Thorpe Way and Bankside/ Oxford Rd to Chalker Way – to be determined by the Banbury Area Travel Plan, the Cherwell Local Plan 2040 and the Vision Master-planning.</p> <p>Chalker Way is now a major source of employment and yet is only treated as a cul-de-sac in the LCWIP. It begs the question of how such private estate roads – designed to be adopted in future – can be integrated into the LCWIP at this stage, or is it dependent upon other work such as the Area Travel Plan? How are such landlord being engaged as stakeholders?</p> <p>Route 4: Consider extending the proposed additional route on the B4100/ Warwick Road to improve cycle links to/ from Hanwell and Horley. Also consider extending the primary route BP4 to Drayton although we appreciate there may be environmental and engineering constraints on this route. If so, they should be identified.</p> <p>Route 7: This route appears to be widely supported and can perhaps be implemented most straightforwardly, including a short link from the track to road of the Beaumont Industrial Estate. However, to assess interest, have the businesses and workforce been consulted on such proposals?</p> <p>Route 14: (Wildmere Industrial Estate to Bridge St) has great potential as a direct, attractive route but is perhaps not well known and in need of way marking. This is especially important as the facilities for cyclists to cross the more obvious route between Gateway (retail park) and the town centre is across the notorious roundabout at Hennef Way and Ermont Way.</p> <p>Route 18: This is a particularly important route that could better serve the railway station and town centre with links to homes. As a Conservation Area corridor, it offers safe and pleasant separation from motor vehicles but is narrow in places with poor surfacing. The views of the Canal and River Trust are imperative to include.</p> <p>In addition to the eight routes formally identified, walking routes could be included as hugely flexible parts of the active travel network, applicable to short</p>	
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	<p>as well as and longer trips within the town. Appropriate publicity/signage and maintenance of the existing infrastructure should also be assured.</p> <p>The 'Primary' routes shown in Figure 24 largely follow the roads with highest motorised traffic (with associated emissions issues and risk of conflict). Such potential conflict should be recognised to mitigate risks and to establish policy to create higher standard, more attractive primary routes in new developments which incorporate greater separation.</p> <p>It should be made clear that 'Secondary routes' are no less important, they simply reflect expected levels of use – often for practical 'end to end' purposes. Indeed, secondary routes (such as the former railway line and Salt Way) tend to be further away from motorised traffic. Therefore, for cyclists and walkers, secondary routes could be more attractive for leisure, fitness, and recreational activity (indirect, circular routes as opposed to those intent on reaching a destination). The Council's Leisure Services can assist.</p> <p>Effective engagement cannot be stressed enough! The LCWIP needs to be 'owned' by all residents and businesses – by making it appropriate to everybody. Embedding the LCWIP will require locally elected and accountable bodies such as the Town Council to be actively involved.</p> <p>The limitations of the Plan should therefore be acknowledged in the context of the Scope and Mission of the LCWIP stated at the beginning of this document. Identify how blockages of the network will be controlled? (e.g. will OCC or Police enforce car parking across active travel routes?</p> <p>Identify how will the infrastructure be maintained? (e.g. will the cycle ways be regularly swept to avoid debris creating slip hazards, how often will signs and road markings be refreshed, who will have responsibility, etc).</p> <p>Proactively improve industrial estates roads (some businesses have sought guidance to integrate access road improvements at the junction of the public highway. This could be done more proactively – for instance, guiding the road markings to safeguard pedestrians crossing roads used by LGVs. Work with the Council's economic growth service and business groups.</p> <p>8.2 Reviewing the Banbury LCWIP</p>	<p>Improved 'wayfinding' will be investigated with the Town and District councils</p>
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	The proposals for reviewing implementation should be enhanced – for example, by indicating how key stakeholders (such as the Councils) would be involved.	
Member of the public	<p>Disappointed that there seems to be no mention or consideration for safe passage through the busy old part of Bodicote village. Where is the safe connection from Bloxham Grove road (regularly used by Warriner school pupils) to Salt way via busy High Street?</p> <p>Why do we need lighting in these proposed areas which will further deplete and further limit the dark skies here.</p>	<p>Village Route 7 connects Bloxham Grove Road with Bodicote.</p> <p>The balance of safety versus urbanisation is a key consideration</p>
Adderbury Parish Council	<p>A4260 (BPV5): Councillors welcome proposals to improve the A4260 between Adderbury and Bodicote to provide an improved footpath and a cycleway. The PC has already discussed this proposal with OCC engineers. Also in the PC's response to the Planning application for an extension to Longford Park (to include a secondary school and over 800 homes) should include S106 funds towards these improvements to this footpath.</p> <p>The Milton Road: Councillors suggest there should be provision for a footpath and cycleway along the Milton Road, from Adderbury to Milton, and to Bloxham. This has been requested previously, and by residents of both Adderbury and Milton, and would benefit children and pedestrians particularly. Also the PC requests a change in the speed limits on this road, which should be 40mph throughout and 30mph in the section passing Milton village.</p> <p>A4100 Ayhno Road: Councillors suggest there should be provision for a footpath and cycleway along the Ayhno Road from Adderbury to the Banbury Business Park. This would benefit pedestrians and cyclists accessing the Business park. Many pedestrians use this road to walk to work and although there are wide verges they are difficult to walk on and vehicles pass at 60mph.</p> <p>Other areas: BSV7 — Bloxham Grove linking Bodicote to Bloxham: Councillors objected to the suggested 'improvements' to this route for the following reasons: -- It is currently a pleasant country roadway with very little traffic and such changes would be urbanising what is a country route. --The PC objected to suggested lighting and traffic calming measures as these were unnecessary and a waste of public funds which could be better spent improving other routes (as above). --Increased lighting would adversely affect wildlife in the area which includes barn owls, foxes and badgers.</p>	<p>These proposals were also included in OCC's response, and funding for a cycle lane near Cotefield has been secured.</p> <p>Routes within villages do not form part of this LCWIP, and this route is better addressed as part of the Strategic Active Travel Network. An "outer ring road" of routes linking the villages may form part of a future iteration of the LCWIP</p> <p>See above</p> <p>Lighting of rural routes is a sensitive issue, and will need to be assessed on a route-by-route basis, for exactly the reasons given</p>

	<p>--Increased lighting would add to light pollution and be visible from some distance away.</p> <p>--Increased lighting and unnecessary traffic calming would be a waste of resources and energy which should be a priority consideration, particularly when local councils have agreed Climate Crisis policies.</p>	
Oxfordshire Cycling Network	<p>We defer detailed comments on the plan to our local member group Banbury Active Travel Supporters (BATS).</p> <p>The important thing with any such plan is that its schemes are translated into high quality infrastructure on the ground. We look forward to working with OCC and BATS on this over the coming years.</p>	
Cllr David Hingley (Cherwell DC)	<p>In line with the PC's [Parish Council's] comments, I too have been contacted by a number of residents who are concerned about part of the proposals for Village Route 7: Bloxham to Bodicote at (a) on the map to install lighting along the track towards Bloxham Grove.</p> <p>There has been interest for some time in installing some kind of footpath or cycle lane along the road from Adderbury to Bloxham via Milton. In particular a new community sports centre is to be constructed at the Adderbury end of that road and it would be prudent therefore to consider whether a footpath/cycle path between at least Milton and Adderbury is possible to link the two, although a route along the whole length of that road has strong merit.</p>	<p>See response above to Parish Council comment</p> <p>This route is better addressed as part of the Strategic Active Travel Network, although an "outer ring road" of routes linking the villages may form part of a future iteration of the LCWIP</p>

Appendix A – Survey

Banbury Local Cycling and Walking Infrastructure Plan (LCWIP)

Let's Talk Oxfordshire

What are your views of the Banbury LCWIP?

Are you responding as:
(Choose any one option)

1. a resident of Banbury
2. a resident of the surrounding area
3. a business/ organisation in Banbury
4. a local councillor
5. Other (please specify)

Cycling

Please refer to chapter 5 (pages 53-101) of the Banbury LCWIP

Typically, how often do you cycle **in Banbury** for any trip purpose?
(Choose any 1 options)

1. Daily
2. Weekly
3. Monthly
4. Yearly
5. Not at all
6. Other (please specify)

Typically, how often do you cycle **in the area surrounding Banbury** for any trip purpose?
(Choose any 1 options)

1. Daily
2. Weekly
3. Monthly
4. Yearly
5. Not at all

Overall, what do you think of the proposed **cycling** improvements? (Choose any 1 options)

1. Ambitious
2. Adequate
3. Inadequate
4. Other (please specify)

If the measures in the Banbury LCWIP were implemented, would this encourage you to **cycle** more? (Choose any one option)

1. Yes
2. No
3. Unsure
4. Other (please specify)

Answer this question only if you have chosen No for If the measures in the Banbury LCWIP were implemented, would this encourage you to cycle more?

Please provide further information on your selection

Cycling Routes

Would you like to provide feedback on a specific cycling route?

(Choose any one option)

1. Yes
2. No

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 1: A361 North Bar Street/ Oxford Road**?

(Choose any one option)

- 3. Yes
- 4. No

Answer this question only if you have chosen Yes for Would you like to comment on
Route 1: A361 North Bar Street/ Oxford Road?

Please provide your comments on **Route 1: A361 North Bar Street/ Oxford Road**

Answer this question only if you have chosen Yes for Would you like to provide
feedback on a specific cycling route?

Would you like to comment on **Route 2: A361 Bloxham Road?**

(Choose any one option)

- 5. Yes
- 6. No

Answer this question only if you have chosen Yes for Would you like to comment on
Route 2: A361 Bloxham Road?

Please provide your comments on **Route 2: A361 Bloxham Road**

Answer this question only if you have chosen Yes for Would you like to provide
feedback on a specific cycling route?

Would you like to comment on **Route 3: Ruscote Avenue A422/ Orchard Way/ Woodgreen Avenue/ Queensway?**

(Choose any one option)

7. Yes

8. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 3: Ruscote Avenue A422/ Orchard Way/ Woodgreen Avenue/ Queensway?**

Please provide your comments on **Route 3: Ruscote Avenue A422/ Orchard Way/ Woodgreen Avenue/ Queensway**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 4: A422/ B4100 Warwick Road?**

(Choose any one option)

9. Yes

10. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 4: A422/ B4100 Warwick Road?**

Please provide your comments on **Route 4: A422/ B4100 Warwick Road**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 5: A361/ A423 Southam Road**?

(Choose any one option)

- 11. Yes
- 12. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 5: A361/ A423 Southam Road**?

Please provide your comments on **Route 5: A361/ A423 Southam Road**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 6: B4035 Broughton Road**?

(Choose any one option)

- 13. Yes
- 14. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 6: B4035 Broughton Road**?

Please provide your comments on **Route 6: B4035 Broughton Road**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 7: Former railway path through Hardwick?**

(Choose any one option)

15. Yes

16. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 7: Former railway path through Hardwick?**

Please provide your comments on **Route 7: Former railway path through Hardwick**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 8: Dukes Meadow Drive?**

(Choose any one option)

17. Yes

18. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 8: Dukes Meadow Drive?**

Please provide your comments on **Route 8: Dukes Meadow Drive**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 9: Grimsbury**?

(Choose any one option)

19. Yes

20. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 9: Grimsbury**?

Please provide your comments on **Route 9: Grimsbury**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 10: Overthorpe Road to Town Centre (from Nethercote)**?

(Choose any one option)

21. Yes

22. No

Answer this question only if you have chosen Yes for Would you like to comment on
Route 10: Overthorpe Road to Town Centre (from Nethercote)?

Please provide your comments on **Route 10: Overthorpe Road to Town Centre (from Nethercote)**

Answer this question only if you have chosen Yes for Would you like to provide
feedback on a specific cycling route?

Would you like to comment on **Route 11: St John's Road to Lambs Crescent?**

(Choose any one option)

23. Yes

24. No

Answer this question only if you have chosen Yes for Would you like to comment on
Route 11: St John's Road to Lambs Crescent?

Please provide your comments on **Route 11: St John's Road to Lambs Crescent**

Answer this question only if you have chosen Yes for Would you like to provide
feedback on a specific cycling route?

Would you like to comment on **Route 12: Salt Way?**

(Choose any one option)

25. Yes

26. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 12: Salt Way?**

Please provide your comments on **Route 12: Salt Way**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 13: Railway Station to Bodicote?**

(Choose any one option)

27. Yes

28. No

Answer this question only if you have chosen Yes for Would you like to comment **Route 13: Railway Station to Bodicote?**

Please provide your comments on **Route 13: Railway Station to Bodicote**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 14: Wildmere Industrial Estate to Bridge Street?**

(Choose any one option)

29. Yes

30. No

Answer this question only if you have chosen Yes for Would you like to comment on
Route 14: Wildmere Industrial Estate to Bridge Street?

Please provide your comments on **Route 14: Wildmere Industrial Estate to Bridge Street**

Answer this question only if you have chosen Yes for Would you like to provide
feedback on a specific cycling route?

Would you like to comment on **Route 15: Easington?**

(Choose any one option)

31. Yes

32. No

Answer this question only if you have chosen Yes for Would you like to comment on
Route 15: Easington?

Please provide your comments on **Route 15: Easington**

Answer this question only if you have chosen Yes for Would you like to provide
feedback on a specific cycling route?

Would you like to comment on **Route 16: Bankside to Salt Way?**

(Choose any one option)

33. Yes

34. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 16: Bankside to Salt Way?**

Please provide your comments on **Route 16: Bankside to Salt Way**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 17: Longelandes Way to Warwick Road?**

(Choose any one option)

35. Yes

36. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 17: Longelandes Way to Warwick Road?**

Please provide your comments on **Route 17: Longelandes Way to Warwick Road**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 18: Canal Towpath?**

(Choose any one option)

37. Yes

38. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 18: Canal Towpath?**

Please provide your comments on **Route 18: Canal Towpath**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Village Route 1: Wroxton to Woodgreen Avenue?**

(Choose any one option)

39. Yes

40. No

Answer this question only if you have chosen Yes for Would you like to comment on **Village Route 1: Wroxton to Woodgreen Avenue?**

Please provide your comments on **Village Route 1: Wroxton to Woodgreen Avenue**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Village Route 2: Great Bourton and Little Bourton?**

(Choose any one option)

41. Yes

42. No

Answer this question only if you have chosen Yes for Would you like to comment on **Village Route 2: Great Bourton and Little Bourton?**

Please provide your comments on **Village Route 2: Great Bourton and Little Bourton**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Village Route 3: North Newington?**

(Choose any one option)

43. Yes

44. No

Answer this question only if you have chosen Yes for Would you like to comment on **Village Route 3: North Newington?**

Please provide your comments on **Village Route 3: North Newington**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Village Route 4: Broughton to Parsons Piece?**

(Choose any one option)

45. Yes

46. No

Answer this question only if you have chosen Yes for Would you like to comment on **Village Route 4: Broughton to Parsons Piece?**

Please provide your comments on **Village Route 4: Broughton to Parsons Piece**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Village Route 5: Adderbury?**

(Choose any one option)

47. Yes

48. No

Answer this question only if you have chosen Yes for Would you like to comment on **Village Route 5: Adderbury?**

Please provide your comments on **Village Route 5: Adderbury**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Village Route 6: Middleton Cheney?**

(Choose any one option)

49. Yes

50. No

Answer this question only if you have chosen Yes for Would you like to comment on **Village Route 6: Middleton Cheney?**

Please provide your comments on **Village Route 6: Middleton Cheney**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Village Route 7: Bloxham to Bodicote?**

(Choose any one option)

51. Yes

52. No

Answer this question only if you have chosen Yes for Would you like to comment on **Village Route 7: Bloxham to Bodicote**?

Please provide your comments on **Village Route 7: Bloxham to Bodicote**

Walking

Please refer to chapter 6 (pages 102-114) of the Banbury LCWIP

Typically, how often do you walk **in Banbury** for any purpose?

(Choose any 1 options)

1. Daily
2. Weekly
3. Monthly
4. Yearly
5. Not at all
6. Other (please specify)

If the improvements in the Banbury LCWIP were implemented, would this encourage you to **walk** more? (Choose any one option)

1. Yes
2. No
3. Unsure
4. Other (please specify)

Answer this question only if you have chosen No for If the improvements in the Banbury LCWIP were implemented, would this encourage you to walk more?

Please provide further information on your selection

Would you like to provide feedback on a specific walking route?

(Choose any one option)

1. Yes
2. No

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific walking route?

Would you like to comment on Route 1: Market Place to Daventry Road?

(Choose any one option)

3. Yes
4. No

Answer this question only if you have chosen Yes for Would you like to comment on Route 1: Market Place to Daventry Road?

Please provide your comments on Route 1: Market Place to Daventry Road

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific walking route?

Would you like to comment on **Route 2: Market Place to Bankside?**

(Choose any one option)

- 5. Yes
- 6. No

Answer this question only if you have chosen Yes for Would you like to comment on
Route 2: Market Place to Bankside?

Please provide your comments on **Route 2: Market Place to Bankside**

Answer this question only if you have chosen Yes for Would you like to provide
feedback on a specific walking route?

Would you like to comment on **Route 3: Market Place to Horton View?**

(Choose any one option)

- 7. Yes
- 8. No

Answer this question only if you have chosen Yes for Would you like to comment on
Route 3: Market Place to Horton View?

Please provide your comments on **Route 3: Market Place to Horton View**

Answer this question only if you have chosen Yes for Would you like to provide
feedback on a specific walking route?

Would you like to comment on **Route 4: Market Place to Easington Road?**

(Choose any one option)

9. Yes

10. No

Answer this question only if you have chosen Yes for Would you like to comment on
Route 4: Market Place to Easington Road?

Please provide your comments on **Route 4: Market Place to Easington Road**

Answer this question only if you have chosen Yes for Would you like to provide
feedback on a specific walking route?

Would you like to comment on **Route 5: Market Place to Queensway?**

(Choose any one option)

11. Yes

12. No

Answer this question only if you have chosen Yes for Would you like to comment on
Route 5: Market Place to Queensway?

Please provide your comments on **Route 5: Market Place to Queensway**

Answer this question only if you have chosen Yes for Would you like to provide
feedback on a specific walking route?

Would you like to comment on **Route 6: Market Place to Woodgreen Avenue?**

(Choose any one option)

13. Yes

14. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 6: Market Place to Woodgreen Avenue?**

Please provide your comments on **Route 6: Market Place to Woodgreen Avenue**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific walking route?

Would you like to comment on **Route 7: Market Place to Orchard Way?**

(Choose any one option)

15. Yes

16. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 7: Market Place to Orchard Way?**

Please provide your comments on **Route 7: Market Place to Orchard Way**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific walking route?

Would you like to comment on **Route 8: Market Place to Hennef Way**?

(Choose any one option)

17. Yes

18. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 8: Market Place to Hennef Way**?

Please provide your comments on **Route 8: Market Place to Hennef Way**

Prioritisation of improvements

Please refer to chapter 7, the cycling improvements proposed in chapter 5 and the walking improvements proposed in chapter 6

Which cycling routes should we prioritise for improvements and why?

Which walking routes should we prioritise for improvements and why?

Final thoughts

Please let us know if you have any further comments

About you

We would like to know more about you so that we can understand more about our customers and residents, as it helps us to know if we are hearing the views of a wide range of people and communities. If you do not wish to provide any of this information, please select prefer not to say. All information given is anonymous and is governed by the General Data Protection Regulations 2018.

How did you find out about this consultation? (Choose any one option)

1. Facebook
2. Twitter
3. Instagram
4. LinkedIn
5. NextDoor
6. Oxfordshire.gov.uk website
7. Email from Oxfordshire County Council
8. Local news
9. Oxfordshire County Councillor
10. District Councillor
11. Town/ Parish Councillor
12. Local community group organisation
13. Friend/ relative
14. Other (please specify)

What is your age? (Choose any one option)

1. 0-15
2. 16-24
3. 25-34
4. 35-44
5. 45-54
6. 55-64
7. 65-74
8. 75 or more
9. Prefer not to say

What is your sex? (Choose any one option)

1. Female
2. Male
3. Prefer not to say
4. Other (please specify)

What is your ethnic background? (Choose any one option)

1. Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)
2. Black or Black British (Caribbean, African, or any other Black background)
3. Chinese
4. Mixed (White and Black Caribbean, White and Black African, White and Asian, and any other mixed background)
5. White (British, English, Welsh, Scottish, Northern Irish, Irish, or any other white background)
6. Prefer not to say
7. Other (please specify)

Are your day-to-day activities limited because of a long-term illness, health problem or disability that has lasted, or is expected to last, at least 12 months? (Choose any one option)

1. Yes - a lot
2. Yes - a little
3. No

4. Prefer not to say

Stay in touch: would you like to sign up for regular email updates on news, events, and developments from across the county? (Choose any one option)

1. Yes
2. No

Answer this question only if you have chosen Yes for Stay in touch: would you like to sign up for regular email updates on news, events, and developments from across the county?

Please provide your email address below, so we can contact you and send a link to our sign-up page where you can tailor which communications you receive:

Appendix B - List of Stakeholder written responses in full.

1. Swalcliffe Parish Council (at drop-in session)
2. Members of the public, landowners adjacent to Village Route 4 (at drop-in session)
3. Cllr Mark Cherry
4. Member of the Public
5. Representative from Laws & Fiennes
6. Residents of Broughton (via Parish Clerk)
7. The Bourtons Parish Council
8. Banbury Active Travel Supporters (BATS)
9. Stagecoach West
10. Cherwell District Council
11. Member of the public
12. Adderbury Parish Council
13. Oxfordshire Cycling Network
14. Cllr David Hingley (Cherwell DC)

Name of Respondent / Organization	Comments Received
Swalcliffe Parish Council (at drop-in session)	<p>The document needs a section on what we hope to achieve. What increase do we expect to see?</p> <p>It also needs to estimate any effect of displacement of traffic. Added congestion will have a negative effect on Banbury.</p>
Members of the public, landowners adjacent to Village Route 4 (at drop-in session)	<p>Petition signed by five members of the family opposing Village Route 4.</p> <p>Dangerous access/exit rear of 1 Danvers Road</p> <p>Creation of hazardous access to and from Spring Farm</p> <p>Disturbance of badger setts</p> <p>Removal of mature trees</p> <p>Prone to flooding</p> <p>Covered well and main stopcock for Spring Farm on route</p> <p>Litter/flytipping</p> <p>Use of motor cycles</p>

	Why were landowners not consulted?
Cllr Mark Cherry	<p>I have just been discussing possible plans for cycling provisions as stated in photo 1 for different phase of LCWHIP Bretch Hill whilst all local district councillors support cycling provision we know well the topography of Bretch hill with current parking situation and current B5 stagecoach route.</p> <p>What want to emphasise from the start? Is that as local member for Ruscote I need rules out Cycling Quickway as link attached for a road like Bretch hill. Hypothetically, if you move 60 cars, they would literally just clog up roads like Dover Avenue, Mascord Road, Balmoral Avenue, for instance.</p> <p>https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/active-travel/oxford-city-quickways</p> <p>This would be highly controversial with the local constituents and local members this may not be in the proposal going forward.</p> <p>Lastly a request in writing before Monday locality meeting how the current second Banbury LCWHIP map is a cycle route in Bretch hill is on a public consultation without details of how a cycle route would be achievable and any elected member or the public looking at a consultation will be confused as local member for Ruscote that has attended many meetings with officers on route I surprised to see map 1 with Bretch Hill cyclists route.</p> <p>Any plans should go through local elected members for Ruscote well before a public consultation on a plan then go through cabinet in my view stopping any legal challenges. I look forward to discussing this verbally at Monday north Oxfordshire locality meetings. On the plus side very happy with the proposal to improve Orchard Way Warwick Road cycle infrastructure which have taken a long time to get to this point I wanted to thank offices for the work in achieving this.</p> <p>But felt it was important enough to put my views Friday evening and Saturday.</p>
Cllr Mark Cherry	<p>This was briefly discussed at last night north Oxfordshire locality meeting one of the Banbury LCWHIP cycling route is for the Broughton road to be one way system this comes under county boundary of Banbury Calthorpe Cllr Eddie Reeves division, and I imagine he comment on that plan in due course.</p> <p>However, it's worth pointing out that the B5 stagecoach route uses part of Broughton Road this is a vital bus service in Banbury Ruscote in a classified Ward of deprivation and I would not want to see B5 obstructed this would also be at odds with LTP4 And LTP5 bus strategy</p>

	If this could be noted on public consultation, please as important.
Member of the public	<p>I'm afraid I can't make the walking / cycling discussion in person with Banbury Town Council today but I would love to ask someone if there's any way a (safer) cycle route could be negotiated between Banbury and Chenderit School. I know there's a route through the nature reserve under the M40 but it's that 60mph zone past the golf course that makes it too dangerous for cyclists, I believe.</p> <p>Also, a separate walkway & cycle way over the Cherwell and Railway (parallel to Bridge Street) bridge would be really helpful in making cyclists and pedestrians safer. It might even make room to reduce the traffic bottleneck at the junction.</p>
Representative from Laws & Fiennes	<p>Village Route 1 from Banbury to Wroxton wholly crosses land owned by our client Trinity College. Your statements regarding upgrading existing footpaths are misleading as two sections of the route shown on the plan are not existing footpaths, there is no permitted public access over them.</p> <p>Due to the incompatibility of the plans with farming, the proposals would not be permitted across their land. We understand that you have no powers to implement such plans and as such request you please remove the route from your proposals?</p> <p>If you would like to explore other potential alternatives routes that could co-exist with farming the land we would be amenable to meet on site to look at them.</p>
Residents of Broughton (via Parish Clerk)	<p>Having a path from the village to Salt Way would be fantastic and safe too. Since moving to the village, we have often said a path alongside the main road would make complete sense. We would definitely benefit from it for running & cycling, which I'm sure a lot of others would do too.</p> <p>That will mean at times when schools are coming out with extra traffic having to use Oxford Road and Bloxham road. Will not be good</p> <p>Hi [redacted], what a nightmare of congestion for cars. How about taking part of the middle-grassed area down Woodgreen and make that a 2way cycle route up and down then cycle down Hilton Rd to the Warwick Rd and the cyclists and are more or less in town. Also Make Boxhedge and Hilton Rd one way for cars to allow for the cycles. Tell the Councillors if they try to do it on the cheap, they will have to do it twice. Look at the nightmare of Merton St. and the very near misses with cars passing each other. Also, residents don't want rat runs and more pollution.</p>

	<p>I've had a chance to have a look at the maps and warmly welcome the cycle/foot path to Parson's Piece. I have been considering buying a bike to get to and from Banbury station when work requires me to go in, but I'm anxious about cycling on Wykham Lane to get to the dual use path on Bloxham Road. Wouldn't attempt Broughton Road.</p> <p>I suppose my main question to the committee would be is will the path be lit? I couldn't make that out from the plans. I'm in two minds about this. Having it lit would be safer in the darker months (cyclists seeing pedestrians, lone walkers) but also presents the potential for light pollution (depending on the source and height of lighting), which may be an irritation for those living on the pathway side of Danvers Road.</p> <p>Like you, I'm concerned that the proposed one-way system in town is going to affect the few businesses that are left. As we lack a regular bus service into town from the village, I would be encouraged to drive to the retail parks via Woodgreen Avenue, as you said. Humping shopping on a bike up and down hills may be ok for youngsters but is not practical or achievable for all.</p> <p>A cycle and walking path to town would be great. But trying to make it harder for people to drive is badly thought out - so many people can't realistically cycle (mums, people with supermarket shopping, people with disabilities). Have they taken these people into account in their planning? If they have not considered the impact on people in protected categories, they're probably opening themselves up to lawsuits I suspect also too. The last thing the town centre needs to thrive is fewer people going there.</p> <p>Is there a way you can feed this in - I can't see from the link any of this info from George Reynolds, just links to a closed consultation that I don't remember seeing any info on when it was open?</p> <p>Something to ponder and consider, just when you start to think; "there can't be anything else !" , they start changing the roads. I wonder if they are considering charging as in Oxford. I'm not sure also where the proposed path/cycle track would join the village/road. Thanks for the info.</p>
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	<p>I am hoping to go to the drop-in session on Wednesday but just in case I can't make it just a few thoughts:</p> <p>Are the Parish Council going to/allowed to express an opinion on the idea of making the Broughton Road one way?</p> <p>My feelings are that during peak times especially this idea is going to cause major issues and time delays for people trying to access the town centre.</p> <p>Queensway/Bloxham Road is already mayhem between 8am & 9am due to the high volume of school run traffic. This proposal will just add to the chaos and it is likely that Mewburn Road/ Kingsway will then become a "rat run" to avoid the Bloxham Road issue, always assuming that you will be able to get there with the inevitable additional traffic chaos. Leaving the village via Wykham Lane to access town via the Bloxham Road is bad enough now but this is likely to get worse with these proposals.</p> <p>The traffic going left from the Broughton roundabout to the Warwick Road is bad enough now, especially on "bin day" when it becomes totally log jammed</p> <p>The whole idea is, in my humble opinion is totally ridiculous.</p> <p>It seems to me that the "planners" have no idea about the problems this will create - do none of them drive!!</p> <p>According to the link, consultation appears to be closed!!</p> <p>Certain points immediately spring to mind.</p> <p>Constitution Hill one way (Cross to Queensway)</p> <ol style="list-style-type: none"> 1. All traffic going to Frank Wise School & Banbury College (coaches, etc twice a day) will have to come up from the Cross which is already congested. Equally, some of that traffic will exit Constitution Hill to Bloxham Road or Warwick Road, which are being reduced – thus creating even more congestion and pollution (as already shown with LTNs in London boroughs). 2. Buses from Broughton will have to travel out to Bloxham Road or Warwick Road – that will please residents along Queensway, etc. 3. Some people (elderly, handicapped, etc) can't cycle. 4. The roads are in a dangerous state for cyclists 5. Banbury is dying due to high parking charges (& heavy-handed 3rd party parking enforcement officers) and high business rates. This proposal will drive more people away from Banbury.
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	<p>Calthorpe Street to Cross – one way: -</p> <p>1. This will force people to turn off South Bar into Calthorpe Street, thus creating more congestion.</p> <p>Basically, I have never seen such an idiotic proposal.</p> <p>Good Luck for Wednesday - an afterthought the Broughton Rd is too steep for mums to push prams up with shopping or for tots to walk its full length so it seems to me the cyclists are the only ones to benefit and they are more than capable of taking a longer route plus the congestion around the Cross with vehicles is already high, more cycles would be dangerous.</p> <p>I should have added to my earlier email that the council should look at the data from other places around England that have tried this idea and have found that, after the pandemic, these cycle lanes are hardly used. (Brighton, Ealing spring to mind). They create congestion and more pollution.</p> <p>Surely, the cost of this could be better spent in repairing the current roads, which as I said, the roads (outside this idiotic plan) are hazardous due to poor maintenance.</p> <p>Just following up on our chat in town today.</p> <p>My thoughts are that I would very much welcome a cycle/walk way from the village to join up with the existing Saltway. I would definitely not want this to be lit up, as suggested by a comment in the feedback notes that you gave me. It would be excessive light pollution, would be more expensive and would be bad for the environment in terms of generating the electricity.</p> <p>My biggest concern with the safety of the current roads is the very dangerous Wykham crossroads. With the ever-increasing volumes of traffic using the A361, is it possible to use the current review to push for improved safety measures at this junction, ideally a roundabout?</p>
The Bourtons Parish Council	<p>We have received the consultation documents regarding this draft proposal and have a number of concerns and comments to make, which do not suit the format of the response survey, please see and accept our comments below.</p> <p>Your documents are prefaced by the comment that you have consulted local stakeholders. We would strongly dispute this as we have not been consulted as the local Parish Council</p>

	<p>affected directly by some of your plans, so we believe that you cannot know about the interests or opinions of our area.</p> <p>We accept that the plans have been developed to try and improve the infrastructure for walkers and cyclists in the areas covered. However, our initial comment would be that there seems to be little or no understanding of the existing infrastructure and how this is used; for example the condition of local roads and tracks, the amount of space available to incorporate some of your proposals and the dramatic effect the proposals will have on existing users.</p> <p>In our area of North Oxfordshire rural unclassified lanes are generally ignored by the Highways department when it comes to maintenance so the starting point must be that significant investment in improving the existing surfaces and access is essential before any consideration of expanding the use of such lanes.</p> <p>Our specific comments are focussed on the Infrastructure Plan document.</p> <p>Introduction – page 8 – reference is made to addressing the climate emergency and making cycling and walking the natural choices for ... discrete sections of longer journeys e.g to the local railway station. This may be a good idea but we would dispute that cycling/walking alongside a busy main road from Little Bourton into Banbury could ever be enjoyable. Particularly, when with a little imagination and thought there could be an excellent alternative which seems to have been ignored, the towpath of the Oxford Canal, already a protected area for nature and a direct and principally flat route directly into the centre of Banbury and the railway station; through pleasant countryside and far away from heavy traffic and related fumes, pollution etc. With surface improvement and some minor widening this would be a much appreciated route by many local cyclists who used to use it regularly prior to it being allowed to descend into disrepair by C&RT.</p> <p>Fig 1- Banbury LCWIP process summary – page 9 – stage 3 states - identify a network ... based on trip destinations. Village route 2 : Great Bourton & Little Bourton to Hanwell View : this route seems to have no logical destination identified as it is proposed to terminate in Little Bourton at the junction of Foxden Way and Crow Lane. This is a very narrow unclassified country lane with existing and significant use by local cyclists, dog walkers and horse riders. There is no room for a separate path of any kind along Foxden Way which is already shared by local traffic and despite being effectively a single track lane with very limited passing places has a speed limit of 60mph! This Council feels that it is wrong in principle to remove a much loved local walking facility from local people to provide the general public with a route to nowhere. At</p>
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	<p>the proposed end you are in a small village with no facilities and no destination, and no suggestion as to where to go next. It seems illogical.</p> <p>There is a suggestion that that in the future it could be extended to Chacombe, but this would involve very considerable improvements to both local roads and potentially rural footpaths with gates, stiles etc.</p> <p>This Council has no objection to welcoming walkers and cyclists to our villages, when there is an end point, destination or facility, but neither Great or Little Bourton have such things and the concept of have significant numbers of people ending up at a junction of 2 local lanes with nowhere to go other than turn around and return does not make sense to us, when Foxden Way already struggles to accommodate existing traffic levels when busy.</p> <p>This route also proposes removing the right turn lane into Little Bourton on the A423 but does not explain how local traffic would then safely enter the village of Little Bourton, this being the only direct entry for residents and visitors. This right turn lane was added some years ago to improve safety and accommodate a bus layby. This Council would like to see a traffic island in the centre of the road to provide a safe crossing point for bus passengers alighting from the northbound occasional service. We have approached OCC Highways about a lower speed limit but this was not supported, and to propose a 30mph limit on a main 'A' road in the rural countryside does not seem proportionate or supportable, as Police do not have the ability to enforce the existing 50mph limit let alone a lower one.</p> <p>Had contact been made with this Council in the early stages of developing this plan, local views could have been understood and local knowledge and concerns could have possibly added to the value of the proposals which may have been better supported. For such a plan to have been developed without any contact has resulted in a scheme which does not gain our support.</p>
Banbury Active Travel Supporters (BATS)	<p>The BATS response to the Local Cycling and Walking Infrastructure Plan (LCWIP)</p> <p>Banbury Active Travel Supporters (BATS) welcomes the publication of the Local Cycling and Walking Infrastructure Plan (LCWIP) for Banbury. BATS recognises that an agreed plan is an essential - though not sufficient - component to encourage more people to cycle and walk, rather than drive, around the town.</p> <p>Substituting active travel for motorised transport will help to improve local air quality, contribute to the achievement of national climate-change objectives as well as tackle growing obesity issues by generally improving health and fitness. All these factors will improve the quality of life for Banbury's citizens.</p>

