Carterton and the surrounding area Local Cycling and Walking Infrastructure Plan

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Enquiries: placeplanningnorth@Oxfordshire.gov.uk

OXFORDSHIRE COUNTY COUNCIL

Document information

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Enquiries	placeplanningnorth@oxfordshire.gov.uk

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Executive summary

Carterton is a rural town and service centre in West Oxfordshire with strong connections to the surrounding settlements and RAF Brize Norton, which is located to the south and west of the town. The proximity of amenities and road layout in Carterton and the surrounding area present opportunities to make the cycling and walking provision in Carterton and the surrounding area safer – supporting healthier travel choices for residents and the environment.

Local Cycling and Walking Infrastructure Plans (LCWIPs) identify issues with and potential improvements to the cycling and walking networks within a place. They aim to support more people to cycle and walk (including wheeled users) for short journeys or as part of longer journeys. LCWIPs are an Oxfordshire County Council (OCC) policy requirement as established in OCC's Local Transport and Connectivity Plan (LTCP) and supporting Active Travel Strategy. The promotion and development of active travel is key in contributing to Oxfordshire County Council and West Oxfordshire District Council pledges to be carbon neutral by 2030 and have a net-zero energy system by 2050, due to a reduction in vehicle emissions.

The Carterton and surrounding area LCWIP was developed in collaboration with Carterton Town Council and other key stakeholders. Department for Transport (DfT) technical guidance for producing LCWIPs and national and local policies were considered in the development of the LCWIP also.

The Carterton and surrounding area LCWIP vision is to create: *'a thriving and sustainable town. Walking, cycling, public and shared transport are the natural choice for journeys within and beyond Carterton due to safe, coherent and connected routes between neighbourhoods, the town centre, green spaces, leisure facilities, educational facilities and employment. All growth supports and is supported by sustainable connectivity*.'

This LCWIP includes the current and proposed cycling and walking network in Carterton and the surrounding area. Areas for improvement have been identified through site auditing, stakeholder and community engagement and review of background data to ensure a connected, place centred plan. Proposed improvements focus on creating a safe and accessible cycling and walking environment for all journey purposes (including those connecting to other modes such as bus). Improvements include the provision of crossings, narrowing junctions, implementing dropped kerbs and tactile paving, and implementing segregated cycle provision. Wycombe Way, Brize Norton Road, Monahan Way and Upavon Way are the highest prioritised routes for improvement due to the positive level of impact improvements would bring, including for school journeys.

The prioritised areas for improvement will guide the funding that is sought by OCC and where funding is spent so that local needs are met. Funding will come from a variety of sources, including developer contributions and central government bids. The LCWIP will be reviewed and updated every two years or in light of significant development.

1. Introduction

Chapter Overview: This chapter introduces Local Cycling and Walking Infrastructure Plans (LCWIP) as evidence-based plans for improving cycling and walking infrastructure in certain locations so that more people can safely cycle and walk in and between places. It details the seven-step process for developing an LCWIP (determining scope, gathering information, network planning for cycling, network planning for walking, prioritising improvements and integrating and applying improvements). The chapter also details the vision for Carterton in terms of cycling and walking.

1.1. What is a LCWIP?

A LCWIP is an evidence-based plan for improving the cycling and walking experience for everyone in a place so that it is safer, more convenient, and more enjoyable to cycle (by all bike types) and walk (including wheeled users) for all or part of a journey. LCWIPs are an evolving plan that take a long-term approach to developing cycling and walking networks and the improvements identified guide future investment.

1.1.1. Process

The development of an LCWIP follows Department for Transport (DfT) Technical Guidance:[1]

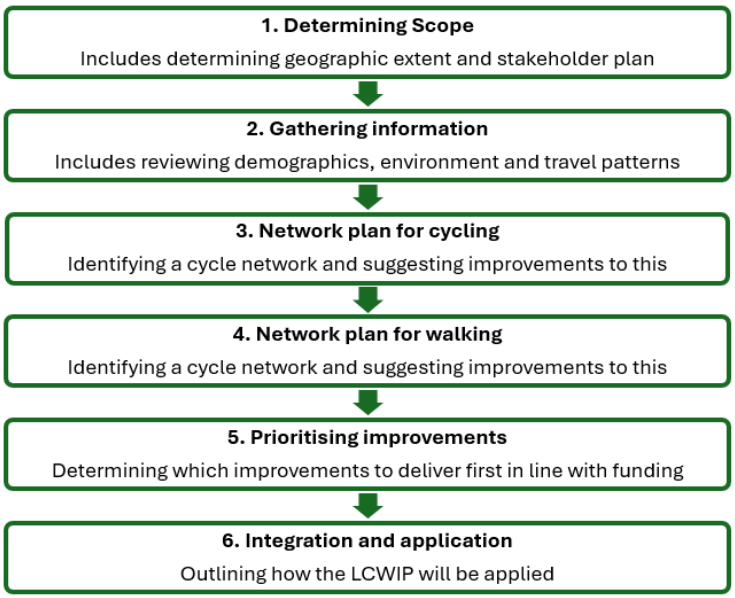


Figure 1: DfT LCWIP development guidance

[1] Department for Transport, Local Cycling and Walking Infrastructure Plans Technical Guidance for Local Authorities, 2017

1.1.2. Outputs

The primary outputs produced in an LCWIP are[2]:

- **Network Map for Cycling** – identifies and maps key cycling routes in an area based on analysis of where people would like to travel; infrastructure improvements are then focused on these routes
- **Network Map for Walking** – identifies and maps key destinations and the walking routes to and between these then; infrastructure improvements are then focused on these routes
- **Table of prioritised infrastructure improvements** – based on standardised criteria

These outputs provide a strategic foundation for Local Authorities to improve conditions for cycling and walking by systematically identifying and prioritising improvements that will aid in the delivery of active travel infrastructure and enable increases in cycling and walking.

1.2. Developing the Carterton and surrounding area LCWIP

This LCWIP has been developed in collaboration with Carterton Town Council and other key stakeholders, in line with the DfT guidance. Local and national strategies, including OCC's Local Transport and Connectivity Plan (LTCP) (2022) and West Oxfordshire District Council's Climate Strategy 2021 – 2025 have been considered throughout the development of this LCWIP to ensure alignment with best practice and policies to tackle key challenges including the climate emergency.[3] [4]

1.2.1. Governance

The Carterton and the surrounding area LCWIP was produced by officers at OCC with support from consultants Pell Frischmann. Pell Frischmann led on stage 3 – network planning for cycling, stage 4 – network planning for walking, and stage 5 – prioritisation.

1.2.2. Stakeholder engagement

Carterton and the surrounding area LCWIP was produced in collaboration with local stakeholders, including:

- Carterton South and West County Councillor
- West Oxfordshire District Council (WODC) officers
- Carterton Town Council councillors
- Coalition of Healthy Streets and Active Travel

[2] https://assets.publishing.service.gov.uk/media/5f622fade90e072bb68d5c74/cycling-walking-investment-strategy.pdf

[3] Oxfordshire County Council Local Transport and Connectivity Plan 2022 – 2050, 2022

[4] West Oxfordshire District Council Climate Strategy 2021 - 2025

A steering group was formed with local stakeholders and meetings took place approximately every four weeks. Key aspects of the project, such as the geographic scope and network mapping were discussed. The purpose of the steering group was to capture local concerns and ideas in the LCWIP.

1.2.3. Public engagement

An online public engagement activity took place between December 2024 – February 2025. This asked people to identify the location and types of improvements needed in Carterton and the surrounding area to make cycling and walking safer and more accessible. Respondents could mark their thoughts on a map and leave comments. Responses were analysed and included in the network auditing and improvements stages. Details of the analysis can be found in **Appendix A.**

1.2.4. Document structure

This LCWIP report is organised into six different sections, in line with DfT guidance:

1. Introduction
2. Background and Scope
3. Network Planning for Cycling
4. Network Planning for Walking
5. Prioritisation and Packaging of Improvements
6. Integration and Application

Various appendices have been included for additional background and information. The Key Outputs of this LCWIP – The Network Map for Cycling, Network map for walking, and table of prioritised infrastructure improvements – can be found in sections 3, 4, and 5, respectively.

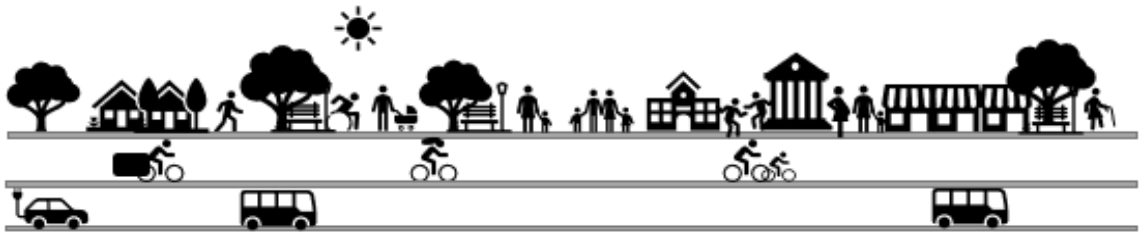
1.3. Vision and Targets

1.3.1. Vision

The vision for cycling and walking in Carterton and the surrounding area (which the LCWIP will help to deliver), was developed in collaboration with stakeholders to reflect local aspirations for Carterton and the surrounding area.

Vision for cycling and walking in Carterton

Carterton is a thriving and sustainable town. Walking, cycling, public and shared transport are the natural choice for journeys within and beyond Carterton due to safe, coherent and connected routes between neighbourhoods, the town centre, green spaces, leisure facilities, educational facilities and employment. All growth supports and is supported by sustainable connectivity.



1.3.2. Targets

To support the delivery of the vision, the following targets have been set:

1. Zero deaths/ injuries to people cycling and walking in Carterton and the surrounding area and routes between surrounding towns and villages by 2050
2. Create a fully connected safe walking network in Carterton and the surrounding area by 2050

2. Background and scope

Chapter Overview: This chapter presents the geographic scope of Carterton and the surrounding area LCWIP, which includes Alvescot, Bampton, Black Bourton, Brize Norton, Broadwell, Burford, Clanfield, Curbridge, Kencot, Langford, Minster Lovell, Shilton, and Witney. This chapter also explores how the LCWIP links to national and local policies, including Oxfordshire's Local Transport and Connectivity Plan. Finally, the background information that has informed the development of the LCIWP is summarised. This includes understanding Carterton's location in rural West Oxfordshire and service centre role for surrounding villages, as well as connections to these villages and other settlements by existing cycling and walking networks and varying quality bus services. To support this, trip generators in Carterton and the surrounding area are presented, including RAF Brize Norton. Local demographics, environment and travel and transport challenges and opportunities are also presented. Full details can be found in **Appendix A.**

2.1. Geographic scope

The geographic scope of Carterton and the surrounding area LCWIP was determined in consultation with local stakeholders. Key factors that were considered in determining scope include important trip generators such as shopping centres, employment locations, schools, leisure attractions and large residential areas. Trip generators were considered within a 10km catchment area of the Brize Norton Road, Alvescot Road, Burford Road, Black Bourton Road junction and include routes to surrounding settlements. This encompasses the (up to) 2km distance people will reasonably walk for local trips and (up to) 10km distance people will reasonably cycle for local trips. The list of trip generators is not exhaustive. Future iterations of Carterton and surrounding area LCWIP will consider whether additional connections should be included in the geographic scope. The geographic scope of the Carterton and surrounding area LCWIP includes:

- **Carterton town** - including the existing built-up area
- **New and planned developments in Brize Norton Parish**
- **Key cycle connections beyond Carterton** including:
    - **School trips** - villages within the catchment area of Carterton Community College including Kencot, Broadwell, Langford and Alvescot
    - **Carterton to Brize Norton/Witney** – supporting everyday trips and commutes to RAF Brize Norton

This LCWIP considers connections to exisiting trip generators in Carterton and the surrounding area, and those that are confirmed in approved plans. The LCWIP does not consider speculative developments or additional emerging schemes where the details have not been finalised e.g. Carterton Mobility Hub. In the case of Carterton Mobility Hub, which is currently undergoing detailed design, this LCWIP will compliment the scheme and any walking, wheeling and cycling infrasturcture identified as necessary to the Mobility Hub will be added to the LCWIP in future.

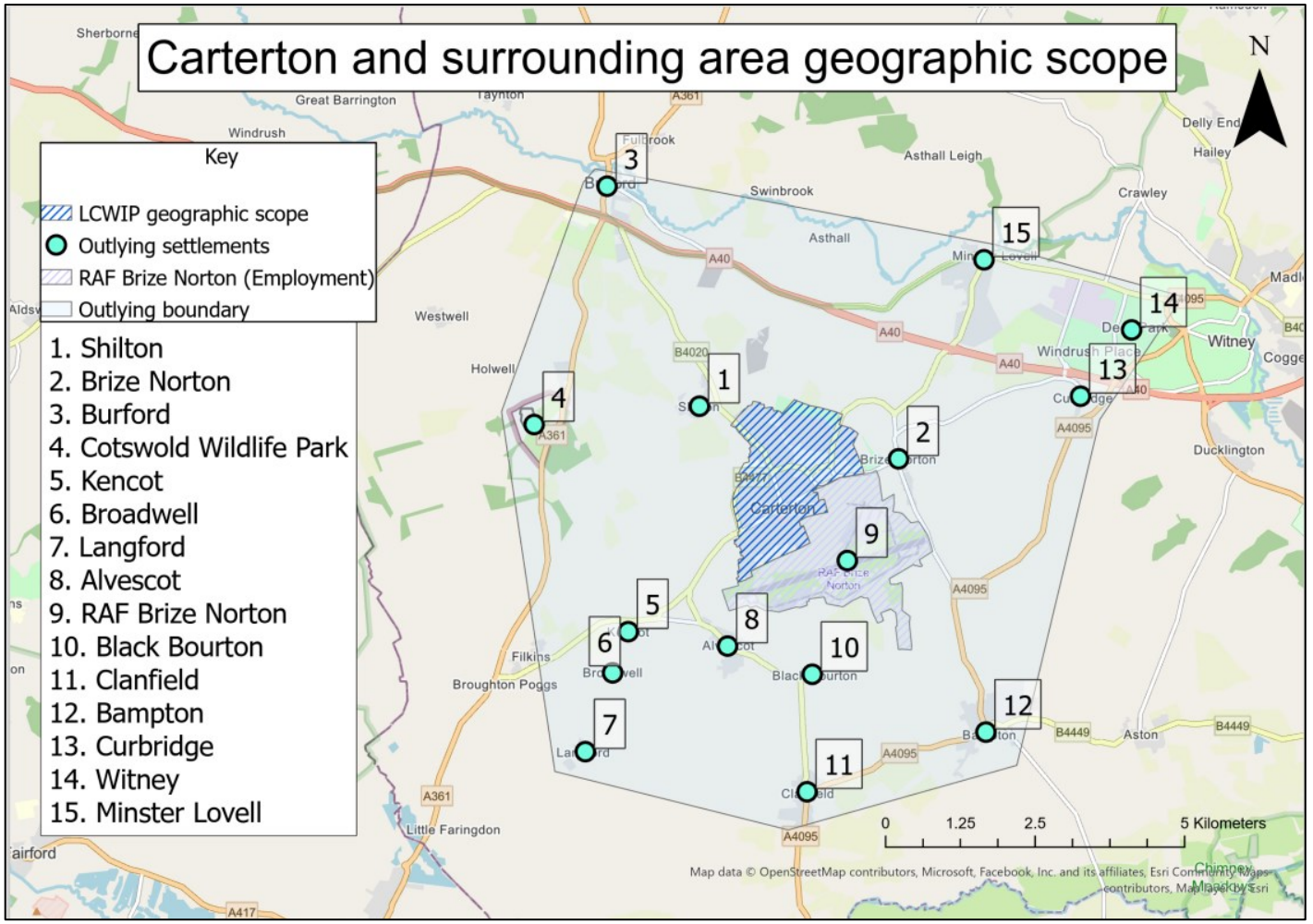


Figure 2: Carterton LCWIP geographic scope

2.1.1. Carterton and surrounding area trip generators

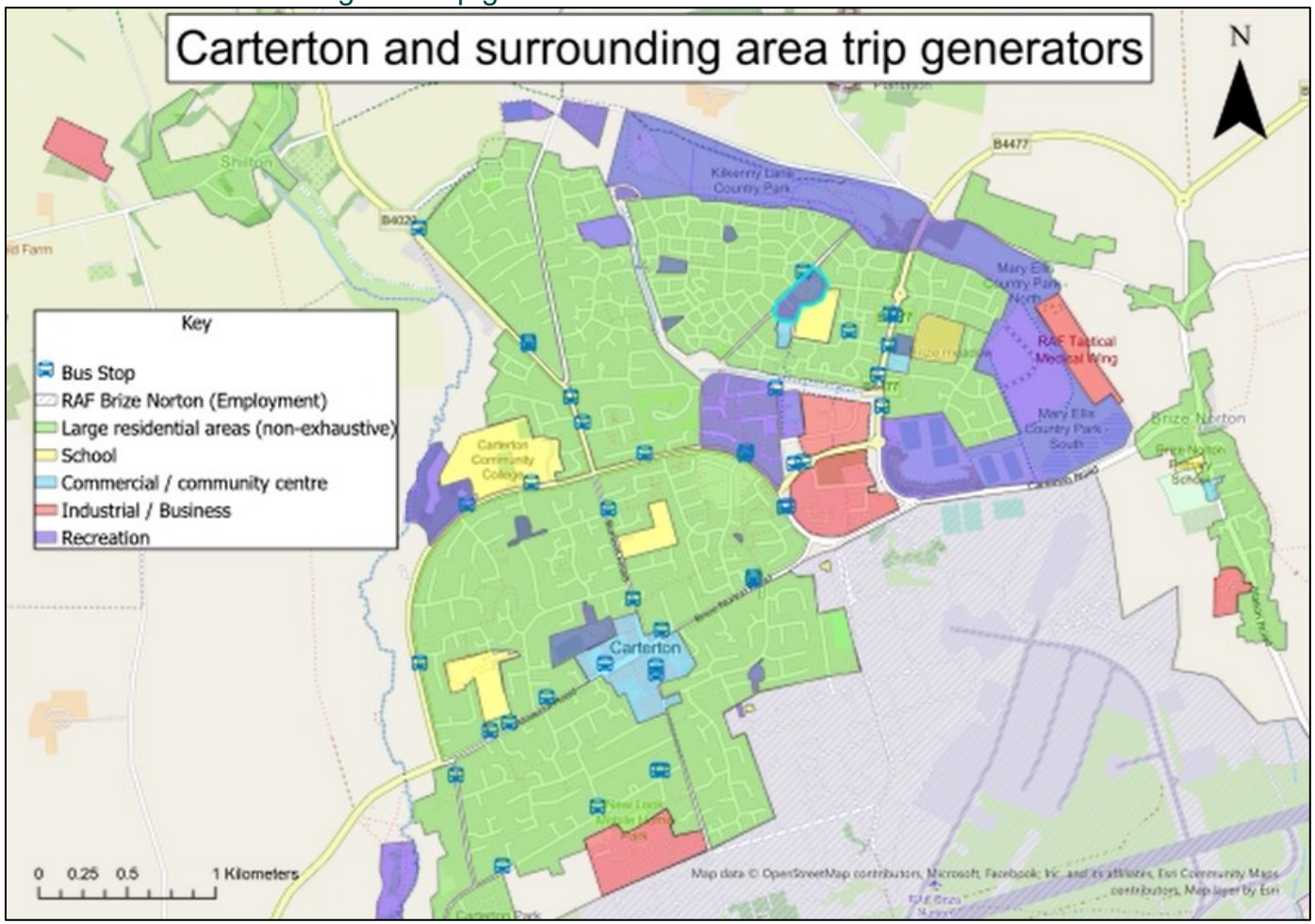


Figure 3: Trip generators Carterton and surrounding area

2.1.2. Links to existing and planned LCWIPs and Oxfordshire's Strategic Active Travel Network (SATN)

LCWIPs are developed or in development across West Oxfordshire at large settlements including Witney, Woodstock, Chipping Norton and Charlbury. These LCWIPs, along with Carterton and the surrounding area LCWIP, sit within the wider Strategic Active Travel Network (SATN) developed by OCC. Inter-settlement connectivity by walking and cycling is considered as part of Oxfordshire's SATN.[5] Routes identified in the SATN will connect Carterton to surrounding settlements, including those with developed and emerging LCWIPs. As discussed in section 2.1, some connections beyond Carterton have been included in the geographic scope of Carterton and the surrounding area LCWIP due to their significance to Carterton. However, these routes have not been thoroughly assessed as this work falls within the SATN project, although aspirations for these routes have been stated in this LCWIP.