	<p>While a well-designed and broadly supported LCWIP is essential for infrastructure developments to encourage more cycling and walking in Banbury, it is only one part of the culture change needed. To support the LCWIP's aims, BATS is also calling for:</p> <ul style="list-style-type: none"> ● Lower and consistently enforced speed limits throughout the town. Banbury should embrace '20's Plenty' and consistently implement it through residential areas and on routes used by cyclists and walkers. Reducing speed limits for vehicles not only creates a safer and more attractive environment for pedestrians and cyclists but encourages motorists to consider all road-users' needs. Where the proposed routes for cyclists share the road space lower traffic speeds are vital so that cyclists can confidently and safely mix with other traffic. This will encourage more people to cycle. Transport for London data research shows 20mph speed limits improve road safety in London. ● Traffic signals should prioritise the needs of active travellers, compared with motorists, in the residential and commercial areas of the town. Rephasing of traffic signals is essential to make crossing intersections as quick and easy as possible for pedestrians and cyclists, especially where the phasing appears to be weighted in favour of motorised traffic. Active travel routes and journeys need to be given a higher priority to make them work effectively. ● Consideration of areas of Banbury to be designated as low-traffic neighbourhoods. Recent research shows that the creation of LTNs in the right places reduces traffic both inside and outside the designated area and encourages active travel. <p>Our top priorities for the LCWIP: BATS calls for two key elements of the LCWIP to be implemented as soon as possible:</p> <ul style="list-style-type: none"> ● Route 10: Implementing the plans for a pedestrian bridge over the railway should be a top, early priority. ● Route 3: Using the central reservation to create an all-weather Active Travel path amongst the trees would transform this popular route for non-drivers. <p>Additional proposals for the LCWIP BATS has some additional suggestions to strengthen the infrastructure plan for Banbury:</p> <ul style="list-style-type: none"> ● Extend the walking and cycling network out of Banbury on the eastern side. Wardington and Chacombe should be incorporated into the plan. ● Extend Village Route 2 to Cropredy.
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	<ul style="list-style-type: none"> ● Create an active travel link between the housing estates on the south side of the town (around Bankside and Bodicote) and the industrial estates on the other side of the railway/canal/ river on Chalker Way and Thorpe Way. Despite the straight line distance being well under 1km, anyone making this journey has to travel north all the way to Middleton Road, only to then head south again. ● Wherever possible cyclists should be separated from HGV traffic on the industrial estates. ● When designing routes care needs to be taken to ensure access for all active travellers eg. barriers need to be wide enough to allow access for mobility scooters, cargo bikes etc. ● Consider the provisions of the LCWIP in the context of the anticipated growth in the use of cargo bikes for home deliveries. An effective and fully functional cycling infrastructure, accessible to cargo bikes, would encourage their use as an alternative to conventional deliveries by motorised vehicles and therefore reduce future traffic. ● Improving infrastructure is just part of the jigsaw for increasing the number of people who choose to walk and cycle in the Banbury area. Other factors (in addition to those suggested above) include: <ul style="list-style-type: none"> a. Promoting any changes to the infrastructure so that people know about new routes and are encouraged to try them out. Eg advertising, social media, posters, local radio etc. b. Offering support for potential cyclists: buying advice, training sessions, maintenance and repair sessions, loan or rental facilities. c. Taster walking sessions for some of the new routes. d. In some circumstances signal controlled crossing could be replaced by traditional Zebra crossings which have no traffic signals as these crossings are, typically, much quicker to use for pedestrians.
<p>Nick Small Head of Strategic Development and the Built Environment Stagecoach West</p>	<p>1. Background</p> <p>Stagecoach West naturally welcomes the opportunity to comment further on the strategy set out in the Draft Local Cycling and Walking Improvement Plan (LCWIP) for Banbury. We recognise that this is a document that the Council is bound to produce by statute. It reflects a methodology that is quite closely prescribed by Government. This sits in the wider context of unprecedented national policy ambitions to decarbonise and, by extension de-mechanise mobility, in pursuit not only of elimination of greenhouse gas emissions, but also of important social inclusion and public health goals. The LCWIP is evidently a key tool to achieve all those ends.</p>

	<p>These exceptionally challenging national ambitions are exceeded by the County's own, bringing forward achievement of "net zero" by a decade. In connection with this, we recognise that the Council has committed to the most radical and clear targets for the reduction of car journeys, with a 25% reduction by 2030, and a further third by 2040, thus halving single occupancy car trips.</p> <p>Stagecoach remains entirely aligned with the Council in support of its commendable ambition for sustainable modes. Nevertheless, achieving these outcomes demands a level of travel behaviour change that is unprecedented in its speed as much as its scale. The rise of car ownership and use, which is close to universal in many parts of Oxfordshire including in Cherwell District, took place over a rather longer period than the County's net-zero trajectory. The flexibility, convenience and speed of motorised personal mobility is unmatched by any other mode, going a very long way to explain its popularity. The secular re-orientation of society that reflects this has understandably been profound and is reflected in the nature of the built environment, land use, and property values. Car dependence is evidently very deeply rooted indeed. Unwinding the legacy of decades of car-borne convenience is a task that will be as difficult as it is important. We dare not underestimate this.</p> <p>We recognise that Stagecoach and the wider bus industry are a key partner in effecting the changes we jointly recognise and wish to address. Collaboration, creativity, pragmatism and flexibility will be essential if our shared objectives are to be achieved, not just for bus alone but maximising the synergies across the full spectrum of sustainable alternatives. Stagecoach, as the only significant bus operator in Banbury and the wider area, is clearly a key stakeholder and participant in effecting the Councils sustainable travel strategy for Banbury and its wider hinterland, extending well into West Northamptonshire and Warwickshire. We are aware that an overarching Banbury Area Transport Strategy is anticipated shortly, but has yet to be published. We would expect this to provide a very important framework that lays out how each mode can be expected to maximise its contribution to meeting the environmental, social and economic goals of the Council's transport strategy set out in LTCP5. Without this being concluded, the mode-specific proposals for cycling and walking in the LCWIP have been prepared without a wider locality-specific synthetic perspective. This, in our view, seriously hinders and potentially threatens the potential of solutions that involve public transport.</p>
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	<p>No doubt you would be anticipating a high level of Stagecoach interest in the draft LCWIP for Banbury. It was reflected in our response to the earlier Public Engagement exercise in Summer 2022.</p> <p>However, our already high level of interest and concern has been very greatly elevated as the result of the current and ongoing effects of the nature and manner by which policy to enhance conditions for cyclists has been effected in the last 18 months within the City of Oxford. The effects of this on bus operation and patronage have, it is fair to say, been highly deleterious, to a degree not seen in at previous 50 years.</p> <p>Previously published proposals for the Banbury LCWIP in 2022 clearly indicated that a very similar set of measures was planned for Banbury. We are very concerned that the lessons of the experience in Oxford are learned and that measures to improve conditions for cycling (with walking an apparent afterthought) do not have similar and indeed probably more serious unintended consequences for bus services in Banbury and its wider rural hinterland.</p> <p>2. The baseline situation for buses in Banbury</p> <p>Stagecoach and its direct predecessors have operated the bus network in Banbury continuously for over 100 years, from substantially the same site. These operations have evolved within a town and District that has seen substantial planned growth. This includes that which took place in the 1960s and 1970s under the Town Development Act. The town has become a focus for substantial housing and employment once again, especially since it has been recognised as one of the two most sustainable locations for meeting pressing housing needs in the District and reflected in the development strategy set out in the adopted Cherwell Local Plan part 1, looking ahead to 2031.</p> <p>It is highly significant that the majority of Banbury's contribution towards the District's housing and employment land targets to 2031 is at or approaching completion. This growth has in no way been matched by measures to sustainably accommodate the movement demands arising from it. In fact, the County Council has taken no material steps in this regard – including even to boost the capacity of the network for general traffic. Traffic congestion has been chronic in the town for decades. Major roads investments in the 1990s (Eastern Relief Road) and 2000s (Hennef Way dualling) – long anticipated – have failed to deliver significant improvements in conditions. In fact, congestion has become</p>
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	<p>worse, especially around the town centre, around which a great deal of traffic circulates. By 2013, before the town started its current growth spurt, operating conditions had worsened to the point where it was no longer possible to run long-established routes B1 and B2 to the south of the town within their half-hourly frequencies. Reducing these to every 40 minutes to make them reliable, led to an immediate reduction in patronage of about 15%.</p> <p>In 2016, the County's support for these important, but secondary services was withdrawn, as it was for the B7 and B10.</p> <p>Congestion problems have mounted, as the town has grown. We have been pressing for a direct and traffic free route for buses across the town centre to protect buses from these problems for as long as 9 years. We have carefully evaluated highly focused low-risk measures around George Street, Bridge Street/Cherwell Street and Broad Street for years, to constructively contribute to finding a way forward. This has led, finally, to this being reflected in high level strategies such as the District Council's Banbury Master Plan, but this is a non-statutory document carry little formal policy weight. We certainly welcome the recent inclusion of part of these suggestions in a northbound bus lane on Cherwell Street that is to be progressed through the County's Bus Service Improvement Plan.</p> <p>The County Council has devoted considerable amounts of its limited resources over the last 15 years to progressing a scheme for a rail-interchange and cycling- focussed scheme at Banbury Station ("Tramway Road") that is still yet to be implemented. While we have consistently offered this as much support as we can, to what has been badged as a bus priority scheme, we have been equally consistent and clear that this has at best modest benefits for bus operation and bus users, and does very little to address the more serious root problems. In fact, its most obvious benefit derives from a more direct route for car-borne rail passenger into the station site from the south and west, removing this demand, at least, from the congestion on Lower Cherwell Street and the Bridge Street crossroads. In the meantime, bus operations have become progressively slower and more unreliable. To address this we have thinned out frequencies in particular B5 from Bretch Hill; and extended running times on all the main routes.</p> <p>The network was in a fragile position long before COVID. We have been frankly communicating with the County Council about the position of the Banbury bus operation</p>
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	<p>for many years, and in particular the threat posed by declining bus productivity. The application of developer funding to the town network in 2018 and 2020 was intended to help transform the relevance of the bus offer – especially in providing greatly more convenient seamless journeys across the town from residential areas in the west to the expanding employment in the east. This has also led to the creation of a new and two extended routes to the north of the town and to the south, picking up strategic developments. Evening frequencies were greatly boosted. Few towns in England of under 100,000 population can now boast two town routes each running every 15 minutes, as part of a wider network with evening services running regularly to all points of the compass well into the evening, as Banbury does.</p> <p>All this has had some very real success. COVID, which has led to a broad and apparently long-term reduction in bus use, had a much lesser impact in Banbury. In fact, patronage recovered has much faster and to a greater extent, than almost any other part of the Stagecoach West operation. Over 90% of fare-paying passenger use had returned by Summer 2021, albeit concessionary patronage remains lagging. At this writing, fare-paying passengers on the town services are at or even slightly above 2019 like-for-like levels, which is nationally extraordinary, especially for a town of Banbury’s size, and given the challenges faced by the declining town centre retail offer. Unlike so many Midlands market towns, it can certainly not be said that bus has ceased to be relevant in Banbury, or even, in terms of usage, to be in clear decline.</p> <p>However, despite this, and other supportive measures taken by the Council with concessionary fares reimbursement and with the value of developer funding support, the impacts of general cost inflation, aggravated by unit cost penalties reflecting low bus productivity, and particular challenges on the out-of-town routes, mean that the thinnest of margins in Banbury are now negative. The sustainability of the whole operation is in a precarious position. Even relatively modest increases in operational and commercial headwinds threaten to overwhelm the operation.</p> <p>We also recognise that trying to make up the deficit with very substantial fare rises does not represent a sustainable or effective solution in the long term, much less a desirable one. The issue ultimately can only be resolved only by measures to make buses significantly more productive, direct, and more reliable across Banbury’s inner area and town centre.</p>
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	<p>It is right that we record our appreciation of steps already taken by the Council, even at this early stage in the Statutory Enhanced Partnership, signed in January this year. We greatly welcome the supportive position taken on concessionary fare reimbursement. Likewise, we also applaud the positive approach taken with regard to the levels of developer funding support needed to maintain key parts of the network locally as well as more broadly. Looking ahead, we have been working for several years as closely as we can to achieve the maximum positive impacts of the Banbury Station Forecourt/Tramway Road scheme, which we understand might soon commence on the ground. By 2025 a small but vital bus lane link northbound on Cherwell Street between George Street and Bridge Street will assist bus productivity materially at a key pinch point. We remain hugely committed to building on this collaboration with you and your colleagues.</p> <p>However, we do not yet have a secure foundation on which to build a better bus offer in Banbury. The level of service currently offered is highly dependent on developer funding. This cannot be a long-term strategy and even if such resources were infinite it would not be a prudent one. Running the same amount of mileage at steadily increasing costs reducing level of use is economically and ultimately environmentally unsustainable. Unlike in Oxford, where very major reduction in bus frequencies and extensions to journey time start from such a high baseline that the operation retains a reasonable level of relevance to the public, despite the current situation, that is not true in Banbury. The nature of what is a quite small operation and network mean that restoring sustainability with marginal cuts is not possible – these measures have in fact already been taken, especially on service out of town. The Banbury bus network is at risk.</p> <p>It is vital that the measures in the Banbury LCWIP that are taken forward do not serve to be the “last straws”.</p> <p>3. The modal hierarchy and the LCWIP</p> <p>Therefore, while Stagecoach freely acknowledges the potential of greatly increased role of cycling in meeting local trip needs – not least because the majority of journeys made by car are less than 2 miles in length – Stagecoach once again would stress that the attractiveness of walking and bus use must not be compromised by cycling measures.</p>
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	<p>The LCWIP is additionally intended to enhance the appeal of walking. However the title of the Plan and its structure – reflecting Government expectations – places walking in every respect in a subordinate position. Contrary to the oft-quoted modal hierarchy, which seeks to prioritise walking first, then cycling, the LCWIP is a document obviously dominated by cycling measures. There are few if any strategic measures that make walking greatly safer, more attractive or comfortable. The benefits for pedestrians generally seem to “fall out” from a wider reduction in traffic and traffic speeds on the one hand, and making it very much more difficult, if not entirely impossible, to use a car to make local journeys. Contrasting with the extensive approach to the cycling network presented – across the town and well beyond – walking measures are limited to a restricted inner area. Once again, we would also stress that virtually all bus journeys start with a walk to a bus stop, and a considerable amount of walking at or near the destination. Bus use is already proven, in peer-reviewed medical research papers to have a measurably beneficial impact on public health as a result. Public transport use is not considered an “active travel” mode, but should be. Irrespective the pedestrian environment is of significant importance to Stagecoach and all bus operators.</p> <p>a. The complementarity and interface between buses and other active travel modes The explicit aspiration in LTCP5 that all Banbury residents have a range of high quality alternatives to car use, not merely one, needs to feed through much more clearly into the LCWIP. As the second largest town in the County and the only one outside Oxford that has ever supported a comprehensive town network on a commercial basis, there ought to be clear scope to provide this plurality.</p> <p>The shared problems we are all wishing to address arise from indiscriminate car use, which dominates and seriously undermines the attractiveness of all the alternatives – including both cycling and bus use. There should be no sense that improving conditions for one undermines those for the other. To present the best possible range of sustainable choices to current motorists, it is also critical that the bus presents the best possible choice, for those needs where it can be realistically relevant. This will depend heavily on the trip, the individual and the trip purpose.</p> <p>Thus, there should be no irreconcilable conflict between sustainable modes in transport strategies that promote better alternatives to car use. However, it would be dishonest to</p>
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	<p>say that significant tensions and conflicts do not exist, and resolving these appropriately is critical to how the best possible outcomes are achieved. We have been diligent in engaging with the Council on these matters, as you know, for a good length of time, and especially within the last three years. We recognise our role in bringing key technical insight into the design process, and this is crucial if we are not to inadvertently further marginalise the bus in the life of our urban areas, or worse still, precipitate its extinction.</p> <p>Leaving that to one side, the quality of walking choices has a direct bearing on bus use. So is the real and perceived safety of the pedestrian environment at and approaching bus stops.</p> <p>In fact, the space requirements involved in securing a radically higher level of service for cycles and similar vehicles, which national policy intends to suit all users “from 7 to 70 years old” are high, given the demands of achieving effective segregation from both vehicles and from pedestrians laid out in DfT Ministerial Circular LTN01/20. It is becoming evident both in the County and nationally, that the space requirements to meet those standards can rarely be met without reallocation of space away from both cars and pedestrians.</p> <p>As we outlined in more depth in our June 2022 response, these conflicting demands within very limited public highway widths are particularly evident at bus stops. The practical impossibility of maintaining segregation even on major arterial routes starts to create a set of issues that is exceedingly hard to reconcile. This can easily result in serious design compromises that jeopardise the quality of experience and safety of both cyclists and pedestrians – including bus users – to an unacceptable degree. One need only look at some stops that have already been implemented on parts of the Botley Road in Oxford to see examples of this.</p> <p>Where space to segregate does not exist, a shared use walking and cycling facility cannot be considered to represent an improvement in conditions for pedestrians. It legally introduces vehicles, including powered ones – into the pedestrian environment. Given there is no legislation or enforceable practice that gives pedestrians priority over cyclists or micromobility, in practice, these vehicles have “priority” over pedestrians, in terms of the hazard each presents to each other. That includes those waiting at bus stops.</p>
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	<p>Another solution gaining great traction is the virtual reallocation of road space to cycling across large parts of the network by almost entirely eliminating vehicular permeability on most urban streets, though mode filters. Extensive use of these constitutes “Low Traffic Neighbourhoods”. This is explicitly proposed in the Draft LCWIP. However, whatever the effects of these on numbers of vehicular journeys, and the ambience of many side streets, which we recognise can be very positive, the great majority of residual traffic continues to circulate but is re-assigned to the remaining links and junctions on the network – generally, those more major arterial and distributor routes remaining open and that also accommodate bus services. The directly consequential impact of the acute delays that can easily result from this on bus services is well evident today across East Oxford.</p> <p>Only by radically reducing the amount of motorised traffic as a whole can this be avoided, or alternatively, creating extensive bus-only priority through lengthy bus lanes and strategic traffic filters on major routes. No such plans exist anywhere in Banbury. Nor is it clear how feasible these would even be.</p> <p>LTN 01/20 of course does recognise many of these kinds of limitations. It urges that parallel routes be identified where possible and necessary, to deliver the objectives of government policy for cycling.</p> <p>While national policy places walking and cycling – in that order – in a more privileged position than public transport, there is nothing in LTN 01/20 that supports a view that bus operation and use should be made materially harder or more hazardous by strategies that seek to boost the uptake of cycling.</p> <p>b. The role of bus in local and national sustainable transport strategies</p> <p>Local and national transport policy also anticipates and requires a significant increase in the role of public transport, to meet its goals. In fact, in Banbury, to displace about 8% of local single occupancy car journeys – those within the town itself – would require the number of bus passenger boardings within the town to approximately treble. While this seems like a fanciful goal, in fact, the high level of self-containment of the town offers a rare opportunity to achieve a result that goes a long way towards meeting such a goal. The nature of the town’s urban structure also supports this, with employment being highly</p>
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	<p>concentrated, while the constriction posed by only two bridges linking the western to the eastern side of the town concentrates flows in a way that currently causes chronic congestion, but by the same token means that bus services would closely align with driving routes, if they could be protected from that congestion.</p> <p>However, achieving this demands that buses, too, become hugely more attractive as a choice compared with the default choice of the car, which is the case today for most adults. This is another key plank of the national policy agenda for local transport, and reflected in the National Bus Strategy for England, “Bus Back Better” (NBSE), published in April 2021. This separately synthesises the key requirements that all local transport and highway authorities should seek to implement, in partnership with bus operators. The NBSE makes plain that bus services must become faster and more reliable, if this is to happen. Without these two – of many – criteria being met, there is no prospect at all that buses will take a greater share of the demand for mobility in Banbury. Government has set out a clear expectation on all local transport and highway authorities, including Oxfordshire County Council, that these objectives shall be pursued with vigour. However, it matters very little indeed what other improvements are made to buses in Banbury if they become slower and less reliable. It is instructive to look elsewhere in the County to see how greatly increased delay and unreliability has had profoundly negative consequences for bus use, in localities that boast some of the most impressive levels of bus in any urban area outside London: East Oxford.</p> <p>Since 2010 buses across Oxford have been running:</p> <ul style="list-style-type: none"> • as a unitary network, fully coordinated, • offering increasingly simple fares and payment methods • benefiting from the latest low-emissions vehicles • offering the highest levels of passenger amenity • running exceptionally frequently – more than every 5 minutes on many key arteries and at the 10-minute “turn up and go frequency” on many more • seven days a week and late into the night. <p>However, in East Oxford, the effect of multiple rapidly conceived and implemented interventions undertaken by the County Council in the local highway network to greatly reduce the use of cars and promote cycling, has directly caused bus operation to become</p>
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	<p>slower and more unreliable on many key Oxford City services. These impacts are more severe than has been encountered in at least 50 years, in a city that has always suffered greatly from the constraints posed by road capacity. In January 2023 bus operators reduced operated mileage in the areas directly affected by over 15%, simply to restore operation to levels that met statutory requirements. One corridor – Morrell Avenue, leading to the Churchill Hospital, Brookes and the University’s Old Road campus – that prior to COVID had a bus timetabled every 10 minutes, now sees frequencies in the afternoon peak reduce to every 25 minutes. Similarly, the orbital services using Hollow Way between Headington and Cowley have been greatly reduced, by as many as 5 buses per hour between 3pm and 6pm. The stubbornness of car-borne congestion in the same area strongly indicates that expectations that car use would greatly diminish are yet to be borne out.</p> <p>Stagecoach recognises that there is a need for radical action to reduce car dependency in Banbury as elsewhere across the County. This demands in turn that buses, too, become more attractive as a choice, not less. That demands a very carefully considered approach that doesn’t leave bus operation off at “one side” to be considered separately, or later. To meet its own climate change, social inclusion and public health policy goals, it is crucial that to the extent that the County Council implements measures that slows buses down on parts of the Banbury network, it also takes immediate steps to directly mitigate those impacts, at the very least.</p> <p>However to achieve the Council’s wider transport policy agenda, surely the Council needs to define and line up a wider range of measures that promote the quality of the bus offer in Banbury with no lesser an ambition than for the other “active travel modes”. It is for this reason that the draft LCWIP, as the previous more informal public engagement, causes Stagecoach a very great deal of concern. The kinds of statements exemplified in section 1.3 of the LCWIP clearly reflect a simplistic view that in delaying and slowing all motorised traffic, this is sufficient to transform travel behaviour. Unfortunately, we have little confidence that this will greatly reduce car use. Experience shows that these kinds of measures, if not very carefully considered with us and Council public transport specialists, are much more likely to accelerate an already well-entrenched cycle of decline on the bus network in Banbury to the point where a relevant and reliable service is not operable by this company, or by anybody else.</p>
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	<p>Notwithstanding Government guidance, the approach taken by the County Council presents serious deficiencies, in failing to meaningfully recognise and appropriately signal how it intends to resolve the difficult interfaces between achieving its goals for walking and cycling – cycling in particular – and bus operation and use. Despite our request to be included in in-depth co-development of the LCWIP, we have not been invited to collaborate in this way. Reflecting this, among other things, the LCWIP reads as an unbalanced, “silo” approach to transport strategy and planning.</p> <p>The only concession in the Draft LCWIP to buses, since the June 2022 Public Engagement, is to acknowledge their existence on the relevant corridors. At no point is there any clear sense given that the deliverability of certain kinds of cycling interventions might be constrained to any extent by the presence of bus services.</p> <p>Furthermore, the needs of pedestrians are not even mentioned as a constraint to cycling. The prospect that public highway widths may well be insufficient to provide off-carriageway segregation, for example, is hardly touched on, despite the fact that some of the most constrained parts of the network are within the inner area, which is the focus of the pedestrian measures one hand, but also where bus routes converge, along with a great deal of longer-distance as well as local traffic.</p> <p>In the light of this, Stagecoach now must formally raise the alarm, that it a properly balanced and well-conceived sustainable access and movement strategy is not conceived and implemented for Banbury – transforming the quality and attractiveness of bus services as well as walking and cycling – the probability is that we will be forced to cease operating most of the bus network in Banbury – and quite possibly all of it.</p> <p>With regret, Stagecoach objects to the Draft LCWIP for Banbury, as being unfit for its primary purpose – boosting cycling – and having likely severe consequences for the ongoing viability of the bus operation in the town and beyond. This fundamentally threatens the achievement of national and local transport policy.</p> <p>4. Previous Stagecoach input into the Local Cycling and Walking Improvement Plan</p>
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	<p>The County Council undertook a public engagement exercise in late 2022, seeking views on a comprehensive range of specific proposals that might be included in the final LCWIP. This was a very useful and welcome exercise as it allowed Stagecoach, as well as other interested parties, to see in a reasonable amount of detail what was being seriously considered by the Council.</p> <p>Stagecoach examined these proposals in detail. It submitted a substantial duly-made response dated 23rd June 2022. This comprehensive review we expect to have been “taken as read”. We see no need to repeat it.</p> <p>We made the following points, that are highly locality-specific as to how the Council might prudently take an appropriate set of LCWIP proposals forward:</p> <ul style="list-style-type: none"> • The strategy should recognise that the current built form and topography presents fundamental constraints to the attractiveness of pedal-cycling as a mode. • While many important opportunities exist to boost pedestrian and cycling connectivity, irremediable lack of permeability and the presence of a variety of substantial “fractures” in the built form in many places militate against the creation of high quality direct pedestrian and cycling links. • Thus, the future role of bus in meeting mobility needs cannot be downplayed if wider transport policy goals are to be achieved. • The primacy of the pedestrian must be absolute. This includes at and approaching bus stops. In practical terms, it is virtually impossible to effectively manage “shared space” around bus stops. This is now well-recognised in Denmark and Holland, as well as other jurisdictions that are pursuing strong pro-cycling strategies, such as Hungary. <p>We set out some clear recommendations in the response, mindful that this was the most opportune of times to signal these points to the Council to mitigate the kinds of risks we have once again presented to the Council. They bear repeating and are set out below: “We believe that these risks are most appropriately mitigated by the Council taking the following approach to refining and finalising designs:</p> <ul style="list-style-type: none"> • Properly undertaking work on an evidence base to establish existing cycling levels and a properly based propensity to cycle, having regard to terrain, housing density and clearly identifiable desire lines. The Council should not simply apply a “blanket” approach which pays no attention to context or the likely positive impact of proposals. This is necessary to
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	<p>demonstrate value for public money, and is clearly endorsed at the methodology expected by LTN 01/20.</p> <ul style="list-style-type: none"> • Audit available highway widths fully on all the major streets proposed for cycling measures. This should operate alongside an audit of green-space and biodiversity to ensure that loss of verge and trees does not unduly impinge on biodiversity as well as the wider functions of urban green infrastructure. Where 14m is not clearly and consistently available, serious evaluation of alternative approaches to provide high quality provision, for example through adjoining neighbourhoods leveraging modal filters where expedient and appropriate, should be used – again entirely in line with LTN 01/20. An excellent example is along Causeway/Overthorpe Road, which warrants substantial improvement for cycling, and nearby, on Daventry Road. • Work on the presumption that stepped with-flow cycle tracks should be consistently and seamlessly provided in both directions on the busiest routes, where LTN 01/20 thresholds demonstrably justify this. Two-directional (side slung) cycle tracks should be avoided as far as possible, as they are especially problematic where they pass through bus stops, and are inherently less attractive for cyclists in most circumstances, especially where they are also width constrained, or involve the track repeatedly crossing from one side of the corridor to the other. • Investment should be focused on the links and corridors where the evidence shows the impact will be greatest, rather than trying to apply poor quality measures broadly across the whole network. • On key corridors, such as Ruscote Avenue South, Oxford Road and Warwick Road where space may permit full segregation but only through the reassignment of a substantial amount of traffic capacity, evaluate the provision of sufficient unbroken lengths of 4m wide combined bus and cycle lanes as part of a more comprehensive multi-modal mode-shift approach. This would insulate bus services from increased delay, and also serve to stimulate substantial mode shift from car to bus, not only mitigating adverse impacts, but reinforcing the impact of the investment on mode shift in support of public health, social inclusion and carbon reduction goals. These bus lanes would widen as far as space permits, to 5m at bus stops, giving 2m on the offside of the bus to pass it without encroaching into the vehicular carriageway. • Take care with the design of Low Traffic Neighbourhoods to avoid needlessly loading the main streets with additional traffic and turning movements. LTNs can perform at least as effectively by the use of turning bans and one-way circulation, to direct traffic out of
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	<p>neighbourhoods onto suitable roads while avoiding large numbers of turns in the street, and increasing conflicts between all road users. We are particularly alarmed by the impacts of recent implementation of LTNs in inner city East Oxford, where the built form has some similarities with many inner areas of Banbury. This has caused extremely serious effects on bus operation, which we have separately notified the Council of at the most senior level.</p> <ul style="list-style-type: none"> • Working collaboratively with us and other key stakeholders, including local cycling groups, to refine the proposals on a “co-production” basis. We found the experience of this on Woodstock and Banbury Roads very helpful, as we believe the Council did also.” <p>These comments clearly demonstrate our support for an ambitious agenda for cycling and in fact we see LTN 01/20, where properly and fully implemented - in terms of process and evidence as well as design standards and parameters - is much more likely to lead to the best outcomes across all modes.</p> <p>We see no evidence in the draft LCWIP that these suggestions have been acted upon. In fact, we made a clear invitation at the end of that response, reaching out to the Active Travel Team to work with us to examine specific measures in more detail. We have had not even an acknowledgement in response.</p> <p>5. The broad objectives and content of the Plan</p> <p>As we have said on several occasions in the past, Stagecoach naturally understands and supports the broad objectives of LTCP5 and by extension, the Banbury LCWIP. We also recognise that much of the LCWIP follows a quite prescriptive process set by DfT using tools and metrics that are not a matter for deviation or negotiation – whether or not they are relevant or lead to hugely meaningful conclusion being drawn to inform strategy. There is little point in entering to any deep discussion of this matter, except to say that the DfT’s “one size fits all” approach is extremely prone to lead to resulting plans lacking the degree of rigour and robustness in achieving their objectives, if those same tools are generally or specifically incapable of properly assessing the likelihood of outcomes being achieved in a given locality.</p> <p>In particular the DfT funded “Propensity to Cycle” tool assumes Dutch propensity to cycle and applies it to the UK, and specific geographies, without any meaningful consideration of immutable constraints. These include topography, the nature of the provision that could</p>
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	<p>ever be offered on the links in question, or even if the exceptionally high cycle AADT, apportioned rationally by hour, could be realistically accommodated by future infrastructure without causing other problems – such as unacceptable conditions for pedestrians on lengths of shared use track or at key crossing points.</p> <p>Figure 13, presenting the results of this highly hypothetical demand model, indicates that across much of Banbury streets would accommodate AADT levels of bikes and e-mobility exceeding 2000/day. However, no part of Banbury exhibits the characteristics of a Dutch settlement of similar scale, that suggests that this level of cycling is realistically achievable.</p> <p>c. Specific Cycling proposals</p> <p>These are set out at Section 5.2 and reflect the 25 Corridors set out in the 2002 Public Engagement, on which we raised some specific questions and offered feedback. We see no evidence that this feedback has been acted upon and the specific points on which we sought clarification have not been the subject of any discussions with ourselves as the local operator.</p> <p>There is little point in raising all the points we previously raised once again, as there is no sense whatever that that feedback has been considered in any meaningful manner thus far.</p> <p>From our rapidly developing experience engaging in detailed design for strategic cycling proposals, and our experience in the City of Oxford, we have the gravest concerns that many of the corridors are undeliverable in a manner that meaningfully improves conditions for cyclists, because insufficient space for consistent LTN 01/20 compliant provision exists. As one example, making key radial streets accommodating bus routes one-way, reallocating half the current vehicular carriageway to cycle, would typically result in the complete bus route unavoidably needing to be removed from that corridor as appropriate nearby parallel routes in the reciprocal direction are not identifiable. Much of the inner area of Banbury pre-dates the widespread use of cars and dense pre-WW1 neighbourhoods fronting key arterial routes such as Broughton Road and Warwick Road do not benefit from off-road parking. The practical and political realities involved in removing this parking remain to be seen. However, Banbury cannot be directly compared to Oxford in terms of the public response to this. We are extremely concerned that</p>
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	<p>politically, it will be seen as easier to dispense with the bus route to retain the parking provision, than to dispense with the parking, even where 14m or more of public highway width does exist, as it might for example, on Warwick Road.</p> <p>Accordingly, we again invite the Council to approach us at their earliest convenience to start to look at what kinds of interventions will be achievable and effective for cycle, without having a significant detrimental effect on bus operations, pedestrians in general, and bus users in particular.</p> <p>d. Specific walking proposals</p> <p>These are set out in section 6. This amounts to 10 pages, covering just 8 defined walking corridors. By contrast, cycling measures involve no fewer than 18 urban corridors and 7 “village” ones, described over more than 40 pages. The level of detail and specificity on each of these walking corridors is low.</p> <p>The methodology without any clear logical foundation, assumes that the only destinations of any relevance to walking are within a short distance of the town centre, which is apparently the only meaningful walking destination. As a result, the LCWIP focuses walking measures only on a 1000m radius of the central area.</p> <p>Given the large amount of employment on the edge of the town that is close to, if not adjacent to major residential areas, this scope is extremely and unnecessarily limited. Again, this contrasts with the high level of ambition for cycling, which creates a dense network of interventions across the whole town and for miles into the countryside. The passion and vision for cycling, to meet all journey purposes across the whole of north Cherwell, is clearly high. That for walking could not be more modest.</p> <p>As a result, key pedestrian links, of strategic importance, are entirely overlooked.</p> <ul style="list-style-type: none"> • An egregious example is that between Longelandes and Beaumont Drive Industrial Estate. Quite apart from the obvious relevance of this link, less than 100m long, to local residents, it is also the main way to access the employment from the B9 bus route that runs in both directions every 15 minutes along Longelandes. • Another is along the former Overthorpe Road (including causeway), and the links from the bus corridor on Middleton Road south towards the Thorpe Way Industrial Estate, one
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	<p>of the largest employment areas in the town accommodating a huge variety of business of different kinds. This includes Howard Street. It also includes off-carriageway pedestrian and cycle provision to the east between Middleton Road via Winchester Close and Overthorpe Road, to the eastern end of Thorpe Way, that does not meet LTN 01/20 standards, having been built in the early 1990s. This is especially important as this north-south corridor stretches seamless into Grimsbury and along the Daventry Road, one of the more socio-economically challenged neighbourhoods in the town. It intersects Middleton Road, the only bus corridor leading east of the town centre, at a signalised toucan crossing. There is actually a case to look at the bus stop provision on Middleton Road, moving the existing stops to the west to be closer to Howard Street, and likewise shifting those further east to the west to relate directly to this crossing, as they have no direct hinterland.</p> <ul style="list-style-type: none"> • Beyond the Thorpe Way area, to the south, the opportunities to transform pedestrian and cycle connectivity to the southern end of the BAN employment allocation, known as the “Central M40” distribution park, are nowhere mentioned. There is clear scope to look to provide a strategic connection from the bottom Padbury Drive to Chalker Way, though some negotiation on land control might be required either with Network Rail or with Thames Water Utilities on the far margins of their sites well away from current operations. Chalker Way is intended at a point shortly, to provide for turning facilities for buses. We are not aware this has been provided so we cannot safely serve the rapidly expanding employment in this area. Irrespective, even when this is delivered, the potential for direct pedestrian and cycle linkage to the dense residential areas around and immediately east of the town centre ought to be seen as a significant potential strategic win for the LCWIP. The treatment of possible pedestrian improvements in the plan, especially when compared with those for cycle and the standards in LTN01/20, reads as banal and trite. Both text and illustrations betray an absence of vision or ambition for walking. This being the case, it is hard to see what level of insight or diligence has been involved in the preparation of the walking elements of the plan. Likewise, given the paucity of specific walking proposals, it is exceptionally hard kind of stakeholder advice or input has been incorporated into the LCWIP, as it claims to have. <p>As such, it is hard to read the plan as other than a Local Cycling Infrastructure Plan.</p> <p>6. Key messages to Oxfordshire County Council on the Banbury LCWIP</p>
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	<ul style="list-style-type: none"> • Government expects, as a non-negotiable, partnership and collaboration in any event between local transport and highways authorities, and bus operators. This cannot and should not be simply and narrowly focused on bus measures. So far, the Council has not collaborated with us in preparing the LCWIP. We see little if any sign of our prior input being taken on board, and there has been no intervening dialogue between us and the Council, as we urged. • There is pressing and ever more apparent policy deficit for transport in Banbury. A suitably ambitious approach to achieve LTCP5 objectives in Banbury demands and holistic multi-modal approach, that aligns all the key stakeholders, including ourselves as the main bus operator. This is due to be prepared as the Banbury Area Transport Strategy. Preparing the LCWIP without this wider synthetic view is seriously prejudicial to achieving the outcomes that the County seeks – including, perversely, maximising the attractiveness of walking and cycling. • This Area Strategy – already anticipated by LTCP5 – requires clear and robust evidence if it is to be effective. The solutions deliverable will among other things, demand a clear view on the space available within the public highway especially on major routes, to achieve cycle segregation, without jeopardising pedestrian safety, especially around bus stops. It will also require a clearer view on actual trip demands within the town, which may well demand a data rich approach leveraging both Census 2022 data and potentially other sources such as “big data” from mobile phones. • The order in which measures are taken will be crucial. Experience in Oxford shows that implementing low-traffic neighbourhoods without having first greatly reduced general traffic on key routes would be exceptionally ill-advised. Should LTNs be pursued in Banbury it must be done with the benefit of clear modelling evidence, and with very great care, working from first principles. The LCWIP is blind to this, and thus seriously deficient. • What is already evident is that on key arterial streets leading to the town centre inboard of the Ruscote Avenue/ Orchard Avenue/Woodgreen Avenue, crucial to the operation of the bus network, lack of public highway widths make delivery of segregation for cycle practically impossible. Thus, LCWIP measures should look primarily to identify suitable priority routes running parallel, either on- or off-street. These are also likely to be a great deal easier to implement. The LCWIP is blind to this, too, and thus seriously deficient. • The risks of detriment occurring to operation and attractiveness of part or all of the bus network in Banbury are very high. Given the fragility of the network, there is no “margin for error”. Progressing cycling measures in the same manner as in East Oxford, and as
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	<p>signalled by a lightweight policy and proposals framework in this LCWIP, makes a very damaging outcome more rather than less likely.</p> <ul style="list-style-type: none"> • The Banbury bus network has been struggling for relevance and viability for years. Stagecoach has been “living in hope” over this period that material changes in circumstances would arise to justify carrying on the operation, and indeed investing in it. The current depot is too small, outdated and unfit for purpose. Electrification of the Banbury operation would demand multiple millions in capital investment, including in a new depot site. In the lack of any such changes, and further challenges arising from the trading position of Banbury town centre, it is crucial that further confidence is not lost on our part. Time has never been more “of the essence”. <p>7. Concluding comments</p> <p>It is obvious that transport policy for Banbury has reached a crossroads. While ambitious objectives have been set by national policy, and the County’s own Local Transport and Connectivity Plan, the formulation of specific measures to achieve those goals lags somewhat behind – as was always anticipated. This was anticipated to take the form of a Banbury Area Transport Strategy, as a daughter document of LTCP.</p> <p>Progressing the Banbury LCWIP as a standalone exercise, having little if any regard to public transport or, indeed, a wider transport-related evidence base that covers all modes, in the view of Stagecoach, sets policy up for potentially very serious unintended consequences in and around Banbury. These consequences go well beyond a “failure” to achieve the transport objectives of the Council in the round. They involve the real risk that the entire public transport becomes irrelevant and unviable.</p> <p>This would affect not only bus services in the town itself but key connectivity to settlements around the town, and by extension, it risks marooning very extensive parts of rural Cherwell District and beyond, in total isolation without the availability of a car. Attempting to retroactively address this with large sums of scarce public money will achieve little or nothing, if the root issues – the speed, directness and reliability of buses in Banbury – has not been effectively tackled.</p> <p>Stagecoach has long been ready to work collaboratively and with vigour with the Council and other stakeholders to formulate and implement a robust and effective plan to start to</p>
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	<p>release Banbury from the tyranny of car dominance. The anticipated Area Transport Strategy for Banbury is the appropriate focus for these efforts.</p> <p>We urge the Council to take this last opportunity to tackle the current issues that face all active modes – including buses – in a comprehensive way that secures the maximum benefits for the environment, society and the local economy. We extend the invitation to the Council once again to involve us in such a process. Stagecoach looks forward to hearing from the Council's leading officers and members shortly to agree the best way to achieve this.</p> <p>In the meantime, in the absence of any dialogue, of any kind, between ourselves and the Active Travel Team, we can only comment on what we and the wider public have been presented with in this draft LCWIP. While being a single respondent, we hope that the Council and its officers will recognise that we represent literally thousands of individuals who are bus users in Banbury and its hinterland, some more regular than others, but all of whom are to a considerable extent dependent on our services. We also represent a potential bus market of thousands more, for whom bus has never to date been a credible choice, if we can secure a strategy that leverages both walking, cycling and bus use to address current car dependency effectively, as the County's own policy sets out to do. As presented, we consider the LCWIP inadequate in its own terms as well as strategically prejudicial.</p> <p>Stagecoach West therefore urges the Council to pause work on the LCWIP pending an urgent conversation with us to work through the concerns and issues we have raised. This should form a key part of the preparation process of the Banbury Area Transport Strategy, which we would expect to be based on a much more rigorous appraisal of the opportunities and constraints on meaningful intervention across all modes, to achieve the transport policy goals we clearly share.</p>
Cherwell District Council	<p>Consultation on the Banbury Local Cycling and Walking Infrastructure Plan</p> <p>Thank you for extending the opportunity for Cherwell District Council to submit its comments on the Banbury Local Cycling and Walking Infrastructure Plan (LCWIP). This officer response will be supplemented through individual responses by councillors on behalf of their communities.</p>

	<p>Strategic Context</p> <p>Cherwell District Council declared a Climate Emergency in the summer of 2019 and consequentially has adopted a Climate Action Framework to lead the challenge locally of addressing climate change. It is doing so both by transforming its own operation and by playing its part in enabling a zero-carbon Cherwell district.</p> <p>Together with the Leaders and Chief Executives of all Local Authorities in Oxfordshire, we have committed to collectively tackle the Climate Emergency. Evidence-based decisions and actions form the basis of Cherwell's Climate Action Framework (2020).</p> <p>The context for the LCWIP is of paramount importance to establish and to engage effectively with. In addition to the Oxfordshire Local Transport and Connectivity Plan and the Banbury Area Travel Plan, particular importance should be placed upon the emerging Cherwell Local Plan 2040, Banbury Vision 2050, and associated master-planning.</p> <p>Executive summary</p> <p>1. Introduction</p> <p>The purpose, scope, and limitations of the LCWIP should be clarified. Provision of the infrastructure for 'active travel' is the focus of the LCWIP. However, active travel not only relies upon the provision but also the maintenance of infrastructure - to ensure safe and enjoyable journeys, to encourage the switch from motor vehicles. This could be further supplemented in Section 8 – Integration, Application, Embedding and Reviewing.</p> <p>The experience of people using the infrastructure will be inherent to the success of the LCWIP. It should therefore be established how information and education may be provided to encourage positive behaviours in tandem with the implementation of fixed assets.</p> <p>This should refer, for example, to the support Oxfordshire County Council and Thames Valley Police may be providing within schools or education to motorists through guidance and enforcement (e.g. to deter motor vehicle parking on pavements or in cycle lanes which – without consideration - would undermine the LCWIP).</p> <p>The LCWIP should also refer to the Department for Transport's Highway Code (2022) and explain how, for example, the 'Hierarchy of Road Users' will be integral throughout the design and implementation phases of the plan. This should include, for example, a review</p>
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	<p>of the current approach to the design of junctions (i.e. within the Banbury Area Travel Plan) to correct the incorrect indication that motorised traffic has priority at junctions. Creators of 'routes' that channel people along fixed corridors have an inherent responsibility for the safety of those people – especially as the 'announcement' of walking and cycling routes leads to a perception of higher safety and reduced awareness of risk. It would therefore be counter-productive if any point in that corridor was poorly designed. It should therefore be clarified how safety at junctions will be assured, or alternative routes be proposed – or if not possible, then this should be declared to inform users.</p> <p>1.1 Banbury LCWIP development: The process</p> <p><u>1.1.1 Stakeholder engagement and governance</u></p> <p>This is essential and we acknowledge that the comments in this paper are supplementary to those already submitted by officers and councillors from Cherwell District Council. The first round of consultation for this plan (in May-June 2022) appears to have only received a very limited number of responses. It should, therefore, be ensured that the number and breadth of representative views are forthcoming in the current round. To assist engagement, the council's economic growth service promoted the opportunity to become involved to local businesses in January 2023. Groups such as the Banbury Chamber and Banbury Business Improvement District will be crucial to engage – and to keep engaged.</p> <p>The presentation of the broader Area Travel Plan to the Banbury Business Breakfast on 9th March should be a good example to actively engage and to explain the LCWIP in its crucial context. The steps being taken to engage with business leaders are welcomed and we hope that employees (and all other residents and bodies) are also able to learn about the proposals and to have their views included.</p> <p>The Drop-in session at Banbury Town Hall on 1 March was pleasing to note, albeit only one session during the daytime. The success of this activity would be demonstrated by a significant number of people attending. The press coverage and information placed in the library will hopefully have generated interest and should be transparently indicated, with more innovative approaches being considered to engage 'hard to reach' views.</p>
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	<p>We consider that further engagement is needed ahead of finalising the Banbury LCWIP. There is an opportunity to align this document within the wider context of the emerging LTCP Banbury Travel Plan and Cherwell Local Plan 2040. We see this engagement to explore with different network users and those expected to deliver the schemes to discuss the proposed routes in a set of focused workshops.</p> <p>Figure 1: Banbury LCWIP: Process summary The visualisation of the process is helpful, but it currently lacks a ‘feedback loop’ (to stage two) as monitoring is conducted and new information becomes available. Also, an ‘Implementation’ box as Stage 7 would addressing the important public policy aspect needed to ensure take up of the routes and modal shift (e.g. the soft measures to enable the take up (awareness campaigns, engagement with major employers, signage, Bike libraries/bike schemes etc). We know the County and partners implement a range of these measures and it would be helpful they are shown in the LCWIP as a key part of the process.</p> <p>A monitoring box as Stage 8 would also link to section 8.2 – monitoring the delivery of schemes and take up of cycling and walking to inform next iterations of LCWIP and the schemes already identified in this draft for later implementation.</p> <p><u>1.1.2 Public consultation</u> 1.2 Context and geographical scope of this LCWIP It is pleasing to see the LCWIP addresses connectivity of the market town centre and the most immediate rural settlements. However, we would also suggest the addition of Hanwell and Horley which fall within a 30min cycle radius of Banbury Town centre (Table 1 and maps).</p> <p>The Public Rights of Way (PRoW) network has great scope for increased use for active travel yet is not visually presented and has very little mention. Public footpaths and bridleways – if waymarked and publicised – could enhance the comprehensiveness of the LCWIP.</p> <p>There is scope to add further ‘cross town routes’ (that circumvent the town centre) – especially for leisurely circular routes from homes (and return without requiring a</p>
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	<p>destination). This would apply to all cyclists – from the most experienced to beginners and those looking to build confidence away from the town centre and main roads. We would encourage these to be referred to at this stage and considered in the future development of the network.</p> <p>Figure 2: Movement in Banbury - Challenges.</p> <p>1.3 Relationship between cycling and walking</p> <p>We particularly support the provision of “Paths of sufficient width or separation to enable people cycling and walking to travel side by side and to pass without conflict”. However, will the increasing use of electric bikes and scooters increase speeds, and of so how can design features mitigate the risk in future of higher speed electric vehicles passing close to pedestrians?</p> <p>Whilst the link to education and enforcement policies should be noted, the design of infrastructure should be the leading consideration to reduce conflict between users. To mitigate risk, for example, a central reservation (kerb) could be placed between cyclists and walkers and/or widths increased. Where space does not allow, pedestrian should be prioritised and it should be evaluated how higher speed cyclists can safely share roads where they will often travel at the same maximum speed as other vehicles (20mph).</p> <p>2. Policy Context</p> <p>2.1 LCWIP integration with wider policies</p> <p>Stage 6 of the LCWIP process refers to the integration into ‘policy and plans.’ The emerging Cherwell Local Plan 2040 and Banbury Travel Plan (LTCP) will be key. The integration should also be ‘two-way’. To enable that integration, it will require the LCWIP schemes to be costed with an indication of sources of funding. It is appreciated that full costs may not be available until scheme feasibility is carried out but promoting schemes through the Local Plan will require an indication of costs and funding.</p> <p>We have noted above the desirability of infrastructure to be created to help the safety of active travel users. All LCWIPs would therefore benefit from a section on soft measures which encourage the take up of active travel over and above the provision of physical infrastructure. OCC, Cherwell and other partners have in place a number of these</p>
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	<p>initiatives and it would be appropriate to refer to them: https://www.cherwell.gov.uk/walking-and-cycling</p> <p>2.2 Key policies, strategies, and guidance Design Standard Documents are mentioned in Table 2 but there is no explanation of what they are or active link to find out more. All LCWIPs would benefit from a brief section on design standards. The maps include development sites. The potential for integration with existing communities and the existing and proposed active travel network could be highlighted through those standards. This will also be important for the integration with Green Infrastructure.</p> <p>Sites such as Canalside will be key to improving connectivity, especially in relation to the railway station and potential new crossing points of the river, canal, and railway. We appreciate that the detail will be in Local Plans and the Banbury Travel Plan, but the site could be shown in the maps, the proformas or the text of the LCWIP to highlight this key site without prejudicing Local Plan content.</p> <p>3. Population and demographics The Section Summary (box) is helpful and presents a very positive picture of the opportunities for the take-up of active travel in Banbury. The LCWIP could benefit from presenting this information in a visual form and bring them to the forefront of the document as an infogram.</p> <p>4. Cycling & walking: demand and challenges With cycling and walking, the difficulty of retrospectively implementing infrastructure within a road network created incrementally over many centuries, intersected by modern high-speed roads carrying high volumes of traffic, should be highlighted. It could also be explained clearly why 'no change' is not an option.</p> <p>The positive association between active travel and efficient car use could also be made. For example, if X walkers and Y cyclists opt to leave their car at home, it would reduce travel time for motorists whilst not reducing car parking spaces. The advantages and disadvantages should be clearly shown.</p>
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	<p>Speed is recognised only in relation to motorised traffic whereas the speed of cyclists should also be understood to inform the design of infrastructure. A cruising speed of 15 mph is common for a reasonably fit adult and therefore the shortcomings of past approaches to the retrospective creation of ‘cycle lanes’ should be acknowledged. The application of white paint to shared pavements, for example, to indicate that cyclists should give way to traffic crossing their path from every side junction, disrupts journeys and places the cyclist in more danger.</p> <p>Further conflicts also face walkers crossing junctions. Design guidelines should be reviewed alongside the Highway Code (2022), promoting the Hierarchy of Users in practice.</p> <p>4.3 Accident data</p> <p>It is noted that detailed accident analysis will take place during the design stage of route improvements and will be used to inform those improvements. This is a pragmatic approach but should consider the scope of the LCWIP final document to include more information on the likely ability/capacity of the preferred routes to be improved. Please note our request for further engagement on this.</p> <p><u>4.3.1 Accidents involving people cycling</u></p> <p>The use of accident data to ensure the highest risk sections/ junctions are treated – the recorded serious accidents for cyclists appear to be shown (in Figure 19) to be at junctions. Resist road markings that dictate cyclists to move to the left as this reduces visibility and contradicts principles of shared space.</p> <p>Recognition needs to be made that the plan should tackle instances of danger created by existing cycle lanes before accidents happen. For example, at the busy Ermont Way, a cycleway contains an indistinct bus stop pole in the middle of the cycleway. This has clearly been placed and it begs the question why the risk it creates was not mitigated at the time of installation? If the rectification of such dangers is not acknowledged in LCWIP, they will be allowed to prevail and lessons arising through the plan making process will not be recorded – until a foreseeable accident happens.</p> <p><u>4.3.2 Accidents involving people walking</u></p>
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	<p>With infrastructure being shared by cyclists/scooters and walkers, it should be acknowledged that the risk of conflict is likely to increase with more users travelling at higher speeds created by electrification of cycles. As the more vulnerable user, how will walkers be protected? Examples of design standards would help visualise how the schemes could minimise conflict.</p> <p>4.4 Other informants to this LCWIP</p> <p><u>4.4.2 Rapid Cycleway Prioritisation Tool</u></p> <p>It will be more effective if the reason for not considering the A422 an optimal route was added. The A422 is direct, and some cyclists may be tempted to ride on the dual carriageway unless the footpath is enhanced, or the alternative route is made evident. Explain co-operation with West Northamptonshire Council.</p> <p>Also, make Figure 22 clearer.</p> <p>As with Section 3, the section summary (box) is helpful and presents a very positive picture of the opportunities for the take-up of active travel in Banbury. The LCWIP could benefit from presenting this information in a visual form and bring them to the forefront of the document as an infogram.</p> <p>5. Network Plan for cycling</p> <p>We welcome the approach to the presentation of routes in proformas - useful and clear. However, they will require further enhancement, development, and consultation upon in detail and at every stage before implementation. Particular weight should be afforded to elected representative bodies with oversight and local knowledge, such as the Town and District Councils. Please note our request for further engagement.</p> <p>5.1 Methodology</p> <p>We welcome the iterative process taken, combining the analysis of data collected and initial site audits - to be supplemented by more detail in due course following further stakeholder engagement. However, a list of stakeholders and engagement activity should be provided to ensure that a transparent process where all views (including from those with opposing views or indirectly affected) have been invited and understood, with explanation of why suggestions may have been discounted.</p> <p><u>5.1.1 Identifying trip generators</u></p>
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	<p>The document stresses that “Trip generators have been identified to understand where people want to cycle to and from”. Whilst such purposes are important, not all trips will be to or from a place – for instance, they could be a round trip from home for exercise purposes. The LCWIP should therefore accommodate wider interests.</p> <p><u>5.1.2 Identifying existing and predicted routes and desire lines</u></p> <p>Severance due to M40, River Cherwell, Canal and Railway Line is recognised as a network constraint - it would then also be helpful to clarify which routes/interventions contribute to overcoming the obstacles, or a sense of the wider works required.</p> <p><u>5.1.3 Identifying cycling network improvements</u></p> <p>We strongly support the statement that: “The improvements identified are high-level proposals and options, which will require further feasibility and design work, along with public consultation before being implemented. They will also need to be considered in the wider context as part of the emerging Banbury Area Travel Plan. Cherwell Local Plan 2040 and Banbury Masterplan”. It should also be reflected at the start of the document and at the end (i.e. Section 8.0), with a graphical representation of the process. We will require further certainty on the ability of the preferred routes to be delivered before progressing them into Cherwell plans and programmes.</p> <p><u>5.1.4 Types of improvements</u></p> <p>5.2 Proposed cycling improvements (ROUTES 1-18 and Village Routes 1-7!)</p> <p>In addition to the town centre, it is pleasing to see the connectivity to the railway station and the main employment locations in the primary cycling routes. However, the word ‘Route’ could be misleading and might better be described as a ‘Section’ (of the Network). Furthermore, the sections could be shown to interconnect. For example, the Village Route 5 (from Adderbury) to the railway station could connect with the section called ‘Route 18’ (Canal Towpath) to provide a realistic, practical route.</p> <p>‘Severance’ caused by the railway, canal and river impacts on several of the routes – especially around the railway station ‘pinch point’. It should therefore be indicated where new crossings should be created. There are two likely places – Canalside to Thorpe Way and Bankside/Oxford Rd to Chalker Way – to be determined by the Banbury Area Travel Plan, the Cherwell Local Plan 2040 and the Vision Master-planning. However, the huge</p>
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	<p>potential value of those crossings should be at least raised in the LCWIP as options to overcome the problems that are identified.</p> <p>Chalker Way is now a major source of employment and yet is only treated as a cul-de-sac in the LCWIP. It begs the question of how such private estate roads – designed to be adopted in future – can be integrated into the LCWIP at this stage, or is it dependent upon other work such as the Area Travel Plan? How are such landlord being engaged as stakeholders?</p> <p>Route 4: Consider extending the proposed additional route on the B4100/Warwick Road to improve cycle links to/from Hanwell and Horley. Also consider extending the primary route BP4 to Drayton although we appreciate there may be environmental and engineering constraints on this route. If so, they should be identified.</p> <p>Route 7: This route appears to be widely supported and can perhaps be implemented most straightforwardly, including a short link from the track to road of the Beaumont Industrial Estate. However, to assess interest, have the businesses and workforce been consulted on such proposals?</p> <p>Route 14: (Wildmere Industrial Estate to Bridge St) has great potential as a direct, attractive route but is perhaps not well known and in need of way marking. This is especially important as the facilities for cyclists to cross the more obvious route between Gateway (retail park) and the town centre is across the notorious roundabout at Hennef Way and Ermont Way.</p> <p>Route 18: This is a particularly important route that could better serve the railway station and town centre with links to homes. As a Conservation Area corridor, it offers safe and pleasant separation from motor vehicles but is narrow in places with poor surfacing. The views of the Canal and River Trust are imperative to include.</p> <p>6. Network Plan for walking</p> <p>We welcome the approach to the presentation of routes in proformas - useful and clear. However, they will require further enhancement, development and consultation upon in detail and at every stage before implementation. Particular weight should be afforded to</p>
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	<p>the views of elected representative bodies with oversight and local knowledge, such as the Town and District Councils. Please note our request for further engagement.</p> <p>6.1 Methodology</p> <p>We welcome the iterative process taken, combining the analysis of data collected and initial site audits - to be supplemented by more detail in due course following further stakeholder engagement. However, a list of stakeholders and engagement activity should be provided to ensure that a transparent process where all views (including from those with opposing views or indirectly affected) have been invited and understood, with explanation of why suggestions may have been discounted.</p> <p>Important that the engagement focuses the effect of the proposals on different network users and the role of Banbury as a market town serving a wider rural hinterland.</p> <p>6.2 Proposed walking improvements (ROUTES 1-8)</p> <p>In addition to the eight routes formally identified, walking routes could be included as hugely flexible parts of the active travel network, applicable to short as well as and longer trips within the town. Appropriate publicity/signage and maintenance of the existing infrastructure should also be assured.</p> <p>7. Emerging prioritisation of route improvements</p> <p>The 'Primary' routes shown in Figure 24 largely follow the roads with highest motorised traffic (with associated emissions issues and risk of conflict). Such potential conflict should be recognised to mitigate risks and to establish policy to create higher standard, more attractive primary routes in new developments which incorporate greater separation. It should be made clear that 'Secondary routes' are no less important, they simply reflect expected levels of use – often for practical 'end to end' purposes. Indeed, secondary routes (such as the former railway line and Salt Way) tend to be further away from motorised traffic. Therefore, for cyclists and walkers, secondary routes could be more attractive for leisure, fitness, and recreational activity (indirect, circular routes as opposed to those intent on reaching a destination). The Council's Leisure Services can assist.</p> <p>8. Integration and application</p> <p>8.1 Embedding the Banbury LCWIP</p> <p>The context for the LCWIP is of paramount importance to establish. This is not only in relation to the Oxfordshire Local Transport and Connectivity Plan and the Banbury Area</p>
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	<p>Travel Plan but particularly the emerging Cherwell Local Plan 2040, Banbury Vision 2050, and associated master-planning.</p> <p>Effective engagement cannot be stressed enough! The LCWIP needs to be ‘owned’ by all residents and businesses – by making it appropriate to everybody. Embedding the LCWIP will require locally elected and accountable bodies such as the Town Council to be actively involved.</p> <p>The wealth of knowledge and practical experience locally should be embraced. This should ensure, for example, that the impacts of any proposals are understood in their wider context and negative impacts avoided. For example, decisions to ‘create’ cycle lanes within historic streets may necessitate the use of road space, creating congestion and pollution. The creation of such a scenario would create harm and not necessarily lead to increased active travel (through the congested and polluted area). It could also impact the economic vitality of the town.</p> <p>The limitations of the Plan should therefore be acknowledged in the context of the Scope and Mission of the LCWIP stated at the beginning of this document.</p> <p>Identify how blockages of the network will be controlled? (e.g. will OCC or Police enforce car parking across active travel routes?</p> <p>Identify how will the infrastructure be maintained? (e.g. will the cycle ways be regularly swept to avoid debris creating slip hazards, how often will signs and road markings be refreshed, who will have responsibility, etc).</p> <p>Proactively improve industrial estates roads (some businesses have sought guidance to integrate access road improvements at the junction of the public highway. This could be done more proactively – for instance, guiding the road markings to safeguard pedestrians crossing roads used by LGVs. Work with the Council’s economic growth service and business groups.</p> <p>To monitor the LCWIP, avoid presenting misleading outputs – such as the length of lines painted on roads or pavements, or only measuring new infrastructure created (as opposed to maintaining existing infrastructure). Maintain focus on outcomes indicated - such as levels of usage (by cyclists and pedestrians). The electronic ‘counters’ and surveys indicated will only be part of the monitoring required and should be linked to, for example, processes to respond to maintenance issues arising on the network.</p>
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	<p>To maximise participation and ‘ownership’, terminology should be carefully chosen – avoiding jargon and acronyms wherever possible, whilst being transparent throughout.</p> <p>8.2 Reviewing the Banbury LCWIP</p> <p>The proposals for reviewing implementation should be enhanced – for example, by indicating how key stakeholders (such as the Councils) would be involved.</p> <p>Conclusion</p> <p>Cherwell District Council appreciates the opportunity to contribute to the LCWIP and wishes to continue an active role throughout the process and into the future implementation phases.</p> <p>It urges further engagement with the town’s businesses and residents, and others from beyond the town’s boundary who require access to the town for essential services and other activities.</p> <p>This engagement is needed ahead of finalising the Banbury LCWIP. There is an opportunity to align this document within the wider context of the emerging LTCP Banbury Travel Plan and Cherwell Local Plan 2040. We see this engagement to explore with different network users and those expected to deliver the schemes to discuss the proposed routes in a set of focused workshops.</p> <p>We will require further certainty on the ability of the preferred routes to be delivered before progressing them into Cherwell plans and programmes.</p>
Member of the Public	<p>I have walked and cycled regularly in this area, and am very disappointed that there seems to be no mention or consideration for safe passage through the busy old part of Bodicote village. Where is the safe connection from Bloxham Grove road (regularly used by Warriner school pupils) to Salt way via busy High Street?</p> <p>Why do we need lighting in these proposed areas which will further deplete and further limit the dark skies here.</p>
Adderbury Parish Council	<p>A4260 (BPV5): Councillors welcome proposals to improve the A4260 between Adderbury and Bodicote to provide an improved footpath and a cycleway. The PC has already discussed this proposal with OCC engineers. Also in the PC’s response to the Planning application, the PC has requested that the proposed development for an extension to</p>

	<p>Longford Park (to include a secondary school and over 800 homes) should include S106 funds towards these improvements to this footpath.</p> <p>Other potential improvements in Adderbury Parish</p> <p>The Milton Road: Councillors suggest there should be provision for a footpath and cycleway along the Milton Road, from Adderbury to Milton, and to Bloxham. This has been requested previously, and by residents of both Adderbury and Milton, and would benefit children and pedestrians particularly. Also the PC requests a change in the speed limits on this road, which should be 40mph throughout and 30mph in the section passing Milton village.</p> <p>A4100 Ayhno Road: Councillors suggest there should be provision for a footpath and cycleway along the Ayhno Road from Adderbury to the Banbury Business Park. This would benefit pedestrians and cyclists accessing the Business park. Many pedestrians use this road to walk to work and although there are wide verges they are difficult to walk on and vehicles pass at 60mph.</p> <p>Other areas:</p> <p>BSV7 — Bloxham Grove linking Bodicote to Bloxham: Councillors objected to the suggested 'improvements' to this route for the following reasons:</p> <ul style="list-style-type: none"> -- It is currently a pleasant country roadway with very little traffic and such changes would be urbanising what is a country route. --The PC objected to suggested lighting and traffic calming measures as these were unnecessary and a waste of public funds which could be better spent improving other routes (as above). --Increased lighting would adversely affect wildlife in the area which includes barn owls, foxes and badgers. --Increased lighting would add to light pollution and be visible from some distance away. --Increased lighting and unnecessary traffic calming would be a waste of resources and energy which should be a priority consideration, particularly when local councils have agreed Climate Crisis policies.
Oxfordshire Cycling Network	<p>The Oxfordshire Cycling Network is a federation of cycling groups and advocates across the county. We support the Draft Banbury LCWIP overall, as a plan that encourages the</p>

	<p>development of infrastructure that enables cycling and walking in and around Banbury, the second largest settlement in the county.</p> <p>We defer detailed comments on the plan to our local member group Banbury Active Travel Supporters (BATS).</p> <p>The important thing with any such plan is that its schemes are translated into high quality infrastructure on the ground. We look forward to working with OCC and BATS on this over the coming years.</p>
Cllr David Hingley (Cherwell DC)	<p>Having seen the comments made by Adderbury parish council in response to the recent consultation on the Banbury LCWIP, I want as Cherwell DC councillor for Adderbury, Bloxham and Bodicote to convey my support for the parish council's comments regarding the various proposals for cycling and walking infrastructure in the local area. I support positive improvements to cycling and walking access in general, done in the right way with respect to each particular environment and taking the views of local communities into account.</p> <p>In line with the PC's comments, I too have been contacted by a number of residents who are concerned about part of the proposals for Village Route 7: Bloxham to Bodicote at (a) on the map to install lighting along the track towards Bloxham Grove. I understand that multiple representations including from local parish councils have been made through the consultation to object to this proposal to install lighting along what is a rural setting. I sympathise with those concerns, not least as it would likely lead to unwarranted light pollution in that area of countryside and would ask you to give full consideration to those comments in taking your proposals forward.</p> <p>On a matter separate to the routes consulted on, and as raised by Adderbury PC as well as by residents with myself, there has been interest for some time in installing some kind of footpath or cycle lane along the road from Adderbury to Bloxham via Milton. In particular a new community sports centre is to be constructed at the Adderbury end of that road and it would be prudent therefore to consider whether a footpath/cycle path between at least Milton and Adderbury is possible to link the two, although a route along the whole length of that road has strong merit. I would be grateful to discuss through the appropriate channels whether such improvements might be possible in the future, bearing in mind</p>

	factors such as public safety on this fast road, the move in general towards encouraging greater active travel, impact on road traffic, and funding. Any such alterations would naturally need to be done in consultation with the public.
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Divisions affected: *Cowley, Jericho & Osney, Wolvercote & Summertown*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 20 JULY 2023

OXFORD: BARNES ROAD & OTHER LOCATIONS – PROPOSED PARKING PERMIT ELIGIBILITY AMENDMENTS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the following proposals in respect of eligibility for parking permits as advertised:
 - a) **Cowley Central East** – exclude the car free development at No.242a Barnes Road from eligibility to apply for resident's parking permits & residents' visitors parking permits,
 - b) **Summertown** – allow Grove House, St James Row, No.3 Grove Street to be eligible for one resident's parking permit and residents' visitors' parking permits,
 - c) **Jericho** – allow No.1 Canal Street to apply for resident's parking permits & residents' visitors parking permits,
 - d) **Cuttesslowe** - exclude No.37 Templar Road from eligibility for resident's parking permits and residents' visitors' parking permits
 - e) **North Summertown** – exclude the five new dwellings at No.4 Bladon Close from eligibility for resident's parking permits and residents' visitors' parking permits

Executive summary

2. This report presents responses received to a statutory consultation on proposed amendments to existing Controlled Parking Zone (CPZ) orders in respect of eligibility for parking permits as a result of the development of properties for residential purposes, and the associated conditions within the planning permissions granted by Oxford City Council.
3. With respect to No.242a Barnes Road - following complaints to the parking service, it was brought to the Councils attention that as part of the planning requirements for the flats at 242a Barnes Road, these dwellings should have not been included in properties eligible to apply for parking permits for the Cowley Centre (East) Parking Zone.
4. When the development was approved by the planning authority in January 2013 (12/03278/FUL), the flats and the community centre were designated a car-free

development. In this respect they are not proposed to be served by any on-site car parking other than disabled parking.

5. A further legal agreement was put in place for the site in September 2013, which included a contribution towards a future Controlled Parking Zone, but excluding owners and occupiers from the development from eligibility for residential and visitor permits.
6. At the time the planning was approved for 242a Barns Road, officers considered that with the high level of parking controls already in place around the site and the package of measures proposed that the highway impact from parking displacement would be minimal. However key mitigating measures to note from the planning approval included:
 - *'All flats would be marketed as car-free so that it is clear to potential purchasers from the outset that no on-site parking will be provided and that they would not be expected to own a motor vehicle.'*

Financial Implications

7. Funding for consultation on the proposals has been provided by the various developers of the properties in question.

Equality and Inclusion Implications

8. Whilst Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is considered that these are mitigated by the fact that in all permit schemes (including the Cowley Centre East CPZ) that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid permit.
9. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant, and will provide additional parking capacity for any holder of an authorised, current blue badge.

Sustainability Implications

10. The proposals would help facilitate the safe movement of traffic and support the use of sustainable and active travel modes.

Formal consultation

11. The Formal consultation was carried out between 03 March and 05 May 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Oxford City Council, the local County Councillors, and the local Oxford City Councillors.
12. Additionally, letters we sent to approximately 240 properties in the immediate vicinity of No.242a Barns Road.
13. 42 responses were received during the formal consultation, with 32 received via the online consultation survey, and these are summarised in the table below:

Proposal	Support	Object	Concerns	No objection or opinion	Total
No.242a Barns Road	5 (16%)	26 (81%)	-	1	32
No.3 Grove Street	6 (19%)	4 (12%)	1	21	32
No.1 Canal Street	7 (22%)	3 (9%)	1	21	32
No.37 Templar Road	5 (16%)	6 (19%)	1	20	32
No.4 Bladon Close	3 (9%)	7 (22%)	2	20	32

14. Additionally, a further ten responses were received via email, with Thames Valley Police raising no objection, two raising concerns, six objecting (in relation to No.242a Barns Road), and one Oxford City Cllr supporting the proposals for 242a Barns Road (with the suggested 6-month time frame to allow alternative provision).
15. The responses are shown at **Annex 1**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

16. Thames Valley Police expressed no objections to the proposals.
17. The local City Councillor has given support to the removal of permit eligibility to permits for 242 Barns Road.
18. In response to specific concerns raised regarding the Barns Road proposals, it is understandable that residents who currently have a permit, may have concerns about making arrangements for their vehicles at short notice. To compensate it is recommended that should the change be approved, that existing permits would be honoured until their expiry date and for permits with

less than 6 months left to expiry on the date the order is brought into effect, these would be extended to ensure a minimum of 6 months is provided to allow for alternative arrangements to be put in place.

19. A number of objections were received to the Barns Road proposals that the changes to permit eligibility would impact of residents' ability to have visitors and trades people to their properties. In response, it should be noted that the proposals do not stop visitors to these properties. There are a number of public car parks within the vicinity that facilitate parking for short and long stay periods. In addition, residents are still eligible to apply for contractor permits, where work is being undertaken at their properties.
20. In all permit schemes that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid permit.
21. In response to the concerns raised about having constraints placed on residents' ability to park where they live, it is important to note that the restrictions have been put forward in response to the development of properties for residential purposes. The proposals – a condition of planning approval granted by the City Council – will help ensure that the potential increase in residents at properties as a result of the development do not result in increased demand for on-street parking in the local area, thereby adversely affecting existing residents.