2.2. Policy context

Policy informs decision making by presenting evidence based best practice and setting targets. There are national and local policies that apply to the LCWIP. A summary of key policies relevant to Carterton and the surrounding area LCWIP is provided below.

Table 1: Key policies, strategies, and guidance

Policy/ Strategy/ Guidance	Content and relevance to Carterton and the surrounding area LCWIP
National	
Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities, DfT, 2017	**Content:** Establishes the technical framework (i.e., content, structure, and implementation) to guide local authorities in the development of LCWIPs. The guidance outlines a step-by-step approach for planning and developing cycling and walking networks at the local level, emphasising the importance of evidence-based decision-making and community engagement. **Relevance to LCWIP:** ensures that LCWIPs are consistent, well-planned, and effective in improving local cycling and walking environments to meet the national policies such as the Cycling and Walking Investment Strategy (CWIS) and Gear Change.

Cycling Infrastructure Design, Local Transport Note 1/20, DfT, 2020	**Content:** The document outlines how to deliver coherent, direct, safe, comfortable and attractive cycling infrastructure that is inclusive of all abilities and will support more people to cycle and making existing journeys safer and more pleasant. Infrastructure recommendations are influenced by local environment. **Relevance to LCWIP:** provides recommendations of infrastructure that can be implemented to address the issues identified through the route auditing. All infrastructure suggested in the LCWIP is assessed against LTN 1/20 criteria.
Local	
Oxfordshire's Local Transport and Connectivity Plan (LTCP) 2022 –2050, OCC, 2022	**Context:** Sets the long-term ambition for transport in Oxfordshire, including a 'safe, net-zero Oxfordshire transport system' - cycling and walking is a key component of this. LTCP will be supported by area travel plans, which LCWIPs will inform, and additional studies covering transport hubs and public transport. **Relevance to LCWIP:** aims to create a sustainable net zero transport system. There is a big focus on active travel in the document, the LCWIP can help transform these goals into reality.
West Oxfordshire Local Plan 2031, West Oxfordshire District Council, 2018	**Context:** Sets a vision for economic and housing growth in West Oxfordshire from 2011 – 2031. **Relevance to LCWIP**: identifies development sites and policies related to travel sustainability, this includes alleviating traffic congestion and improving air quality and journey times by reducing the reliance on private vehicles and encouraging walking, cycling and public transport use – the LCWIP can support this. The Carterton and surrounding area LCWIP will be used to inform the update to this plan - West Oxfordshire Local Plan 2041, which is currently in production.
Oxfordshire Cycling Design Standards, OCC, 2017	**Context:** "Guidance on the design of inclusive cycling infrastructure." **Relevance to LCWIP:** Outlines the cycling design standards that must be met in LCWIP projects.
Oxfordshire Walking Design Standards, OCC, 2017	**Context:** "Guidance on the design of inclusive walking infrastructure

	Relevance to LCWIP: Outlines the walking design standards that must be met in LCWIP projects.
Oxfordshire County Council Strategic Active Travel Network, 2024	**Context:** The Strategic Active Travel Network (SATN) is a proposal for a countywide Active Travel network of walking and cycling routes, forming a county wide LCWIP. **Relevance to LCWIP:** SATN is a county wide LCWIP, it must be explained how the LCWIP network will link to the SATN network.
Climate Action Framework, OCC, 2020	**Context:** A plan that sets out how Oxfordshire will tackle the climate crisis. Objectives include: • normalising active travel and making this accessible to all; • reducing emissions by 50% by 2030; and • achieving net zero by 2050. **Relevance to LCWIP:** outlines OCC objectives that the LCWIP is contributing to and needs to take account of.
Climate Change Strategy for West Oxfordshire 2021 - 2025, WODC	**Context:** A plan that sets out how West Oxfordshire District Council will take climate action. One key theme identified to support Climate Action and deliver on the Council's vision, is 'low carbon transport and active travel'. **Relevance to LCWIP:** outlines WODC objectives that the LCWIP is contributing to and needs to take account of.

2.3. Introducing Carterton and the surrounding area

2.3.1. Local geography

Carterton and the surrounding area local geography

- Carterton and the surrounding area are situated in rural West Oxfordshire
- Carterton town is compact with services and amenities close to one another meaning distance is less of a barrier to cycling and walking for local trips
- Carterton and the surrounding area have a several green spaces, most notable is Kilkenny Country Park, these areas are popular trip attractors
- Kilkenny Country Park and sub area villages Shilton and Alvescot are designated as conservation areas, which limits changes that can be made
- Carterton and the surrounding area are relatively flat
- Carterton has no direct connection to the primary route network - the B4477 Brize Norton Road connects Carterton to the A40 primary route
- Key roads in Carterton are wide and straight, whereas in the surrounding area the road network can be narrow and winding

2.3.2. Environment

Carterton and the surrounding area environment

- Carterton town centre is at risk of surface water flooding risk, which needs to be considered when developing walking and cycling improvements, so it is not a barrier
- There is no air quality concern in Carterton
- The surrounding area includes farmland, semi-natural grassland, and watercourses, contributing to the region's ecological diversity, which must be protected when delivering walking and cycling improvements

2.3.3. Demographics[6]

Carterton and the surrounding area demographics

- Carterton and the Carterton Sub Area, which includes the villages of Shilton, Alvescot, Aston, Bampton, Brize Norton, Clanfield, Filkins, and Langford have a combined population of 25,000 (ONS, 2021)[1]
- Carterton itself has the second largest population in West Oxfordshire after Witney
- Carterton and the surrounding area have a growing population due to new housing developments being built and significantly more anticipated, bringing opportunities for cycling and walking infrastructure improvements
- Carterton is abutted to the east and south by RAF Brize Norton, which has over 7,000 Service Personnel, civilian staff and contractors, many of whom live in Carterton and the sub area and is therefore an important trip generator
- Carterton has a young population relative to the West Oxfordshire and Oxfordshire average, which creates opportunities to promote walking and cycling for local trips
- Areas of deprivation in the wards of Carterton Northeast, Carterton Northwest and Carterton South, which walking and cycling infrastructure should help to address
- Carterton has high levels of physical activity and average levels of child obesity, which creates opportunities to promote walking and cycling for local trips

[6] Oxfordshire Health and Wellbeing Joint Strategic Needs Assessment, 2021

2.3.4. Current travel and transport patterns

Carterton and the surrounding area current travel and transport patterns

- Carterton has a walking network of varying quality often severed due to lack of safe crossing points
- Shared cycling and walking routes are present on some roads in Carterton including Burford Road and Black Bourton Road, although continuous and connected provision for people cycling is often lacking
- Car is the most common mode of travel for commutes for people living in Carterton
- Almost 50% of internal commuting trips in Carterton are completed by walking and cycling
- Witney, Oxford and Swindon are the most common commuting origins and destinations for commuting trips starting and ending in Carterton
- Collision hotspots for people walking and cycling in Carterton and the surrounding area are Carterton Road (between the Brize Norton Rd / Upavon Way / Carterton Road roundabout and the Norton Way / Carterton Road roundabout), Burford Road and Black Bourton Road (between the junctions with Arkell Avenue and Wycombe Way) and Burford/ Shilton Road (between the Upavon Way junction and the Brizewood junction)
- The highest flows of traffic in Carterton are on Carterton Road/ Barwood Avenue and Brize Norton Road, demonstrating the role of RAF Brize Norton and the town centre as key trip attractors/ traffic generators
- Carterton town centre and Upavon Way are congestion hotspots
- Carterton is a service centre meaning people from neighbouring villages/ parishes travel there
- There is good bus connectivity between Carterton and Witney, Oxford and Swindon, although limited provision in the surrounding area

3. Network Planning for Cycling

Chapter Overview: This chapter outlines the methodology followed to develop the cycle network for Carterton and the surrounding area and proposed improvements to this. This includes identifying where people would like to travel (trip generators e.g. shops, schools, employment areas, medical facilities) and the most direct route to these places (desire lines). These desire lines are converted into potential routes that form a cycle network, which are then audited following standardised assessment criteria. Following this, improvements are identified including new crossings and segregated cycle lanes to create a direct, gradient-friendly, connected, comfortable, and safe cycle network where possible. Improvements are proposals and further work beyond the LCWIP is needed to develop these into deliverable schemes. The audit report is available in **Appendix B**.

The development of the cycle network as part of this LCWIP has been an iterative process and has combined the use of Active Travel England's recommended tools including the Propensity to Cycle Tool (PCT), as well as local input and knowledge from key stakeholders including officers from OCC, and councillors from West Oxfordshire District Council (WODC) and Carterton Town Council.

This chapter explains the methodology undertaken to develop the network plan for cycling, provides a summary of key findings from the site audit and presents the identified improvements for cycling in Carterton and the surrounding areas.

3.1. Methodology

3.1.1. Identifying trip generators

Trip attractors and trip generators have been identified and mapped to understand where people want to cycle to and from. Trip generators largely relate to main residential areas, and trip attractors are usually associated with places such as town centres, supermarkets, leisure centres, and areas of employment or education. These trip attractors and trip generators have been mapped to help identify the main desire lines. **Figure 3** shows the trip attractors and trip generators in Carterton and the surrounding area.

3.1.2. Identifying cycle desire lines

A catchment area of 5km and 10km has been calculated to show a reasonable distance most people will choose to cycle for local trips. However, it is noted that some people will choose to cycle further distances. An isochrone map showing the 5km and 10km catchments can be found in **Figure 4**.

The 5km catchment is shown in purple, and the 10km catchment in orange. The selected central point for both catchments is the Burford Road/ Alvescot Road/ Brize Norton Road/ Black Bourton Road crossroads in the centre of Carterton to cover both leisure trips as well as ones that may be made for commuting. Shilton, Brize Norton and Alvescot fall within the 5km catchment, with Burford, Witney, Bampton, and Clanfield within the 10km catchment of Carterton town centre.

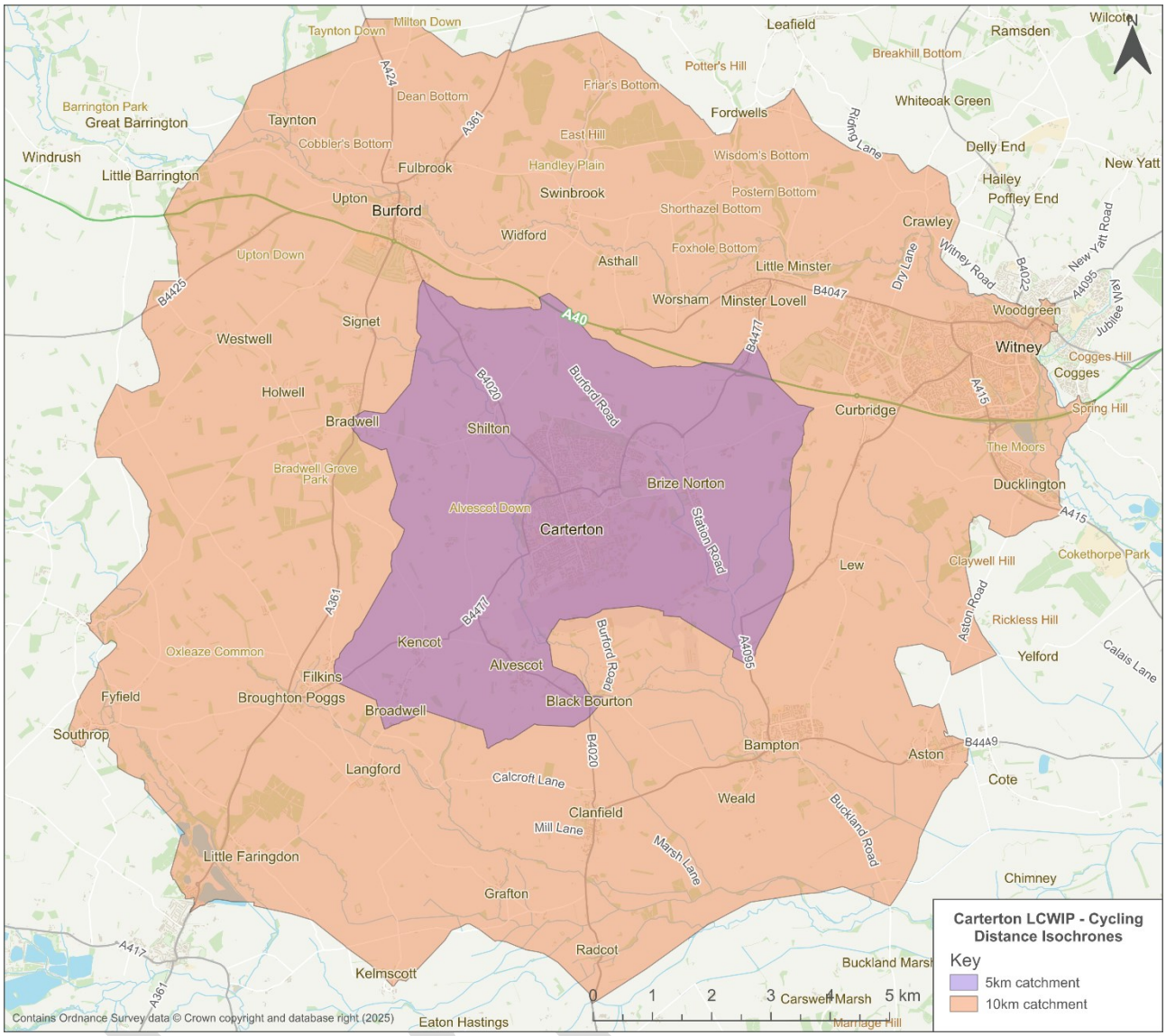


Figure 4: Cycling 5km and 10km Isochrones

Following this, and the identification of the cycle desire lines using the PCT outlined in **Appendix A**, the cycle network in Carterton has been categorised into the following classifications, defined by the DfT, and mapped in **Figure 5**:

- **Primary:** High flows of people cycling are forecast along desire lines that link large residential areas to trip attractors such as a town centre. Additionally, primary routes can connect smaller towns and villages with larger towns, where high demand is less likely.
- **Secondary:** Medium flows of people cycling are forecast along desire lines that link to trip attractors such as schools, colleges and employment sites.
- **Local:** Lower flows of people cycling are forecast along desire lines that cater for local cycle trips, often providing links to primary or secondary desire lines.
- **RAF Brize Norton:** The roads within the main RAF Brize Norton base are highlighted to show roads that are not open for normal traffic.

The desire line classification shows that the primary arterial routes connect Carterton with Witney, Minster Lovell, and Burford to the north, and Alvescot, Clanfield and Bampton to the south. The Brize Norton Road/ Burford Road crossroads in the centre of Carterton, and Upavon Way are both classed as primary routes for people cycling. Most primary routes are on major roads within town centres or connect smaller towns and villages. Most secondary routes connect local roads with primary schools and large housing developments.