Bill Cotton
Corporate Director, Environment and Place

Annexes

Annex 1: Consultation responses

Contact Officers: Tim Shickle 07920 591545
James Whiting 07584 581187

May 2023

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local City Cllr, (Cowley Ward)	<p>No.242a Barns Road - Support</p> <p>I'd like to confirm that I support the amendment to the Cowley East scheme to remove 242a Barns Rd from being eligible for permits with the suggested 6 month time frame to allow alternative provision.</p>
(3) Local organisation, (Unlimited Oxfordshire)	<p>Concerns – I understand that the County Council might require Oxford City Council, when granting planning permission for some new residential developments, to stipulate that car-ownership among residents is to be discouraged. That is understandable when, for example in Bladon Close, North Summertown, a single house is replaced by five flats.</p> <p>For such developments, off-street parking may be limited, and it may become congested and unusable by a resident blue-badge holder.</p> <p>The non-eligibility of residents of certain dwellings must not cause the County Council to refuse to provide an on-street DPPP, if applied for by a blue-badge holder who is a resident of one of those dwellings.</p>
(4) Local Resident, (Oxford, Barn Road)	<p>No.242a Barns Road - Object</p> <p>I'm feeling very worried about the proposal to prevent residents of Barns Place from having parking permits. I'm a social worker and I can't do my job without my car, for example, I've got a young person on my case load currently who lives on a caravan site in the middle of nowhere; you can't get to it on public transport. Even for children and families who live more locally, we need to be able to get out to them quickly in a crisis and so it's just not viable for me to not have a car.</p>

	<p>The proposal is causing me a lot of stress. I don't know whether I'd be able to keep living here as all the roads round here are controlled parking zones. Equally though, other housing options are so limited because there is next to no affordable housing in Oxford. I have a 50% shared ownership 1 bedroom flat.</p> <p>I wanted to reach out to see how likely it is that this proposal will go ahead? I imagine that you'll say that you need to wait for the consultation period to end but I wondered about the context of why this is happening now? When I moved in, the area wasn't a controlled parking zone and so its always been the case that there's been parking available. I don't know how many of the residents have cars but there's never any problems getting spaces so it would be helpful to understand more about why this has come up and the motives behind it.</p> <p>Another thing that has just occurred to me is that this proposal will likely have a significant impact on the value of our flats. I'm in the process of re-mortgaging now and the valuation will have taken into account that there's street parking available.</p>
(5) Local Resident, (Oxford, Barn Road)	<p>No.242a Barns Road - Object</p> <p>As a resident of the building, I'm writing to object to this proposal as I strongly believe the decision to remove our ability to apply and have access to residential and visitor car permits will have a significant negative impact on myself and my fellow residents. I have listed reasons for your consideration to support why withdrawing our ability to have permits will have adverse effects on our living circumstances.</p> <ul style="list-style-type: none"> • Inability to have my elderly parents or family members with young children to visit as they will be unable to park near by • Inability to have any friends (especially with young families) to visit me from outside of Oxford; as they are unable to drive and park close by. • There are no park and ride facilities that come directly into Temple Cowley for any visitors to use if they are mobile • Inability to have any tradespeople/ utilities providers to the flats to complete any repair work or safety checks as they are unable to park sufficiently close (resulting in illegal parking). This impacts 40 households that won't have access to contractors that can park safely. • The surrounding area (Temple Cowley/Florence park) are able to have two parking permits if they own a house (some which have drives) on the local streets-penalising those living in flats in the area. • There is limited affordable housing in Oxford and this can impact social equality (links to key workers)

	<ul style="list-style-type: none"> • Public key workers unable to go to work without the use of a car as they are required to travel to visit patients/hospitals/teach • Bus services have increased in price and services have decreased, 24 hour buses reduced • Co-wheels are expensive and limited options are available • Residents may have chronic illness that requires regular visits to the hospital so having access to a car or friends and family that can park nearby when needed will be taken away. • Owners and occupiers of the flats are invested in the area - helping to develop the area. If access to permits are removed, it might lead to residents leaving the building/area. • I cycle to the John Radcliffe and the city centre for work and there is limited cycling infrastructure on Between Town Roads and Holloway Road making it challenging in places. • All areas of Cowley (and beyond) are now subject to parking restrictions which didn't exist in 2013 when the original development permission was given. • To support the drive to reduce carbon emissions in Oxford, accessible charging points would encourage people to purchase electric cars • To support the drive to reduce emission around Oxford, more buses could be electric, many of the buses seem to be run on petrol/diesel. <p>A potential suggestion</p> <ul style="list-style-type: none"> • Multi-story car parks (Barns Road car park) could be utilised for resident parking, and if charging points are put in it may encourage electric cars.
(6) Local Resident, (Oxford, Barn Road)	<p>No.242a Barns Road - Object</p> <p>we are strongly opposed to the withdrawal of permit eligibility for residents of Barns Place, and we will explain our position herein.</p> <p>While supporting the Oxford County Council's priorities to reduce car use and associated negative externalities (e.g., air pollution), our opposition is based upon two key points: 1. That the specific contexts of Barns Place, including the precedent set by providing permits for at least 2 years, means that an exception should be made for this residence, and 2. That the growth in apartment living in Oxford, if coupled with such parking permit exclusions, is unfair and unjust, particularly in the context of the housing affordability crisis in Oxford, on the basis of the availability of parking and permits for houses but not apartment blocks, the latter which tend to be more affordable. We will now expand upon these points.</p> <p>Point One:</p>

	<p>We recognise that Barns Place was established as a residence to encourage active and public transport use. Yet it must be conceded that some provision is required for car use by residents, their guests and tradespeople servicing the flats. The issue for the Barns Place community is thus twofold relating to guest permits and to resident permits. The number of residents with vehicles is very small, but – as we go on to show – it would be disastrous for these residents to lose their permits. More residents rely upon guest parking permits because of the lack of 24-hour parking in this area, and no services from the park and ride locations.</p> <p>Since purchasing this apartment in 2019, there have been a number of events which have altered the context of parking surrounding the Barns Place development:</p> <p>1a. Initially two parking spaces were bookable by Barns Place residences for guests and services (e.g., tradespeople). These were sold by GreenSquare with the building next door to be developed. We have had no spaces for guests or tradespeople for at least 12 months;</p> <p>1b. The bus service to and from Barns Road has declined in the regularity and reliability (it is no longer a 24-hour service) and increased in price decreasing its affordability;</p> <p>1c. Our 'secure' bike parking has proven to be anything but, with regular break-ins and little action on the part of the freeholder or police.</p> <p>1d. Changing of the local roads from free access parking to permitted parking.</p> <p>In addition to these change trends, Barns Place has no disability parking available to residents, with the disability parking bay proximate to the back entrance of the block reserved by the freeholder for users of The Venue, but not available to Barns Place.</p> <p>Barns Place therefore has: no disability parking and no parking for tradespeople – removing our access to guest parking permits will be disastrous for not only residents, but is likely to further exacerbate the parking issues nearby (e.g., on Between Towns Road) and traffic as tradespeople look to find parking and block roads to drop off heavy items.</p> <p>As an affordable housing building, many residents in Barns Place work in care and health services (e.g., the NHS) requiring a private car for their job. Our close proximity to the ring road means that these journeys take them outside of the city, therefore not adding to urban traffic issues. This makes the location of Barns Place an important factor in considering permit availability and the need for private cars. It is unrealistic to think car clubs – as mentioned in the letter we received (6th April 2023) – could be used daily for these essential workers.</p>
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	<p>Many people purchased their apartments under the understanding that they could purchase a resident's parking permit for the nearby area; without this they will be unable to remain in their home. This would have a disastrous effect on their lives – and the community of Templar Square which so desperately needs permanent residents to build a healthy and happy environment. It is our contention that by providing permits for at least two-years, it is imperative that an exception is made for the Barns Place community which has evolved on that basis.</p> <p>Point two: Our second point is a more general consideration for the Council; that parking permits should only be made available to homes – many of which already have off-road parking and garages – is only further entrenching inequities in the city of Oxford. This means that some homes are able to have multiple vehicles, while others are not able to have one.</p> <p>Responding to the climate crisis demands considerations of social justice and equity; this policy is not one which will substantially reduce car numbers in the city, but one which means that those already privileged can continue to drive while others are prohibited with implications for employment and educational opportunities, along with mental and physical health.</p> <p>It is incumbent on the Oxford County Council to support all of its residents and to honour the commitments it (inadvertently) made when it started issuing the permits to Barns Place residents for a period of no less than 2 years. But we also ask that the council consider a) the inequalities they are reproducing through these parking policies, and b) a more nuanced policy that reflects the inner city and those residences closer to the ring road such as Barns Place. That OX2 (Jericho) housing is – in this same consultation – being assessed for eligibility, while apartment blocks in low income areas are excluded speaks volumes, and warrants serious deliberation.</p> <p>Thank you for considering our position on this matter. It really is such an important topic, and has caused a great deal of upset for residents of Barns Place, whose lives will be massively and detrimentally effected should the council decide to withdraw permit eligibility. With the building's first residents moving in while the area was free from restricted parking, and then receiving resident and/or guest parking, withdrawal of parking permit eligibility would be hugely disruptive to resident's lives, and have little impact on local travel volumes.</p>
(7) Local Resident, (Oxford, Barn Road)	<p>No.242a Barns Road - Object</p> <p>I strongly object to the proposal to exclude No. 242A Barns Road from eligibility to apply for residents and visitors parking permits.</p>

	<p>My largest area of concern is lack of access to visitors parking permits. I strongly entreat the council to consider maintaining current access to visitors permits for current and future residents of 242A Barns Road as a minimum. I would welcome further conversation and alternative solutions to the issue regarding residents permits (e.g. is there a compromise to be made re. affordable access to car parking elsewhere for example?). Whilst many residents of 242A do not have vehicles, there are those who are reliant on them for work for example.</p> <p>There are designated bays for permit parking within the CPZ boundary - I therefore do not see the evidence that restricting residents of 242A from permits will facilitate the passage of traffic (or thereby avoid negative impacts on amenities) as per the statement of reasons. The bays will be there and be used by someone with a permit regardless of where that person specifically lives. Once those bays are full people will have to use an alternative bay, again regardless of the residential address of the owner/person being visited. In fact, I would suggest that not allowing access to permits is likely to increase people making poor decisions and parking outside of designated bays - for example on pavements, over zig zag lines, across dropped curbs etc. - which will clearly have a much greater impact on the safe passage of traffic, people and a bigger adverse effect on amenities than people parking in safe designated permit parking bays.</p> <p>I appreciate the 242A Barns Rd development was envisaged and given planning permission as a car free development. However - at that time there was no CPZ and access to two visitors' spaces plus an accessible/disabled parking space.</p> <p>Since moving into the block (I have been a resident since day 1), the two visitors' spaces have been removed and 242A residents have been informed they cannot, nor can their visitors, use the accessible parking space which is for the sole use of The Venue.</p> <p>How can residents have usual functioning - deliveries, workpeople, contractors, carers etc. - at the block without access to visitors permits. Not to mention friends and family who rely on vehicles to get around. There are limited 2 hr bays on nearby streets however these are significantly further afield and not suitable for large deliveries/people with mobility needs or those visiting for longer periods of course.</p> <p>I already have a personal challenge in that family members with mobility problems are extremely reluctant to visit due to concern about where they can park, ability to get to the door of the block from there etc. This impacts my wellbeing and theirs - there is an issue with increasing loneliness in Oxfordshire and if my visitors cannot park anywhere within the vicinity of my home without incurring large parking charges in a multi-storey inaccessible car park which also shuts overnight, I (and they) will be further impacted. Some of these people also live far from me (c. 100 miles) and would therefore usually stay overnight to prevent long drives within a day.</p> <p>Car clubs are not a viable alternative to access to visitors parking for deliveries, contractors, tradespeople and friends/family/carers, especially those who have additional accessibility or other needs.</p>
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	<p>Other than the previous planning conditions, which presumably assisted developers to secure planning permissions, I am unclear on the rationale for treating residents in shared ownership and "affordable" flats at 242A differently to those owning houses on neighbouring streets or council/other tenants in neighbouring blocks. There is a significant lack of affordable housing in Oxfordshire as I know the council is aware. Several residents within our block are key workers, some of whom are dependent on access to a car to enable them to do their jobs. Car clubs are expensive, and in addition to financial implications through increased costs there is a concern that property values will be reduced, and people will not want to live in our neighbourhood without access to visitors parking permits as a minimum.</p> <p>Furthermore, since moving into the block alternatives such as public transport have worsened - the buses are less frequent and less cost-effective, rendering them unaffordable for many people. I am frequently left with little option but to drive - for example it took me over twice as long to get to work today on public transport than it would have driving - even with the current road closures within the city. I also have to travel during the day throughout Oxon and Berkshire which again, is not feasible on public transport - either due to lack of bus routes and/or amount of time public transport takes. I have made alternative arrangements and hire an off-road space for my car. I cannot do the same for visitors/professionals requiring access to my home.</p> <p>I relocated to Oxfordshire many years ago for a better quality of life - that includes not having a commute of over an hour each way. I do not want to have to reconsider my decision to live, work and contribute here as that quality of life is slowly eroded. We are in my experience a group of residents embedded in and committed to our community - many of us contributing as active citizens through our work, volunteering & community engagement. Therefore, whilst access to permits for a designated car free development may seem a straightforward issue, it is of significant concern to me and other residents, including impact on our individual health & wellbeing and potential wider unforeseen consequences for our neighbourhood.</p>
(8) Local Resident, (Oxford, Barn Road)	<p>No.242a Barns Road - Object</p> <p>You mentioned in your letter that the development was approved as a car-free development in 2013. A car-free development is defined as one where there is not dedicated parking spaces for the building. In 2013, the area surrounding this development was not parking restricted so car-free development would have made sense but the whole neighbourhood is now defined by parking restriction zones which removes the ability for residents to park within any reasonable distance of their property (after the fact).</p>

	<p>I feel as such withdrawing the permit eligibility now is a retrospective application of law which is a particularly punitive measure to take against those who have in good faith rented property and purchased vehicles in the interim time. This takes place in a wider situation where others who can afford to live in houses in the neighbourhood are eligible to apply for two parking permits (alongside the parking space represented by driveways common on streets adjoining this building). Given this, such action purveys the image that the council's aim here is to provide convenience to those who can afford to buy a house through penalties against those in less financially secure conditions.</p> <p>I am a single household with my partner living outside the city of Oxford. I signed my rental agreement with no information regarding this situation due to the supposed error you freely admit in your last letter and now an inability to have visitors (as they will not be able to park nearby), puts me under considerable anxiety as a person who has migrated to this country to provide needed expertise to a key industry. As you know the public transport cost has gone up and service availability has decreased which makes it unaffordable and inconvenient to use. I feel restricting people whilst failing to invest in public transport infrastructure is only adding pressure on the residents whilst providing no ecological benefit.</p> <p>It would be helpful to understand the reason behind this proposal as I feel withdrawing permits will just add pressure to residents and lead to us being forced to rent private parking instead of paying for the permits to council.</p>
(9) Local Resident, (Oxford, Barn Road)	<p>No.242a Barns Road - Object No.3 Grove Street - Concerns No.1 Canal Street - Concerns No.37 Templar Road - Concerns No.4 Bladon Close- Concerns</p> <p>When the decision was made to make Barns Place car free the property was to have 2 visitor parking, parking spaces for disable residents and street parking was available. So when we have guests, tradespeople or any other visitors their was temporary parking if needed and those who needed access to a vehicle for their health had parking spaces.</p> <p>I have 3 objections</p> <p>1)</p> <p>When the decision was made to make Barns Place car free the property was to have 2 visitor parking, parking</p>

	<p>spaces for disabled residents and street parking was available. So when we have guests, tradespeople or any other visitors there was temporary parking if needed and those who needed access to a vehicle for their health had parking spaces.</p> <p>Greensquare has sold the visitor and disabled car parking spaces so without access to visitors permits the following problems will arise:</p> <p>Family and friends who are disabled, elderly or have young children who need a car will not have anywhere to park.</p> <p>Tradespeople, Utility Providers and other services that are needed for the maintenance of the flats will not be able to park.</p> <p>Residents who suffer from disabilities, chronic health conditions or any other condition that require them to have a carer or other health professionals visit will needlessly suffer if the provider needs to use a car to provide the service</p> <p>2)</p> <p>The bus service has been declining in the last few years, with the number of buses declining, prices are going up, and generally less reliable. Additionally the Train Station planned for the area has seemed to have vanished.</p> <p>The idea this project was that public transport would make up for the no cars policy but this seems not to be the case.</p> <p>3)</p> <p>In the 4 or so years leading up to the decision to implement the parking permits in December 2020 I spoke to councillors when they attended resident association meetings, at the Cowley Centre when they were meeting with members of the public, and when they were campaigning for election I asked if Barns Place residents would be able to get visitors permits every time I was told residents of Barns Place would have access to visitors permits every time. So I cannot see how this was giving Barns Place residents parking permits was an oversight</p> <p>In addition if this was an oversight it should have been picked up before the council voted or well within the first 2 years of the vote.</p> <p>If we had known that the council had no plans to give us permits, as opposed to the completely opposite message provided by the council. It would have been a much bigger issue when Greensquare sold the visitors car parking</p>
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	<p>space.</p> <p>As it has been over 2 years, residents have adjusted in accordance to the rules set by the council and property has be valued, brought and sold on the assumption that the council had had acted as planned and no oversight so if the council does conclude that it did make an oversight resident should be compensated accordingly.</p>
(10) Local Resident, (Oxford, Barns Place)	<p>No.242a Barns Road - Object</p> <p>I live at Barns Place 242A and don't see why you would exclude us from the parking permits in this area, before the parking zone was created Knolles Road and Boswell Road behind the flats were plagaed with illigel parkers but since the introduction of the parking zone there are plenty of car spaces, the concern is the venue a social hub in the bottom of the building which hold church meetings at weekends, when this is on there cars are everywhere on Knolles Road</p> <p>I need my car I have an elderly mum who lives in Kidlington who I need to pick up, I am in a job that requires a car pleaae dont do this to us. To remove our permit would be disastrous on us, please think carefully of the impact of your decision. We are urging you to reconsider, as I said there are plenty of car spaces in the area with permit so it's unjust to say you will remove it because of complaints I can provide photo evidence showing Boswell Road where we usually park with many mamy free spaces.</p>
(11) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - Object No.37 Templar Road - Object No.4 Bladon Close- Object</p> <p>I live at Barns Place, 242a Barns Road. I am a social worker working for Oxfordshire County Council. I can't work without a car. I think I would effectively have to move if I wasn't allowed to park at my house, which just seems so incredibly punitive. There is always plenty of parking on the roads around Barns Place, so I don't really understand the logic behind removing our permits.</p>
(12) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - Object</p>

	<p>As a resident of the Barns Road flats I object to the exclusion of eligibility to apply for parking and visitors permits. A personal reason is due to a contractual need to own a car as a GP in order to complete house visits around Oxfordshire (car-sharing and public transport would not suffice to enable me to complete my work). I am unable to afford to live in a house with a driveway, if I was unable to continue to have a permit to park my essential vehicle then I would have to consider leaving Oxford which not only be unjust (I have lived here my entire life and despite working hard can not afford to own a house in the city I grew up in) it would also mean that Oxford would lose a GP.</p> <p>We have had permits for a number of years and I have not experienced any conflict or concerns with the residents of Knolles Road as there is ample parking for those residents on their drives or on the street if necessary. In addition to this there are often free spaces on Knolles Road and the two other streets included in the permit zones. The only issue has been from users of the community centre - this is very temporary and occasionally there are multiple cars parked in the area but these are gone after a few hours and do not restrict the parking of local residents.</p> <p>Restricting access to visitors would effectively render us an island - there is not adequate public transport to enable visitors to come to us. The pandemic taught us the importance of social interaction and it's impact on mental health, restricting this would in my opinion negatively impact on the mental health of those living in the flats who may be unable to invite guests to visit them.</p>
(13) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - Object No.3 Grove Street - Object No.1 Canal Street - Object No.37 Templar Road - Object No.4 Bladon Close- Object</p> <p>Even if you live car free in a flat, I feel it is only fair to be able to allow service people and occasional visitors to park nearby. It is almost impossible to live in a flat in East Oxford with absolutely no parking provision - and this is coming from someone who does not own a car and cycles everywhere.</p>
(14) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - Object</p> <p>Fine if you need to exclude parking permits but visit permits are necessary. Please consider splitting this option.</p>

<p>(15) Local Resident, (Oxford, Barns Road)</p>	<p>No.242a Barns Road - Object</p> <p>I currently live in the property located at 242a Barns Road (block of 40 flats). I understand that at the time of the purchase back in 2016, the property was offered as car-free development, however, at that time, there were no parking zones in the area, and you were able to park in the neighbourhood. Since then, Oxford Council introduced parking zones and allowed residents to apply for parking permits. Many individuals work outside of Oxford and commute to work daily, lack of parking will have a direct impact on residents, financially and mentally. I understand that the proposal also wants to remove the two visitor parking spaces that we have, without the visitor parking spaces, we will not be able to carry out our daily or emergency visits. I recently had an emergency visit because of the gas leak in my flat. Without a parking permit, it would be impossible to park in the area - I would like to remind you that I live in a block of 40 flats - the gas explosion would have a direct impact on the building. Additionally, despite having visitor parking permits, I had two British Gas Engineer visits cancelled because the Engineer couldn't find a parking space in the area.</p> <p>I know you also suggest co-wheels as a viable alternative, please note that I have been a member of the car club since I moved in 2016, the car that is parked on the side of the building is used by many residents, and it's rarely available to hire. To hire the car for an hour or two, you sometimes, have to plan weeks in advance. The other nearest car is parked about 10-15 minutes walk from Barns Road.</p>
<p>(16) Local Resident, (Oxford, Barns Road)</p>	<p>No.242a Barns Road - Object</p> <p>I live in a flat at 242a Barns Road . I am well aware this is a car free building . I have no car in fact do not drive . I use the good public transport or walk . The Visitors permits are very important to me especially evening s or overnight for family or friends . There is no parking at these times . I live alone and am elderly. I rely on visits as and when needed for social and health reasons . I want to feel my 2 sons can park easily should I get ill or in an emergency . This has happened a few times and visitors permits have been vital .. I do not use many of them but would like them to continue for my peace of mind and safety. .. I have noted that there are plenty of car spaces on the designated roads available . And has never been a problem from those residents.. . I do understand that this a car free building and support that . But visitors permits are important to myself and other residents as other means of parking is restricted. . I hope you take note of my reasons for having visitors parking permits in my particular case for my future living here . And consider it favourably . Thanks for the opportunity to voice my personal concerns .</p>

(17) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - Object</p> <p>I have owned a property and been a resident of 242a Barns Road since it was built in 2016 and at that time the parking restrictions in the area were time based only regardless of whether you were a local resident or not. Once the residential permits came into place, everyone in the building who applied (and provided the necessary documentation) for one was accepted meaning they were able to have a car and park it in the local area. After this change, some people who did not previously have a car may have gone and bought one (myself included) as it was now possible to keep a car close to home at all times of the day. If the permits are now revoked for the property there will be multiple residents who have a car left with absolutely nowhere close to the property to park it. Furthermore, the road on which these cars are mainly parked (Knolls Road) is a dead-end where the residents who live on that particular road all have off-road parking meaning they should not be inconvenienced with the additional cars of 242a Barns Road parking on the road there. Despite the fact that 242a Barns Road was initially given planning permission as a car-free development, how likely does one believe it is that not one resident will be the owner of a car for long distance travel especially with the disruption to the rail networks in Oxford throughout this summer and almost the entirety of 2024? I would strongly advise against the revoking of the parking permits for 242a Barns Road simply as it does not cause any inconvenience to the other local residents, it provides a safe and legal place for people in the building to park a car and finally provides additional revenue for Oxfordshire County Council.</p>
(18) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - Object</p> <p>I understand excluding No. 242A Barns Road from eligibility to apply for resident's parking permits, but how do you get a workman to come and o work on your flat if you can't supply them with a visitor parking permit? There is 0 parking on site. Also please note that the only disabled parking space available is attributed for sole use by The Venue @ Cowley, therefore when visitors with mobility issues visit, where do we put them? Please remember that there is a difference between no parking and not being able to get visitors (trade or private).</p> <p>My objection is in two parts:</p> <p>1- Visitor Parking permit:</p> <p>Whilst I understand the concept with regard to residents' parking, I need to ask how residents are supposed to get tradesmen in when necessary for the maintenance of their properties? Or are we not eligible as human being and therefore deemed to live in unmaintained properties irrelevant the state of them? Let me phrase this otherwise: HOW DO WE GET TRADESMEN IN IF WE DON'T HAVE VISITOR PARKING PERMITS?</p> <p>2- Reduced mobility visitor access:</p>

	<p>My second point is that 242A Barns Road has no provision for access by disabled or reduced mobility visitors. If on top of this it is not possible to get such guests parked nearby with a visitor parking, does that mean that less able people should not visit Oxford?</p>
<p>(19) Local Resident, (Oxford, Barns Road)</p>	<p>No.242a Barns Road - Object</p> <p>I am an owner occupier in one of the flat at No. 242a Barns Road. This consultation affects me and my loved ones, potentially also devalue the property.</p> <p>I am an owner occupier at 242a Barns Road. I just bought the flat last year and moved in July 2022. I knew that this was a car-free development and I do not own a car. My partner, who drives, is disabled and uses a wheelchair, visits me often on weekdays and weekends. It would be very difficult for her to come visit me if she cannot find somewhere to park that is not far and not cost a lot on parking fees. She has chronic fatigue sundrome brought about due to covid-19. She is not able to do much physical activities even in a wheelchair. Any activities that is longer than 30 minutes tires her out for the rest of her day. So, she needs to be able to park close to my building and she cannot afford to pay the parking fees of a private car park as she is on disability benefits.</p> <p>There is a new development on Between Towns Road, they have at least 2 disabled parking bays allocated, we have none. I can see they also have enough spaces for 2 visitors' cars. There is none for 242a residents generally apart from for 2 flats which are both privately owned. The only disabled parking bay is only for the use of Ark T who occupies one of the commercial spaces on the ground floor. I learned that there used to be 2 visitors parking spaces but it was sold to the developer next door to us. So, we have lost that avenue for our visitors. The only option left is the council's visitors permits. If nothing else, this is surely against the law with regards to the access for disabled persons.</p> <p>Also, when this car free development planning permission was granted in 2013, there was no parking restrictions then like now. At present, the bus services are now less frequent and more expensive. The Co-Wheels car club as an alternative is not the best solution either because it's not always available when I need it and can be more expensive than owning a car. Hiyacar's nearest car is quite a distance, more than 10 minutes walk away.</p> <p>More importantly, trades people who need to come to my home to do some repair or maintenance work have nowhere to park and this causes a lot of problems for us.</p>

	<p>A couple of residents at 242a Barns Road were thinking of getting electric cars. There is an EV charging point where the Co-Wheels car is parked but it has been broken for a year. Hence nobody could go ahead and buy yet. Surely electric cars would help with Net Zero ambitions.</p> <p>A suggestion for the council, if the car park by Temple Cowley Shopping Centre, which is opposite 242a Barns Road have a monthly special rate for residents of 242a Barns Road which is pitched at the right price would be a good solution. If it has EV charging points installed, even better.</p> <p>So, please take this into consideration. I understand why the council wants to exclude 242a from residents permit but surely not visitors permits too, for the reasons I have just made above.</p> <p>Additionally, it will likely de-value all the flats at 242s Barns Road and all residents will find it more difficult to sell later on. Not without disabled parking space and not without visitors parking space options for residents. If you add no visitors permits, it's would have been triple whammy. Perhaps a new solution where you allow visitors permits but reduce the number of permits instead.</p>
(20) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - Object</p> <p>Thanks for reaching out for consultation about withdrawal of permit eligibility for 242a Barns Road, Oxford.</p> <p>You mentioned in your letter sent to us that the development was approved as a car-free development in 2013. A car-free development is defined as one where there is not dedicated parking spaces for the building. In 2013, the area surrounding this development was not parking restricted so car-free development would have made sense but the whole neighbourhood is now defined by parking restriction zones which removes the ability for residents to park within any reasonable distance of their property (after the fact).</p> <p>I feel as such withdrawing the permit eligibility now is a retrospective application of law which is a particularly punitive measure to take against those who have in good faith rented property and purchased vehicles in the interim time. This takes place in a wider situation where others who can afford to live in houses in the neighbourhood are eligible to apply for two parking permits (alongside the parking space represented by driveways common on streets adjoining this building). Given this, such action purveys the image that the council's aim here is to provide convenience to those who can afford to buy a house through penalties against those in less financially secure conditions.</p> <p>I am a single household with my partner living outside the city of Oxford. I signed my rental agreement with no information regarding this situation due to the supposed error you freely admit in your last letter and now an inability</p>

	<p>to have visitors (as they will not be able to park nearby), puts me under considerable anxiety as a person who has migrated to this country to provide needed expertise to a key industry. As you know the public transport cost has gone up and service availability has decreased which makes it unaffordable and inconvenient to use. I feel restricting people whilst failing to invest in public transport infrastructure is only adding pressure on the residents whilst providing no ecological benefit.</p> <p>It would be helpful to understand the reason behind this proposal as I feel withdrawing permits will just add pressure to residents and lead to us being forced to rent private parking instead of paying for the permits to council.</p>
(21) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - Object</p> <p>Unable having space for trades people 50 park for the flats is hugely problematic. Completely unable to service property etc.</p> <p>Understand eco building however (her3 were spaces available when first buying property- due to change very difficult. Thefts of bikes makes it Almost impossible to keep bikes x</p>
(22) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - Object</p> <p>As a resident of the building, I'm writing to object to this proposal of removing eligibility for 242a Barns Place to apply for residential and visitor car permits as this will have a significant negative impact on myself and my fellow residents. I have listed reasons for your consideration to support why withdrawing our ability to have permits will have adverse effects on our living circumstances.</p> <p>Inability to have my elderly parents or family members with young children to visit as they will be unable to park near by Inability to have any friends (especially with young families) to visit me from outside of Oxford; as they are unable to drive and park close by. There are no park and ride facilities that come directly into Temple Cowley for any visitors to use if they are mobile Inability to have any tradespeople/ utilities providers to the flats to complete any repair work or safety checks as they are unable to park sufficiently close (resulting in illegal parking). This impacts 40 households that won't have access</p>

	<p>to contractors that can park safely.</p> <p>The surrounding area (Temple Cowley/Florence park) are able to have two parking permits if they own a house (some which have drives) on the local streets-penalising those living in flats in the area.</p> <p>There is limited affordable housing in Oxford and this can impact social equality (links to key workers)</p> <p>Public key workers unable to go to work without the use of a car as they are required to travel to visit patients/hospitals/teach</p> <p>Bus services have increased in price and services have decreased, 24 hour buses reduced</p> <p>Co-wheels are expensive and limited options are available</p> <p>Residents may have chronic illness that requires regular visits to the hospital so having access to a car or friends and family that can park nearby when needed will be taken away.</p> <p>Owners and occupiers of the flats are invested in the area -supporting to develop the area. If access to permits are removed, it might lead to residents leaving the building/area.</p> <p>I cycle to the John Radcliffe and the city centre for work and there is limited cycling infrastructure on Between Town Roads and Holloway Road making it challenging in places.</p> <p>All areas of Cowley (and beyond) are now subject to parking restrictions which didn't exist in 2013 when the original development permission was given.</p> <p>To support the drive to reduce carbon emissions in Oxford, accessible charging points would encourage people to purchase electric cars</p> <p>To support the drive to reduce emission around Oxford, more buses could be electric, many of the buses seem to be run on petrol/diesel.</p> <p>A potential suggestion</p> <p>Multi-story car parks (Barns Road car park) could be utilised for resident parking, and if charging points are put in it may encourage electric cars usage.</p>
(23) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - Object</p> <p>While supporting the Oxford County Council's priorities to reduce car use and associated negative externalities (e.g., air pollution), our opposition is based upon two key points: 1. That the specific contexts of Barns Place, including the precedent set by providing permits for at least 2 years, means that an exception should be made for this residence, and 2. That the growth in apartment living in Oxford, if coupled with such parking permit exclusions, is unfair and unjust, particularly in the context of the housing affordability crisis in Oxford, on the basis of the availability of parking and permits for houses but not apartment blocks, the latter which tend to be more affordable. We will now expand upon these points.</p>

Point One

We recognise that Barns Place was established as a residence to encourage active and public transport use. Yet it must be conceded that some provision is required for car use by residents, their guests and tradespeople servicing the flats. The issue for the Barns Place community is thus twofold relating to guest permits and to resident permits. The number of residents with vehicles is very small, but – as we go on to show – it would be disastrous for these residents to lose their permits. More residents rely upon guest parking permits because of the lack of 24-hour parking in this area, and no services from the park and ride locations.

Since purchasing this apartment in 2019, there have been a number of events which have altered the context of parking surrounding the Barns Place development:

- 1a. Initially two parking spaces were bookable by Barns Place residences for guests and services (e.g., tradespeople). These were sold by GreenSquare with the building next door to be developed. We have had no spaces for guests or tradespeople for at least 12 months;
- 1b. The bus service to and from Barns Road has declined in the regularity and reliability (it is no longer a 24-hour service) and increased in price decreasing its affordability;
- 1c. Our 'secure' bike parking has proven to be anything but, with regular break-ins and little action on the part of the freeholder or police.
- 1d. Changing of the local roads from free access parking to permitted parking.

In addition to these change trends, Barns Place has no disability parking available to residents, with the disability parking bay proximate to the back entrance of the block reserved by the freeholder for users of The Venue, but not available to Barns Place.

Barns Place therefore has: no disability parking and no parking for tradespeople – removing our access to guest parking permits will be disastrous for not only residents, but is likely to further exacerbate the parking issues nearby (e.g., on Between Towns Road) and traffic as tradespeople look to find parking and block roads to drop off heavy items.

As an affordable housing building, many residents in Barns Place work in care and health services (e.g., the NHS) requiring a private car for their job. Our close proximity to the ring road means that these journeys take them outside of the city, therefore not adding to urban traffic issues. This makes the location of Barns Place an important factor in considering permit availability and the need for private cars. It is unrealistic to think car clubs – as mentioned in the letter we received (6th April 2023) – could be used daily for these essential workers.

Many people purchased their apartments under the understanding that they could purchase a resident's parking permit for the nearby area; without this they will be unable to remain in their home. This would have a disastrous effect on their lives – and the community of Templar Square which so desperately needs permanent residents to build a healthy and happy environment. It is our contention that by providing permits for at least two-years, it is imperative that an exception is made for the Barns Place community which has evolved on that basis.

Point two

	<p>Our second point is a more general consideration for the Council; that parking permits should only be made available to homes – many of which already have off-road parking and garages – is only further entrenching inequities in the city of Oxford. This means that some homes are able to have multiple vehicles, while others are not able to have one.</p> <p>Responding to the climate crisis demands considerations of social justice and equity; this policy is not one which will substantially reduce car numbers in the city, but one which means that those already privileged can continue to drive while others are prohibited with implications for employment and educational opportunities, along with mental and physical health.</p> <p>It is incumbent on the Oxford County Council to support all of its residents and to honour the commitments it (inadvertently) made when it started issuing the permits to Barns Place residents for a period of no less than 2 years. But we also ask that the council consider a) the inequalities they are reproducing through these parking policies, and b) a more nuanced policy that reflects the inner city and those residences closer to the ring road such as Barns Place. That OX2 (Jericho) housing is – in this same consultation – being assessed for eligibility, while apartment blocks in low income areas are excluded speaks volumes, and warrants serious deliberation.</p> <p>Thank you for considering our position on this matter. It really is such an important topic, and has caused a great deal of upset for residents of Barns Place, whose lives will be massively and detrimentally effected should the council decide to withdraw permit eligibility. With the building's first residents moving in while the area was free from restricted parking, and then receiving resident and/or guest parking, withdrawal of parking permit eligibility would be hugely disruptive to resident's lives, and have little impact on local travel volumes.</p>
(24) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - Object</p> <p>I am objecting to the proposal to exclude No.242a Barns Road from eligibility to apply for resident's parking permits & residents' visitors' parking permits for the following reasons:</p> <ul style="list-style-type: none"> - No.242a Barns Road is a block of 40 flats with not a single bookable parking space for contractors or visitors. It is unimaginable to leave in a place where a contractor/decorator/service provider is not able to park for a few hours to do the job. - When buying a property in Barns Place, I was aware of the fact that there are no allocated parking spaces for this property, but at the time of buying the whole area was not a controlled parking zone. My purchase decision was based on those circumstances, which meant that the visitors and contractors could easily park in the surrounding area. I would not purchase this property if I was aware of these circumstances. - Properties may lose value and become less attractive to sell - Lack of visitor parking permits will have a negative effect on the mental health of residents, feeling isolated from friends and family who no longer be able to occasionally visit.

	<p>-Lack of residents' parking permits limits job opportunities in further areas.</p> <p>-No disabled parking places are available to the residents</p>
(25) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - Object</p> <p>I strongly object revoking parking eligibility for residents of 242a Barns Road, for the following reasons:</p> <ul style="list-style-type: none"> - Discrimination of people living at this address: remove permits from all or no one. what is the reason for treating other residents more favourably? - Proportionality: based on which information are you concluding that people who live in 242a Barns Road cause parking issues? How many vehicles per household in 242a Barns Road have a residents parking permit as compared to other residents in the area? - Fairness: how is it fair to remove permission to park from people who live in one building while people living in another building are still allowed to park? The problem is caused by everyone living in the area, regardless of which building they live in. Everyone should be part of the solution. Households who own more cars should contribute more to the solution. Households who have a driveway should not be allowed additional resident permits. It's hard to justify why to give those who already have and take away from those who don't have. - Practicality: it is almost impossible to get tradesmen servicing the building as there is no parking. No visitors will come any more. Communities will be destroyed. - Alternatives: consider more appropriate alternatives such as reducing parking space combined with better enforcement, rather than removing eligibility from some people but not others
(26) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - Object</p> <p>The objection reason is that we all need access to a parking spot at some point. Not all residents have jobs in Oxford and they need to travel outside of the city.</p> <p>As a Barns Place 242A resident and not owning a car a Visitor Parking Permit is very important in case of EMERGENCIES, for trades men because the flats needs to be mentained and visiting family (which I can't force</p>

	<p>them to take the public transport).</p> <p>It is not fare that the houses from neighbouring streets have access to two parking permits plus visitors parking permit and some of them have also parking in front of the house.</p> <p>We should all share because we are paying the same taxes, therefore a viable solution should be found for all of us.</p>
(27) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - Object</p> <p>I have been living at 242a barns road for the last 7 years. I don't see the reason why you would exclude us from residential parking. There are always plenty of spaces along Knolles road and Boswell road. I need a car as I am working part time and studying full time. I'm starting an adult nursing degree in September, which will require me to travel to placements, which unfortunately can't be done by public transport. Taking the residence parking permit would have a huge effect on my daily life and could mean I can't do the degree course after I have been working very hard to get to this point in my life. My partner and I are the owners of our flat and we like living here. It would be unreasonable and devastating if we had to move out from this area. Please consider our request. There are mainly professional adults that live in this building , some of us must have a vehicle for work. Thank you for your time reading this.</p>
(28) Local Resident, (Oxford, Cowley)	<p>No.242a Barns Road - Object No.3 Grove Street - Support No.1 Canal Street - Support No.37 Templar Road - Object No.4 Bladon Close- Object</p> <p>Some people needs their car for commuting to work. Some people have friends or family who visit them from outside of the city and use a car to travel long distances.</p>
(29) Local Resident, (Oxford, Sunningwell Road)	<p>No.242a Barns Road - Object No.3 Grove Street - Support No.1 Canal Street - Support No.37 Templar Road - Object</p>

	<p>No.4 Bladon Close- Object</p> <p>This affects a good friend of mine who already lives and works in Oxford who relies on driving to do an important job.</p>
(30) Local Resident, (North Hinksey, Abingdon Road)	<p>No.242a Barns Road - Object</p> <p>I am writing to express my concerns about the parking situation for the residents of 242a Barns Road. I don't live there myself, but my partner does and I visit her during the week and on weekends. I have long Covid which gives me chronic fatigue and forces me to use a wheelchair because walking is now too much energy for me. Even using an electric wheelchair is exhausting, so I can't go a long distance in it. It's really important that I can park close to her development and not go too far in the wheelchair to get to her flat which is right at the end of a long corridor in itself. Parking in the multistorey is too far away and too hard for me. I can only visit her if I can park at a distance of about three houses max away from her development. I do understand that this is a car free development and I do support those ideals, but they need to be practical too. There are no disabled bays available for the residents who live there, and no place for tradespeople to park when they visit. I understand why you have not provided parking bays for the residents, but surely you don't expect them to never have visitors? There is also a legal obligation to ensure that disabled people can access the building and in my case that is only possible if I can park near to her building. It's impossible and very unsafe for me to use public transport to get to her. If no disabled parking bays are provided for visitors to Barns place, then I will just never get to see her - unless she comes to me but she doesn't have a car because it's a car-less development. Because of the expense of hiring the co-wheels car, she can only make a flying visit to me on rare occasions because she can only afford to pay for the car for one hour, and it takes 20 minutes to get to me and 20 minutes to return. She can't leave the car at my place and then return in it a day later or it would cost more than she earns so it's not actually very helpful except for emergency flying visits, and that's if someone else hasn't booked it out already. So please bear in mind the concerns of the friends and family who want to visit the residents of Barns place - especially people like me who can only do it if they can park close to the building.</p>
(31) Member of public, (Abingdon, East Saint Helen Street)	<p>No.242a Barns Road - Object</p> <p>I own a flat in Barns Place which is currently leased to 2 nurses from the John Radcliffe, though I may live in it myself in the future. I was shocked to hear about this proposal. When I bought the flat it had a good bus service, 2 bookable visitor parking spaces, and a co-wheels space. But in all these respects, things have got significantly worse. This makes the flat much less attractive as a place to live. I queried the block's limited parking when I bought the flat - I would not have bought it if these much worse conditions had prevailed at the time. If I was living there myself, at my</p>

	<p>age and state of health, it would be impossible to function under these conditions. As a landlord, I am particularly concerned about the reduction in transport options for young public sector worker tenants between the block and their workplace, often at short notice and at anti-social hours. I am also concerned at the way their chances to have family and friends visit are limited by this proposal. What about parking for tradesmen working in the block eg building contractors? And it seems grossly inequitable to penalise people who live in a flat, rather than a house, when more of us will have to live in flats in future.</p>
<p>(32) Member of public, (London, Hoxton Street)</p>	<p>No.242a Barns Road - Object No.3 Grove Street - Object No.1 Canal Street - Object No.37 Templar Road - Object No.4 Bladon Close- Object</p> <p>Visiting and supporting the mental health of my family and friends living in these streets will be considerably more difficult and costly.</p>
<p>(33) Member of public, (London, Millverton)</p>	<p>No.242a Barns Road - Object</p> <p>I have a friend living there and when I visit you want to be bale to park close to the property</p>
<p>(34) Member of public, (West Hanney, School Road)</p>	<p>No.242a Barns Road - Object No.3 Grove Street - Object No.1 Canal Street - Object No.37 Templar Road - Object No.4 Bladon Close- Concerns</p> <p>key workers who need their cars for work live at some of these addresses. when they moved to Oxford, they bought/rented on understanding they could park. it is unfair to take this away. If these key workers can't work in Oxford, they will be forced to move out of the area.</p>
<p>(35) Member of public, (Email response)</p>	<p>No.242a Barns Road - Object</p>

	<p>I am emailing in relation to the abhorrent decision by the local council to remove parking rights for residents of Barns Place Road. Can you please provide a rationale for this decision as it will severely impact residents' quality of life through additional commute time and increased parking expenses?</p> <p>The road in question is a low-traffic, low-speed limit road that is bookended by a block of flats with no parking. To say that removing the parking rights will be inconvenient is a massive understatement. Aside from residents' concerns, the council ought to consider the broader implications of the ongoing assault on city parking rights. This policy is concentrating traffic and parking in the city's few remaining free-to-park locations, likely increasing safety concerns, pollution along the main arterial roads, and illegal parking. Granted, an increase in illegal parking might be considered a net benefit to a council hoping to fill its coffers with the proletariat's meagre means.</p> <p>Oxfordshire County Council's decisions on transportation and transportation infrastructure are diametrically opposed to the policies needed to support a growing metropolitan area. The council seems to be moving too far ahead of society's ability to absorb these changes. The car is and will remain fundamental to economic and social enfranchisement for individuals across the country, not just in Oxford. A long-term carrot-and-stick approach needs to be taken to encourage behaviour change. The current policy offers plenty of stick but lacks the carrot. This decision reinforces a view that the council is staffed by political agitators engaged in trial-and-error governance by throwing the electorate down the catwalk in the latest policy fashions to see what sticks.</p>
(36) Member of public, (Email response)	<p>No.242a Barns Road - Concerns</p> <p>I don't live there myself, but my partner does and I visit her during the week and on weekends. I have long Covid which gives me chronic fatigue and forces me to use a wheelchair because walking is now too much energy for me. Even using an electric wheelchair is exhausting, so I can't go a long distance in it. It's really important that I can park close to her development and not go too far in the wheelchair to get to her flat which is right at the end of a long corridor in itself. Parking in the multistorey is too far away and too hard for me. I can only visit her if I can park at a distance of about three houses max away from her development. I do understand that this is a car free development and I do support those ideals, but they need to be practical too. There are no disabled bays available for the residents who live there, and no place for tradespeople to park when they visit. I understand why you have not provided parking bays for the residents, but surely you don't expect them to never have visitors? There is also a legal obligation to ensure that disabled people can access the building and in my case that is only possible if I can park near to her building. It's impossible and very unsafe for me to use public transport to get to her. If no disabled parking bays are provided for visitors to Barns place, then I will just never get to see her - unless she comes to me but she</p>

	<p>doesn't have a car because it's a car-less development. Because of the expense of hiring the co-wheels car, she can only make a flying visit to me on rare occasions because she can only afford to pay for the car for one hour, and it takes 20 minutes to get to me and 20 minutes to return. She can't leave the car at my place and then return in it a day later or it would cost more than she earns so it's not actually very helpful except for emergency flying visits, and that's if someone else hasn't booked it out already. So please bear in mind the concerns of the friends and family who want to visit the residents of Barns place - especially people like me who can only do it if they can park close to the building.</p>
(37) Local Resident, (Oxford, Bailey Road)	<p>No.242a Barns Road - Support</p> <p>Parking is already an issue. And if these flats are car free then that should be enforced.</p>
(38) Local Resident, (Oxford, Botley Road)	<p>No.242a Barns Road - Support No.3 Grove Street - Support No.1 Canal Street - Support No.37 Templar Road - Support No.4 Bladon Close- Support</p> <p>support for restrictions on parking</p>
(39) Local Resident, (Oxford, Bullingdon)	<p>No.242a Barns Road - Support No.3 Grove Street - Support No.1 Canal Street - Support No.37 Templar Road - Support No.4 Bladon Close- Support</p> <p>Sensible limits</p>
(40) Local Resident, (Oxford, Cutteslowe)	<p>No.242a Barns Road - Support No.3 Grove Street - Support No.1 Canal Street - Support</p>

	<p>No.37 Templar Road - Support No.4 Bladon Close- Object</p> <p>No comments</p>
<p>(41) Local Resident, (Oxford, Marston Street)</p>	<p>No.242a Barns Road - Support No.3 Grove Street - Support No.1 Canal Street - Support No.37 Templar Road - Support No.4 Bladon Close- Support</p> <p>I feel there are already too many cars in these areas. I live in East Oxford and I work in Jericho. Walking around is more pleasant with fewer parked cars.</p>
<p>(42) Local Resident, (Oxford, Little Clarendon Street)</p>	<p>No.3 Grove Street - Object No.1 Canal Street - Support No.37 Templar Road - Support No.4 Bladon Close- Object</p> <p>New homes must allow the new residents to be able to park vehicles as they need.</p>

Divisions affected: *Jericho and Osney*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 20 JULY 2023

OXFORD: GEORGE STREET – PROPOSED AMENDMENT TO WAITING RESTRICTIONS AT LOADING BAYS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed amendments to waiting restrictions at the loading bays at George Street Oxford:

Executive summary

2. This report presents responses received during the statutory consultation on a proposal to amend the waiting restrictions at the loading bays on George Street address problems of parking within the loading bays outside the times that these bays operate, due to the current arrangement of road markings frustrating the effective enforcement of the provisions of the current order which imposes no waiting at any time, with only loading being permitted in the designated bays operate between 6pm and 10am on all days. To address this, the no waiting at any time restriction will be replaced by a no waiting restriction between 10am and 6pm on all days and a single yellow line placed within the current loading bays together with amended signing.

Sustainability Implications

3. The proposals should facilitate public transport and cycling by removing obstructions caused by the current day time parking.

Financial and Staff Implications (including Revenue)

4. Funding for consultation on the proposal and its implementation if approved will be met from the County Council's Accessibility and Road Safety programme.

Equality and Inclusion Implications

5. No disability or inclusion issues have been identified.

Formal Consultation

6. The formal consultation on the proposals was carried out between 25 May and 16 June 2023. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, pedestrian & cycle groups, local business groups, Oxford City Council, the local City Cllrs, and the local County Councillor representing the Jericho & Osney division.
7. Additionally, street notices were placed on site in the immediate vicinity, and letters sent directly to approximately 185 properties in the area.
8. Six responses were received during the formal consultation period, comprising of: two objections, two with concerns, one in support, and one non-objection.
9. The responses are shown at **Annex 1**, and copies of the original responses are available for County Councillors on request.

Officer response to objections/concerns

10. Thames Valley Police expressed no objection to the proposals.
11. Two objections were and one expression of concern were received from businesses in the street, citing concerns the proposals would have no effect that a wider review of the operation of George Street was required; a response was also received from a member of the public expressing the same views.
12. While acknowledging that a broader review of the use of George Street is merited, this is outside the scope of this very specific proposal that will enable the effective enforcement of the daytime parking in the loading bays which has never been an intended use of these bays.
13. One expression of support was received from the Oxford Bus Company.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

July 2023

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local business, (Oxford, George Street)	Object - this will not help the street in any way. It will also not help the abuse of the loading bays
(3) Local Resident, (Wheatley, Ochre Close)	Object - It will not change anything, need a proper conversation about George street
(4) Oxford Bus Company	Support - Will make progress better for buses and hopefully speed up journey times
(5) Local business, (Oxford, George Street)	Concerns - People already ignore the signs already here, what good is one more going to do?
(6) Local business, (Oxford, George Street)	Concerns - These changes will make no difference. Conversations need to take place regarding George Street and the traffic flow

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Divisions affected: *Ploughley*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 20 JULY 2023

LAUNTON: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Launton as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Launton as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help encourage walking and cycling within Launton by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 08 June and 30 June 2023. A notice was published in the Bicester Advertiser newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Cherwell District Council, the local District Cllrs, Launton parish council, Bicester town council, and the local County Councillor representing the Ploughley division.

Statutory Consultee Responses:

7. The sole statutory consultee response was from Thames Valley Police who reiterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection.

Other Responses:

8. A strong response via the online survey totalled 154 submissions. Analysis of those citing concerns identified four as supporters and one as an objector. One nominal objector also expressed support. The 138 supporters included 128 local residents, six members of the public, two families who use the local school, and two businesses. 15 Objectors included 12 local residents, two members of the public, and a business.
9. Objections centred around the proposals being ineffective and unnecessary (11), causing frustration, tailgating and a greater hazard (four), increasing pollution (two), and not being enforced (two). One respondent suggested the limit should be 15mph on the assumption drivers will exceed it by 5mph.
10. Those who responded online (154 responses), were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below

Travel Change	Number
Yes – walk/wheel more	34 (22%)
Yes - cycle more	17 (11%)
No	96 (62%)
Other	7 (5%)

11. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

12. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
13. The high response rate shows 90% in support. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not

enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
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
Contact Officers:	Phil Whitfield 07912523497 Geoff Barrell 07392 318869
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July 2023




Drawing No. _____

Notes:

 Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 **OXFORDSHIRE COUNTY COUNCIL**
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Project title

Launton 20mph

Drawing title

General Layout

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	ER	GJB	GJB

Date drawn	Date checked	Date approved
20/03/23	23/03/23	23/03/23

Oxfordshire Project No. & File Ref

Drawing No.	Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Local Resident, (Launton, Station Road)	<p>Object – The 30mph is not enforced what difference is reducing to 30mph going to make people are so impatient as a resident when trying to park on Station Road drivers mount the pavement and won't wait are aggressive verbally too and drive like lunatics I don't see how are lower speed limit is going to help? It is also really quite difficult to drive at 20mph</p> <p>Travel change: No</p>
(3) Local Resident, (Launton, West End)	<p>Object – Most modern cars idle above 20mph making it physically impossible to drive at 20mph They have also been shown to be actively ignored in many instances. 20mph zones also lead to an increase in emissions. Slower traffic, more congestion, more pollution. I'm also concerned that people may excessively speed out the a 20mph. Further increase the danger to villagers and again contributing to an increase pollution in the village.</p> <p>Travel change: No</p>
(4) Local Resident, (Launton, West End)	<p>Object – The current speed limit is not enforced. Unless enforcement measures accompany a change in the limit it's a waste of time, money and effort and will cause the potential for more road rage and threats to pedestrians, cyclists and other cars</p>

	Travel change: No
(5) Local Resident, (Launton, Yew Tree Close)	<p>Object – Opposed. Unnecessary restriction across the whole 24 hr period. Not focused on relevant times. School 20mph zone for school times is sufficient.</p> <p>Travel change: No</p>
(6) Local Resident, (Launton, Blackthorn Road)	<p>Object – I believe that a 20mph speed limit is unrealistically slow for Launton. With the possible exception of the area around the crossroads, which in any case is scheduled for improvement, the existing 30mph limit appears to be reasonable for a road which is reasonably wide and has pavements on both sides. Most villagers I speak to feel this way - the issue we have is with cars that exceed the existing 30mph limit. This being the case, the most sensible solution would seem to enforce the existing limit with regular police speed enforcement varied across different times of the day. Additional to this objection, I should add that my experience of where similar limits have recently been imposed e.g. Horton cum Studley is not positive. Driving at or around 20mph induces tailgating, and on some occasions driver's overtake, creating an additional hazard that is not generally present where traffic does 30mph.</p> <p>Travel change: No</p>
(7) Local Resident, (Launton, Sherwood Close)	<p>Object – Speeding vehicles through the village is becoming dangerous and the increased traffic is polluting the environment and damaging the health of the villagers.</p> <p>Travel change: No</p>
(8) Local Resident, (Launton, Station Road)	<p>Object – 30 mph is absolutely fine to be driving through the village, there are enough cars stopping anyone reaching speeds above this. The school also is 20 mph during busy periods so again keeping speeds low</p> <p>Travel change: No</p>

(9) Member of public, (Launton, Station road)	<p>Object – It's not that busy that it needs to be a 20mph. There just needs to be mirrors at the junctions where it is difficult to see OR double yellows that prevent traffic from obscuring those junctions with bad parking.</p> <p>Travel change: No</p>
(10) Local Resident, (Launton, Station Road)	<p>Object – 30! Mph is slow enough</p> <p>Travel change: No</p>
(11) Local Resident, (Launton, The Glades)	<p>Object – The speed limit is not a problem. Most people are sensible and follow it and it had never caused me to feel that I can't safely cycle on the road or walk on the path. The issue in Launton is the increase in traffic that has occurred over the last 25 years. More and more people are using Launton as a bypass to get to Aylesbury because they do not want to sit in the traffic on the A41 caused by more cars and roadworks. Changing the speed limit will not stop people using Launton as a bypass or rat run.</p> <p>Travel change: No</p>
(12) Local Resident, (Launton, Station Road)	<p>Object – Until there are factual figures for the reduction of pollution for both diesel and petrol exhausts : Smaller engines will produce more pollution by changing down a gear and spending more time in the area. I believe 20 mph will produce more pollution and be a wrong decision .</p> <p>Travel change: No</p>
(13) As a business, (The Launton Arms, Launton, West End)	<p>Object – Changing the speed limit will have very little effect on the main issue or excessive traffic through the village which due to the nature of its link from one side of Bicester to the A41 causes a direct rat run. The roads are often so clogged that deliveries to my business, The Launton Arms, or customers struggle to reach us. Contrary to many views, I have rarely witness excessive speeding, although I am sure it happens from time to time, but reducing the limit to 20 will have no effect and simply slow residents and visitors access at the good times when traffic isn't forcing it down to under 20 anyway.</p>

	Travel change: No
(14) Local Resident, (Not stated)	<p>Object – Another CONTROL measure by OCC. No one drives at 20 so why put it in. Looney lefty council.</p> <p>Travel change: Other No I will continue doing 30 mph in my PETROL CAR.</p>
(15) Member of public, (Witney, Oxford Hill)	<p>Object – No need to reduce speed here and waste money on countless signs for 1200 people population. 20 signs are more useful in town centres, schools, retirement communities or business car parks (if latter wanted them). There is no data showing this is necessary for the village and their community and simply shows this is a political decision and not a road safety decision. The decision to implement this anyway and ignore the public and community view is a disgrace and undoubtedly another innocent village will be picked on.</p> <p>Travel change: No</p>
(16) Local Resident, (Sycamore Close)	<p>Object – Traffic already moves quite slowly around the village due to the cars parked along the roads. Those vehicles that may go through the village as a rat run won't be put off by a lower speed limit. I think the alterations done to the road going through Aynho is more effective in slowing traffic</p> <p>Travel change: No</p>
(17) Member of public, (Blackthorn, Station Road)	<p>Concerns – Fully support the reduction of speed limit, but with the horrendous state of the road through the village, combined with the on street parking turning the village into a permanent chicane, would suggest 20 is too fast to be safe. In the knowledge that the majority of drivers will travel 5mph above the speed limit in most reduced speed areas, and the lack of enforcement that will be in place, suggest a 15mph limit is more appropriate</p> <p>Travel change: No</p>

(18) Local Resident, (Launton, Bicester Road)	<p>Concerns – Amount of speeding vehicles taking a shortcut through the village</p> <p>Travel change: No</p>
(19) Local Resident, (Launton, Bicester Road)	<p>Concerns – The amount of speeding traffic through the village has increased greatly and nobody takes any notice of the flashing speed sign, even when the schoolchildren are leaving the school. It is a problem trying to get out of the drive at the best of times and the condition of the main road through the village is disgusting.</p> <p>Travel change: No</p>
(20) Local Resident, (Launton, Station Road)	<p>Concerns – I do not believe there is a need for it. The way cars are parked along the road does not make it possible to drive too fast through the village.</p> <p>Travel change: No</p>
(21) Local Resident, (Launton, Station Road)	<p>Concerns – I am afraid to walk and cross roads in the village with my dog or on my own due to the speed and number of vehicles in the village</p> <p>Travel change: Yes – walk/wheel more</p>
(22) Member of public, (Bicester, Kennedy Road)	<p>Support – The village is currently a rat-run with vehicles driving far too fast. A lower speed limit would encourage more considerate driving, and encourage people to use official routes to Aylesbury rather than the village.</p> <p>Travel change: Yes - cycle more</p>
(23) Member of public, (Bicester, Ludlow Road)	<p>Support – For the safety of children at Launton School</p> <p>Travel change: Yes – walk/wheel more</p>

(24) Member of public, (Bicester, Willow Drive)	<p>Support – There should be slower traffic due to school children</p> <p>Travel change: No</p>
(25) Local Resident, (Bicester, Bicester road)	<p>Support – A small quiet village is experience lots of traffic and road damage due to speeding and it being used as a shortcut. Risk to school children is high too due to inconsiderate drivers.</p> <p>Travel change: Yes – walk/wheel more</p>
(26) Local Resident, (Bicester, Grebe)	<p>Support – Safety, speeding through village</p> <p>Travel change: No</p>
(27) Local Resident, (Bicester, Turnberry Close)	<p>Support – I support this to align Launton with many other villages. As a popular cut through to the A41 this will slow vehicles down. My children attend the school and so safety is a priority.</p> <p>Travel change: No</p>
(28) Member of public, (Bicester, Mallards Way)	<p>Support – I have family and strong community relations with Launton so I travel to/through it many times a week. It is a very busy road at certain times of the day and frankly I am amazed that the 20 mph limit has not been introduced already.</p> <p>Travel change: No</p>

(29) Member of public, (Blackthorn, Lower Road)	<p>Support – To slow cars when dropping my child to the school. Car go too fast and children trying to cross the road (no zebra crossing either)</p> <p>Travel change: No</p>
(30) School Parent, (Bucknell, Middleton Road)	<p>Support – It will make it safer for the children that go to the school and for the children that live in the village</p> <p>Travel change: Yes – walk/wheel more</p>
(31) Local Resident, (Caversfield, Harmon Close)	<p>Support – My son goes to launton primary school and the cars I see that are going so fast is very dangerous especially when there are so many children around in the morning and afternoon.</p> <p>Travel change: No</p>
(32) Local Resident, (Grendon underwood, The Firs)	<p>Support – The speed cars drive outside the school is at times is incredibly scary and needs a resolution. Having no crossing outside the front of the school as well is really challenging too when trying to cross the road with children when cars are always driving fast</p> <p>Travel change: No</p>
(33) Local Resident, (Launton, Beech Road)	<p>Support – It's in the hope that the traffic may slow down a bit. People using the village as a rat run rarely stick to 30. Rush hour is dangerous if trying to get out of our estate even in a car. The school is on the main road which makes the children vulnerable. The only things which seem to slow the traffic are parked cars and us residents who deliberately drive less than 30.</p> <p>Travel change: Yes – walk/wheel more</p>
(34) Local Resident, (Launton, Beech Road)	<p>Support – There is a lot of traffic coming through launton and it is very difficult to cross the road safely at times The surface of the road is poor, making it unsafe in areas where it is uneven</p>

	<p>Care must be taken especially in wet weather when the road surface has much standing water so as not to soak pedestrians Many cars travel through the village above the speed limit. -</p> <p>Travel change: Yes – walk/wheel more</p>
(35) Local Resident, (Launton, Bicester Road)	<p>Support – I have lived on Bicester Road Launton for 29 years. It has always been seen as a cut through from the A41 Aylesbury Road to north Bicester. In that time the road has become significantly busier and the village has grown in population thereby causing conflict. Vehicles travelling at 30mph and in a lot of cases faster, create a risk to pedestrians. I'm sure a lot of parents are deterred from walking their children to school in Launton because of the speed of vehicles, particularly on wet days when the poor road condition makes walking hazardous. It is also my belief that a 20mph speed limit will help reduce traffic noise due to the poor road condition. Vehicles start using the village as a cut through from around 4.30am disturbing residents, particularly during the summer when windows are open. Please enact this traffic order it will improve the life of residents no end.</p> <p>Travel change: Yes – walk/wheel more</p>
(36) Local Resident, (Launton, Bicester Road)	<p>Support – To slow down the traffic through the village and encourage the traffic to use the bypass.</p> <p>Travel change: No</p>
(37) Local Resident, (Launton, Bicester road)	<p>Support – Great news Launton is used as a rat run and speeding traffic especially passing the school , Bicester road and Blackthorn rd . Couldn't come sooner . Most local villages have implemented this and Launton is over due . Regards Local resident</p> <p>Travel change: Yes - cycle more</p>

(38) Local Resident, (Launton, Bicester Road)	<p>Support – i total agree with the twenty mph in the village but unless it is being monitored by the police it will not do any good cars will slow down for the first few weeks then go back to there usual speed</p> <p>Travel change: No</p>
(39) Local Resident, (Launton, Bicester Road)	<p>Support – The village has gotten very busy traffic wise with recent road works around Bicester, forcing people to use it as a rat run. These drivers aren't always cautious. There are lots of children and elderly people in the village too, and accessing the village shop on the main road is very dangerous. A slower speed limit should help dissuade people from cutting through, and if not, make them drive more cautiously.</p> <p>Travel change: No</p>
(40) Local Resident, (Launton, Bicester Road)	<p>Support – Want 20 mph</p> <p>Travel change: Yes – walk/wheel more</p>
(41) Local Resident, (Launton, Bicester road)	<p>Support – Purely for safety reasons. Makes sense for everyone, drivers and pedestrians plus children included</p> <p>Travel change: Yes - cycle more</p>
(42) Local Resident, (Launton, Bicester Road)	<p>Support – The village attracts far too much traffic that is just passing through. It is currently a very dangerous proposition to attempt backing ot of my driveway on Bicester Road. The 20 mile an hour speed limit would discourage through traffic and be safer for residents and schoolchildren.</p> <p>Travel change: No</p>
(43) Local Resident, (Launton, Bicester Road)	<p>Support – Speed awareness is so important in The village. It will remind people to slow down and prevent accidents. Almost every village around here has the same restriction.</p>

	Travel change: No
(44) Local Resident, (Launton, Bicester Road)	Support – We are a drive through village - all residents and guests need to respect a village way of life. Adhere to the fact a speed limit is in place 20 is plenty. Travel change: No
(45) Local Resident, (Launton, Bicester Road)	Support – To try to make sure that the 20mph Speed Limit is actually going to take place...! Travel change: No
(46) Local Resident, (Launton, Bicester Road)	Support – Cut through traffic is way too fast with no pedestrian safety in place. Travel change: Yes – walk/wheel more
(47) Local Resident, (Launton, Bicester Road)	Support – I live on the main road and as an able bodied person I have sometimes had to run across the road to avoid being hit by speeding drivers, at least a 20 zone might make them slow to 30. A speed camera would be an additional deterrent. Travel change: No
(48) Local Resident, (Launton, Bicester Road)	Support – The road has become very dangerous. Vehicles do not slow and lots of vans parked on road making it difficult to see when crossing the road or leaving driveway. Travel change: No

(49) Local Resident, (Launton, Bicester Road)	<p>Support – I walk my child to school every day and feel as though this is a safe speed limit</p> <p>Travel change: No</p>
(50) Local Resident, (Launton, Blackthorn Road)	<p>Support – 30 mph is now too fast for the village environment, with older people and children possibly in the majority of those trying to cross roads. As 20 mph is recognised as a safer speed we should be aiming to introduce this speed limit.</p> <p>Travel change: No</p>
(51) Local Resident, (Launton, Blackthorn Road)	<p>Support – Traffic calming in the village., safer., less noise., discourage rat run through the village to and from a41.,</p> <p>Travel change: No</p>
(52) Local Resident, (Launton, Blenheim Drive)	<p>Support – As the road connects the A41 from Aylesbury to Bicester the village is a short cut with a fair amount of traffic not adhering to the 30 mph speed limit. I have been overtaken on a few occasions driving through the village which is dangerous and it is only a matter of time before there is a serious accident. Also the deterioration in the road surface is very evident.</p> <p>Travel change: No</p>
(53) Local Resident, (Launton, Blenheim Drive)	<p>Support – 30 is much too quick for such a small village</p> <p>Travel change: No</p>
(54) Local Resident, (Launton, Blenheim Drive)	<p>Support – 1. Many roads are narrow for modern vehicular traffic, eg: Station Road, Blackthorn Road, West End. 2. On-street parking makes using the roads difficult at times of high traffic . 3. Fitting traffic lights at the centre of the village is not practical, especially in Station Road and West End, because of parked cars.</p>


	<p>4.. Do not like the fitting of speed humps: a reduced speed limit (eg 20mph) solution would be much more acceptable to drivers and cyclists; and would, hopefully, also make life very much easier for pedestrians trying to cross the road.</p> <p>Travel change: No</p>
(55) Local Resident, (Launton, Chestnut Close)	<p>Support – Increasing volumes of traffic using the village as a rat run and driving dangerously</p> <p>Travel change: Yes – walk/wheel more</p>
(56) Local Resident, (Launton, Chestnut Close)	<p>Support – People are getting knocked of bikes and cars getting hit, particular speeding is happening in evening and early morning by delivery drivers. There needs to be a reduction in speed but in addition there needs to be policing of this. The crossroads need traffic lights (may be part time during peak hours) as that's a death spot waiting to happen, particularly in light of the proposed new development at grange farm. This would also help reduce the number of commuters speeding to through the village to gain an advantage at the blackthorn road A41 crossing (another area which should have traffic lights)</p> <p>Travel change: No</p>
(57) Local Resident, (Launton, Coppice Way)	<p>Support – The traffic through the village is dangerous! I have a young baby and trying to cross the road when out and about is a nightmare. There is an accident waiting to happen.</p> <p>Travel change: No</p>
(58) Local Resident, (Launton, Forest Close)	<p>Support – It is seriously dangerous now the speed at which people drive through the village on what is a straight road, it is only a matter of time before someone gets injured or killed.</p> <p>Travel change: No</p>
(59) Local Resident, (Launton, Sherwood Close)	<p>Support – Cars speeding through village</p>

	Travel change: No
(60) Local Resident, (Launton, Sherwood Close)	<p>Support – Traffic through our village is heavy and fast and our footpaths are worn. Walkers and children going to school are at danger and a speed limit would help traffic calming.</p> <p>Travel change: Yes – walk/wheel more</p>
(61) Local Resident, (Launton, Sherwood Close)	<p>Support – Many cars ignore the 30mph, traffic has become more heavy and children/pets elderly are at risk. Crossing the road can take ages and be risky</p> <p>Travel change: Yes - cycle more</p>
(62) Local Resident, (Launton, Sherwood Close)	<p>Support – I walk my dog morning and evening every day and over the last 2 years I've had him I'm shocked by the speed of so many vehicles using Launton as a rat run.</p> <p>Travel change: No</p>
(63) Local Resident, (Launton, Sherwood Close)	<p>Support – The volume of traffic through the village is making it a dangerous place to live. The speed of the rat runners will cause a nasty accident soon. Will we have to wait till someone dies to stop the speeders?</p> <p>Travel change: Yes - cycle more</p>
(64) Local Resident, (Launton, Station Road)	<p>Support – Bicester and Blackthorn roads have long been a rat run by motorists attempting to avoid the slightly longer journey from the A41 to the Ring road north west of the village and the Buckingham Rd. Volumes of traffic have increased dramatically in recent years making the area dangerous for other road users and pedestrians and significantly reducing the quality of life for residents.</p> <p>Likewise, in Station Rd, vehicles accelerate away from the crossroads but do not have a clear view of oncoming traffic or obstructions due to a slight set in the road.</p>

	<p>For years an argument has been put forward that those who speed will take no notice of lower limits but in my view, having the vast majority of people adhering to a lower limit would greatly improve the situation.</p> <p>I would also like to see a traffic calming measure at the entrance to the village from Station Rd from the north. This was proposed by the Parish Council several years ago but was stymied by local interested parties on wholly unworthy arguments. The proposal was to introduce a one directional narrowing (achieved solely by road markings and signage - no humps)</p> <p>Travel change: Yes - cycle more</p>
(65) Local Resident, (Launton, Station Road)	<p>Support – LAunton is used as a rat-run, when it's not busy at rush hours, the straight roads of Bicester Road, Station Road and Blackthorn road are plagued with vehicles speeding.</p> <p>Although the village has a speedwatch group, unfortunately drivers see the volunteers and slow down.</p> <p>I live on Station Road and cars go past so quickly by the time they reach Yew Tree Close, it's almost impossible to get out of drive-ways and side roads safely.</p> <p>With volume of traffic and speed of vehicles, crossing the roads is so difficult especially for elderly, less able and children or parents with children</p> <p>Travel change: Yes – walk/wheel more</p>
(66) Local Resident, (Launton, Station Road)	<p>Support – To encourage motorists to slow down whilst travelling through a built up area with many adults and young children walking along narrow footpaths.</p> <p>Travel change: Yes – walk/wheel more</p>
(67) Local Resident, (Launton, Station Road)	<p>Support – Having lived in the village for nearly 8 years close to the national speed limit sign, we've had a cat hit by a car who drove off and have many cars speeding past in the 30, very keen to see the limit lowered. We walk every morning through the village and it's dangerous to cross at the crossroads with the speed some of the rat runners are driving at.</p> <p>Travel change: Yes - cycle more</p>

(68) Local Resident, (Launton, Station Road)	<p>Support – People go far too fast through the village, hopefully reducing the limit will help slow people down</p> <p>Travel change: No</p>
(69) Local Resident, (Launton, Station Road)	<p>Support – Very fast traffic today along narrow roads with significant pedestrian usage. Especially during school run times. It would promote walking and cycling to school if the roads were slower traffic and minimal traffic as it would be a less appealing rat run between the Bicester ring road and a41.</p> <p>In bad weather cars driving at 30mph splash pedestrians on the pavement. At 20mph it would be easier for cars to slow and avoid doing this.</p> <p>Travel change: Yes – walk/wheel more</p>
(70) Local Resident, (Launton, Station Road)	<p>Support – Specifically, I live in Station Road, and the part-blind nature of the right turn into Bicester Road is always a potential risk. Lowering the speed limit will decrease that risk a little. In addition, the village is used as a rat run for commuters going between the A41 and Bicester or the A4421 - given the amount of traffic we often get, lowering the speed limit will make it safer for pedestrians.</p> <p>Travel change: No</p>
(71) Local Resident, (Launton, Station Road)	<p>Support – The traffic through the village is now above an acceptable level and is very dangerous considering we have busy Primary school on the main road. The Crossroads is now a game of Russian Rulet if pulling out of Station Road. 20mph signs are not the solution but better than nothing. The village requires the correct level of traffic management (for example speedbumps or chicanes) to deter drivers from taking the shortcut to the Aylesbury Road.</p> <p>Travel change: No</p>
(72) Local Resident, (Launton, Station Road)	<p>Support – Speeding and even driving at 30mph is dangerous through the village with the state of the roads. Especially at school times. The volume of traffic coming through the village also makes the speed people are driving hazardous.</p>