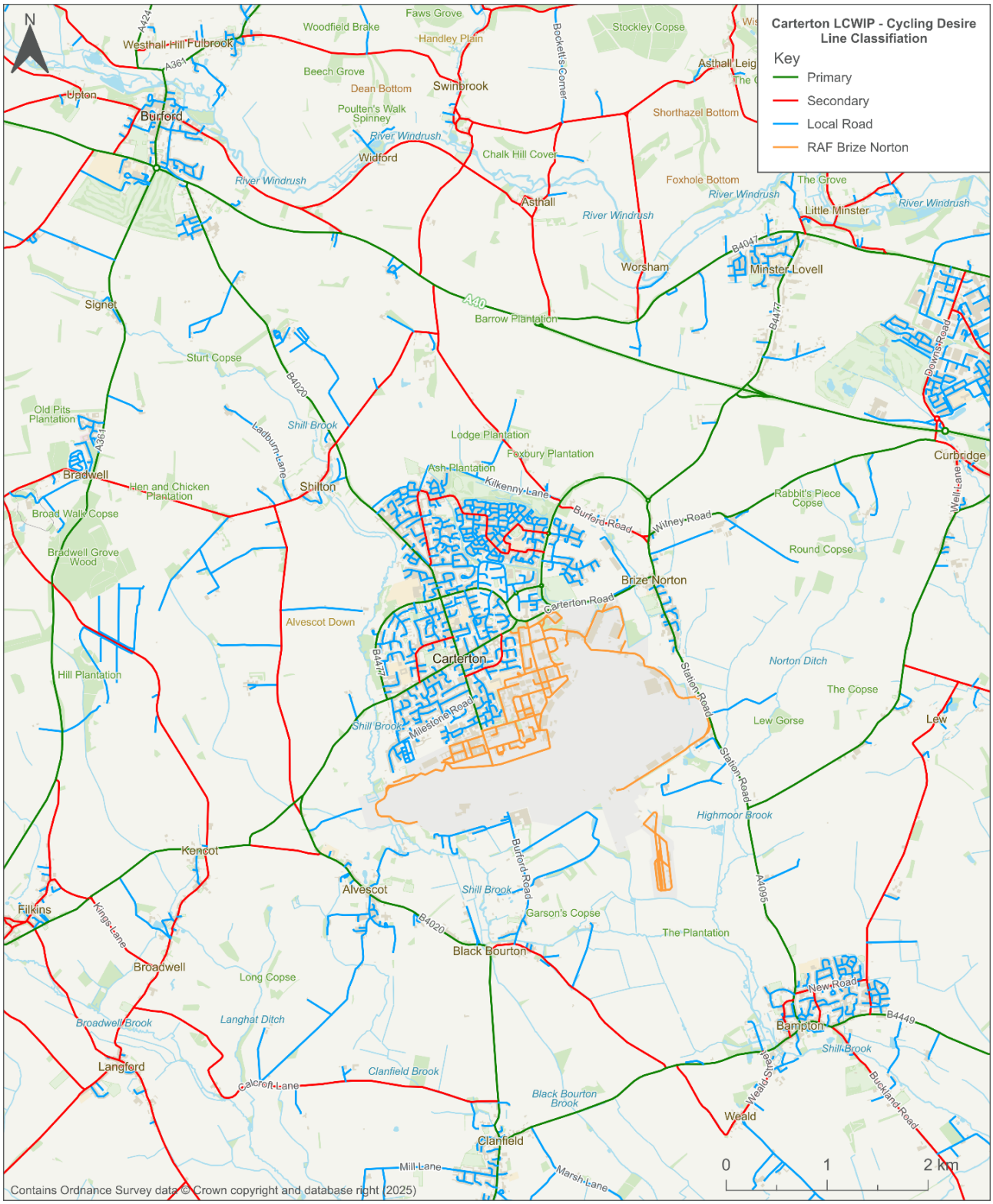


Figure 5: Cycle Desire Line Classification

3.2. Carterton Cycle Network

The existing cycle infrastructure within Carterton and the surrounding areas has been identified and mapped in **Figure 6**.

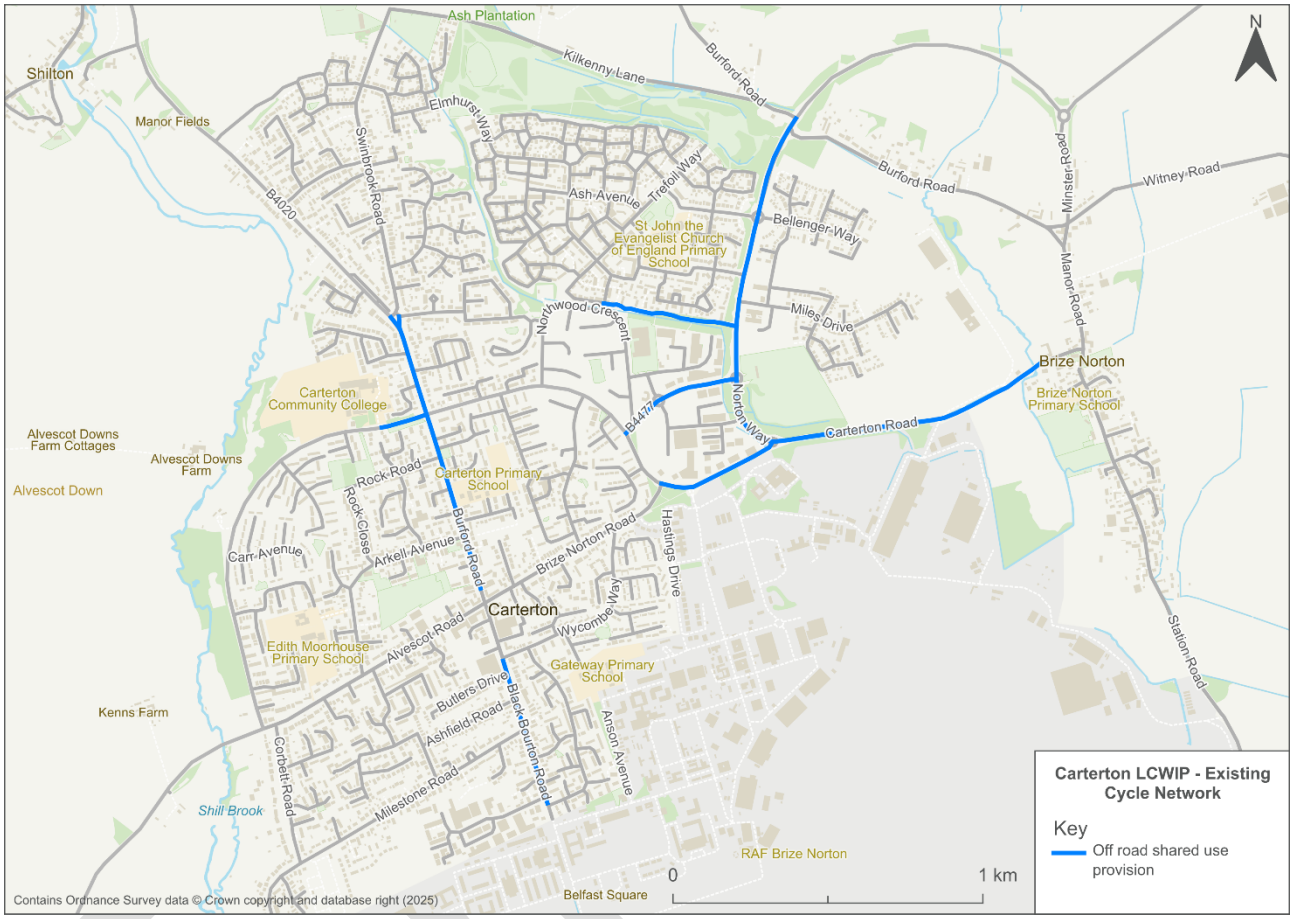


Figure 6: Existing Carterton Cycle Network

During the site visit in February 2025, the existing cycle facilities were audited, with comments recorded and categorised into the following classes:

- **Barriers –** Physical barriers or gates block a route or access
- **Gradient –** A significant change in gradient up or down hill that may impact someone cycling
- **Missing/ inconsistent or substandard infrastructure –** Missing or incorrect infrastructure such as incorrect tactile paving causing a safety concern for people cycling. Infrastructure is not LTN 1/20 compliant
- **Maintenance issue –** Unclear road markings, or substandard surface conditions effecting people cycling
- **Narrow cycleway/ pinch point –** Cycleway or carriageway narrows, either due to physical constraints, or due to overgrown vegetation
- **Parking issue –** Poorly parked vehicles causing an inconvenience to people cycling
- **Unattractive for people cycling –** Safety concern, such as a high maximum speed limit, which may deter people cycling from using that route

- **Signage/ wayfinding incorrect/ missing or redundant –** A route that is missing an obvious sign, or the signage that is in place is wrong
- **Other –** Any other issue or comment noted that effects people cycling

These categories capture the underlying themes of the five core design outcomes aligned with LTN 1/20 for cycling routes, which have been considered during the further stages of suggesting network improvements in **Section 3.3**.

The five core design outcomes for cycling routes can be found in **Figure 7**.

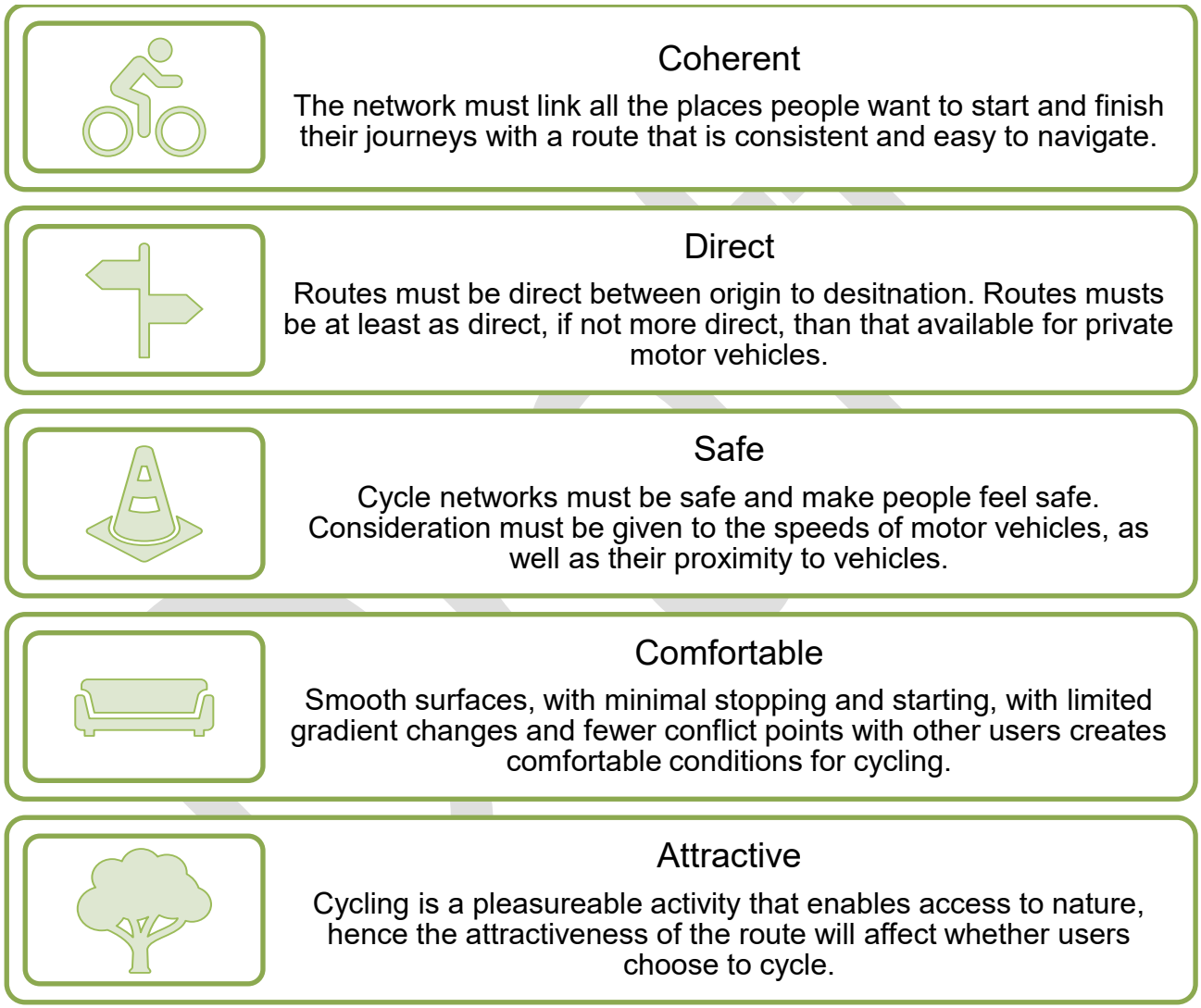


Figure 7: Core Design Outcomes for Cycling

The DfT's Route Selection Tool (RST) was used to assess the impact of implementing segregated cycle provision on certain routes in Carterton. The RST scores a route by splitting routes into multiple links, and giving each a score on the scale of 0 – 5 (5 being the highest) against the core design outcomes for cycling outlined in **Figure 7**. In this case, attractiveness is measured by assessing the gradient of the routes chosen to be analysed.

- **Proposal 1.1 – Upavon Way**
  Figure 8 compares existing and proposed infrastructure on Upavon Way. Large improvements have been made in all criteria due to proposed improvements.

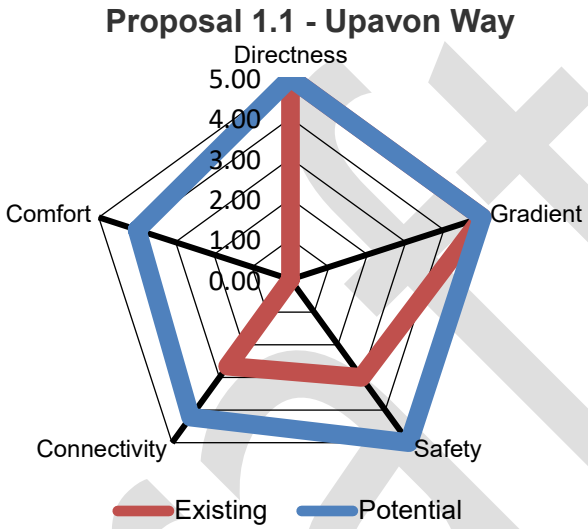


Figure 8: RST - Proposal 1.1 (Upavon Way)

- **Proposal 5.1 – Burford Road**
  Figure 9 compares existing and proposed infrastructure on Burford Road. Due to the road already having a shared use footway/ cycleway on the eastern side, the existing scores are higher compared with routes that have no facilities. However, increases in comfort and connectivity are made if improvements are implemented.

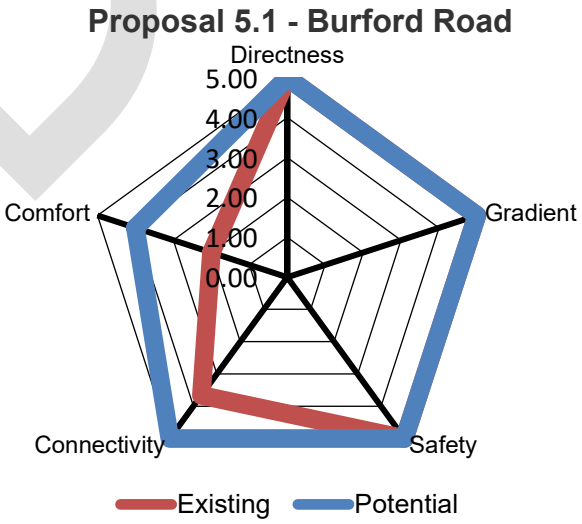


Figure 9: RST - Proposal 5.1 (Burford Road)

- **Proposal 8.1 – Alvescot Road**
  Figure 10 compares the existing and the proposed infrastructure on Alvescot Road. Large increases can be seen in the safety, connectivity, and comfort categories due to the proposed improvement of installing a two-way segregated cycleway, where currently people cycling share the carriageway with motor vehicles.

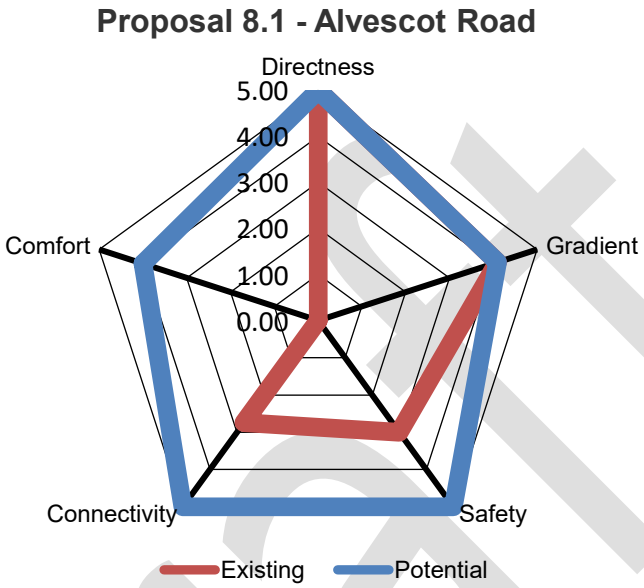


Figure 10: RST - Proposal 8.1 (Alvescot Road)

3.3. Proposed cycling improvements

Following the site visit and a review of comments collated on site, proposals have been developed to address the issues that were identified and develop a future cycling network. As part of this process, an intervention toolkit was developed, giving examples of the different types of infrastructure that have been proposed; this is illustrated in **Table 2**. This table should be read in conjunction with **Table 4**, which details the measures that benefit walking additionally.

Table 2: Cycling Improvements Toolkit

Types of Improvements	
 (Source: Pell Frischmann)	**Cycle parking** – There are many different types of cycle parking. The most common form of cycle parking is 'Sheffield' stands, which are inverted 'U' shapes and support the whole bike. Other types of cycle parking include two-tier cycle racks, and cycle-hubs. All cycle parking installed should be covered, and include repair stands with tyre pumps.
 (Source: Pell Frischmann)	**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, however both users are in the same shared space.
 (Source: Bournemouth University)	**Tiger crossing** (Parallel crossing) – A tiger crossing consists of a priority-controlled (zebra) crossing with a parallel priority space for people cycling to cross, keeping pedestrians segregated from cyclists. A parallel crossing would be preferred over a toucan or sparrow crossing on a road with lower traffic flows where people cycling and walking need to be kept segregated.
 (Source: Stockport Metropolitan Borough Council)	**Sparrow crossing** – A sparrow crossing brings together the signal-controlled element from the toucan crossing, and the priority for cycling and walking from the tiger crossing. This creates a fully segregated space for people cycling and walking to cross over a road where traffic speeds are higher, or where there is more than one lane of traffic per direction.
 (Source: Pell Frischmann)	**Shared use cycleway/ footway** – Shared use paths allow people cycling and walking to share the space, although pedestrians have priority. These paths are identified by a blue circle with a white symbol of a people cycling and walking. Although shared use is not recommended in LTN 1/20 for streets with high people cycling or walking flows, it can be considered appropriate and acceptable to connect smaller, rural towns and villages.