	Travel change: Yes - cycle more
(73) Local Resident, (Launton, Station Road)	<p>Support – Fully support this proposal.</p> <p>Travel change: Other I need to drive but I would respect the reduced 20 mph</p>
(74) Local Resident, (Launton, Station Road)	<p>Support – Volume / Speed of traffic through the village is awful. Also had both our cats killed on Station Road in the past 6 months by speeding drivers who didn't even stop</p> <p>Travel change: No</p>
(75) Local Resident, (Launton, Station Road)	<p>Support – Cars and other vehicles drive very quickly through the village to and from Bicester. There is a dangerous junction in the middle of the village. Crossing the main road can be difficult and dangerous for pedestrians particularly children walking to and from school.</p> <p>Travel change: No</p>
(76) Local Resident, (Launton, Station Road)	<p>Support – So close to a school, the speed limit should be lowered</p> <p>Travel change: No</p>
(77) Local Resident, (Launton, Station Road)	<p>Support – We live on Station Road. The speed the traffic comes past our house is a huge concern. Both of our cats have been killed in the last 6 months outside our house. Something needs to be done urgently</p> <p>Travel change: No</p>

(78) Local Resident, (Launton, sycamore Road)	<p>Support – Launton has become a glorified rat run and shows no signs of improving perhaps this might help?</p> <p>Travel change: No</p>
(79) Local Resident, (Launton, Sycamore Road)	<p>Support – I'm hoping that introducing a 20 mph limit it may make Launton a less attractive cut through and therefore reduced the amount of traffic that use Launton as a rat run.</p> <p>Travel change: No</p>
(80) Local Resident, (Launton, Sycamore Road)	<p>Support – I believe that this will help reduce the unsustainable volume of traffic using Launto as a “rat run” to avoid the A41.</p> <p>Travel change: Yes – walk/wheel more</p>
(81) Local Resident, (Launton, Sycamore Road)	<p>Support – To try to make the village a village with low traffic like it was when we moved here 7 years ago ! Because of the continued road closures etc the village is a complete rat run from the A41 which is spoiling our village and has made the roads unsafe as people also speed along the Bicester Road and Station Road ! Along with the extra pollution when the traffic has ques all the way through from early morning until early evening! Bring on 20mph please </p> <p>Travel change: No</p>
(82) Local Resident, (Launton, Sycamore Road)	<p>Support – On the main road through Launton there are three critical points: the village school, the local village store, and the Launton crossroads.</p> <p>During school start/finish times there are significant vehicle and pedestrian movements. The flashing 20 signs outside the school are operating during the start/finish times but as these are advisory only many vehicles do not slow down. In addition the driveway to the common village hall/school carpark and the Launton sports grounds runs alongside the school and vehicles have restricted views pulling out from the driveway.</p>

	<p>The Launton store does not generally have a large pedestrian footfall but cars parking in front of the store and business vehicles parked almost opposite during commuter hours make this a pinch point for two way traffic. Pedestrians therefore tend to cross the road at any point along this stretch of road.</p> <p>The Launton crossroads has been of concern for some years as vehicles pulling out from Station Road have severe restricted visibility due to the curve round the corner deli shop on the right, vehicles parked within 20 metres on Blackthorn Road to the left, and often vehicles parked opposite the deli shop entrance on Station Road within 10 metres of the junction.</p> <p>Traffic Flows</p> <p>Launton is used as a cut through for vehicles travelling from north Bicester to Aylesbury avoiding the A41 and Graven Hill/Rodney House roundabout. During the A41 works at the Ambrosden junction in the last few years traffic flows increased markedly through Launton, but to a degree the volume of traffic tended to constrain vehicle speeds through the village. Without this natural buffer speeds have tended to increase. Since late last year the local Speedwatch Group have monitored traffic and reported a number of vehicles exceeding the speed limit. Their presence does act as a deterrent to speeding drivers but speeds have been observed to be higher when the team is not in attendance. At various times, particularly on weekends, Station Road is reduced to one lane with vehicles parked almost continuously on one side from Yew Tree Close to the crossroads. The impending development of 65 homes at the edge of the village on Station Road is going to significantly impact traffic volumes from here to the Bicester Rd/Blackthorn Rd junction with the consequential increased risk of collision with vehicles travelling at speed through the crossroads. Reducing the village limit to 20mph will help mitigate this risk.</p> <p>Travel change: No</p>
(83) Local Resident, (Launton, The Glades)	<p>Support – For safety reasons. It's a proven fact that anyone hit by a car travelling at 20mph rather than 30mph is considerably more likely to survive and to have less serious injuries. Many drivers do not respect the existing 30mph limit so reducing it further would help. There is a primary school on the main road through the village, children walking g to school from the outskirts would be safer. Visibility at the crossroads where station road joins the main road through the village is restricted. Lowering the speed limit would make accidents less likely. The road is busy. Vehicles travelling more slowly would make it more likely that local people would choose to walk or cycle as they would feel safer. It would be a much more pleasant environment in which to live.</p> <p>Travel change: Yes – walk/wheel more</p>

(84) Local Resident, (Launton, The Glades)	<p>Support – With the levels of traffic and safety of pedestrians this is a must</p> <p>Travel change: No</p>
(85) Local Resident, (Launton, The Glades)	<p>Support – I'm supporting the proposal, as walking along Bicester road can be dangerous, the current 30mph limit is often ignored, meaning additional danger for children and animals. The pot holes and standing water can see the dirty water splashed across the pavements making it impossible to avoid as a pedestrian, the pot holes and excess speed also increase the risk of losing control of vehicles. It's an accident waiting to happen. The only way 20mph will make a difference, is if it is enforced.</p> <p>Travel change: Yes – walk/wheel more</p>
(86) Local Resident, (Launton, The Poplars)	<p>Support – There are idiots that drive through the village at up to 60 mph, we need something done and this is a good start</p> <p>Travel change: No</p>
(87) Local Resident, (Launton, The Spinney)	<p>Support – Overall the logic is good but IN LAUNTON there is much more risk of being knocked down on a pavement, by a cyclist or a person on an e scooter than by anything on the road. Secondly, enforcing the heavy goods vehicle restrictions would dramatically reduce risk on the road</p> <p>Travel change: No</p>
(88) Local Resident, (Launton, The Spinney)	<p>Support – I am supporting this proposal for reasons of safety. Many drivers do not adhere to the 30mph limit and I worry for pedestrians, particularly children, and pets.</p> <p>Travel change: Yes – walk/wheel more</p>

(89) Local Resident, (Launton, The Timbers)	<p>Support – I walk my two young children to school daily and the speed in which vehicles travel through the village and the amount of traffic concerns me. It won't be long until a child is seriously injured.</p> <p>Travel change: Yes – walk/wheel more</p>
(90) Local Resident, (Launton, The Timbers)	<p>Support – I am constantly worried about my children being hit by a car when they are walking, cycling or scooting around Launton.</p> <p>Travel change: No</p>
(91) Local Resident, (Launton, The Timbers)	<p>Support – Dangerous fast driving through the village</p> <p>Travel change: Yes – walk/wheel more</p>
(92) Local Resident, (Launton, The Timbers)	<p>Support – Strongly in favour of this. We walk daily along the main road with our 5 and 2 year old and our dog and cats goes ridiculously fast.</p> <p>Travel change: No</p>
(93) Local Resident, (Launton, West End)	<p>Support – Too many cars are rat running through Launton at high speed. This is especially dangerous at the cross roads, shop, school and church areas.</p> <p>Travel change: No</p>
(94) Local Resident, (Launton, West End)	<p>Support – I would support any measure that makes our roads and pavements a safer place. Our village has become a "rat run" for speeding motorists in recent years, they are a danger to the residents of the whole of our village, not only to pedestrians trying to get across the road, but to cyclists as well.</p> <p>Travel change: Other</p>

	I am now too old to do much walking, but have to use a walker or a mobility scooter, with cars rushing past me.
(95) Local Resident, (Launton, West End)	<p>Support – People speed through the village constantly with no consideration to pedestrians. The amount of traffic that cuts through Launton is ridiculous, hopefully a change in speed limit will deter this</p> <p>Travel change: No</p>
(96) Local Resident, (Launton, West End)	<p>Support – Cars regularly use launton as a rat run to get to the A41 and the crossroads have had loads of near misses due to the speed of drivers passing through</p> <p>Travel change: Yes – walk/wheel more</p>
(97) Local Resident, (Launton, West End)	<p>Support – Too many people speed the the village and use it as a rat run. The crossroads is particularly dangerous especially when turning right out of Station road. At 30mph it is difficult to see an approaching vehicle. At 40mph it is impossible. Hopefully a 20mph would reduce all traffic speeds by 10mph including the speeders</p> <p>Travel change: No</p>
(98) Local Resident, (Launton, West End)	<p>Support – I'm in support of a 20mph speed limit as the road in question is used as a continuous rat-run which has caused numerous near-misses and it's only a matter of time before someone will get seriously hurt.</p> <p>Travel change: Other</p> <p>I do not drive however I would most definitely feel safer as a pedestrian or cyclist.</p>
(99) As a business, (Launton, West End)	<p>Support – Blackthorn Road and Bicester Road are currently used as a Rat Runs. Fair enough if they were to use caution and treat it as a Village Road. Launton is a busy little village and the pavements are used extensively by villagers, many of whom are elderly. My daily walk to the shop is becoming increasingly worrying, something must be done to slow these inpatient drivers down.</p>

	Travel change: No
(100) Local Resident, (Launton, West End)	Support – There seems little we can do to reduce the rat-run traffic in Launton but this may help. Travel change: Yes - cycle more
(101) Local Resident, (Launton, West end)	Support – Will make crossing road safer. Travel change: No
(102) Local Resident, (Launton, West End)	Support – It's long overdue - people drive far too fast through the village. There are so many potholes that when wet, one can get drenched by speeding cars. Not a pleasant pavement to walk along, plus what about all those small children walking to school. Perhaps there also needs to be a pedestrian crossing near the school? Bring on the 20mph limit! Travel change: No
(103) Local Resident, (Launton, West End)	Support – Rat runners need slowing down Travel change: No
(104) Local Resident, (Launton, West end)	Support – Since the roadworks on the A41 last year the village is being used by far more traffic than before and a lot of speeding Travel change: No

(105) Local Resident, (Launton, West end)	<p>Support – Traffic through the village is particularly dangerous during school drop off and pick up. Reducing the speed limit will make it safer for pedestrians and hopefully put people off using the village as a rat run between a41 and north Bicester</p> <p>Travel change: Yes – walk/wheel more</p>
(106) Local Resident, (Launton, West end)	<p>Support – For the safety of the residents people use the area like a rat run</p> <p>Travel change: Yes - cycle more</p>
(107) Local Resident, (Launton, Woodland Close)	<p>Support – Slower speeds make it safer for pedestrians, particularly schoolchildren. However, the limit should be combined with a resolve to tackle dangerous parking in the village. For too long this has been used as an excuse for cheap traffic calming. However, people do not park in safe areas and cause unnecessary disruption and danger to local road users. The parking too near the crossroads by the Bull and butcher is an obvious example of inconsiderate and dangerous parking.</p> <p>Travel change: No</p>
(108) Local Resident, (Launton, Yew Tree Close)	<p>Support – The lower speed limit will make the village much safer. Launton has a busy through road in which a school, shop, public house are based - regularly cars travel through well in excess of 30mph which creates a hazard. The lower limit should help to lower the overall speed through the village with limited disbenefit to those making journeys.</p> <p>Travel change: Yes – walk/wheel more</p>
(109) Local Resident, (Launton, Yew tree close)	<p>Support – There are a large number of vehicles that cut through the village driving very fast. There is also a primary school on the main road therefore 20 seems appropriate given the number of children walking along the road.</p> <p>Travel change: No</p>

(110) Local Resident, (Launton, Yew Tree Close)	<p>Support – People go too fast through the village even when there are children walking to and from school</p> <p>Travel change: Yes – walk/wheel more</p>
(111) Local Resident, (Launton, Yew Tree Close)	<p>Support – I have major concerns for children's safety. Cars often speed through the village and make dangerous decisions when driving.</p> <p>I witness this almost on a daily basis because I work as a Registered Childminder here in Launton and I walk myself instead of driving when I care for the children. My hope is that less traffic will come through the village with a 20mph speed limit restriction.</p> <p>The traffic has increased for a number of reasons in the past two to three years. It has always been a concern for me, now more than ever.</p> <p>Travel change: Yes – walk/wheel more</p>
(112) Local Resident, (Launton, Yew Tree Road)	<p>Support – School is very close to the road with narrow pavements. Lots of crossing outside shop for children. The road has become a cut through since the EWR bridge and road closures.</p> <p>Travel change: Yes - cycle more</p>
(113) Local Resident, (Launton, Ancil Avenue)	<p>Support – A long straight road = speeding . When walking on the pavement I am 12 inches from death at 30+. 20 is plenty.</p> <p>Travel change: No</p>
(114) Local Resident, (Launton, Ancil Avenue)	<p>Support – It will hopefully slow down the traffic through the village and may put some people off using the village as a short cut.</p> <p>Travel change: No</p>

(115) Local Resident, (Launton, Beech Road)	<p>Support – Speed of current traffic at times is in excess of 30mph. State of road is very poor with a extraordinary number of deep potholes. As a pedestrian I have been splashed many times by cars speeding through these. I have been sworn at and hooted at by car drivers as I have had to walk in the road by St Mary's church when the pavement is unsafe and unusable due to flooding. It can be difficult to cross the road due to the high number and speed of the through traffic.</p> <p>Travel change: Yes – walk/wheel more</p>
(116) Local Resident, (Launton, Bicester Road)	<p>Support – We have far too much traffic speeding through the village. The village should be safe for a our children to be able to cross the road, cycle to the park etc. We shouldn't have to put up with people using it as a rat-run. The 20 MPH limit may not stop the use of the village as an “easier route”, but the 20 MPH limit would reduce the risk to life considerably, especially if it is enforced.</p> <p>Travel change: No</p>
(117) Member of public, (Launton, Bicester Road)	<p>Support – I travel in and around the village a lot visiting local businesses and my allotments. I have always driven at a self imposed 20 mph in the village for safety reasons. I don't think people will observe a 20 mph limit unless it is enforced in some way. The same applies to the weight limit which I observed being exceeded twenty times a day from my advantage point.</p> <p>Travel change: No</p>
(118) Local Resident, (Launton, Bicester Road)	<p>Support – The road noise on the Bicester Road is so loud. Cars also fly down the road all day long at excessive speeds.</p> <p>Travel change: Yes - cycle more</p>
(119) Local Resident, (Launton, Bicester Road)	<p>Support – Due to the ever increasing speeding traffic that unnecessarily travel through the village</p> <p>Travel change: No</p>

(120) As a business, (Launton, Bicester road)	<p>Support – The crossroad (West end/Station road) is so dangerous , a roundabout would help slow down the traffic too.</p> <p>Travel change: No</p>
(121) Local Resident, (Launton, Blenheim Drive)	<p>Support – Fed up with people using village as a short cut racing track . Can't get out of drives or cross roads without taking a risk especially at the crossroads you cannot see to get out of road safely without taking a risk</p> <p>Travel change: Other</p> <p>To be able to drive to doctors or hospitals safely</p>
(122) Local Resident, (Launton, Blenheim Drive)	<p>Support – Safety of residence</p> <p>Travel change: No</p>
(123) Local Resident, (Launton, Blenheim Drive)	<p>Support – People can't do 30mph as it is through the village, hopefully a lower limit will make people think about the speed that they do and slow down</p> <p>Travel change: No</p>
(124) Local Resident, (Launton, Coppice Way)	<p>Support – The village is used as a cut through for Bicester. People speed through the village making it difficult for residents cross the road carefully.</p> <p>Travel change: Yes – walk/wheel more</p>

(125) Local Resident, (Launton, Lanes End)	<p>Support – Very busy traffics through launton - dangerous for school children and pedestrians in general</p> <p>Travel change: Yes - cycle more</p>
(126) Local Resident, (Launton, Sherwood Close)	<p>Support – The increased number of vehicles speeding through the village has become dangerous from both a physical and environmental point of view.</p> <p>Travel change: No</p>
(127) Local Resident, (Launton, Sherwood Close)	<p>Support – The main road through the village is used as a regular cut through by non village traffic and the speed limit as it stands is regularly exceeded, making the road dangerous for walkers, cyclists and school children.</p> <p>Travel change: No</p>
(128) Local Resident, (Launton, Station Road)	<p>Support – To prevent accidents and allow pedestrians to feel safe</p> <p>Travel change: No</p>
(129) Local Resident, (Launton, Station Road)	<p>Support – I live on Station Road in Launton and have children that I walk to and from the village school. Cars often travel well in excess of the speed limit in the village which causes me great concern for the safety of my children. There is also a narrow point on Station Road where the pavement is very close to the road going past the pond at Clock Court where speeding cars are very close to pedestrians making it feel unsafe to walk children through the village.</p> <p>I am aware of two incidents in the village where cars passing through have crashed into parked vehicles. The village is already used as a cut through to avoid the Bicester ring road, which is particularly bad during school drop off and pick up times with cars and lorries speeding through the village. A reduction in the speed limit would make many people feel more confident to walk or cycle their children to and from school.</p> <p>The road at the end of Station Road as you exit the village is particularly bad with cars speeding up well before they leave the village and speeding into the village, particularly since the road layout has changed further up Station Road</p>

	<p>and the construction of the new large bridge over the railway line. Additional speed calming measures or an extension of the 20 mph speed limit further out of the village would be of a benefit in this location.</p> <p>Travel change: Other Yes, walk and cycle more and allow my children to walk/cycle/scoot more.</p>
(130) Local Resident, (Launton, Station Road)	<p>Support – For the safety of the younger children making their way to and from school The cars race through the village as a cut through and with barrow pavements and bigger lorries on the road this feels like an accident waiting to happen</p> <p>Travel change: Yes – walk/wheel more</p>
(131) Local Resident, (Launton, Station Road)	<p>Support – From a noise and safety point of view a good idea. Turning out of station road will be safer</p> <p>Travel change: Yes - cycle more</p>
(132) Local Resident, (Launton, Station Road)	<p>Support – I frequently witness cars speeding through the village and consider this extremely dangerous</p> <p>Travel change: No</p>
(133) Local Resident, (Launton, Station Road)	<p>Support – Fast and too much traffic is dangerous</p> <p>Travel change: Yes – walk/wheel more</p>
(134) Local Resident, (Launton, Station Road)	<p>Support – A lot more traffic and a lot of speeding through the village</p> <p>Travel change: No</p>

(135) Local Resident, (Launton, Sycamore Road)	Support – Safety to pedestrians crossing the road especially at school drop off times Travel change: Yes – walk/wheel more
(136) Local Resident, (Launton, The Glades)	Support – For our residents and more importantly our children. Drivers speed through our village with no disregard to anyone else. Travel change: No
(137) Local Resident, (Launton, The Glades)	Support – To improve safety for residents and visitors including drivers, cyclists and pedestrians. Increased traffic has made the village roads busier and potentially more dangerous. Travel change: No
(138) Local Resident, (Launton, The Glades)	Support – Too many cars speeding through the village Travel change: Yes – walk/wheel more
(139) Local Resident, (Launton, The Poplars)	Support – The village is now a through route so the volume of traffic has increase dramatically in the last few years. Car drivers appear take little notice of their environs & speed through the village. I would hope that a lower speed limit....if there is a means to enforce it may focus their minds to take notice of pedestrians, cyclists, children & animals. Travel change: Yes – walk/wheel more
(140) Local Resident, (Launton, The Poplars)	Support – A 20 mph limit IF enforced will improve road and pedestrian safety.The present 30mph limit is however ignored and not enforced . Therefore further traffic management measures beyond the addition of 20mph signage are required to improve safety. Further measures are also required to limit and slow traffic from the A41 using Launton as a method to avoid the ongoing traffic chaos on the A41 from Aylesbury into Bicester

	Travel change: No
(141) Local Resident, (Launton, The Poplars)	Support – Children walking to school, road close to houses, noise, pollution. Cars use the village as a cut through Travel change: No
(142) Local Resident, (Launton, The Spinney)	Support – Too many vehicles speeding through the village Travel change: Yes – walk/wheel more
(143) Local Resident, (Launton, The Spinney)	Support – The road is busy rat run with a school and dangerous crossroads junction. The road can be difficult to cross at times and I have had a couple of near misses with traffic in the past. The road is not especially wide and does not drain quickly. After rain it is a difficult task to not be splashed by speeding cars as a pedestrian. Travel change: No
(144) Local Resident, (Launton, West End)	Support – Some people do drive far too quickly through Lanton Travel change: No
(145) Local Resident, (Launton, West End)	Support – Because it's becoming very dangerous with all the lorries and fast cars nearly got knocked off my vike Travel change: Yes - cycle more
(146) Local Resident, (Launton, West End)	Support – Heavy traffic, lorries, vans and cars all travelling well above 30ph. Something needs to be done before a serious accident happens. Travel change: Yes - cycle more

(147) Local Resident, (Launton, West End Close)	Support – Safety Travel change: No
(148) Local Resident, (Launton, West End Close)	Support – To cut speeding and hopefully stop the village being used as a rat run Travel change: No
(149) Local Resident, (Launton, West End Close)	Support – Too many cars drive at excessive speeds through the village and it's used as a rat run. I would like to see chicanes added as well. Travel change: No
(150) Local Resident, (Launton, Wetland Drive)	Support – I walk my children to school everyday from Launton Mews and the speed of cars is insane way above 30, I worry alot when walking to school as the cars weave in and out of parked cars obstructing the road, I worry they could accidentally mount the pavement, not to mention how narrow the path is in places, I've even had a car brush me as they pass! Travel change: Other I walk a lot anyway but I would feel a bit safer
(151) Local Resident, (Launton Bicester, Station Road)	Support – As a resident of Launton I often see car speeding thru the village on all roads notably the Bicester rd and Station rd Also I feel sleeping policeman could be used near the school and at the crossways also on the straight section before Jewsons on Station rd. so I am all for it. Travel change: Yes - cycle more

(152) Local Resident, (Launton school, Langford village)	<p>Support – My child is 7 she walks to school and it's busy and the speed limit needs to reflect the safety requirements for children and families arriving safely too and from school.</p> <p>Travel change: No</p>
(153) Local Resident, (Launton, Bicester, The Timbers)	<p>Support – The road through Launton is being used as a rat run from the A41 and has significantly increased the amount of traffic through the village.</p> <p>Travel change: No</p>
(154) Local Resident, (Launton, Blackthorn Road)	<p>Support – I have lived in LAUNTON for approx. 50 yrs and I have witnessed a dramatic increase in both the volume and the speed of traffic driving 'THROUGH' the village. it has now become unnerving walking along the footpath and the traffic noise is becoming unbearable to the extent that moving home is now a serious consideration. Hopefully further traffic calming measures may also be considered.</p> <p>Travel change: Yes – walk/wheel more</p>
(155) School Parent, (Stratton Audley, Bicester Road)	<p>Support – People cutting through the village drive too fast, even 30 seems fast in an area where there are people walking including children.</p> <p>Travel change: No</p>

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Divisions affected: *Sutton Courtenay & Marcham*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 20 JULY 2023

DRAYTON (ABINGDON): PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Drayton (Abingdon) as advertised with the sole exception that the terminal of the proposed 20mph limit on the B4017 Steventon Road be moved to a point just northeast of the A34 overbridge.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Drayton as shown in **Annexes 1 & 2**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help encourage walking and cycling within Drayton by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 07 June and 30 June 2023. A notice was published in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White

Horse District Council, the local District Cllrs, Drayton (Abingdon) parish council, and the local County Councillor representing the Sutton Courtenay & Marcham division.

Statutory Consultee Responses:

7. Three responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. Oxford Bus Company (OBC) object to proposals for extensive 20mph limits on the B4017 and wish to see them restricted to a short length between the Red Lion pub to the North and Kiln Lane to the South. Drayton Parish Council expressed support for the proposals.

Other Responses:

8. All eight online responses were objections. A Witney resident objected suggesting blanket limits were an unnecessary waste of money with the County Council pursuing political ambition rather than representing the views of the electorate. Six local residents, and someone representing a group objected on the grounds that the proposals were unnecessary, would increase congestion and dilute the impact of more valid lower limits. One objector supported 20mph limits in residential roads.
9. The responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.
12. The initial proposal placed the southern 20mph limit terminal just northeast of the A34 overbridge. The formal consultation proposed an extended 20 limit following strong concerns from the Parish Council representing community views. Following an informal approach from OBC during the consultation, it was agreed in principle that the 20mph speed limit proposal on Steventon Road should revert to the original shorter extent. However, officers cannot support OBC's wish to restrict the 20mph limit to between Kiln Lane to the south and the Red Lion pub to the north; it would exclude extensive sections meeting the

20mph limit criteria, with direct residential frontages and high levels of vulnerable road-user activity.

Bill Cotton

Corporate Director, Environment and Place

Annexes	Annex 1 & 2: Consultation plans Annex 3: Consultation responses
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Contact Officers:	Phil Whitfield 07912523497 Geoff Barrell 07392 318869
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July 2023



Drayton Overview

Revision 1.0

Legend

Proposed 20	Blue
Existing 20	Yellow
Not Public Highway/ Private road	Orange
Existing 30	Red
Existing 40	Green
Existing 50	Magenta
Existing NSL	Grey
Not Public Highway	Black

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	27.04.23	Proposed 2	C.R.		

OXFORDSHIRE COUNTY COUNCIL

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Project title: Drayton 20mph Scheme

Drawing title:
Drayton 20mph Scheme Overview Sheet 1

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by G.J.B.	Approved by G.J.B.
	Date drawn 27.04.23	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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Drayton Overview Revision 1.0

Legend

- Proposed 20
- Existing 20
- Not Public Highway/Private road
- Existing 30
- Existing 40
- Existing 50
- Existing NSL
- Not Public Highway

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	27.04.23	Proposed 2	C.R.		

OXFORDSHIRE COUNTY COUNCIL
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Project title: Drayton 20mph Scheme

Drawing title:
Drayton 20mph Scheme Overview Sheet 2

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by: G.J.B.	Approved by: G.J.B.
	Date drawn: 27.04.23	Date checked:	Date approved:

Oxfordshire Project No. & File Ref

Drawing No. 1.0 Revision 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Drayton Parish Council	Support – Drayton PC supports the 20 mph scheme
(3) Business Development & Partnerships Manager, (Oxford Bus Company / Thames Travel)	<p>Object – Drayton has excellent bus service provision in terms of frequency, spread of the day/week that service is available. Drayton has direct services to Abingdon, Didcot and Oxford provided by the Thames Travel X2 service. This operates up to every 20 minutes Mondays to Saturdays with a bus up to every 30 minutes on Sundays and Public Holidays. There is also the night bus NX2 service that provides similar journeys in the early hours of Saturday and Sunday mornings. The village is also served by buses to schools and the Kasam Stadium.</p> <p>We have no problem with and support these proposals where they do not affect bus services. However, we have concerns about the 20mph to be applied to the B4017 which is the main road running north south through the village.</p> <p>We believe the introduction of a 20mph speed limit in the centre of Drayton near the village green and Post Office is a sensible suggestion given the frontages and planned mixing between vulnerable road users and motorised traffic and so support this section. North of the Red Lion PH and south of Kiln Lane there are minimal direct frontages and commercial activity which would see planned mixing between vulnerable road users and motorised traffic. We therefore object to the proposed reduced speed limit for these two sections of the B4017 road. Indeed, on the southern section there are large parts with no frontages at all on one or both sides of the road.</p> <p>Whilst the two sections of road which we object to the reduced speed limit may seem modest in length, the cumulative reduction in speeds on bus journey times need to be considered. In recent time the speed limit between Drayton and Abingdon has been reduced from 50mph to 40mph and there are plans to introduce 20mph speed limits in both Abingdon and Steventon.</p>

	<p>It is important that buses are able to make progress where it is safe for them to do so. Slowing journeys makes services less attractive to passengers and would serve to encourage negative modal shift from public transport to private motor vehicles, which is contrary to the council's policies. Ultimately if journey times become too great, either, extra bus and driver resource needs to be added to maintain the same level of service (i.e. increased cost for no increased revenue) or alternatively timetables need to be trimmed so that they can be operated with the existing resource (i.e. reduced revenue from the same operating cost). This could lead to the X2 service becoming financially unsustainable in its current form and so could lead to service reductions.</p> <p>Given the nature of the B4017 and the distance involved it is unlikely that walking will make up significant mode share along the wider corridor (for example Drayton to Oxford or Drayton to Didcot). Therefore, the council should be seeking to maximise support for public transport on this corridor to help achieve our decarbonisation aims.</p>
(4) Local Resident, (Drayton)	Object - 20mph zones should be carefully targeted to reflect clear risk not imposed in a blanket way which dilutes their impact where they are actually needed
(5) Local Resident, (Abingdon, King Street)	Object - Do not feel this is necessary, road is safe and fine as it is
(6) Local Resident, (Abingdon, Bowler Gardens)	<p>Object - I object on 20 mph speed limits being imposed on the major roads through the village (Abingdon Road, Steventon Road (both part of the B4017) and High Street (B4016)). The traffic is slow enough on these roads due to current traffic speed reductions schemes (traffic lights, zebra crossing, speed bumps) and due to parked cars (mainly on High Street) that further speed reduction is not needed. Having a 20 mph zone across the whole village will slow traffic too much, and create longer commutes, including in buses, which is not a way to increase the numbers of people taking public transport.</p> <p>Can the council show the data where road accidents have been caused in these specific areas due to excessive speed? It seems the blanket excuse "road safety concerns" is rarely backed up by figures.</p> <p>I'm in support of 20 mph zones on non-main roads (e.g. Sutton Wick Lane, Henleys Lane), and the roads around the Drayton Primary School. I'd also support timed 20 mph limits on Abingdon Road which coincide with school drop off and pick up time (e.g. flashing lights and warnings, especially at crossing points).</p>

(7) Local Resident, (Abingdon, Saxton Road)	Object - With the current traffic issues already in Abingdon lowering the speed limit in certain areas is not going to improve anything just more of a nuisance
(8) Local Resident, (Abingdon, Bowler Gardens)	Object - I don't believe that this will increase safety within the suggested area. 30 MPH currently has no issues and traffic is a struggle at flowing with a higher speed limit. The area is not immediately built up enough to warrant a reduction in speed limits
(9) Local Resident, (Abingdon, Bowler Gardens)	Object - Why does it need to be 20? It's going to increase the traffic more than it already is. Constant queues etc. Barely any pathways near the side of the road anyway
(10) As part of a group/organisation, (Abingdon, Crescent)	Object - Entirely not required.
(11) Member of public, (Witney, Oxford Hill)	<p>Object - Drayton given the size and geography of this occasion (and a pleasure to visit) does not need the 20mph zones as this is not beneficial to the small communal area. Residents I spoken to in the local shop are seeing what is happening elsewhere and commented how depressing it is to be reminded every 10 yards of the new limit considering it unnecessary, cruel and becoming a dictatorship. I could not agree more as it is a bit like a Russian street being fed Z propaganda every 10 yards if you google it.</p> <p>The area does not need the speed limits to be reduced and neither does it need services slowed further which only causes anger and creates less trust in local politics. The roads do not need additional restrictions and the signs are better off used in school roads, retirement communities and high streets but does not need blanket restrictions everywhere. Totally uncalled for. This makes pollution far worse if people are made to slow down but undoubtedly to sceptics that know how this works, is the Council will see the data and will smear the motorist further not getting out the cars and then considers further restrictions/sanctions which will only play in to the hands of conspiracy theorists that the pie in the sky net zero is about taking people out of their cars by force going back to the dark ages. So really do not recommend this goes ahead but undoubtedly the stalinist minds have already made their mind up and the consultation will be a sham unfortunately.</p>

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Divisions affected: *Benson & Cholsey*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 20 JULY 2023

CROWMARSH: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Crowmarsh and North Stoke as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Crowmarsh and North Stoke as shown in **Annexes 1 & 2**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help encourage walking and cycling within Crowmarsh and North Stoke by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 01 June and 23 June 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District

Council, the local District Cllrs, Crowmarsh parish council, Wallingford town council, and the local County Councillor representing the Benson & Cholsey division.

Statutory Consultee Responses:

7. A single statutory consultee response was received from Thames Valley Police who re-iterate their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection.

Other Responses:

8. For Crowmarsh 23 online responses were received with 14 local residents supporting the proposals, three expressing concerns, and three objecting. Additionally, three members of the public also objected. Concerns and objections centred around the proposals being ineffective, a waste of money, creating driver frustration, not being enforced with one respondent suggesting they were politically driven.
9. For North Stoke; Ten supporters, five objectors and three expressing concerns in Crowmarsh mirrored their response for North Stoke. Five supporters and one objector to the proposals in Crowmarsh offered no opinion for North Stoke.
10. The responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer place'.
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.

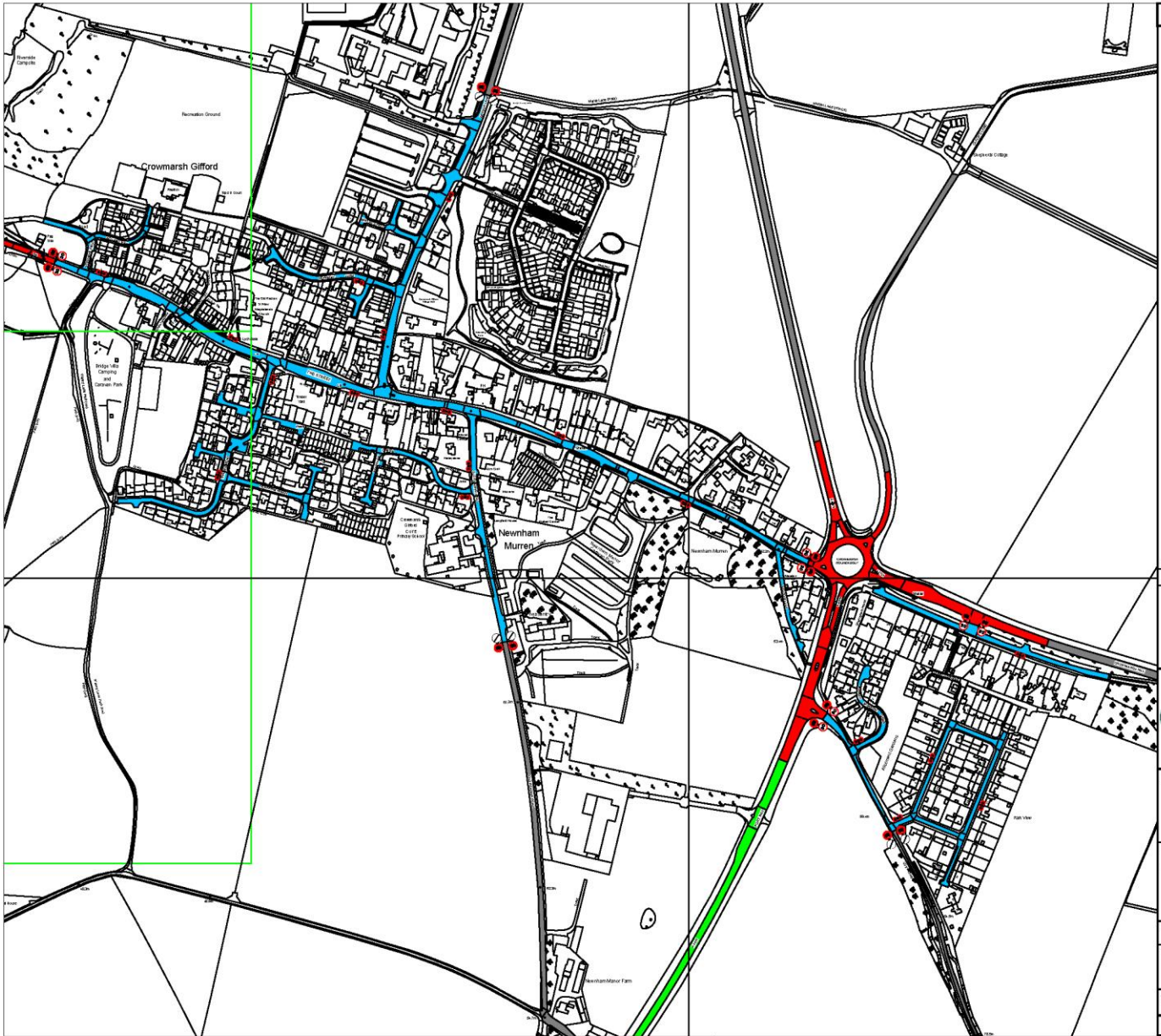
Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1 & 2: Consultation plans Annex 3: Consultation responses
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Contact Officers:	Phil Whitfield 07912523497 Geoff Barrell 07392 318869
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1

2



Crowmarsh Gifford 20mph

Revision 1.0

Legend

Proposed 20	Blue
Existing 20	Yellow
Existing 30	Red
Existing 40	Green
Existing 50	Magenta
Existing NSL	Grey
Not Public Highway	White

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	17.04.23	Proposed 1	C.R.		