(Source: Google Maps)

Lightly segregated shared use cycleway/ footway –. A path where people walking and cycling are not physically separated. Although shared use is not recommended in LTN 1/20 for streets with high people cycling and walking flows, it can be used in cases where available width and space is limited.

(Source: Pell Frischmann)

Segregated cycleway (one or two way) – People cycling and walking are fully separated from each other and from general motor traffic. Separation can consist of a stepped kerb between road level and cycleway, with a further level raise to the footway to distinguish a clear segregation.

(Source: Pell Frischmann)

Uphill only cycleways – One-directional cycleway that is separated from general traffic to allow people cycling space to travel uphill. Where there is only space to provide cycle priority in one direction, uphill is preferred as cyclists are more likely to travel slower and weave.

(Source: Google Maps)

Quiet mixed traffic street – A road where both motor vehicles and people cycling share the same space; however, the volume and speed of traffic are low. People cycling will use the carriageway, with design considerations such as traffic calming and management used to help reduce motor vehicle speeds further and make the space more cycle friendly.

(Source: Pell Frischmann)

Junction improvements – A variety of improvements that are made to both major and minor road junctions, including narrowing the junction mouth radius, optimising traffic signal timings, and replacing mini-roundabout junctions with more cycle friendly junctions. For further detail of each specific proposal, please see **Table 3**.

(Source: Pell Frischmann)

Wayfinding – Signage to support people cycling and walking navigate their way around a place. Signage and wayfinding are important to support active travel users navigate Carterton using strategic, comprehensive and consistent methods.

(Source: Hedgehog Cycling)

Traffic calming (cycle bypasses at chicanes) – Where chicanes are used as a traffic calming measure, integrating cycle bypass lanes provides people cycling to have a safe route through without having to move out in front of motor vehicles to navigate the chicane.

(Source: Cycling Embassy of Great Britain)

Modal filter – A feature used to limit through-journeys along a road for certain modes of travel. An element of permeability is installed, limiting access to just cycling and walking.

(Source: School Streets)

School street – A road with a temporary restriction on access for motor vehicles, aligning with school drop-off and pick-up times. This measure provides a safer and more pleasant environment for school communities.

(Source: VeeLite)

Lighting – Installing new or upgraded lighting can provide greater encouragement for cycling after-dark. It can improve the visibility of hazards, as well as increasing reassurance and reducing fear of crime.

The cycling improvements proposed for Carterton and the surrounding area are shown in **Figure 11.** A more detailed overview for the proposed improvements in Carterton town centre can also be seen in **Figure 13**. For the ease of readers, **Figure 11** has also been split into two maps covering the north of Carterton in **Figure 12** and the south of Carterton in **Figure 14**. The reference numbers shown on the maps refer to the measures described in **Table 3**.

The improvements identified are high-level proposals but are considered feasible based on initial observations and desktop measurements and can be delivered in line with LTN 1/20 and LCWIP guidance. Any route identified will require further feasibility and design work, along with public consultation, before being implemented. All existing committed proposals have also been taken into consideration when proposing the improvements.

As part of the overall proposed improvements detailed in **Table 3**, a series of design principles have been identified to help deliver consistency and high-quality infrastructure when undertaking future feasibility design. These principles include:

- **Narrow junction mouth radius, with side-road treatment and Dutch kerbs (entrance kerbs) at segregated cycleways** – side road crossing treatments are designed to minimise conflicts between people cycling, walking and motor vehicles. They enable segregated cycleways to run at a continuous, raised, flat level across minor side roads. The steep gradient to transition from road level to cycleway level forces motor vehicles to slow, increasing safety for people cycling using the segregated cycleway. These measures should be considered where junction improvements are being made, and where segregated cycleways have been proposed.
- **Wayfinding and signage** – updated wayfinding and signage throughout a town makes active travel more accessible and attractive for all users. Signage should include information about distances, destinations and direction, with a consistent

branding to maintain an easy navigation throughout. Cycleway markings can also be used to clarify routings.

- **Cycle parking** – in addition to the proposals that identify new cycle parking locations, major destinations from cycle routes should be considered to have new cycle parking installed. Cycle parking should in an open, highly visible area with good natural surveillance. It should be convenient and easy to use, whilst being secure and covered by a shelter. Pump and repair tools located next to the cycle parking will make it more attractive for active travel users.
- **Removal of staggered crossings** – pedestrian and cycle refuges at staggered crossings on some smaller junctions are unnecessary and therefore, these should be removed wherever deemed appropriate, to allow people cycling and walking to cross straight across the junction in one movement. This will improve consistency and make active travel more attractive.