OXFORDSHIRE COUNTY COUNCIL

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Project title: Crowmarsh Gifford 20mph Scheme

Drawing title:
Crowmarsh Gifford 20mph Scheme Overview

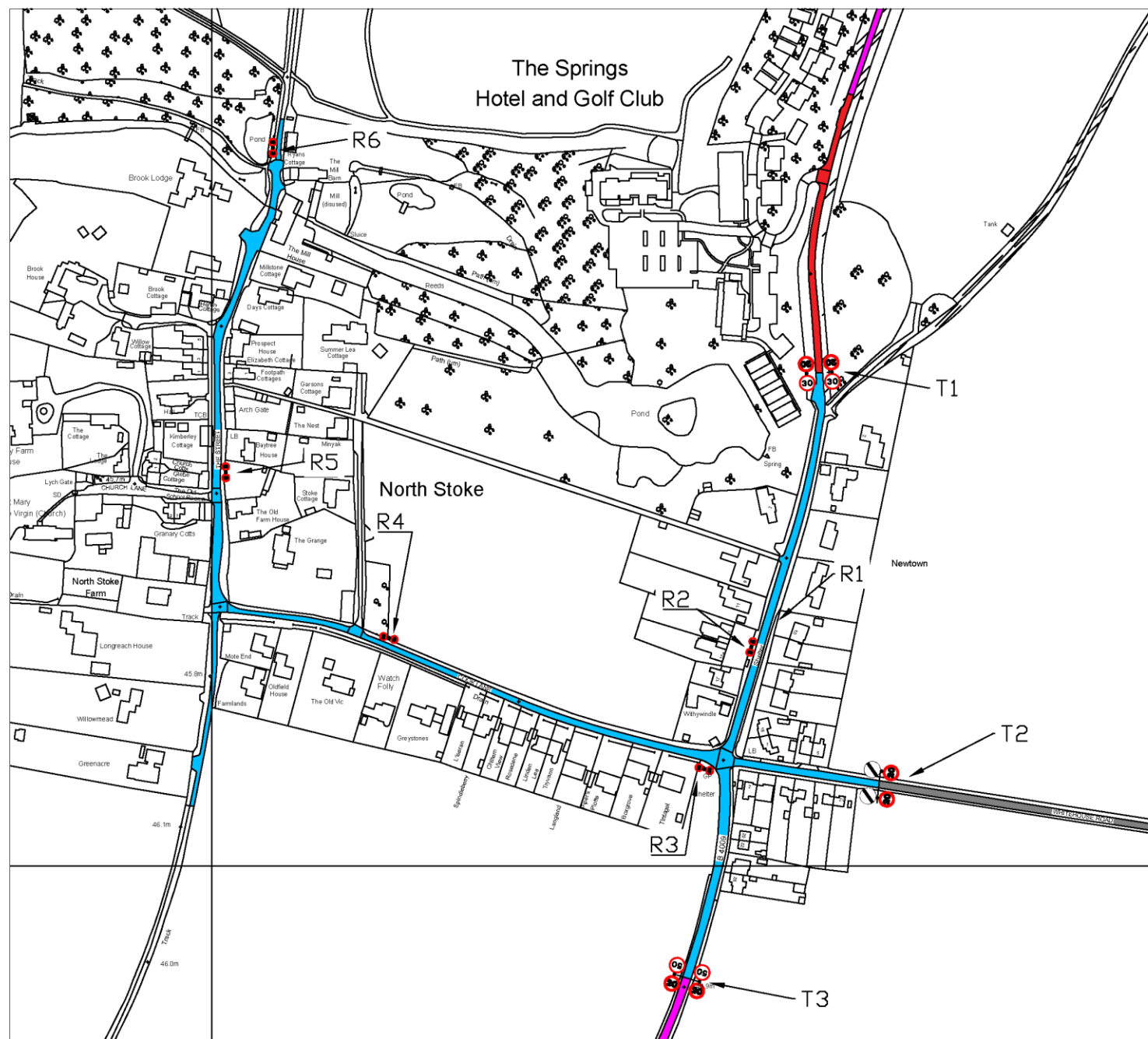
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	Date drawn: 13.02.23	Date checked:	Date approved:

Oxfordshire Project No. & File Ref

Drawing No. 1.0

Revision 1.0



Legend	
Proposed 20	
Existing 20	
Existing 30	
Existing 40	
Existing 50	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	14.04.23	Proposal 1	C.R		



**OXFORDSHIRE
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Project title: North Stoke 20mph Scheme

Drawing title:
South Stoke North Scheme Overview

Drawing Status	
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Scale @ A3	Drawn by: C.R	Checked by GJB	Approved by GJB
	Date drawn 14.04.23	Date checked 14.04.23	Date approved 17.05.23

	170415
Oxfordshire Project No. & File Ref	

Drawing No. 1.0

Revision 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Member of public, (Chinnor, Chinnor Hill)	<p>Crowmarsh Gifford - Object I visit my family regularly in Crowmarsh. I don't think 20mph is necessary. It only makes travel time increase but nothing else.</p> <p>North Stoke - Object I visit my family regularly in Crowmarsh. I don't think 20mph is necessary. It only makes travel time increase but nothing else.</p>
(3) Member of public, (Cholsey, West End)	<p>Crowmarsh Gifford - Object 20mph speed limit is completely unreasonable and unnecessary. The vast majority of motorist are sensible and drive at a reasonable speed for the prevailing circumstances. These measures are politically driven and are a major annoyance to drivers, increasing their frustrations with our driving conditions and our over-zealous local politicians.</p> <p>North Stoke - Object Unnecessary and taking away our freedom of choice</p>
(4) Local Resident, (Crowmarsh Gifford, Benson Lane)	<p>Crowmarsh Gifford - Object I object Oxfordshire blanket 20mph. It stated it was meant to be a research for 3-5 years. Oxfordshire is not like London where there is constant flow of traffic and packed with pedestrians. It's a countryside filled with lovely people and easy to drive.</p>

	<p>Why local councils are working together to make Oxfordshire less joyful to live and drive in?</p> <p>It is frustrating and confusing to simply put 20mph in the area with an excuses of minimising deaths and injuries. Vision Zero is a failure from start just like the Chinese Zero Covid policy. It won't work scientifically. No matter how much you reduce the limit, there is always an accident. Most of the time might not even be the driver's fault. This policy should not be promoted and it's taking a wrong direction already.</p> <p>Government and councils should focus on cyclist safety such as building a separate cycling lanes to avoid crashes with vehicles; for pedestrians should be focusing on widening footpaths and footpath access.</p> <p>30mph was a safe road speed until someone had to make use of their precious time to point out unnecessary flaws from the political parties to justify their pay.</p> <p>North Stoke - Object</p> <p>I object Oxfordshire blanket 20mph. It stated it was meant to be a research for 3-5 years. Oxfordshire is not like London where there is constant flow of traffic and packed with pedestrians. It's a countryside filled with lovely people and easy to drive.</p> <p>Why local councils are working together to make Oxfordshire less joyful to live and drive in?</p> <p>It is frustrating and confusing to simply put 20mph in the area with an excuses of minimising deaths and injuries. Vision Zero is a failure from start just like the Chinese Zero Covid policy. It won't work scientifically. No matter how much you reduce the limit, there is always an accident. Most of the time might not even be the driver's fault. This policy should not be promoted and it's taking a wrong direction already.</p> <p>Government and councils should focus on cyclist safety such as building a separate cycling lanes to avoid crashes with vehicles; for pedestrians should be focusing on widening footpaths and footpath access.</p> <p>30mph was a safe road speed until someone had to make use of their precious time to point out unnecessary flaws from the political parties to justify their pay.</p>
(5) Local Resident, (Crowmarsh Gifford, McCulloch Meadows)	<p>Crowmarsh Gifford - Object</p> <p>I do not support the whole Oxfordshire blanket 20 mph scheme. I think it is only adding inconvenience more than anything else. I have read the reasonings behind the scheme which are only promoting pedestrians, less accidents and better for environment.</p>

	<p>As a regular road user, I travel back and forth to from Crowmarsh to Lewknor and Chinnor for work and family regularly. I already think Benson 20mph is causing me more time to think about 20mph than having to driving safely within 30mph. I think the scheme is not efficient and thoughtful enough for regular road users. First, adding lengthy travel time from town to town. Second, it is more dangerous to constantly watching the speed to go over 20mph as 20mph is merely a normal driving speed in a wide enough road even in "build up areas" (I think the term build up areas are too wide to cover all roads. Like Crowmarsh, it is true we have houses on both side of the road but they are spaced out and not many pedestrians). Third, the requirement for applying 20mph is loose in all towns.</p> <p>It is more like a scheme to largely increase local councils income for lots of potential speeding fines. When there are cars, there are accidents involved. It is obvious if you lower the speed down, accidents rate would go lower. For example, researchers can compare the accidents rate between 10mph and 20mph. Figures do not always mean the whole picture.</p> <p>If the council and local government would like to promote safe streets, other measurements should be brought in such as introducing separate cycling lanes and widening pedestrian roads. But not to blame vehicle users for driving at 30mph which has always been reasonable.</p> <p>So far for areas that have already implemented 20mph do not have all the right enforcements in place and road signs are very confusing. Such as Watlington, straight after leaving 20mph, there is a short stretch of 30mph (around 100 yards) then up to 50mph. If 20mph is adamant, there should be a more detailed change, such as 20 40 60 mph zone, instead of random areas 20 30 50. For a road user, it is more distracting at looking at speed signs and will cause more frustrated drivers which will more likely to cause accidents after leaving the 20mph areas.</p> <p>North Stoke – Object Same reason as Crowmarsh</p>
(6) Member of public, (Witney, Oxford Hill)	<p>Crowmarsh Gifford - Object</p> <p>Unnecessary for the community and a waste of money. Unopposed to schools having a 20 zone but blanketed everywhere is completely unnecessary, creates further pollution going slower, has no benefit to the community and will be an eyesore having 20 signs every 10 yards like Zs in a Russian street. Council is not prepared to listen to other views of this and call on them to drop this policy.</p>

	<p>No road safety concerns in the Village and undoubtedly Parish Council is raising this as a likely false flag rather than being a road safety concern. This is only serving as a campaign to attack motorists regardless of their journey reason.</p> <p>North Stoke - Object Unnecessary for the community and a waste of money. Unopposed to schools having a 20 zone but blanketed everywhere is completely unnecessary, creates further pollution going slower, has no benefit to the community and will be an eyesore having 20 signs every 10 yards like Zs in a Russian street. Council is not prepared to listen to other views of this and call on them to drop this policy.</p> <p>No road safety concerns in the Village and undoubtedly Parish Council is raising this as a likely false flag rather than being a road safety concern. This is only serving as a campaign to attack motorists regardless of their journey reason.</p>
(7) Local Resident, (Crowmarsh Gifford, Wallingford Reach)	<p>Crowmarsh Gifford - Object I feel that if people stick to 30 then this is adequate - I feel the huge cost involved could be used for more important things</p> <p>North Stoke - No opinion I don't live here</p>
(8) Local Resident, (Crowmarsh Gifford, Bellamy Way)	<p>Crowmarsh Gifford – Concerns Whilst I agree a 20mph limit on side roads is a good idea I have not seen it adhered to in any other through route (like Nettlebed) and 30mph is fine. Unless all over SODC you are going to have speed cameras and actually use them it is useless. No delivery driver will stay at 30mph let alone 20mph. The 10mph limit on Stephens Field to the car park is only showing one way and nobody follows it.</p> <p>North Stoke - Concerns If it is on the Goring Road it is not necessary. If it is in the actual village I agree.</p>
(9) Local Resident, (Crowmarsh Gifford, Park View)	<p>Crowmarsh Gifford - Concerns I think 20 is indeed plenty on residential streets lined by parked cars & other obstacles, but on the main drags through a town/village (Such as 'The Street') feels awkwardly slow.</p> <p>As a motorist, having just recently driven a trip from Crowmarsh to Wendover along the B4009 where every town</p>

	<p>already has the new 20mph limits, it's a frustrating misery and i felt it increased the work-rate (gear changes, trying to keep the car below 20 either manually or operating the speed limiter) of the drive considerably. I actually felt tired when i arrived.</p> <p>As a cyclist, I am compelled to try and ride at the limit so that cars don't try to make the long, drawn-out & dangerous overtakes they do if i ride at ~12-15mph.</p> <p>But ultimately, the existing 30mph zones are not policed anyway so i really don't see the point in changing them. I am BY FAR more concerned by the speed controls not enforced on the Portway section of the ringroad. I have to navigate over this everyday (from Cox's Lane) by bike or by car and you have to try and judge if the cars coming at you are doing anything close to the speed limit (CLUE - Usually well in excess of it...)</p> <p>North Stoke - Concerns See previous answer for Crowmarsh. Fine for side roads or places with on-street parking, not so for major thoroughfares.</p>
(10) Local Resident, (Mongewell, Carmel Terrace)	<p>Crowmarsh Gifford - Concerns I have found in 20mph areas I concentrate less on the road as I find I have time to look at everything else alongside the road</p> <p>North Stoke - Concerns As for Crowmarsh</p>
(11) Local Resident, (Crowmarsh, Marshfield)	<p>Crowmarsh Gifford - Support I 100% agree with Crowmarsh going 20mph. Please do it!</p> <p>North Stoke - Support Yes</p>
(12) Local Resident, (Crowmarsh, Crowmarsh Hill)	<p>Crowmarsh Gifford - Support Safety</p> <p>North Stoke - Support</p>

	Safety
(13) Local Resident, (Crowmarsh Gifford, Benson Lane)	<p>Crowmarsh Gifford - Support People drive too fast through the village, and everywhere. How is it to be enforced? Be son Lane is used as a cut through to nail road. I support 20mph and also chicane type layout like in Benson The roads are too dangerous for kids to walk and people to cycle. I drive but support plans. Sooner the better</p> <p>North Stoke - Support Same as reasons in Crowmarsh and Benson. Too many fast cars</p>
(14) Local Resident, (Crowmarsh Gifford, Benson Lane)	<p>Crowmarsh Gifford - Support Vehicles drive along Benson Lane at excessively high speeds, especially at night time. It is used as an impromptu race track throughout the night and there have been several near misses, including our vehicles being scraped and knocked. Several cats have been killed in the last few months and wildlife. With the new housing development, Benson Lane is now dangerous and busy.</p> <p>North Stoke - Support It will make the area safer.</p>
(15) Local Resident, (Crowmarsh Gifford, Rush Way)	<p>Crowmarsh Gifford - Support This is a residential area and drivers should expect the unexpected for example children cyclists pedestrians animals using roadway.</p> <p>North Stoke - Support I support this proposal as I am worried a serious incident will happen</p>
(16) Local Resident, (Crowmarsh Gifford, The Street)	<p>Crowmarsh Gifford - Support Traffic speeds far too fast all through the village. It is dangerous for the residents especially the many children living in the village and in The Street where the cars go so fast. I think reducing the speed limit would encourage drivers to go slower and make it much safer. Please make our village a 20.</p>

	<p>North Stoke - Support To make it safer. Cars race through North Stoke.</p>
<p>(17) Local Resident, (Crowmarsh Gifford , Benson Lane)</p>	<p>Crowmarsh Gifford - Support Drivers speed very fast through the village, Benson Lane is 30-60mph. When going in either direction some drive in excess of 60mph. The new estate that houses families, children and elderly have to try to cross the road to access the pavement. They should have traffic that is able to stop, and the 60 should be reduced as well so they don't come into the residential area at that speed.</p> <p>North Stoke - Support Again a small village housing children and elderly and has a 50 either side which people don't bother slowing down for.</p>
<p>(18) Local Resident, (Crowmarsh Gifford , McCulloch Meadows)</p>	<p>Crowmarsh Gifford - Support Safer</p> <p>North Stoke - Support Safer</p>
<p>(19) Local Resident, (Crowmarsh Gifford , Robert Sparrow Gardens)</p>	<p>Crowmarsh Gifford - Support Vehicles travel too fast</p> <p>North Stoke - Support As previous</p>
<p>(20) Local Resident, (Crowmarsh Gifford, The Street)</p>	<p>Crowmarsh Gifford - Support To try to control the speeding that currently is a big issue North Stoke - Support Similar problem to other villages</p>
<p>(21) Local Resident, (Crowmarsh, Marshfield)</p>	<p>Crowmarsh Gifford - Support</p>

	<p>Because I feel it would be much safer for all pedestrians, especially school children. I personally feel the whole of Benson Lane should be a lower limit as there has been near misses due to speeding cars. Even if it means going down to 30 in the nation speed limit. Being a driver myself with a child going to secondary school, i feel there is no need for it to be 60</p> <p>North Stoke - No opinion I am not a resident and do not go that way</p>
(22) Local Resident, (Crowmarsh Gifford, McCulloch Meadows)	<p>Crowmarsh Gifford - Support I think a 20mph limit is a fantastic idea and can only benefit the local community. Although we are a small village in Crowmarsh, we have a fairly major and busy road passing straight through us into Wallingford. I see a lot of cars and delivery drivers often going way above 30mph on The Street and on Benson Lane too so I think a 20mph limit would be great to protect our community and to also reduce general road noise in the area. I would also like to see the limit enforced in better ways to ensure drivers stick to the limit regardless of what it may be.</p> <p>North Stoke - No opinion I don't tend to visit or pass through North Stoke so I have no opinion as to whether this would be a good idea or not.</p>
(23) Local Resident, (Crowmarsh Gifford, McCulloch Meadows)	<p>Crowmarsh Gifford - Support People currently speed near me on Benson Lane. Reducing the limit to 20 might keep them under 30!</p> <p>North Stoke - No opinion I don't know what the traffic is like in that area.</p>
(24) Local Resident, (Crowmarsh Gifford, Rush Way)	<p>Crowmarsh Gifford - Support We live down Benson lane which people drive much faster than 30 miles per hour. If the limit is 20 maybe people might drive slower than they do currently.</p> <p>North Stoke - No opinion I have no knowledge of the current situation regarding speed we don't live there.</p>

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Divisions affected: *Wroxton & Hook Norton*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 20 JULY 2023

CROPREDY: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Cropredy as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Cropredy as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help encourage walking and cycling within Cropredy by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 01 June and 23 June 2023. A notice was published in the Banbury Guardian newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Cherwell District Council, the local District Cllrs, Cropredy, Wardington, and Bourton parish councils and the local County Councillor representing the Wroxton & Hook Norton division.

Statutory Consultee Responses:

7. Three responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. The Parish Council supports the proposals. Cherwell District Council (CDC) suggest consideration be given to relaxing the proposals with the 20mph limits starting on Station Road near its junction with Spring Lane and on Williamscot Road starting near the canal bridge.

Other Responses:

8. Two online responses were received from members of the public. The sole objection was from a Witney resident suggesting blanket limits were an unnecessary waste of money with the County Council pursuing political ambition rather than representing the views of the electorate. A local resident supported the proposals.
9. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

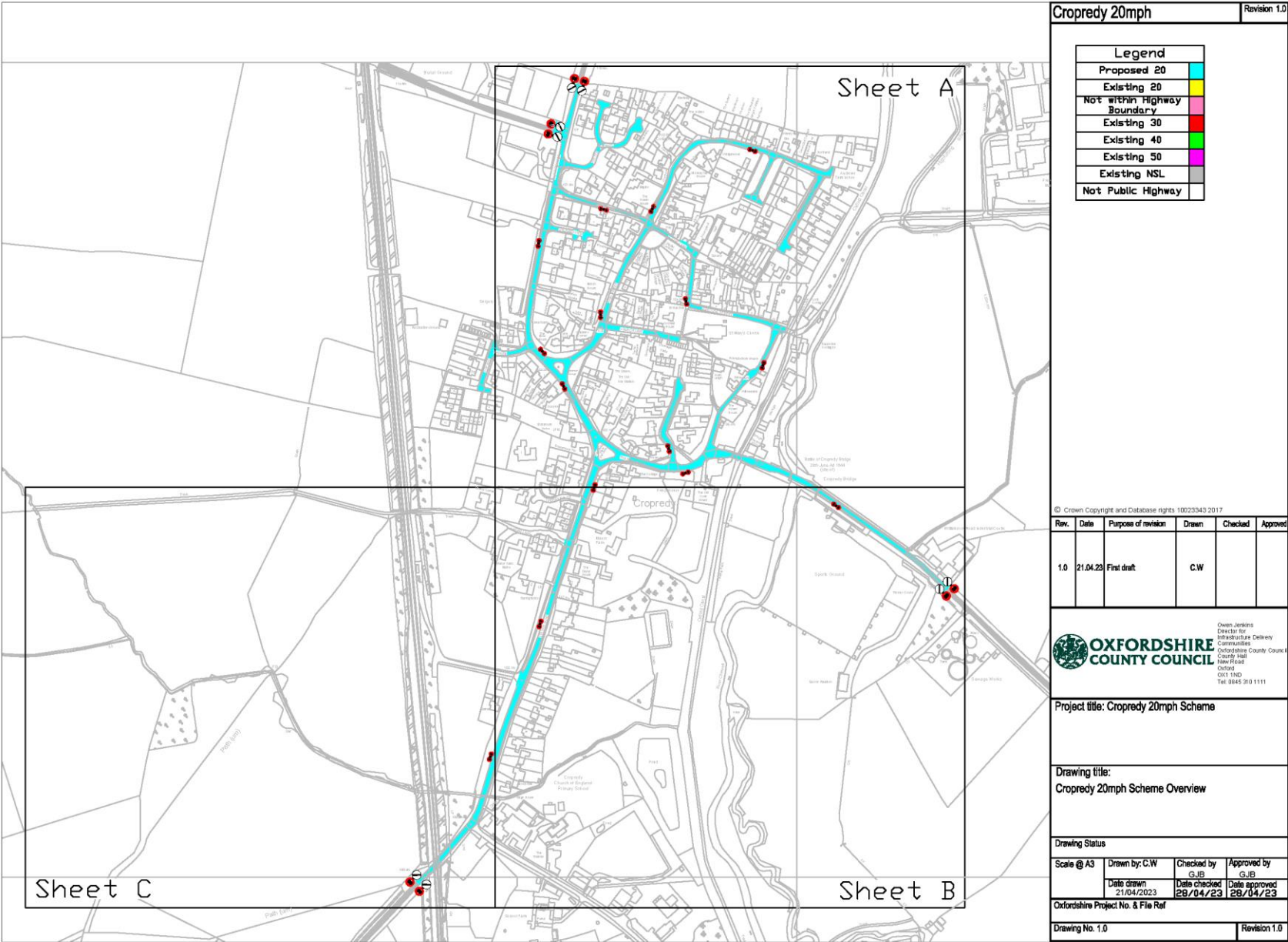
Officer response to objections/concerns

10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.
12. Officers empathise with CDC's view regarding Williamscot Road but the current proposal to include all the existing 30mph limit within the 20mph limit is not unreasonable and has strong parish council support. The CDC view on Station Road would exclude many residential frontages from the lower limit and not meet the letter or spirit of the 20mph criteria.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Phil Whitfield 07912523497
 Geoff Barrell 07392 318869



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Development Management, (West Oxfordshire District Council)	<p>Support – Planning officers are regularly users of the roads in Cropredy, both as a destination and means of travel to destinations to the north and east of the village. The proposal seems a sensible idea given the number of roads in the village that are narrower and/or have bends and/or have parked cars. That said, the preponderance of parked cars tends to regulate the speeds used. In addition, there are some roads where there may appear to be less justification, principally due the nature and linearity of some of the roads:</p> <ul style="list-style-type: none"> - Station Road, up to approx. the junction with Spring Lane (should remain 30mph) - Williamscot Road, up to the telegraph pole and red triangular warning sign just after the bridge (ditto) <p>We wonder whether further consideration may be given to the above alterations.</p>
(3) Cropredy Parish Council	<p>Support – The Parish Council has been monitoring speeding through the village with "Speedwatch" and believes that the reduction of the speed limit to 20mph will help to reduce speeding and make the village safer and quieter</p>
(4) Member of public, (Witney)	<p>Object – "No reason to input 20mph speed limit which the local Council has likely political bias and suggests is a false flag. Cropredy will not benefit from having traffic slowed or have signs every 10 yards like Zs in a Russian street. No data shows problem with speeding or accidents hence not justified decision.</p> <p>Unfortunately this objection is likely to be ignored because Council has track record of ignoring what residents and motorists want to see. Road surfacing most highest priority. In Europe vast majority of roads are smooth (especially in</p>

	<p>Germany) it is embarrassing to tell friends how bad our road surfaces are in Oxfordshire. Council are not prepared to have professional discussion with communities as to how spending 20mph speed signs benefit them when their playgrounds, roads, schools and cost of living are more on their minds as priority.</p> <p>Unopposed to 20mph limits at Schools, a high street or retirement community but a blanket speed limit is completely wrong and unnecessary and only will depress residents, suppress businesses and will push people into further distrust of politics.</p>
(5) Local resident, (Cropredy, School Lane)	<p>Support – As a cyclist, pedestrian and driver I think this measure will make Cropredy safer and more relaxing place to live.</p>

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Divisions affected: *Chipping Norton*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 20 JULY 2023

CHIPPING NORTON: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Chipping Norton as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Chipping Norton as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help encourage walking and cycling within Chipping Norton by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 08 June and 30 June 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District

Council, the local District Cllrs, Chipping Norton town council, and the local County Councillor representing the Chipping Norton division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection.

Other Responses:

8. 45 online responses, and one email, were received - with 16 local residents supporting the proposals and 20 objecting. A group representative, and two members of the public also objected. Six local residents expressed concerns and one had no opinion. Concerns and objections centred around the proposals being ineffective, a waste of money, creating driver frustration, and not being enforced. One respondent suggested they were politically driven and notably two respondents considered the limits a waste of time in the centre but sought their extension further out on all radial routes.
9. Those who responded online (45 responses), were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below

Travel Change	Number
Yes – walk/wheel more	4 (9%)
Yes - cycle more	3 (7%)
No	32 (71%)
Other	6 (13%)

10. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.

13. Officers consider the extent of the proposals to be reasonable and proportionate; it is believed that the 2 respondents suggesting extensions to the 20 limits are over-estimating the influence of low speed limits where not supported by the appropriate environment.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Phil Whitfield 07912523497
 Geoff Barrell 07392 318869

July 2023




Drawing No. _____

Notes:

- Proposed 20mph limit
- Existing 20mph limit
- Existing 30mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 **OXFORDSHIRE COUNTY COUNCIL**
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Project title
Chipping Norton 20mph

Drawing title
General Layout

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	ER	GJB	GJB

Date drawn	Date checked	Date approved
28/04/23	05/05/23	05/05/23

Oxfordshire Project No. & File Ref _____

Drawing No.	Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Member of public, (Bicester, Ashdene Road)	<p>Object - The proposals do not improve congestion they exacerbate it as seen in other 20 mph schemes. These should be limited to school areas and high footfall areas such as shopping streets (where people routinely cross the road in large numbers) but not for general commuter routes. In addition, maintaining 20mph in a modern automatic requires constant application of the brakes as a large car idles faster than 20mph, this is not a reasonable requirement for long (miles) stretches of road. Finally, your own (government) statistics demonstrate that the reduction from 30 to 20 mph in large areas has had no measurable effect of accident rates. Also as a Safety Director of 25 years (where I run safe driving courses too), too slow a speed leads to distraction/lack of concentration due to the boredom of long distances at 20 mph leading to more likelihood of minor accidents.</p> <p>Travel change: No</p>
(3) Local Resident, (Chipping Norton, Albion Street)	<p>Object - You say it doesn't effect journey times but there is a fire fighters in Over Norton that before we had the 20MPH limit in the town took 4 Minute 30 seconds to get from their house to the fire station. Just with the town centre being 20MPH their are just over the 5min turn out time for the On-call.</p> <p>My concern is that if we keep going a head with the 20mph zones, the response times for the On-call crew is going to be longer then the 5 mins.</p> <p>Please remember that On-call fire fighters don't have any exemptions when driving to the station, and Oxfordshire as an On-call crew at every station.</p> <p>The last two fatalities have both been in the 20MPH zone and I have seen people just walk out thinking cars will stop maybe we should look at educating people on using crossing rather then always going after the motorist.</p>

	Travel change: No
(4) Local Resident, (Chipping Norton, Banbury Road)	<p>Object - I object to the proposals being made as these 20 mph zones should only be placed in areas where there is an actual need for them. Placing limits outside schools and through the high street makes sense, over the last few years i have visited the Scottish Highlands and they have implemented speed limits that adapt to conditions of the road (school kick out times etc) with lit dynamic signage.</p> <p>Unlike the implementation I have personally seen in the Highlands the proposals in this document state that a 20MPH zone will be a blanket application in force across the entirety of the town, I believe this is the wrong approach to speed management. One possible concern i have is that the A361 at Aldi currently has a 30MPH limit between the double mini roundabouts and the 40MPH zone which allows for traffic to reduce speed naturally down to 20MPH without having to brake harshly. By placing a 20MPH limit here this would result in an increase in wear on brakes and tyres and possibly road traffic accidents due to the harsh brake applications that would be required to bring the speed down to 20MPH from 40MPH.</p> <p>By also having traffic traverse the town at a slower speed there is a risk of driver frustration, this could pose a risk to other road including cyclists and pedestrians due to drivers attempting to overtake cars travelling at a slower speed than 20. There is also a risk of the increase in congestion for through traffic creating more emissions than is necessary, older vehicles for example were not designed to travel at prolonged speeds of 20MPH efficiently which means that these engines will sit at a higher number of revolutions per minute due to their timing and camshaft set-ups leading to the creation of more emissions (pollution and noise).</p> <p>A better use of funding in the case of the 30MPH to 20MPH plan would be to implement the bypass road around Chipping Norton to allow through traffic to avoid going through the town centre. The most major cause of emissions and traffic in the town centre is heavy goods vehicles on the A44 as well as through traffic. By diverting these around the town through the proposed site of housing near Glyme Farm this would reduce the amounts of people using the town centre to get to their destination which will remove a large amount of the traffic problems currently experienced in the town. The town centre should also be focused on for implementing traffic improvements, creating a safer A44/A361 junction through the use of traffic signals would result in a much safer environment for everyone (pedestrians, cyclists and motorists) as currently this junction has been the site of many fatalities over the years as well as traffic accidents and is in need of an upgrade. By placing traffic lighting here it would allow for much more efficient traffic flows instead of the current system where cars 'jump' out when they see a gap.</p> <p>Travel change: Other</p> <p>I already walk into town using the footpaths to avoid wear and tear on my car. Changing my mode of travel is not necessary and should still be a matter of personal choice.</p>

(5) Local Resident, (Chipping Norton, Evans Way)	<p>Object - We do not need to see a further reduction in traffic flow speeds through chipping norton. The current provision is more than sufficient.</p> <p>Travel change: No</p>
(6) Local Resident, (Chipping Norton, Hannis)	<p>Object - this saves nothing and makes more pollution</p> <p>Travel change: No</p>
(7) Local Resident, (Chipping Norton, Lewis Road)	<p>Object - To drive at 20mph you need to drive in a lower gear. This means the engine is running at higher revs and this will cause higher omissions for longer length of time. Not necessary in Chippy. More woke nonsense.</p> <p>Travel change: No</p>
(8) Local Resident, (Chipping Norton)	<p>Object - There is no need for this given that it's often impossible to go any faster due to congestion/lorries and vans parked on the road/people not knowing how to drive or use roundabouts. All this lower speed limit would do is add to that existing congestion. How about the county council doing something more constructive, like improving infrastructure or parking facilities in town?</p> <p>Travel change: No</p>
(9) Local Resident, (Chipping Norton, Over Norton Road)	<p>Object - The 20 mph restriction by Sainsbury's did meet prevent a death taking place there.</p> <p>Pollution will be much worse as a car travelling at 20mph will take 1/3 longer to go through the town than a car travelling at 30moh and almost certainly in a lower gear with the car running at higher rpm.</p> <p>Law abiding drivers like myself will get hassle from car drivers behind us trying to push us to go faster.</p> <p>Passing lines of parked cars will take longer annoying waiting vehicles.</p>

	<p>It will not be policed.</p> <p>Travel change: No</p>
(10) Local Resident, (Chipping Norton)	<p>Object - Increases pollution and driver frustration (and may therefore cause more accidents). Chipping Norton is not an accident hotspot, better to have 20mins enforced at key times around areas such as schools and save public money on purchasing new 20 mph road signs and road markings. Other local villages are now realising that going to 20mph was not a good idea.</p> <p>Travel change: No</p>
(11) Local Resident, (Chipping Norton, Stopford Place)	<p>Object - The current 20MPH zone is ineffective. There have been 2 major accidents involving pedestrians in the last 12 months with 1 fatality. The vehicle involved were already doing under 20MPH. Also the fire station is an oncall station meaning that the firefighters have to make their way at normal road speed to the station when they are called out. There are currently firefighters that live on the outskirts of the town that currently just make it to the station within the 5 minutes required when the pagers sound. If the 20MPH zone is extended the turnout time for the station will be affected delaying the crew getting to life threatening incidents this could result in deaths or life changing injuries in the event of fire or road traffic collisions with people trapped. Another effect of the slowing down of traffic will be a decrease in air quality as vehicles pass through the town at a slower speed which will involve the engines running less efficiently causing more pollution.</p> <p>Travel change: No</p>
(12) Local Resident, (Chipping Norton, Webb Crescent)	<p>Object - This proposal is a waste of time and money. Chipping Norton traffic cannot usually exceed 20 mph anyway as the town is congested. Therefore it is pointless to impose a speed restriction. Attention should be given to finding a satisfactory solution to the double roundabout at the other end of town and possibly installing traffic lights at the top of New Street. Locals know how to negotiate these junctions but not visitors to the town. They are dangerous. There is also only one designated place to cross the High Street.</p> <p>Travel change: No</p>

(13) Local Resident, (Chipping Norton, Albion Street)	<p>Object - 20mph limits don't work. The current ones are not working. It adds to driver frustration and increases pollution as cars are in a lower gear and in the area longer. It's just being seen to do something and actually making things worse!</p> <p>Travel change: No</p>
(14) Local Resident, (Chipping Norton, Cornish Road)	<p>Object - Because as proven in Wales, it will create more noise and pollution due to the majority of vehicles having to use second gear. You haven't thought this through.</p> <p>Travel change: Other I will simply ignore the 20mph speed limit.</p>
(15) Local Resident, (Chipping Norton, How about no?)	<p>Object - Traffic is as it is, slowing it down will make things worse. Councillors don't (probabaly) need to drive at peak hours through the town, which already takes ages to get out of if you're on one of the side roads, especially at town hall. WHICH SHOULD HAVE A ROUNDABOUT! Oh yeah, let's think about the environment, but let's slow down the cars that pollute. Have more exhaust gases to inhale, yay! The people that come up with these ideas, either don't drive, or don't care about the drivers. Let's stick a 20 limit which no driver will drive at. So that's a big NO from me at least. It will go through, no matter what the people will say, just because it's already decided and this survey is pointless.</p> <p>Travel change: No</p>
(16) On call firefighter (Chipping Norton, Lodge terrace)	<p>Object - We have 5 minutes to respond to call outs , it's already difficult especially for those living further afield to get there safely & be fully kitted & on the truck ready to go. 20mph zones should be for schools/nursery's & heavily pedestrianised areas only .</p> <p>Travel change: No</p>
(17) Local Resident, (Chipping Norton, Over Norton Rd)	

	<p>Object - It generates more pollution as cars are in lower gears. It has not prevented a death by Sainsbury. It is not controlled and a lot of drivers ignore the lower speed limit. Drivers sticking to the speed limit are intimidated by those behind them who want to go faster</p> <p>Travel change: Other I have no choice as I live in one the roads that will be affected</p>
(18) Local Resident, (Chipping Norton, Simms lane)	<p>Object - People will not obey them, TVP will not enforce them. Minimal evidence for them working. Limits the scope in which on call fire fighters can be away from the fire station. Makes pedestrians more complacent with respecting traffic. Slows down the already slow bus services to oxford. Leads to more dangerous over takes by people who want to drive faster.</p> <p>Travel change: No</p>
(19) Local Resident, (Chipping norton, Tilsley Road)	<p>Object - They need to try enforcing the 30mph one for a start.</p> <p>Travel change: No</p>
(20) Local Resident, (chipping norton, west end)	<p>Object - it's a stupid idea</p> <p>Travel change: No</p>
(21) As part of a group/organisation, (Chipping Norton)	<p>Object - The claim it makes our roads safer is a farce considering more have died in the high street since the twenty has been in town. Additionally those young lads that exceeded the 30 limit still exceed the limit so it doesn't slower them down and the flow of traffic doesn't flow any faster so we still will suffer from the same lorry pollution. Lastly the on call firefighters take longer to get to station due to the lower speed limit. Labour councillors in top side car park seeing to think we have exemptions to speed which is not the case when responding to station- the exemption is on blue lights in the appliance and only 20 mph maximum above the posted limits so now reduced to 40 rather than 50 which will slow the response going out of town if the 20 were extended</p>

	Travel change: No
(22) Local Resident, (Finstock, Well Hill)	<p>Object - we all know that it wont be a democratic vote, councillors will push it through regardless</p> <p>Travel change: Other no wont change it will still drive at 30</p>
(23) Local Resident, (Kingham, Church Street)	<p>Object - It would have an adverse effect on those of us who have to drive into the town(with no bus service available). The idea that pollution will decrease simply isn't true. As a former paramedic, I'm disappointed that some people are using the two most recent pedestrian fatalities as proof that a 20mph limit is essential - one casualty stepped off the pavement to go round a ladder without looking, & the other would undoubtedly have failed a breathalyser.</p> <p>Travel change: Other I would look for an alternative destination for shopping, GP surgery etc & simply not come to Chipping Norton (which has been my local town since I was born in the hospital 65 years ago).</p>
(24) Local Resident, (Oxford, Banbury road)	<p>Object - More unnecessary victimisation of drivers introduced by known bigoted anti-car eco-fascists with form for lying, withholding important information from the public and deliberately launching unmeaningful consultations which they can manipulate to pretend their policies have popular support. Should be opposed in principle if nothing else. But also the proposed 20mph speed limit is not needed, not necessary and not wanted. 20mph is extremely slow even the police dont respect these 20mph limits and rightly so.</p> <p>Travel change: No</p>
(25) Local Resident, (Chipping Norton, Marlborough Road)	<p>Concerns - The original proposal didn't go far enough the 20mph limit should have gone to the edge of town on all roads. Past all schools,shops,hospitals, parks etc. Thames Valley police said at the time they would not police 20mph limit due to limited resources! In my opinion nothing changed and excessive speed and noise levels persist. What it needs is strict enforcement .</p> <p>Travel change: No</p>

(26) Local Resident, (Chipping Norton, New Street)	<p>Concerns - I have concerns.</p> <p>I agree that vehicles travel too fast through town and a reduced speed limit could improve this. However, I live within the existing 20mph zone (on New Street) and am acutely aware that road users do not abide by the 20mph limit where it currently exists and it is not enforced (I have not once seen any enforcement cameras/police within the 20mph zone).</p> <p>Furthermore, I am bemused by the choice of roads to extend the 20mph zone to. In particular that the 20mph zone is not being extended down New Street to beyond the recreation ground. In my mind this should be the first place the zone should be extended to. Families park their cars on the roadside by the park and have to negotiate fast traffic while getting children safely in and out of cars. Also residents of the town who walk to the park from along Dunstan Avenue need to cross New Street where the speed limit has already increased to 30mph (and vehicles are frequently clearly exceeding this due to the gradient).</p> <p>Of course there is a 30mph speed camera by the graveyard which may be affected by the proximity of a new 20mph zone extension. I would hope that this camera (and the revenue it generates) is not a factor in compromising the safety of our children by not extending the 20mph zone past the town's primary playground.</p> <p>Travel change: No</p>
(27) Local Resident, (Over Norton, Quarhill Close)	<p>Concerns - This propose change to speed limits will have an effect on the local on call fire service. Recruitment is difficult enough with a 5 minute window to get to the station within the rules set out in the highway code. a change to speed limits across the town will reduce this area of availability and in some cases could result in termination for some firefighters when they can no longer meet the required response times.</p> <p>as a direct result of this the availability of the fire appliance stationed at chipping Norton will be reduced meaning the residents will be waiting longer for emergency services to arrive from surrounding stations.</p> <p>Travel change: No</p>
(28) Local Resident, (Witney, Newland Mill)	<p>Concerns - Speed limits that are widely perceived as being excessively low put all speed limits into disrepute. A substantial minority of drivers on the main roads in Witney are driving faster than before speed limits were reduced.</p>

	Travel change: No
(29) Local Resident, (Witney, Oxford Hill)	<p>Concerns - Concerned at why this has been considered necessary when Chipping Norton has already been picked on? Chipping Norton I have visited a lot and is a beautiful place to drive to and visit great cafes and shops. Following the recent changes to have a 20 zone in the main square which I was unopposed to. I am bewildered as to why the Council wants Chipping Norton to be a 20 zone everywhere when it is not necessary? This is only a political decision, not a road safety decision and the choice to blanket Chipping Norton is only cruel, sinister and discourages vital tourists to the area (that will be put off by the town that has been ruined with needless speed restrictions). It is clear even residents like Jeremy Clarkson will be ignored as will all the businesses, tourists, local residents, local West Oxfordshire residents and even the emergency services will be ignored for no good reason whatsoever when the road safety data is obvious to even an 8 year old that 30 is plenty everywhere else (and the current format of where the 20s are present), does not need changing!</p> <p>This is serving to be a witch hunt against the motorist where next up further punishments to car drivers come forward. I don't understand the need to implement 20 signs like Zs in a Russian street that only appears to serve as propaganda rather than road safety. There is no interest in the Council to consider alternatives. We are not against 20 zones by schools for example but we are against a blanket 20mph policy everywhere because it does not work, it is not enforceable, it creates bigger pollution, huge traffic/tailbacks, aggression amongst motorists for/against. Meanwhile in other areas, we have Councillors and Emergency Services go 30 which getting to the point means we have hidden hypocrisy. Even your officials will drive 30 in places that they are looking to change for no good reason whatsoever only simply to massage their Management/Councillor ego ideology. Perhaps Councillors need to take up counselling and figure out why they hate cars so much and motorists because we seem to be heading into very dangerous territory of where political powers on motorists are becoming personal without any good reason especially when there is no interest in engagement with the voter behind the rationale when so much important infrastructure is being ignored at present.</p> <p>Voters did not vote new parties to have these stupid speed limits, they looked for changes to cost of living, less Council tax, improvements to playgrounds, village halls, leisure centres, recycling centres but no we have this stupid pet project where there are 20 signs everywhere where it appears Councillors are taking inspiration from Russia where in Russian streets there are Z signs everywhere Russian civilians look and to see how many people they can depress/suppress. It is the same in Oxfordshire where residents are becoming bitterly depressed seeing this witch hunt at the place they live in where our wonderful streets are being destroyed by 'despots' thinking every 5 yards needs an LTN, 20 or no parking signs because their Council think the world will end without it. Streets are being destroyed with</p>

	<p>this unnecessary large expense on signage. The roads need resurfacing throughout and needs to be a bigger priority then worry about signage. I strongly object to Chipping Norton being a blanket 20 zone and will discourage tourism as well as morale within the community. Not that Council care about that obviously.</p> <p>Travel change: Other Will force me to consider alternative places to visit which is unfortunate. Will also discourage me from living in Chipping Norton as well.</p>
<p>(30) Local Resident, (Chipping Norton, Churchill Road)</p>	<p>Concerns – There are three main comments:</p> <p>1) This seems to be a vast of money in signage to cover a large number of residential streets off the main roads where it is largely impossible to drive at 30mph. I speak from experience as a regular volunteer driver of the Chippy Shuttle for the Villager bus company. It will be impossible to actually enforce and police this. What a waste of public funds for no proposed value.</p> <p>2) The schools already have 20mph zones around them (as long as people switch the lights on and off at appropriate times - they have been left on by Holy Trinity over weekends on occasion) so there would not seem to be a driver for that.</p> <p>3) It seems that Parkers Circus and the Bellway development do not need a 20 mph limit - this seems odd when almost everywhere else comes under the near-blanket arrangement? Where I would propose extensions that are not in the plan would be along New Street/Worcester road down beyond the recreation fields. The combined effect of the lack of parking restrictions on the bend at the top of the playing fields and vehicles accelerating down the hill is a potential recipe for disaster.</p> <p>I would:</p> <p>1) Junk the majority of the proposal, but would extend down New Street/Worcester Road to the bottom of the hill after the Travis Perkins junction.</p> <p>2) Extend 20mph up the Burford Road up to the school 20mph signs.</p> <p>3) Extend 20mph up the London Road to the school 20mph signs.</p> <p>4) Extend along the West End and Churchill Road until after the junction with The Leys (always been an accident waiting to happen).</p>

	I don't think that the scheme addresses all the important things and goes over the top in what can only be described as virtue signalling. Spending a lot of money on 20mph signs does not really bring down speeds, is difficult to enforce, and makes little or no difference with air quality.
(31) Local Resident, (Chipping Norton, Bliss Mill)	Support - It is important to improve safety on urban roads. However once more the proposals do not move the 20MPH area so that it covers the Worcester road play area. It is vital that this is covered . The 20 zone should go all the way to the cemetery gates. Travel change: No
(32) Local Resident, (Chipping Norton, Church Street)	Support - It would improve road safety for pedestrians and especially children Travel change: No
(33) Local Resident, (Chipping Norton, Churchill Road)	Support - Supporting as I live a mile or so out of town and the speed of some vehicles is extreme as they pass my house. Additionally, parked vehicles at the road sides make visibility difficult - this is not helped by the number of vans in the area. Note I have read the proposals and without proper traffic calming measures - rumble strips etc - I'm not sure it will make a hoot of difference. Travel change: No
(34) Local Resident, (Chipping Norton, Cooper Close)	Support - The 4 supermarkets in town make for congestion of traffic, plus the schools, mean that 30mph is far too dangerous a speed and the 20mph is far safer for everyone. This is especially true on the London Road and the Banbury Road. Travel change: Yes - cycle more
(35) Local Resident, (Chipping Norton, Horsefair)	

	<p>Support - Chipping Norton has a a disproportionately high level of pollution thanks to A44 straight through the middle of it (https://www.westoxon.gov.uk/media/rtko5cvx/horsefair-and-high-street-chipping-norton-air-quality-action-plan.pdf).</p> <p>Anything to reduce this pollution, and the number of HGV's rumbling through, even 1% would be highly welcomed.</p> <p>Travel change: Yes - cycle more</p>
(36) Local Resident, (Chipping Norton, Phillips Drive)	<p>Support - Safer for all, no reason to go faster than that in the town and residential areas.</p> <p>Travel change: No</p>
(37) Local Resident, (Chipping norton, Phillips drive)	<p>Support - No need to drive faster than 20 in a very built up area. Safer at 20</p> <p>Travel change: No</p>
(38) Local Resident, (Chipping Norton, Stanley Close)	<p>Support - Please just do this. Forget the red tape. No reason not to. It will save lives. End of.</p> <p>Travel change: Yes – walk/wheel more</p>
(39) Chair of Governors, (St Mary's Primary School, Chipping Norton)	<p>Support - Reducing the speed of traffic around school will make the walk to school safer and hopefully encourage more students and parents to walk to school to reduce congestion at drop off and pick up times.</p> <p>Travel change: Yes – walk/wheel more</p>
(40) Local Resident, (Chipping Norton, Walterbush Road)	<p>Support - Fully support this especially around St Mary's Primary School and Walterbush Road. However, the speed people drive along there, I doubt that will change. I would like to see speed bumps as that will slow the racers down.</p> <p>Travel change: No</p>

(41) Local Resident, (Chipping Norton, Worcester Road)	<p>Support - It is too congested in town and we have a lot of HGVs and some narrow pavements. There have been accidents and reducing the speed limit can only be a good thing.</p> <p>Travel change: No</p>
(42) Local Resident, (Chipping Norton, Burford Road)	<p>Support - Safety and encourages local cycling.</p> <p>Travel change: Yes - cycle more</p>
(43) Local Resident, (Chipping Norton, Cleeves Avenue)	<p>Support - We have kids at St Mary's and Chipping Norton School and regularly walk across town. Anything to improve the safety of pedestrians and make for a more pleasant town centre is welcome.</p> <p>Travel change: Yes – walk/wheel more</p>
(44) Local Resident, (Chipping norton, Park Road)	<p>Support - I'm supporting because it needs to be made safer near the schools. Cars go too fast along West street/West end and up and down the green</p> <p>Travel change: No</p>
(45) Local Resident, (Chipping Norton, Stopford Place)	<p>Support - Safety for pedestrians and cyclists.</p> <p>Travel change: Yes – walk/wheel more</p>
(46) Local Resident, (Chipping Norton, West Street)	<p>Support - The clear evidence that it saves more serious injury and death.</p> <p>Travel change: No</p>

(47) Local Resident, (Chipping norton, Walterbush)	No opinion - Don't care enough speed limit Travel change: No
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Divisions affected: *Charlbury & Wychwood*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 20 JULY 2023

ASCOTT-UNDER-WYCHWOOD: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Ascott-under-Wychwood as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Ascott-under-Wychwood as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help encourage walking and cycling within Ascott-under-Wychwood by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 08 June and 30 June 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District

Council, the local District Cllrs, Ascott-under-Wychwood, and Shipton-under-Wychwood parish councils, and the local County Councillor representing the Charlbury & Wychwood division.

Statutory Consultee Responses:

7. In the single statutory consultee response, Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection.

Other Responses:

8. In the single online response a Witney resident objected as they considered the proposals were unnecessary, politically motivated, and an attack on motorists.
9. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

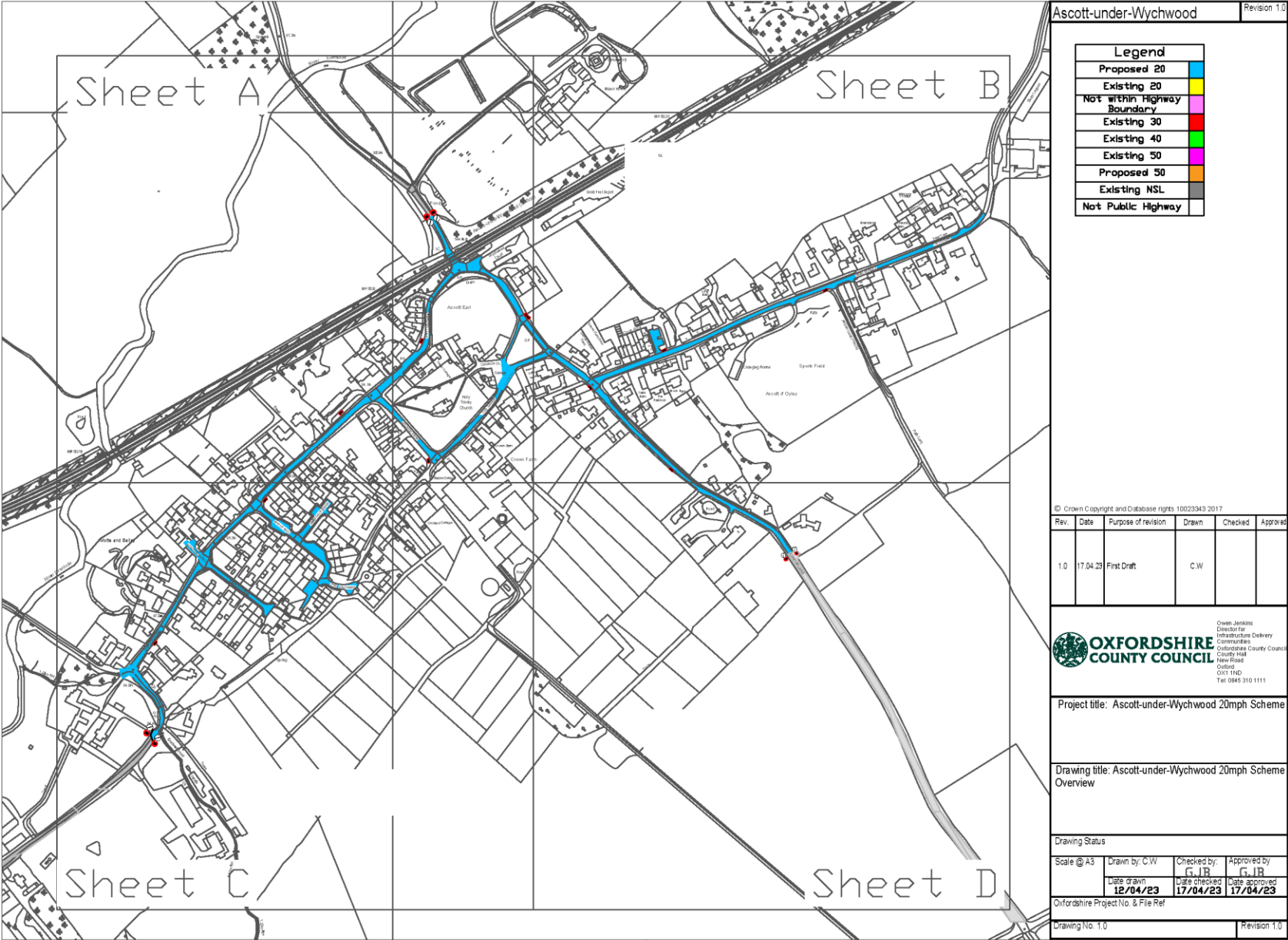
Officer response to objections/concerns

10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.
12. The Parish Council did not respond to the consultation, but the process has raised awareness of strong local demand for a buffer speed limit on the London Lane approach. Area colleagues will promote a 40mph buffer speed limit with a separate amendment to the Traffic Regulation Order (TRO), and we will seek to install all signing simultaneously subject to the outcomes of the formal consultation process.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan
	Annex 2: Consultation responses

Contact Officers: Phil Whitfield 07912523497
Geoff Barrell 07392 318869



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Member of public, (Witney, Oxford Hill)	<p>Object – Ascott Under Wychwood does not need speed limit reductions here and 30 is plenty all over. Unopposed to the local school/village hall areas having a 20 zone but everywhere else can be left alone and there is no reason for this to be implemented only that this is a political decision and not a road safety decision. This is simply pie in the sky politics that attacks motorists. Unacceptable roughshod of public office.</p>

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Divisions affected: *Wroxton & Hook Norton*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 20 JULY 2023

WROXTON & BALSCOTE: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Wroxton and Balscote as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Wroxton and Balscote as shown in **Annexes 1 to 3**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help encourage walking and cycling within Wroxton and Balscote by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 01 June and 23 June 2023. A notice was published in the Banbury Guardian newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Cherwell District Council,

the local District Cllrs, Wroxton & Balscote parish council, and the local County Councillor representing the Wroxton & Hook Norton division.

Statutory Consultee Responses:

7. Two responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. Cherwell District Council (CDC) suggested that consideration be given to reducing the extent of the proposals on Stratford Road.

Other Responses:

8. Two online responses were received. The single objection was received from a Witney resident who considered the proposals were unnecessary, a waste of money, and politically motivated. A local resident expressed support on the basis of it being safer for vulnerable road users.
9. The responses are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.
12. While there is arguably some potential to reduce the extent of the 20mph speed limits on each end of the main Stratford Road, the reduced distance at each end would be minimal. The current proposal for a direct 30mph to 20mph swap simplifies the signing and road marking process. It is therefore considered that CDC's view merits no change to the proposals.

Bill Cotton
Corporate Director, Environment and Place

Annexes

Annex 1-3: Consultation plans
Annex 4: Consultation responses


Contact Officers:

Phil Whitfield 07912523497
Geoff Barrell 07392 318869

July 2023

Drawing No.

Notes:

 Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



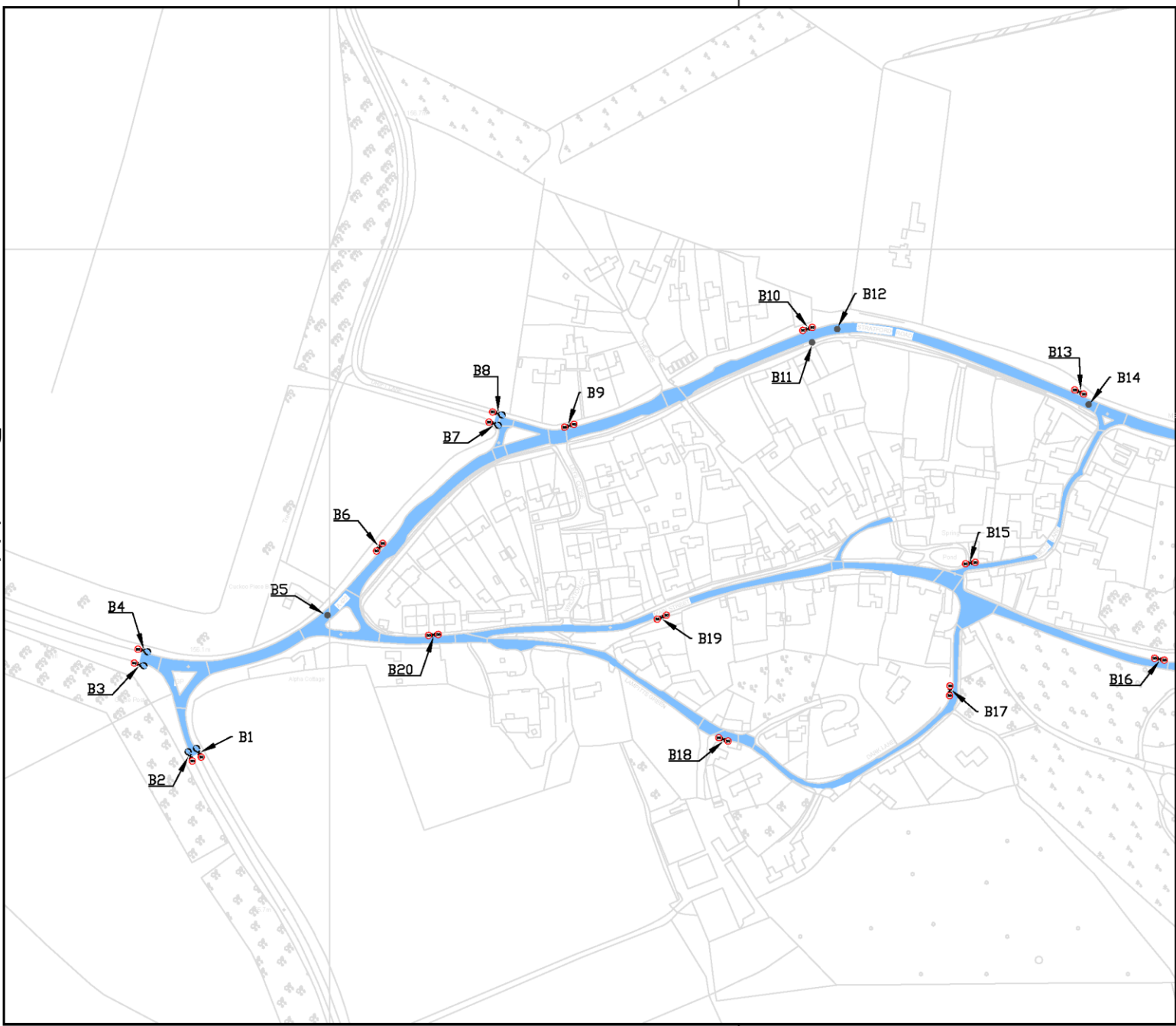
Bill Cotton
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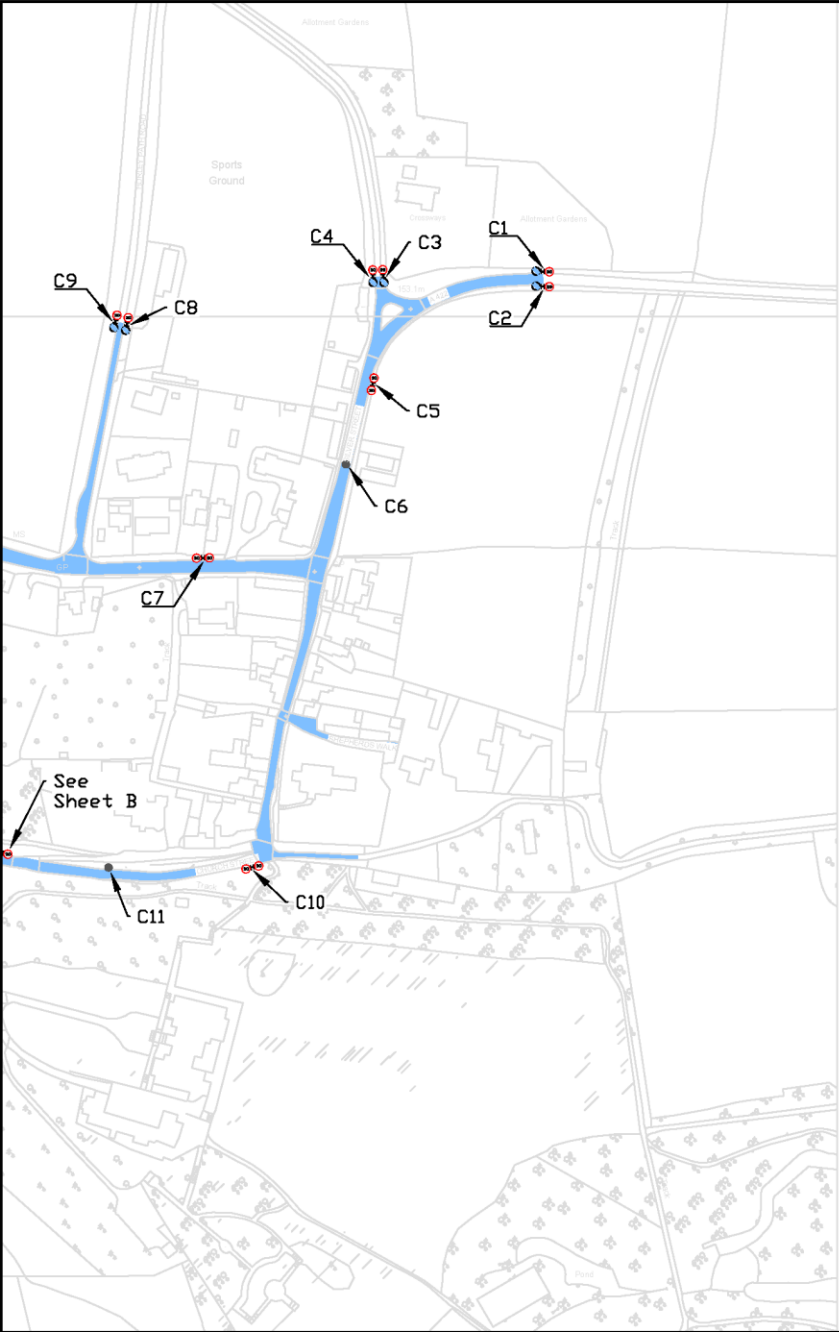
Project title
Wroxton & Balscote 20mph

Drawing title
Sheet B

Drawing Status			
Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 24/04/23	Date checked 27/04/23	Date approved 27/04/23

Oxfordshire Project No. & File Ref	
Drawing No.	Revision





Drawing No.

Notes

Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE
COUNTY COUNCIL

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Project title

Wroxton & Balscote 20mph

Drawing title

Sheet C

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	ER	GJB	GJB
	Date drawn 24/04/23	Date checked 27/04/23	Date approved 27/04/23

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Drawing No.

Revision

Drawing No.

Notes:

Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title

Wroxton & Balscote 20mph

Drawing title

Sheet A

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 24/04/23	Date checked 27/04/23	Date approved 27/04/23

Oxfordshire Project No. & File Ref

Drawing No.

Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Cherwell District Council	<p>Support – Planning officers are regularly users of the roads in Wroxton, both as a destination and means of travel to destinations in all direction to and from the village. The proposal seems a sensible idea given the number of roads in the village that are narrower and/or have bends and/or have parked cars. That said, the preponderance of parked cars tends to regulate the speeds used. In addition, there are some roads where there may appear to be less justification, principally due the nature and linearity of some of the roads:</p> <ul style="list-style-type: none"> - Stratford Road <p>We wonder whether further consideration may be given to the above alterations.</p>
(3) Member of public, (Witney, Oxford Hill)	<p>Object – No reason for implementing this to the Village. 20s every 10 yards like Zs in a Russian street will affect the village landscape especially one that has been a pleasure as always to drive through and clearly does not need the speed to be reduced. Disappointing to see the residents and members of the public views not being respected.</p> <p>No road safety issues according to recent data showing 0 evidence or need to change the speed limit here. Monies from signs need to be prioritized onto Oxfordshire roads not slowing down cars to 20 and then start trying to take cars off the road like some globalist agenda. This attack on the motorist only plays into the hands of skeptics that see that this has no benefit to transport or to housing communities. People are responsible at either 20ish mph or 30 and is time for this witch hunt on the motorist to stop otherwise we'll end up seeing data showing how high abuse to Politicians are which goes up year after year unfortunately. No place for that obviously but it is likely this Council</p>

	regardless of ideology is creating a huge wedge on motorists and residents of Oxfordshire that are deeply upset by this attack on our roads making homes and streets depressing to live in.
(4) Local resident, (Adderbury, Round Close Road)	Support – For the safety of pedestrians and cyclists.

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Divisions affected: *Wroxton & Hook Norton*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 20 JULY 2023

WARDINGTON: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Wardington and its hamlet of Williamscoth as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Wardington and its hamlet of Williamscoth as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help encourage walking and cycling within Wardington and Williamscoth by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 01 June and 23 June 2023. A notice was published in the Banbury Guardian newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Cherwell District Council,

the local District Cllrs, Wardington parish council, and the local County Councillor representing the Wroxton & Hook Norton division.

Statutory Consultee Responses:

7. Two responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. Cherwell District Council (CDC) suggest consideration be given to reducing the extent of the proposals on the A361.

Other Responses:

8. Three online responses & an email submission were received. Objections were received from a Witney resident and a local resident who both considered the proposals were unnecessary and waste of money. A local resident and a local councillor both expressed support for the proposals on safety grounds.
9. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.
12. While there is arguably some potential to reduce the extent of the 20mph speed limits on the A361 Daventry Road, the reduced distance at each end is not extensive and the current proposal for a direct 30mph to 20mph swap simplifies the signing and road marking process. It is therefore considered that CDC's view does not merit a change to the proposals.

Bill Cotton
Corporate Director, Environment and Place

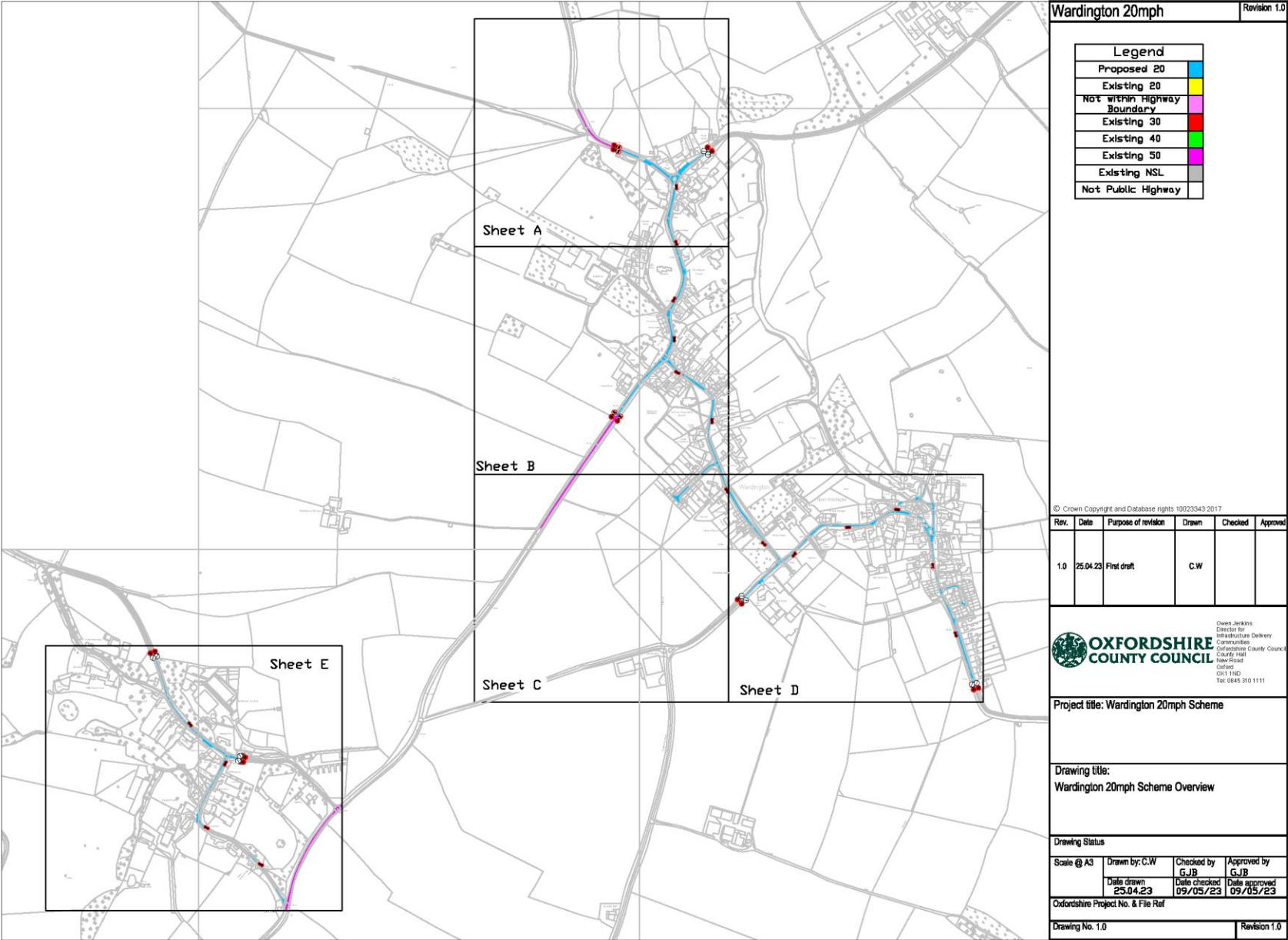
Annexes

Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers:

Phil Whitfield 07912523497
Geoff Barrell 07392 318869

July 2023



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) West Oxfordshire District Council	<p>Support – Planning officers are regularly users of the roads in Wardington, both as a destination and means of travel to destinations in all direction to and from the village. The proposal seems a sensible idea given the number of roads in the village that are narrower and/or have bends and/or have parked cars. That said, the preponderance of parked cars tends to regulate the speeds used. In addition, there are some roads where there may appear to be less justification, principally due the nature of some of the roads:</p> <ul style="list-style-type: none"> - Daventry Road, A361 <p>We wonder whether further consideration may be given to the above alterations.</p>
(3) Local Cllr, (Wardington, Thorpe Road)	<p>Support – Cars and delivery vehicles drive much too fast around the village which has many sharp corners. We have children playing in the village as well as many animals. I am strongly in favour of this proposal</p>
(4) Member of public, (Witney, Oxford Hill)	<p>Object – Unnecessary waste of money. Residents will ignore and will know it is a political decision not a road safety decision. Recommend this is dropped. Village does not need 20s everywhere and is a disgrace this community is being picked on.</p>
(5) Local resident, (Wardington)	<p>Object – People don't adhere to the current limits so I can't see changing will have any effect. Time, resources and money would be better spent on better signage, solar speed monitors and changing the priority at the top of Top</p>

	Dawkins, which the Parish Council have been unsuccessful in persuading Highways to alter this dangerous T junction in the past.
(6) Local resident, (Wardington, Thorpe Road)	Support – People drive through the village way too quickly, making it less safe for residents including pets and children.

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