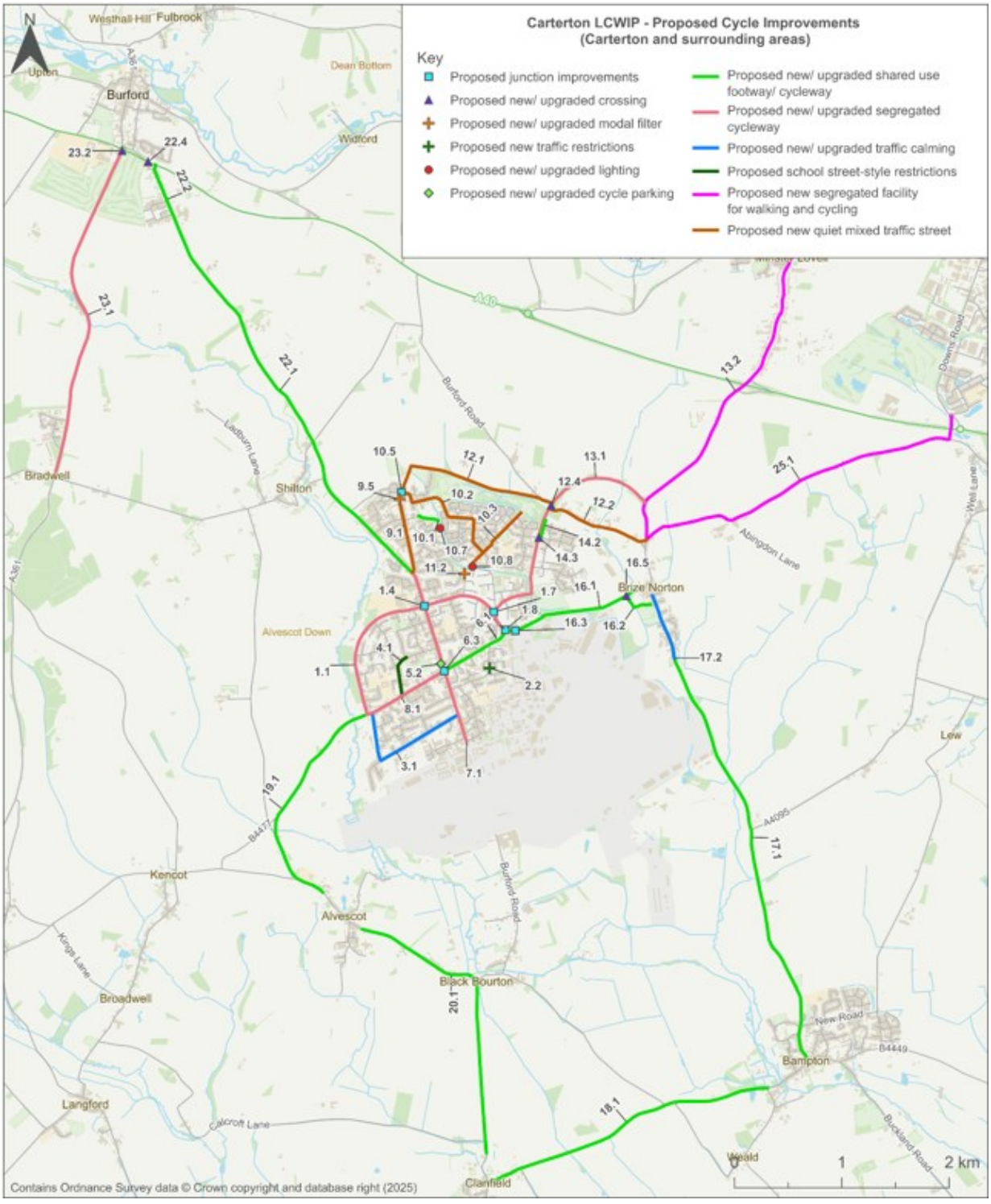


Figure 11: Proposed cycle improvements for Carterton and surrounding areas

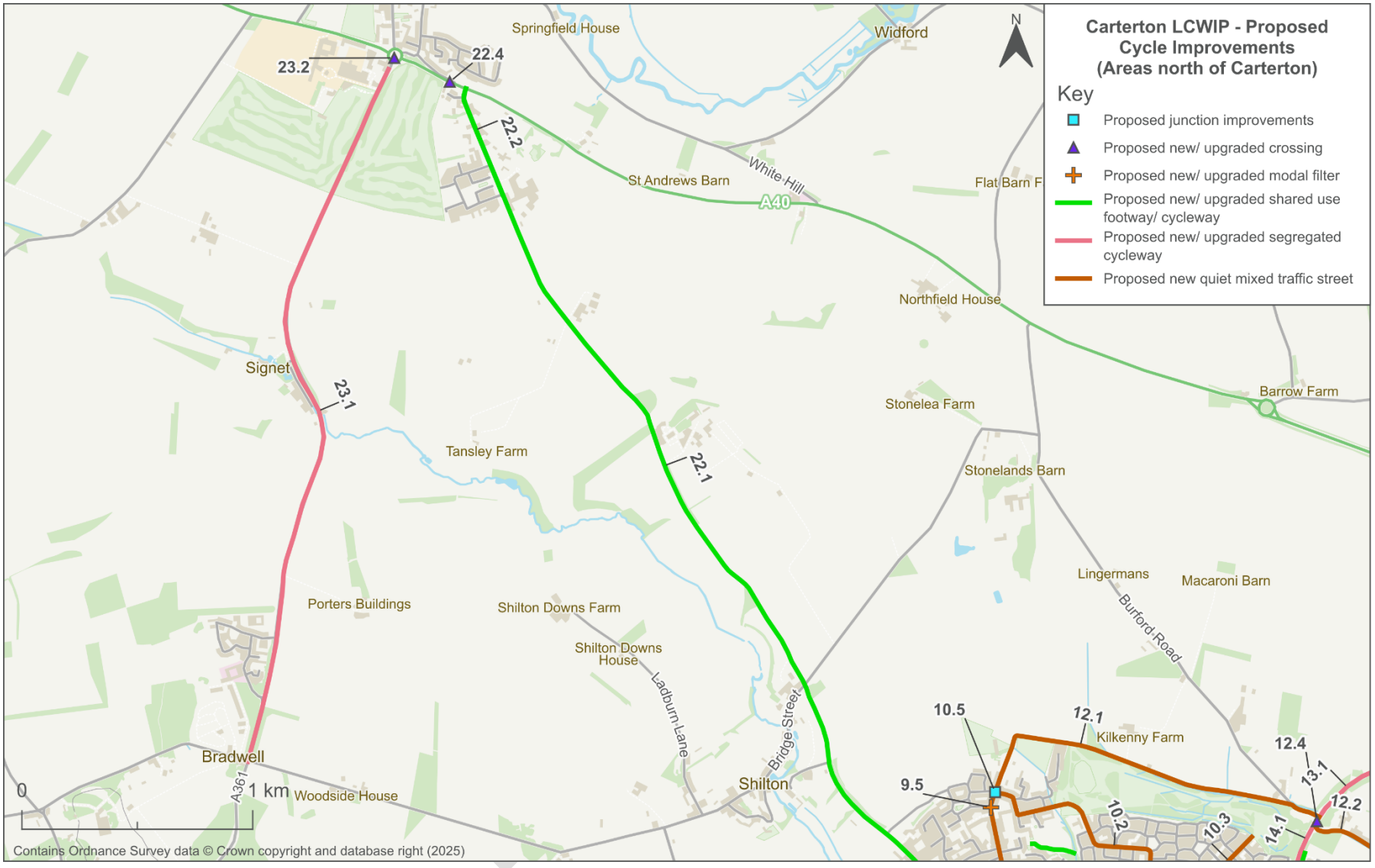


Figure 12: Proposed cycle improvements for Carterton and areas to the north

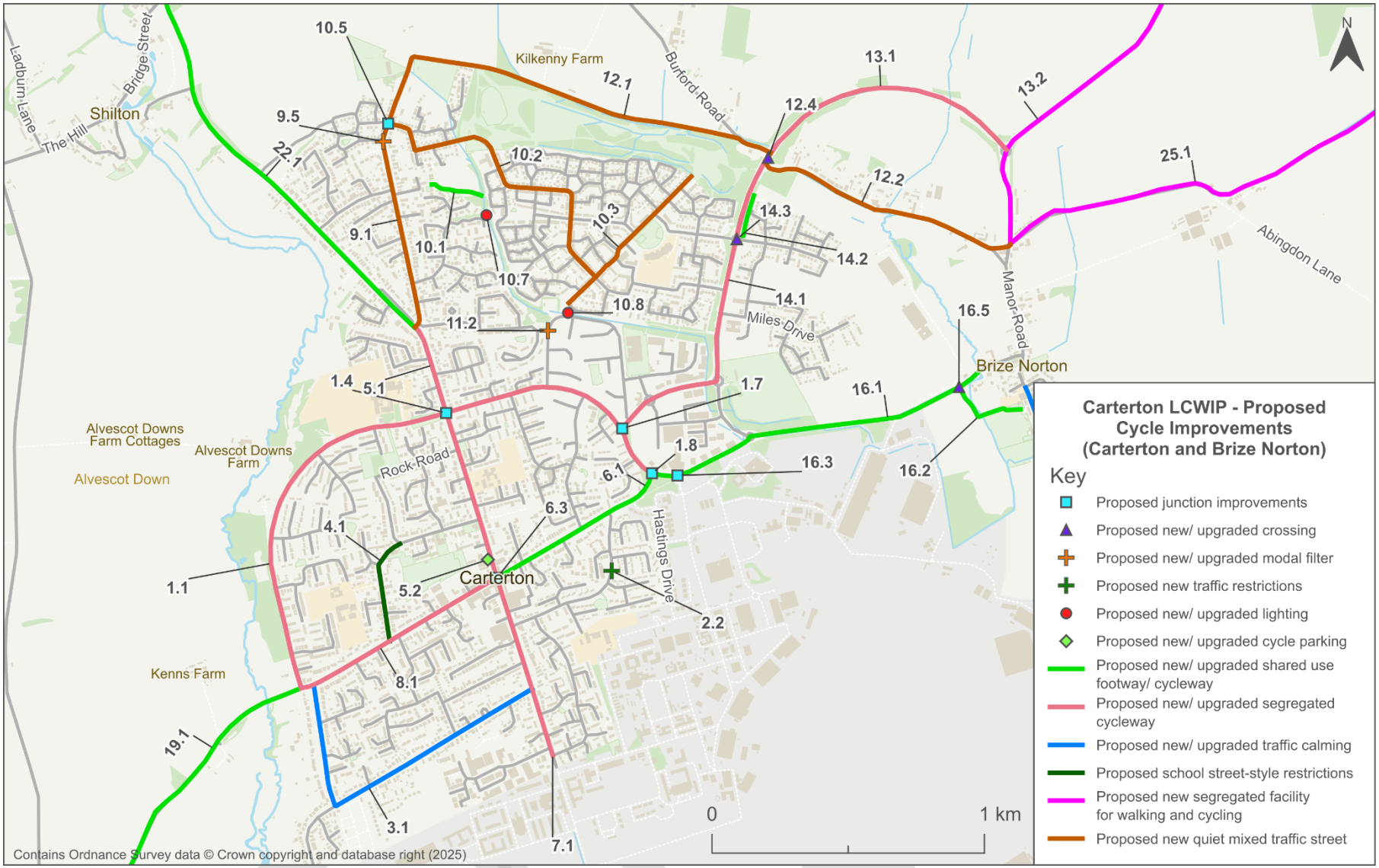


Figure 13: Proposed cycle improvements for Carterton and Brize Norton

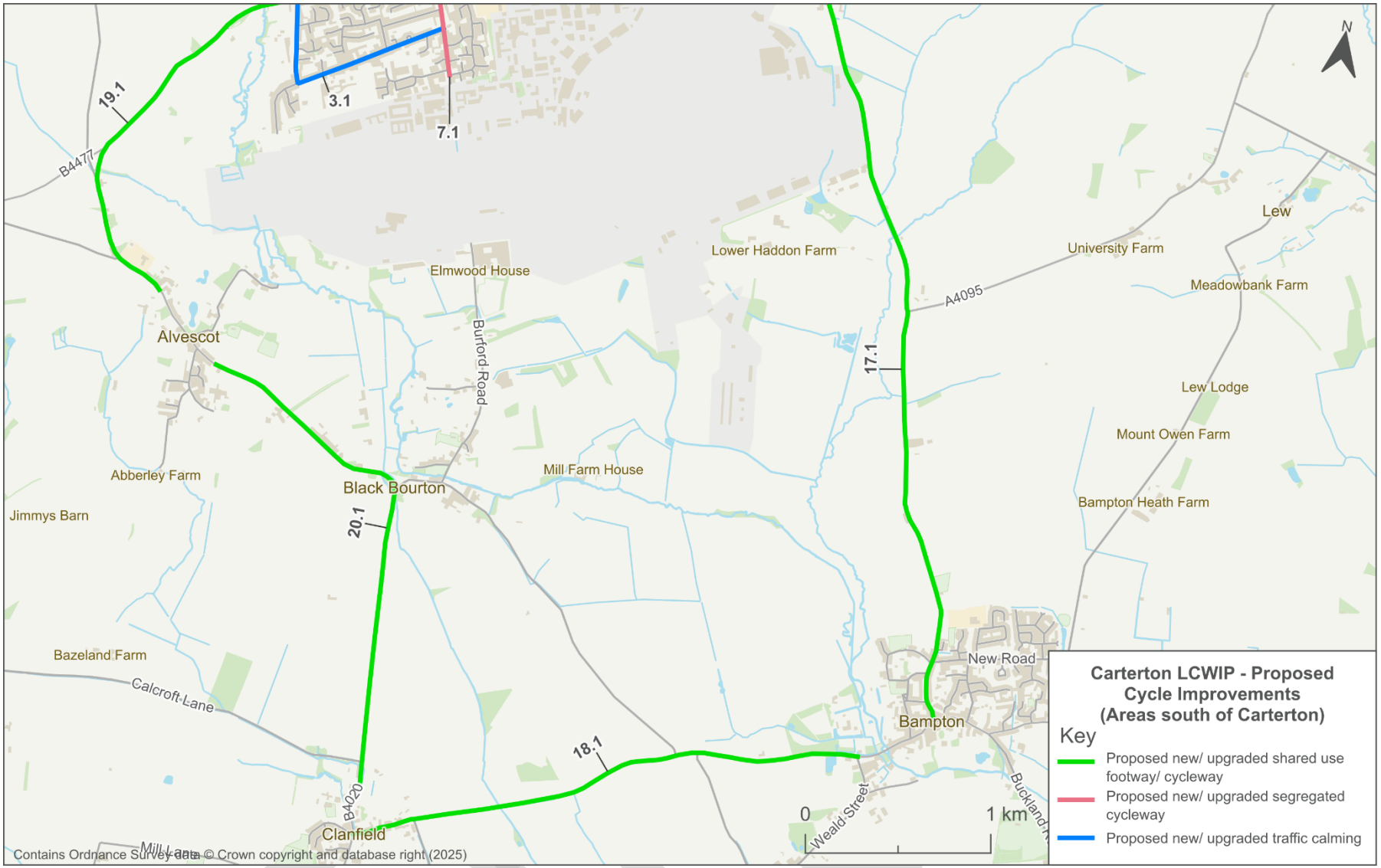


Figure 14: Proposed cycle improvements for Carterton and areas to the south

Table 3 outlines each of the improvements proposed – those that benefit cycling only (shaded red), and both walking and cycling (shaded green). These proposals should be viewed in conjunction with **Figures 11 - 14** to understand the exact location of the proposal. Some proposals contain multiple options within the description – this offers a selection of measures to consider at later design stages.

Measures that benefit walking only are shown in **Section 4.3**, and a map of all walking and cycling proposals can be found in **Appendix C**.

Table 3: List of all cycling proposed improvements

Ref no.	Benefit to	Location	Description
1.1	Cycling	Upavon Way	Two-way segregated cycleway on the western/ northern side of Upavon Way.
1.4	Cycling	Upavon Way and Burford Road junction	Junction improvements to narrow junction bell mouths and improve cycle priority, to tie in with the segregated cycleways (Proposals 1.1 and 5.1).
1.7	Walking & Cycling	Upavon Way and Monahan Way junction	Tighten the mouth of the junction on Upavon Way and Monahan Way. Remove refuge islands at the junction and provide a pedestrian and cycle-controlled crossing.
1.8	Walking & Cycling	Upavon Way and Brize Norton Road junction	Option A: Replace mini-roundabout with a signalised T-junction with a dedicated stage for pedestrians and cyclists (to tie into cycleway proposals of 6.1 and 16.1) to cross. Option B: Install pedestrian and cycle crossings set-back from mini-roundabout junction.
2.2	Walking & Cycling	Wycombe Way, between Cranwell Avenue and Halton Road	Explore preventing rat-running between Cranwell Avenue and Halton Road whilst still allowing freight to access the Southern Industrial Estate and Morrisons.
3.1	Walking & Cycling	Milestone Road and Corbett Road	Traffic calming measures, including chicanes and kerb build outs, ensuring people cycling can navigate the infrastructure smoothly, either via a Dutch kerb or chicane bypass.
4.1*	Walking & Cycling	Lawton Avenue between Alvescot Road and Rock Close	Introduce walking and cycling accessibility measures consistent with a school street environment.
5.1	Walking & Cycling	Burford Road	Upgrade existing shared use facility on the eastern side of Burford Road between Alvescot Road and Swinbrook Road to be LTN 1/20 compliant by widening to the back of the footway and providing a segregated cycleway. Narrow junction mouths at side roads, and provide a continuous cycleway and footway to emphasise priority in line with the highway code.
5.2	Cycling	Burford Road	New cycle parking outside the retail outlets on Burford Road e.g. Costa, Pharmacy.
6.1	Walking & Cycling	Brize Norton Road	Lightly segregated shared use footway/ cycleway proposed between Church View and Upavon Way, as part of development delivered by Bloor Homes. This is expected to be delivered in summer 2025. Extend and realign footway on southern side along the desire line adjacent to the carriageway up to the junction of Brize Norton Road and Upavon Way.

Ref no.	Benefit to	Location	Description
6.3	Walking & Cycling	Burford Road, Alvescot Road, Brize Norton Road crossroads	Upgrade the traffic signals to MOVA to improve and optimise the flow of traffic through the junction.
7.1	Walking & Cycling	Black Bourton Road	Upgrade existing shared use facility on Black Bourton Road between Wycombe Way and Queens Road to be LTN 1/20 compliant by widening to the back of the footway and providing a segregated cycleway. Narrow junction mouths at side roads, and provide a continuous footway to emphasise pedestrian priority in line with the highway code.
8.1	Cycling	Alvescot Road	Two-way segregated cycleway adjacent to Alvescot Road between Burford Road and Upavon Way.
9.1	Cycling	Swinbrook Road, between Manor Road and Empire Drive	Proposed quiet mixed traffic street along the length of Swinbrook Road, marked using signage and cycle symbols on the road surface.
9.5	Cycling	Swinbrook Road, between Manor Road and Empire Drive	Parking restrictions in the form of double yellow lines in close proximity to the existing modal filter to enforce cycle access.
10.1	Walking & Cycling	Between Baldwin Mews and Harvest Bank bridge	Shared use footway/ cycleway along the southern boundary of the playing fields to connect with the existing bridge to the east by Flax Crescent.
10.2	Cycling	Elmhurst Way	Proposed quiet mixed traffic street, connecting Swinbrook Road and Sorrel Way, marked using signage and cycle symbols on the road surface.
10.3	Cycling	Sorrel Way	Proposed quiet mixed traffic street, connecting Bluebell Way and Kilkenny Lane Country Park, marked using signage and cycle symbols on the road surface.
10.5	Walking & Cycling	Swinbrook Road and Tumbler Way junction	Improve clarity of priority at crossroads by adding road markings to improve safety of all users.
10.7	Walking & Cycling	Between Boundary Lane and Strathmore Close	Install new lighting on paths leading to bridges over the small brook.
10.8	Walking & Cycling	Between Lilac Way and Northwood Crescent	Install new lighting on paths leading to bridges over the small brook.
11.2	Walking & Cycling	Northwood Crescent and York Road junction	Modal filter on the Northwood Crescent and York Road junction to prevent rat-running (note: subject to discussions with the MOD regarding land ownership).
12.1	Cycling	Kilkenny Lane	Proposed quiet mixed traffic street, connecting Swinbrook Road and Monahan Way, marked using signage and cycle symbols on the road surface.
12.2	Cycling	Burford Road	Proposed quiet mixed traffic street, connecting Manor Road and Monahan Way, marked using signage and cycle symbols on the road surface.
12.4	Walking & Cycling	Monahan Way and Burford Road junction	Replace existing uncontrolled crossing over Monahan Way to be a controlled pedestrian and cycle crossing.
13.1	Cycling	Monahan Way	Extend one-directional segregated cycleway along Monahan Way between Burford Road and Brize Norton Road (B4477) on both sides of the carriageway.
13.2	Walking & Cycling	B4477	New segregated footway/ cycleway connecting Minster Lovell and Carterton in the vicinity of the B4477 – potential land-take required. Reduce the speed limit from 50mph to 40mph along Monahan Way and B4477 between Burford Road/ Monahan Way and the entrance to Minster Lovell on Brize Norton Road.

Ref no.	Benefit to	Location	Description
14.1	Walking & Cycling	Monahan Way	Upgrade existing shared use facility to include a one-directional segregated cycleway on both sides of the carriageway. Reduce the speed limit from 40mph to 30mph along Monahan Way, between Burford Road and Norton Way, installing traffic calming measures such as raised junction tables.
14.2	Walking & Cycling	Monahan Way, between Burford Road and Bellenger Way	New footway to connect existing shared use between Burford Road and Bellenger Way on the eastern side of Monahan Way.
14.3	Walking & Cycling	Monahan Way and Bellenger Way/ Teasel Way junction	Upgrade existing uncontrolled crossings over Monahan Way, Teasel Way and Bellenger Way to be controlled pedestrian and cycle crossings.
16.1	Walking & Cycling	Carterton Road	Option A: Widen existing shared use footway/ cycleway to be LTN 1/20 compliant along Carterton Road – land take may be required on northern side of carriageway on approach to Brize Norton. Reduce the speed limit from 40mph to 30mph along Carterton Road. Option B: Widen existing shared use footway/ cycleway to be LTN 1/20 compliant along Carterton Road, making use of the planned flexi-pave route provided to the south of the Brize Meadow development site. This route will link into the off-road shared use footway/ cycleway linking Carterton Road and Brize Meadow (running north-south). Reduce the speed limit from 40mph to 30mph along Carterton Road.
16.2	Walking & Cycling	Between Carterton Road and Brize Norton Recreation Ground	New shared-use footway/ cycleway connecting Brize Norton Recreation Ground and Carterton Road.
16.3	Walking & Cycling	Carterton Road and RAF Brize Norton junction	Narrow junction mouth to reduce crossing width for people cycling and walking.
16.5	Walking & Cycling	Carterton Road	New controlled pedestrian and cycle crossing over Carterton Road to access new Brize Meadow flexi-pave path (improvement to be completed alongside Proposal 16.2 to tie into new shared-use path).
17.1	Walking & Cycling	Station Road (joining A4095)	New 3m shared use footway/ cycleway connecting Brize Norton and Bampton. Reduce the speed limit from 60mph to 40mph along Station Road. Some pinch points identified near the runway lights and old farm bridge - this will need to be assessed at the feasibility stage to understand potential options e.g. land take.
17.2	Walking & Cycling	Station Road, between Daubigny Mead and southern exit of Brize Norton	Upgrade existing traffic calming measures (e.g. extend traffic chicanes and install kerb build-outs) to reduce traffic speeds and allow for wider sections of footway.
18.1	Walking & Cycling	Clanfield Road and Bampton Road (A4095)	New 3m shared use footway/ cycleway connecting Bampton and Clanfield. Reduce the speed limit from 60mph to 40mph along A4095.
19.1	Walking & Cycling	B4477 and B4020	New 3m shared use footway/ cycleway between B4477/ Willow Meadows entrance and B4020/ Alvescot village. Pinch point on the bridge on B4020/ Ford Road junction to be considered. Reduce the speed limit from 60mph to 40mph along B4477 and B4020.

Ref no.	Benefit to	Location	Description
20.1	Walking & Cycling	Station Road (B4020)	New 3m shared use footway/ cycleway between B4020/ exit of Alvescot and B4020/ Calcroft Lane junction. Reduce the speed limit from 60mph to 40mph along B4020, between Calcroft Lane/ B4020 and Yellow Gate Farm.
22.1	Walking & Cycling	Shilton Road (B4020)	New 3m shared use footway/ cycleway between Burford Road/ Swinbrook Road junction and A40/ B4020 junction. Reduce the speed limit from 60mph to 40mph along B4020 (Shilton Road), between Bridge Street and Burford Garden Centre.
22.2	Walking & Cycling	Shilton Road (B4020)	Narrow the carriageway width and widen the footway to provide a 3m shared use footway/ cycleway connecting Cotswold Gate housing development with the A40/ B4020 junction.
22.4	Walking & Cycling	A40 and Shilton Road junction	Option A: Move the existing pedestrian crossing over the A40 to the east to Shilton Road, and upgrade to include pedestrians and cyclists.
			Option B: New pedestrian and cycle-controlled crossing over the A40 to tie in with proposed shared use footway/ cycleway at the end of B4020 (Shilton Road).
			Option C: Signalise A40/ B4020 (Shilton Road) junction with crossing facilities on each arm for people cycling and walking.
			Option D: Reduce right turn pocket length on the A40, widen the footway to be shared use between Shilton Road and the existing crossing, and upgrade to a pedestrian and cycle-controlled crossing.
23.1	Cycling	A361	One-way segregated uphill cycle lanes on steep sections. Reduce the speed limit from 60mph to 40mph along A361, between A40 roundabout and the A361/ Sunblad Avenue junction.
23.2	Walking & Cycling	A40/ The Hill roundabout	Upgrade uncontrolled crossings to be controlled crossings on each arm of the A40/ The Hill roundabout.
25.1	Cycling	Witney Road	Option A: Two-way segregated cycleway running adjacent to the carriageway on Witney Road between Manor Road/ Burford Road, Brize Norton and Downs Road/ Centenary Way junction, Curbridge. Reduce the speed limit from 60mph to 40mph along Witney Road, between Downs Road and Elm Grove.
	Walking & Cycling		Option B: Shared use footway/ cycleway or similar reasonable alternatives, which would deliver cycle provision away from motorised vehicles, running adjacent to the carriageway on Witney Road between Manor Road/ Burford Road, Brize Norton and Downs Road/ Centenary Way junction, Curbridge. Reduce the speed limit from 60mph to 40mph along Witney Road, between Downs Road and Elm Grove.
	Walking & Cycling		Option C: Access only to motorised traffic on Witney Road between Manor Road/ Burford Road, Brize Norton, and Downs Road/ Centenary Way, and the creation of a Greenway for walking, cycling and horse riding.
*denotes proposals that relate directly to improving connections to schools			

Figure 15 has been produced to detail the future expected cycle network in Carterton, if all the cycling proposals were to be installed. Dashed lines signify future routes, whereas the solid line signify existing provision, whether that be on or off road.

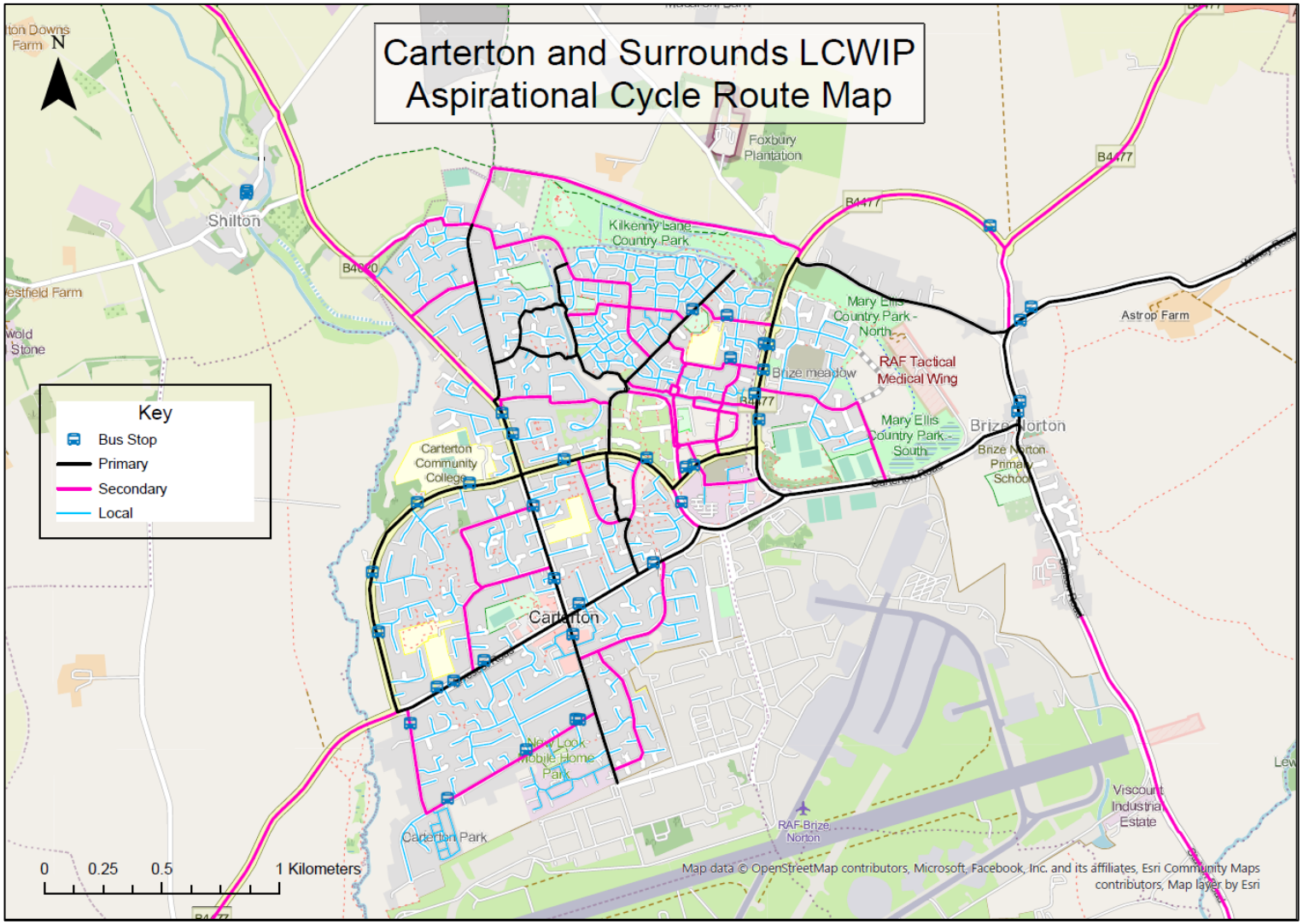


Figure 15: Carterton Future Cycle Network

4. Network Planning for Walking

Chapter Overview: This chapter outlines the methodology for developing the walking network for Carterton and the surrounding area and proposed improvements to this. This includes identifying where people would like to travel (trip generators e.g. shops, schools, employment areas, medical facilities). These places are then grouped into core walking zones depending on proximity, and walking routes between core walking zones are identified to form a walking network for Carterton and the surrounding area. Following this, walking routes within core walking zones and the connections between these are audited using standardised criteria that assesses quality, and improvements are suggested including more crossings, wider footpaths and more footpaths. Improvements are proposals and further work beyond the LCWIP is needed to develop these into deliverable schemes.

4.1. Methodology

4.1.1. Identifying core walking zones

Due to the rural nature and large extent of the study area, the walking network of this LCWIP primarily focusses on Carterton town centre, as well as connections to Brize Norton village. The development of the walking network as part of this LCWIP has combined the recommended use of Active Travel England's Walking Route Assessment Tool (WRAT), as well as local input and knowledge from key stakeholders including officers from OCC, and councillors from WODC and Carterton Town Council.

Using the trip generators identified as part of the generation of the cycle network, a walking network has been established. A core walking zone (CWZ), consisting of (supermarkets and other named amenities) with a 400m radius has been identified.

The key walking routes within a 2km radius, or a 30-minute walk, of the CWZ are also identified and mapped. On average, most people choose to walk up to 2km for a local trip; however, it is known that some people will choose to walk further.

The core walking zone, and associated further 2km radius, has been mapped in **Figure 16**. The large majority of Carterton is encompassed within the 2km catchment, with only a section of the Shilton Park housing development not included. Carterton Road, the connection to Brize Norton village, is included within the further 2km catchment.

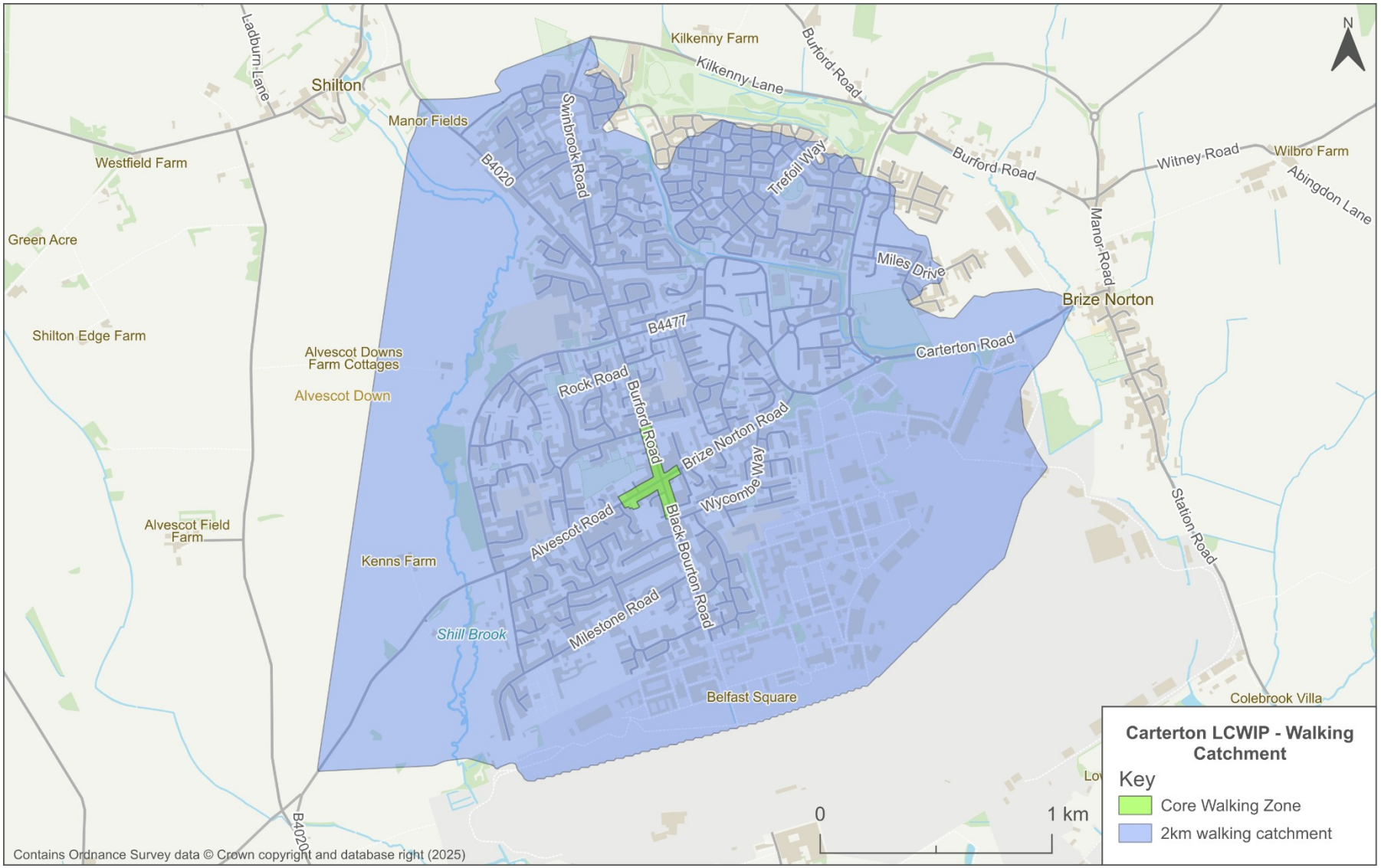


Figure 16: Carterton Core Walking Zone and 2km Walking Catchment

4.1.2. Identifying a hierarchy of walking routes

Following the identification of the CWZ and the 2km radius, the key pedestrian routes that serve the CWZ have been located and mapped. The walking hierarchy map is used to illustrate the different roles that each road has with regards to walking preference. The routes are mapped in **Figure 17**, with the routes defined in four main categories which include:

- **Prestige/ Primary Walking Routes** – very busy areas of town, with high public space and street scene contribution and main walking routes;
- **Secondary Walking Routes** – medium, usage routes through local areas feeding into primary routes, local shopping centres, etc;
- **Link Footways** – linking local access footways through urban areas and busy rural footways; and
- **Local Access Footways** – footways associated with low usage, short estate roads to the main roads and cul-de-sacs.

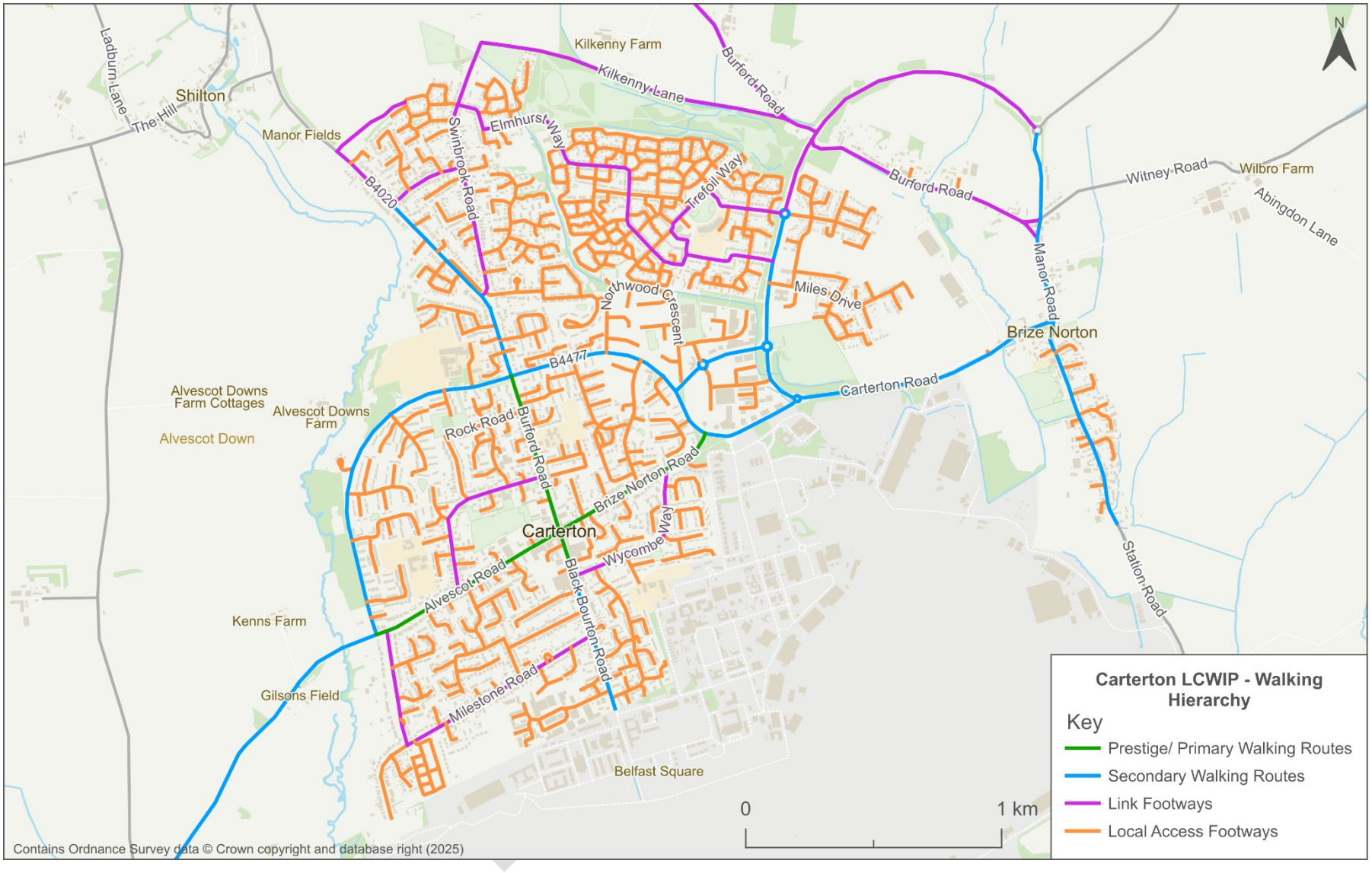


Figure 17: Carterton Existing Walking Network Hierarchy Map

4.2. Carterton walking network

The same trip attractors and generators used as part of the generation of the cycle network have also been used for the walking network.

During the site visit in February, the existing walking facilities were audited, with comments recorded and categorised into the following classes:

- **Barriers** – Physical barriers or gates block a route or access
- **Gradient** – A significant change in gradient up or down hill which may impact on people walking
- **Missing/ inconsistent or substandard infrastructure** – Missing infrastructure such as dropped kerbs or tactile paving causing a safety concern for people walking. Infrastructure is not LTN 1/20 compliant
- **Maintenance issue** – Substandard surface conditions on footways and crossings effecting people walking
- **Narrow footway** – Footway narrows, either due to physical constraints, or due to overgrown vegetation
- **Parking issue** – Poorly parked vehicles causing an inconvenience to people walking
- **Unattractive for people walking** – Safety concern, such as a high maximum speed limit, which may deter people walking from using that route
- **Signage/ wayfinding incorrect/ missing or redundant** – A route that is missing an obvious sign, or the signage that is in place is wrong
- **Other** – Any other issue or comment noted that effects people walking

These categories capture the underlying themes of the five core design outcomes for walking routes used when completing the WRAT for each route. These five design outcomes closely align with the core design outcomes for cycling and are defined for walking purposes in **Figure 18**. These core outcomes have been considered during the further stages of suggesting network improvements in **Section 4.3**.

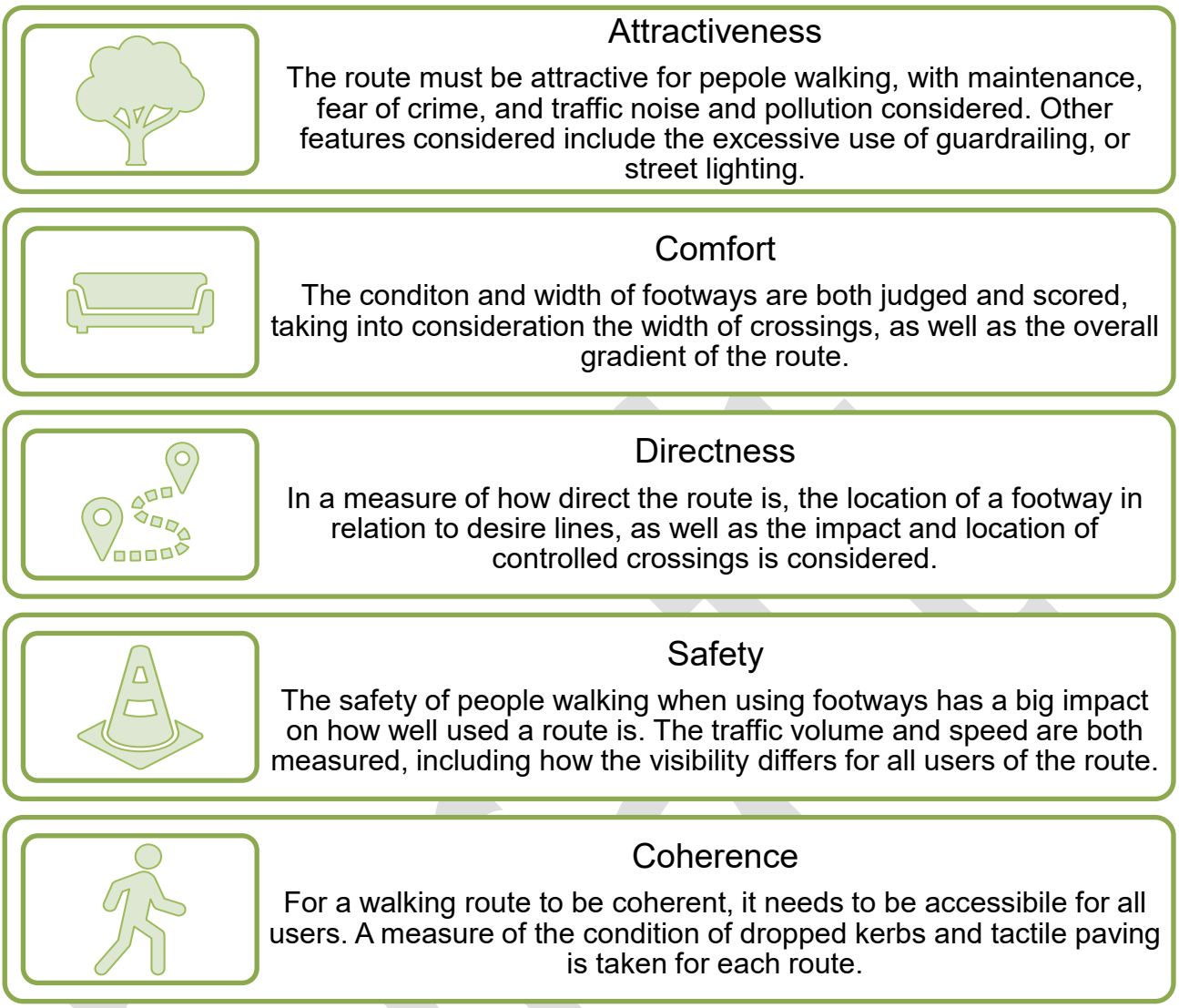


Figure 18: Core Design Outcomes for Walking

4.3. Proposed Walking Network Improvements

Following the site visit in February, and the review of comments collated on site and completed WRAT forms, proposals have been developed to address the issues that were identified. As part of this process, an intervention toolkit was developed, giving examples of the different types of infrastructure that have been proposed; this is illustrated in **Table 4**. This table should be read in conjunction with **Table 2**, which details the measures that also benefit cycling.

Table 4: Walking Improvements Toolkit

Types of Improvements	
 (Source: Pell Frischmann)	**Dropped kerbs** – Features to facilitate non-stepped access to allow wheelchair users and people with pushchairs to cross the road unimpeded
 (Source: Pell Frischmann)	**Tactile paving** – There are different types of tactile paving with the purpose providing a warning to visually impaired people who would otherwise find it difficult to differentiate between where the footway ends, and the carriageway begins.
 (Source: Pell Frischmann)	**Controlled pedestrian crossings** – There are three types of controlled pedestrian crossings (in addition to those described in **Table 2**): 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 require people walking to press the button and wait for the green man to appear before crossing the road. **Puffin** – These are like Pelican crossings in that they require the pedestrian to press the button. However, they are more advanced than Pelican crossings as they can detect pedestrians in the waiting area and whilst they are crossing the road.
 (Source: Pell Frischmann)	**Uncontrolled pedestrian crossings** – These crossings commonly assist pedestrians in crossing side roads along a main route. These may include dropped kerbs, tactile paving and a refuge island if the road width suffices. These may be used in areas with lower traffic flows, where a controlled crossing would be unsuitable.

(Source: Pell Frischmann)

Raised table – A raised table is 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 help pedestrians cross the road without the need for dropped kerbs, or at full junctions.

(Source: Pell Frischmann)

New footway – A new footway to be built adjacent to the carriageway, with a desired width of 2m to be fully accessible.

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

(Source: Google Maps)

Continuous footway/ side-road entry treatment – Junctions with side road treatment are continuous sections of footway across a side road, where the material differs from the carriageway material to provide people walking with a greater sense of priority, in line with the Highway Code.

(Source: Google Maps)

Narrow junction mouth – Narrowing the junction bell mouth involves reducing the width of a road to reduce crossing distances for people walking. It can be used to enhance safety of people crossing the road by minimising the distance people need to cross, reducing their exposure to vehicles. This can be done by building out the kerb.

(Source: Pell Frischmann)

Segregated cycleway – Whilst mainly benefiting a people cycling, by creating a fully segregated cycleway, where an existing shared use footway/ cycleway is being upgraded, benefits can be seen by pedestrians too, as they now have a dedicated space away from cyclists.

(Source: VeeLite)

Lighting – Installing new or upgraded lighting can provide greater encouragement for walking after-dark. It can improve the visibility of hazards, as well as increasing reassurance and reducing fear of crime.

The walking improvements proposed for Carterton and the surrounding area are shown in **Figure 19**. A more detailed overview of the proposed improvements in Carterton town centre can also be seen in **Figure 21**. For the ease of readers, **Figure 19** has also been split into two maps covering the north of Carterton town centre in **Figure 20** and the south of

Carterton in **Figure 22**. The reference numbers shown on the maps refer to the measures described in **Table 5**.

The improvements identified are high-level proposals but are considered feasible based on initial observations and desktop measurements and are in line with LTN 1/20 and LCWIP guidance. Any route or improvement identified will require further feasibility and design work, along with public consultation, before being implemented. All existing committed proposals have also been taken into consideration when proposing the improvements.

As part of the overall proposed improvements detailed in **Table 5**, a series of design principles have been identified to help deliver consistency and high-quality infrastructure when undertaking future feasibility design. These principles include:

- **Narrow junction mouth radius, with side-road treatment and Dutch kerbs (entrance kerbs) at segregated cycleways** – side road crossing treatments are designed to minimise conflicts between people walking, cycling and motor vehicles. They enable footways to run at a continuous, raised, flat level across minor side roads, clearly maintaining the legal priority of people walking over motor vehicles turning into or out of a minor side road. The steep gradient to transition from road level to footway level forces motor vehicles to slow, increasing safety for people walking. These measures should be considered where junction improvements are being made.
- **Wayfinding and signage** – updated wayfinding and signage throughout a town makes active travel more accessible and attractive for all users. Signage should include information about distances, destinations and direction, with a consistent branding to maintain an easy navigation throughout. Cycleway markings can also be used to clarify routings.
- **Removal of staggered crossings** –refuges for people cycling and walking at staggered crossings on some smaller junctions are unnecessary and therefore, these should be removed wherever deemed appropriate, to allow people cycling and walking to cross straight across the junction in one movement. This will improve consistency and make cycling and walking more attractive.

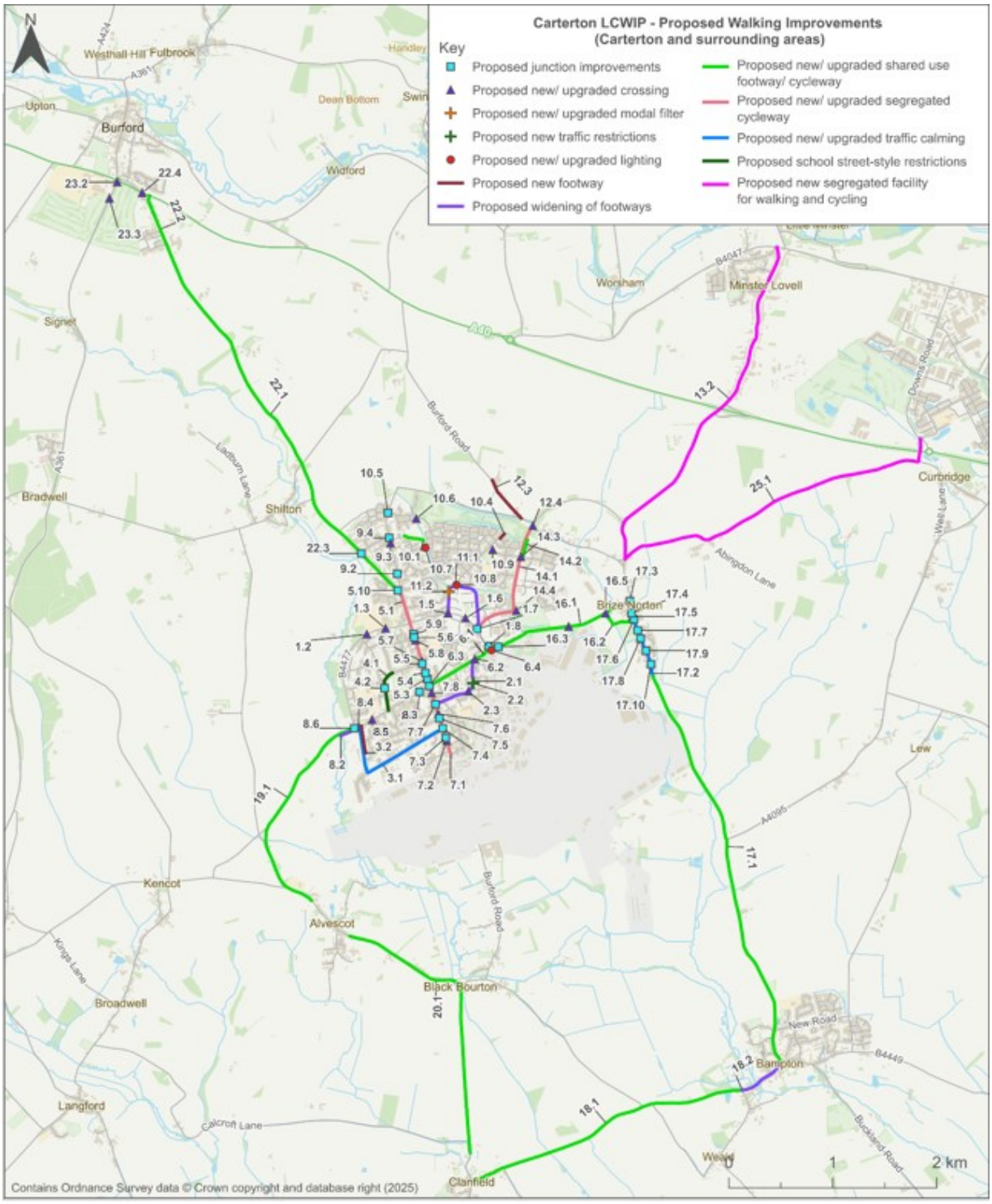


Figure 19: Proposed walking improvements for Carterton and surrounding areas

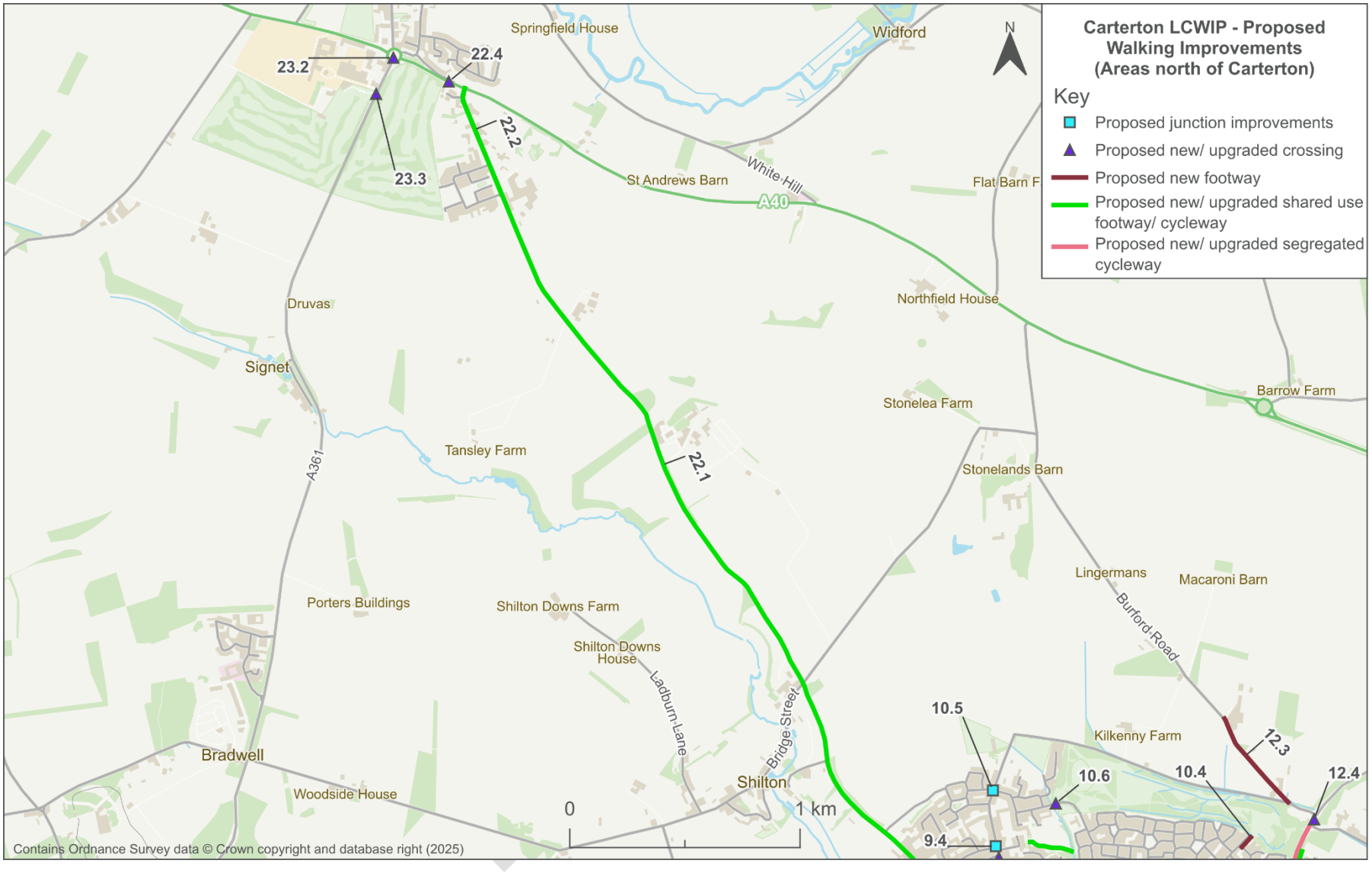


Figure 20: Proposed walking improvements for north Carterton

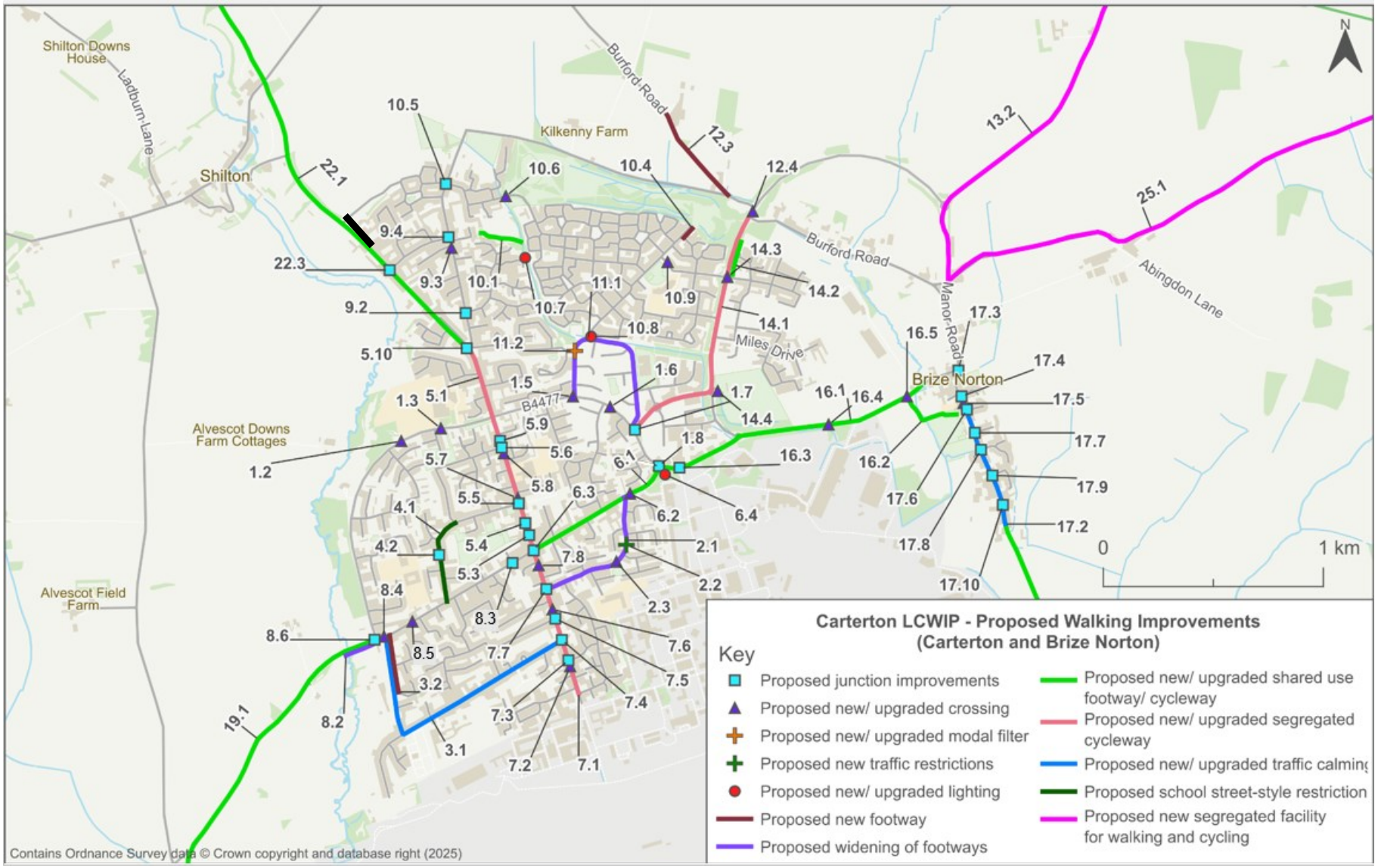


Figure 21: Proposed walking improvements for Carterton and Brize Norton

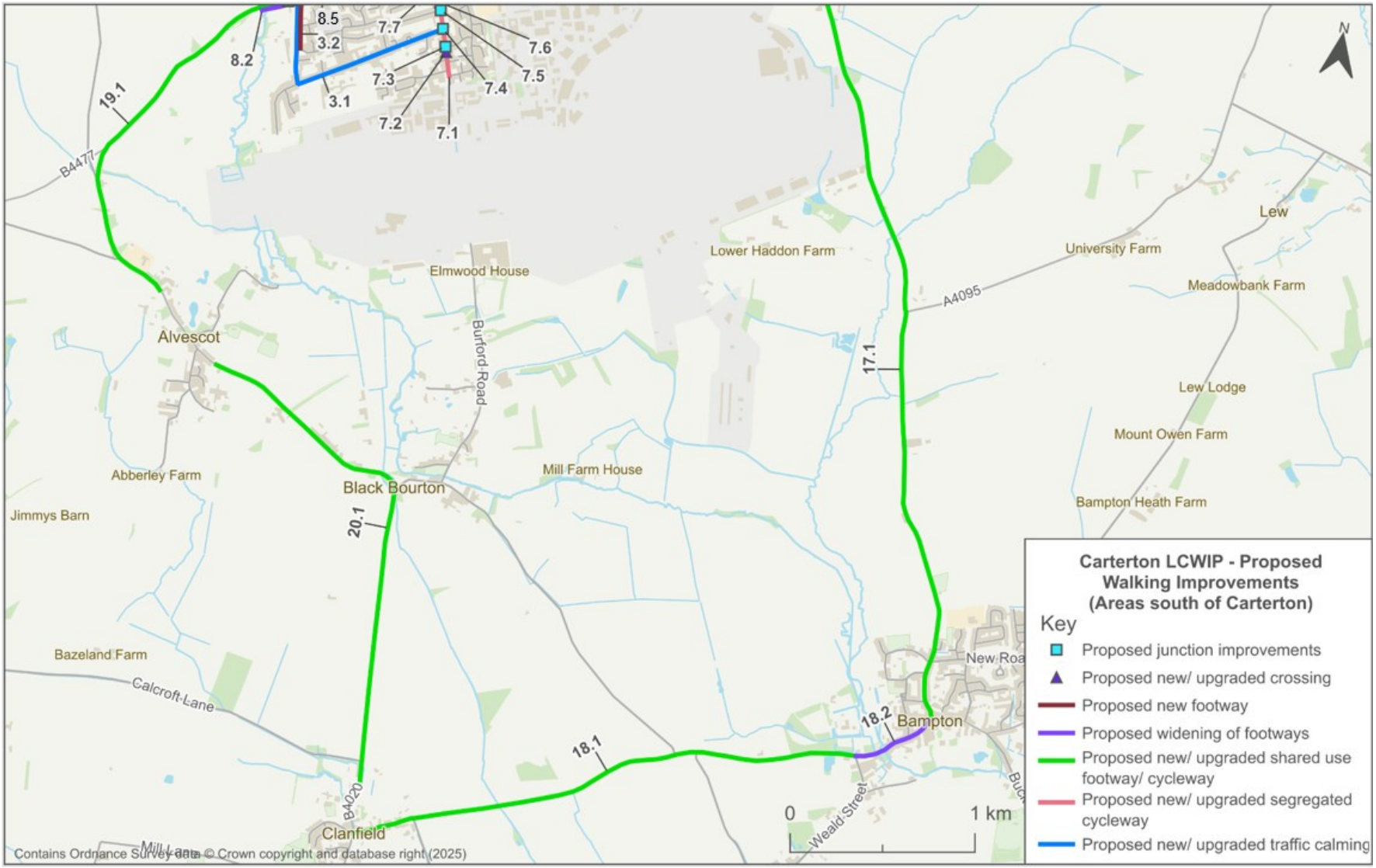


Figure 22: Proposed walking improvements for south Carterton

Table 5 describes each of the measures proposed – including those that benefit walking only (shaded purple), and both walking and cycling (shaded green). These proposals should be viewed in conjunction with **Figure 19** replicating those walking and cycling improvements outlined in **Section 3.3**. Proposals marked with an asterisk symbol (*) denotes those that relate directly to improving connections to schools.

A map of all cycling and walking proposals can be found in **Appendix C**.

Table 5: List of all walking proposed improvements

Ref no.	Benefit to	Location	Description
1.2	Walking	Upavon Way, between Faulder Avenue and Lord Close	New controlled pedestrian crossing over Upavon Way to access the Skate Park.
1.3*	Walking	Upavon Way, between Lord Close and Burford Road	Relocate uncontrolled pedestrian crossing over Upavon Way to access Carterton Community College to be out of the bus stop cage. Reduce gradient to access the crossing from the footway. Introduce accessible bus waiting facilities.
1.5	Walking	Upavon Way, between Mason Close and Northwood Crescent	New at-grade controlled pedestrian crossing over Upavon Way close to the junction of Northwood Crescent.
1.6	Walking	Upavon Way, between Stanmore Crescent and Colerne Road	New controlled pedestrian crossing over Upavon Way to provide an alternative to the existing subway.
1.7	Walking & Cycling	Upavon Way and Monahan Way junction	Tighten the mouth of the junction on Upavon Way and Monahan Way. Remove refuge islands at the junction and provide a pedestrian and cycle-controlled crossing.
1.8	Walking & Cycling	Upavon Way and Brize Norton Road junction	Option A: Replace mini-roundabout with a signalised T-junction with a dedicated stage for pedestrians and cyclists (to tie into cycleway proposals of 6.1 and 16.1) to cross.
			Option B: Install convenient pedestrian and cycle crossings set-back from mini-roundabout junction.
2.1	Walking	Wycombe Way	Widen footways to increase safety of pedestrians along the length of Wycombe Way.
2.2	Walking & Cycling	Wycombe Way, between Cranwell Avenue and Halton Road	Explore preventing rat-running between Cranwell Avenue and Halton Road whilst still allowing freight to access the Southern Industrial Estate and Morrisons.
2.3*	Walking	Wycombe Way	Upgrade the signalised crossing over Wycombe Way to have a raised table.
3.1	Walking & Cycling	Milestone Road and Corbett Road	Traffic calming measures, including chicanes and kerb build outs, ensuring cyclists can navigate the infrastructure smoothly, either via a Dutch kerb or chicane bypass.
3.2	Walking	Corbett Road between The Maples and Alvescot Road	New footway on the eastern side of Corbett Road, with side-road treatments over Mayfield Close.
4.1*	Walking & Cycling	Lawton Avenue between Alvescot Road and Rock Close	Introduce walking and cycling accessibility measures consistent with a school street environment.
4.2*	Walking	Lawton Avenue and the school entrances junction	Tighten junction mouth and widen footways on the junction of Lawton Avenue and the school entrances.

Ref no.	Benefit to	Location	Description
5.1	Walking & Cycling	Burford Road	Upgrade existing shared use facility on the eastern side of Burford Road between Alvescot Road and Swinbrook Road to be LTN 1/20 compliant by widening to the back of the footway and providing a segregated cycleway. Narrow junction mouths at side roads, and provide a continuous footway to emphasise pedestrian priority in line with the highway code.
5.3	Walking	Burford Road/ access to retails outlets junctions	Narrow junction mouth to reduce crossing width and provide a continuous footway to emphasise pedestrian priority in line with highway code.
5.4	Walking	Burford Road/ Peel Place junction	Narrow junction mouth to reduce crossing width and provide a continuous footway to emphasise pedestrian priority in line with highway code.
5.5	Walking	Burford Road/ Arkell Avenue junction	Narrow junction mouth to reduce crossing width and provide a continuous footway to emphasise pedestrian priority in line with highway code.
5.6	Walking	Burford Road/ Rock Road junction	Narrow junction mouth to reduce crossing width and provide a continuous footway to emphasise pedestrian priority in line with highway code.
5.7*	Walking	Burford Road, between Arkell Avenue and Sellwood Drive	Controlled pedestrian crossing over Burford Road between Arkell Avenue and Sellwood Drive.
5.8*	Walking	Burford Road, between St John's Drive and Rock Road	Controlled pedestrian crossing over Burford Road between St John’s Drive and Rock Road.
5.9	Walking	Burford Road and Northolt Road junction	Replace mini-roundabout with a T-junction, and narrow the width of the junction mouth, providing a continuous footway over Northolt Road.
5.10	Walking	Burford Road and Swinbrook Road junction	Replace mini-roundabout with a T-junction, and narrow the width of the junction mouth, providing a continuous footway over Swinbrook Road.
6.1	Walking & Cycling	Brize Norton Road	Lightly segregated facility proposed between Church View and Upavon Way, delivered by Bloor Homes. This is expected to be delivered in summer 2025. Extend and realign footway on southern side along the desire line adjacent to the carriageway up to the junction of Brize Norton Road and Upavon Way.
6.2	Walking	Brize Norton Road, east of Wycombe Way	Controlled pedestrian crossing delivered by Bloor Homes on Brize Norton Road between Wycombe Way and Upavon Way.
6.3	Walking & Cycling	Burford Road, Alvescot Road, Brize Norton Road crossroads	Upgrade the traffic signals to MOVA to improve and optimise the flow of traffic through the junction.
6.4	Walking	Link between Carterton Road and Brize Norton Road	Improve lighting on footway set-back from carriageway linking RAF Brize Norton entrance and Brize Norton Road.
7.1	Walking & Cycling	Black Bourton Road	Upgrade existing shared use facility on Black Bourton Road between Wycombe Way and Queens Road to be LTN 1/20 compliant by widening to the back of the footway and providing a segregated cycleway. Narrow junction mouths at side roads, and provide a continuous footway

Ref no.	Benefit to	Location	Description
			to emphasise pedestrian priority in line with the highway code.
7.2	Walking	Black Bourton Road, between Pampas Close and Lancaster Place	Controlled pedestrian crossing over Black Bourton Road between Pampas Close and Lancaster Place.
7.3	Walking	Black Bourton Road and Pampas Close junction	Replace the mini-roundabout with a T-junction, providing a continuous footway over Pampas Close.
7.4	Walking	Black Bourton Road and Milestone Road junction	Replace the mini-roundabout with a T-junction, providing a continuous footway over Milestone Road.
7.5	Walking	Black Bourton Road and Ashfield Road junction	Replace the mini-roundabout with a T-junction, providing a continuous footway over Ashfield Road.
7.6	Walking	Black Bourton Road, between Butler's Drive and Ashfield Road	Upgrade existing uncontrolled crossing to a controlled pedestrian crossing over Black Bourton Road.
7.7	Walking	Black Bourton Road and Wycombe Way junction	Replace the mini-roundabout with a T-junction, providing a continuous footway over Wycombe Way.
7.8	Walking	Black Bourton Road south of Asda mini-roundabout	New controlled pedestrian crossing over Black Bourton Road south of the Asda supermarket.
8.2	Walking	B4477, between Upavon Way and Willow Meadows entrance	Widen footways on the southern side of Alvescot Road to access Willow Meadow.
8.3	Walking	Alvescot Road and Carterton Library junction	Replace the mini-roundabout with a T-junction, providing a continuous footway over the side-road adjacent to Carterton Library.
8.4*	Walking	Alvescot Road, between Alderley Close and Hammett Place	New controlled pedestrian crossing over Alvescot Road at the end of Edith Moorhouse Primary School alleyway.
8.5	Walking	Alvescot Road, between Corbett Road and Upavon Way	New controlled pedestrian crossing over Alvescot Road.
8.6	Walking	Alvescot Road and Upavon Way junction	Replace mini-roundabout with a T-junction, with a raised table to slow drivers entering Carterton.
9.2	Walking	Swinbrook Road and Glenmore Road junction	Narrow the junction mouth width, providing a continuous footway across the junction.
9.3	Walking	Swinbrook Road, south of Wychwood Close	New uncontrolled crossing over the carriageway on Swinbrook Road to access footway on western side of carriageway.
9.4	Walking	Swinbrook Road and Shillbrook Avenue junction	Narrow the junction mouth width, providing a continuous footway across the junction.
10.1	Walking & Cycling	Between Baldwin Mews and Harvest Bank bridge	Shared use footway/ cycleway along the southern boundary of the playing fields to connect with the existing bridge to the east by Flax Crescent.
10.4	Walking	Adjacent to Trefoil Way between Meadow Way and Kilkenny Lane Country Park	New footway adjacent to Trefoil Way, extending the existing footway connection to Kilkenny Lane Country Park.
10.5	Walking & Cycling	Swinbrook Road and Tumbler Way junction	Improve clarity of priority at crossroads by adding road markings to improve safety of all users.
10.6	Walking	Elmhurst Way, next to the car park for Kilkenny Lane Country Park	Controlled pedestrian crossing over Elmhurst Way to access Kilkenny Lane Country Park.

Ref no.	Benefit to	Location	Description
10.7	Walking & Cycling	Strathmore Close to Boundary Lane bridge	Install new lighting on paths leading to bridges over the small brook.
10.8	Walking & Cycling	Lilac Way to Northwood Crescent bridge	Install new lighting on paths leading to bridges over the small brook.
10.9*	Walking	Teasel Way	Controlled pedestrian crossing over Teasel Way for access from northern side of carriageway to play area and St John's Primary school to the south.
11.1	Walking	Northwood Crescent	Widen existing footways to increase the safety of pedestrians.
11.2	Walking & Cycling	Northwood Crescent and York Road junction	Modal filter on the Northwood Crescent and York Road junction to prevent rat-running (note: subject to discussions with the MOD regarding land ownership).
12.3	Walking	Burford Road	New footway on the eastern side of the carriageway on Burford Road between Kilkenny Lane and Crocodiles of the World. Extend 20mph speed limit along Burford Road to Crocodiles of the World.
12.4	Walking & Cycling	Monahan Way and Burford Road junction	Replace existing uncontrolled crossing over Monahan Way to be a controlled pedestrian and cycle crossing.
13.2	Walking & Cycling	B4477	New segregated footway/ cycleway connecting Minster Lovell and Carterton in the vicinity of the B4477 – potential land-take required. Reduce the speed limit from 50mph to 40mph along Monahan Way and B4477 between Burford Road/ Monahan Way and the entrance to Minster Lovell on Brize Norton Road.
14.1	Walking & Cycling	Monahan Way	Upgrade existing shared use facility to include a one-directional segregated cycleway on both sides of the carriageway. Reduce the speed limit from 40mph to 30mph along Monahan Way, between Burford Road and Norton Way, installing traffic calming measures such as raised junction tables.
14.2	Walking & Cycling	Monahan Way, between Burford Road and Bellenger Way	New footway to connect existing shared use between Burford Road and Bellenger Way on the eastern side of Monahan Way.
14.3	Walking & Cycling	Monahan Way and Bellenger Way/ Teasel Way junction	Upgrade existing uncontrolled crossings over Monahan Way, Teasel Way and Bellenger Way to be controlled pedestrian and cycle crossings.
14.4	Walking	Monahan Way and Norton Way junction	New pedestrian crossing over the Sports Pavillion arm of the Monahan Way/ Norton Way junction.
16.1	Walking & Cycling	Carterton Road	Option A: Widen existing shared use footway/ cycleway to be LTN 1/20 compliant along Carterton Road – land take may be required on northern side of carriageway on approach to Brize Norton. Reduce the speed limit from 40mph to 30mph along Carterton Road.
			Option B: Widen existing shared use footway/ cycleway to be LTN 1/20 compliant along Carterton Road, making use of the planned flexi-pave route provided to the south of the Brize

Ref no.	Benefit to	Location	Description
			Meadow development site. This route will link into the off-road shared use footway/ cycleway linking Carterton Road and Brize Meadow (running north-south). Reduce the speed limit from 40mph to 30mph along Carterton Road.
16.2	Walking & Cycling	Between Carterton Road and Brize Norton Recreation Ground	New shared-use footway/ cycleway connecting Brize Norton Recreation Ground and Carterton Road.
16.3	Walking & Cycling	Carterton Road and RAF Brize Norton junction	Narrow junction mouth to reduce crossing width for pedestrians and cyclists.
16.4	Walking	Carterton Road	Provide a controlled pedestrian crossing over Carterton Road to access new bus stops as provided by the Brize Meadow developments
16.5	Walking & Cycling	Carterton Road	New controlled pedestrian and cycle crossing over Carterton Road to access new Brize Meadow flexi-pave path (improvement done alongside 16.2 to tie into new shared-use path).
17.1	Walking & Cycling	Station Road (joining A4095)	New 3m shared use footway/ cycleway connecting Brize Norton and Bampton. Reduce the speed limit from 60mph to 40mph along Station Road. Some pinch points identified near the runway lights and old farm bridge - this will need to be assessed at the feasibility stage to understand potential options e.g. land take.
17.2	Walking & Cycling	Station Road, between Daubigny Mead and southern exit of Brize Norton	Upgrade existing traffic calming measures (e.g. extend traffic chicanes and install kerb build-outs) to reduce traffic speeds and allow for wider sections of footway.
17.3*	Walking	Carterton Road, Manor Road and Station Road junction	Replace the mini-roundabout with a T-junction, providing a pedestrian crossing over Manor Road.
17.4	Walking	Station Road and Daubigny Mead junction	Narrow junction mouth to reduce crossing width and provide a continuous footway to emphasise pedestrian priority in line with highway code.
17.5*	Walking	Station Road, between Daubigny Mead and Squires Close	New controlled pedestrian crossing over Station Road outside of current Brize Norton Primary School.
17.6	Walking	Station Road and Squires Close junction	Narrow junction mouth to reduce crossing width and provide a continuous footway to emphasise pedestrian priority in line with highway code.
17.7	Walking	Station Road and The Fosseway junction	Narrow junction mouth to reduce crossing width and provide a continuous footway to emphasise pedestrian priority in line with highway code.
17.8	Walking	Station Road and Chichester Place junction	Narrow junction mouth to reduce crossing width and provide a continuous footway to emphasise pedestrian priority in line with highway code.
17.9	Walking	Station Road and Chestnut Close junction	Narrow junction mouth to reduce crossing width and provide a continuous footway to emphasise pedestrian priority in line with highway code.
17.10	Walking	Station Road and Honeyham Close	Narrow junction mouth to reduce crossing width and provide a continuous footway to emphasise pedestrian priority in line with highway code.
18.1	Walking & Cycling	Clanfield Road and Bampton Road (A4095)	New 3m shared use footway/ cycleway connecting Bampton and Clanfield. Reduce the speed limit from 60mph to 40mph along A4095.

Ref no.	Benefit to	Location	Description
18.2	Walking	Bridge Street	Widen footways on southern side of carriageway along Bridge Street.
19.1	Walking & Cycling	B4477 and B4020	New 3m shared use footway/ cycleway between B4477/ Willow Meadows entrance and B4020/ Alvescot village. Pinch point on the bridge on B4020/ Ford Road junction to be considered. Reduce the speed limit from 60mph to 40mph along B4477 and B4020.
20.1	Walking & Cycling	Station Road (B4020)	New 3m shared use footway/ cycleway between B4020/ exit of Alvescot and B4020/ Calcroft Lane junction. Reduce the speed limit from 60mph to 40mph along B4020, between Calcroft Lane/ B4020 and Yellow Gate Farm.
22.1	Walking & Cycling	Shilton Road (B4020)	New 3m shared use footway/ cycleway between Burford Road/ Swinbrook Road junction and A40/ B4020 junction. Reduce the speed limit from 60mph to 40mph along B4020 (Shilton Road), between Bridge Street and Burford Garden Centre.
22.2	Walking & Cycling	Shilton Road (B4020)	Narrow the carriageway width and widen the footway to provide a 3m shared use footway/ cycleway connecting Cotswold Gate housing development with the A40/ B4020 junction.
22.3	Walking	Shilton Road (B4020) and Shillbrook Avenue junction	Narrow junction mouth to reduce crossing width and provide a continuous footway to emphasise pedestrian priority in line with highway code.
22.4	Walking & Cycling	A40 and Shilton Road junction	Option A: Move the existing pedestrian crossing over the A40 to the east to Shilton Road, and upgrade to include pedestrians and cyclists.
			Option B: New pedestrian and cycle-controlled crossing over the A40 to tie in with proposed shared use footway/ cycleway at the end of B4020 (Shilton Road).
			Option C: Signalise A40/ B4020 (Shilton Road) junction with crossing facilities on each arm for pedestrians and cyclists.
			Option D: Reduce right turn pocket length on the A40, widen the footway to be shared use between Shilton Road and the existing crossing, and upgrade to a pedestrian and cycle-controlled crossing.
23.2	Walking & Cycling	A40/ The Hill roundabout	Upgrade uncontrolled crossings to controlled crossings on each arm of the A40/ The Hill roundabout.
23.3	Walking	A361, opposite entrance to Burford Golf Club	New controlled pedestrian crossing over A361 for Golf Club users.
25.1	Walking & Cycling	Witney Road	Option B: Shared use footway/ cycleway or similar reasonable alternatives, which would deliver cycle provision away from motorised traffic, running adjacent to the carriageway on Witney Road between Manor Road/ Burford Road, Brize Norton and Downs Road/ Centenary Way junction, Curbridge. Reduce the speed limit from 60mph to 40mph along Witney Road, between Downs Road and Elm Grove.

Ref no.	Benefit to	Location	Description
			Option C: Access only to motorised traffic on Witney Road between Manor Road/ Burford Road, Brize Norton, and Downs Road/ Centenary Way, and the creation of a Greenway for walking, cycling and horse riding.
*denotes proposals that relate directly to improving connections to schools			

5. Prioritisation of improvements and Packaging of improvements

Chapter Overview: This chapter outlines the fifth stage of the LCWIP process – prioritising cycling and walking improvements. This process involves: identifying timescales for delivery over short, medium and long term; high-level scheme appraisal and costing; prioritising improvements considering effectiveness.

The key output for this stage is a joint prioritised programme of cycling and walking infrastructure improvements.

It is noted that whilst individual improvements are prioritised, the delivery of joined up routes (formed of different improvements) is the goal. Funding allocation, including from developers, will also determine (to an extent) when improvements are delivered.

5.1. Prioritisation Criteria and Methodology

A bespoke prioritisation criteria was developed based on recommendations from the LCWIP guidance and with inputs from OCC. Each route was assessed against the criteria and scored on a scale of 0 to 2. The prioritisation criteria can be seen in **Figure 23**.

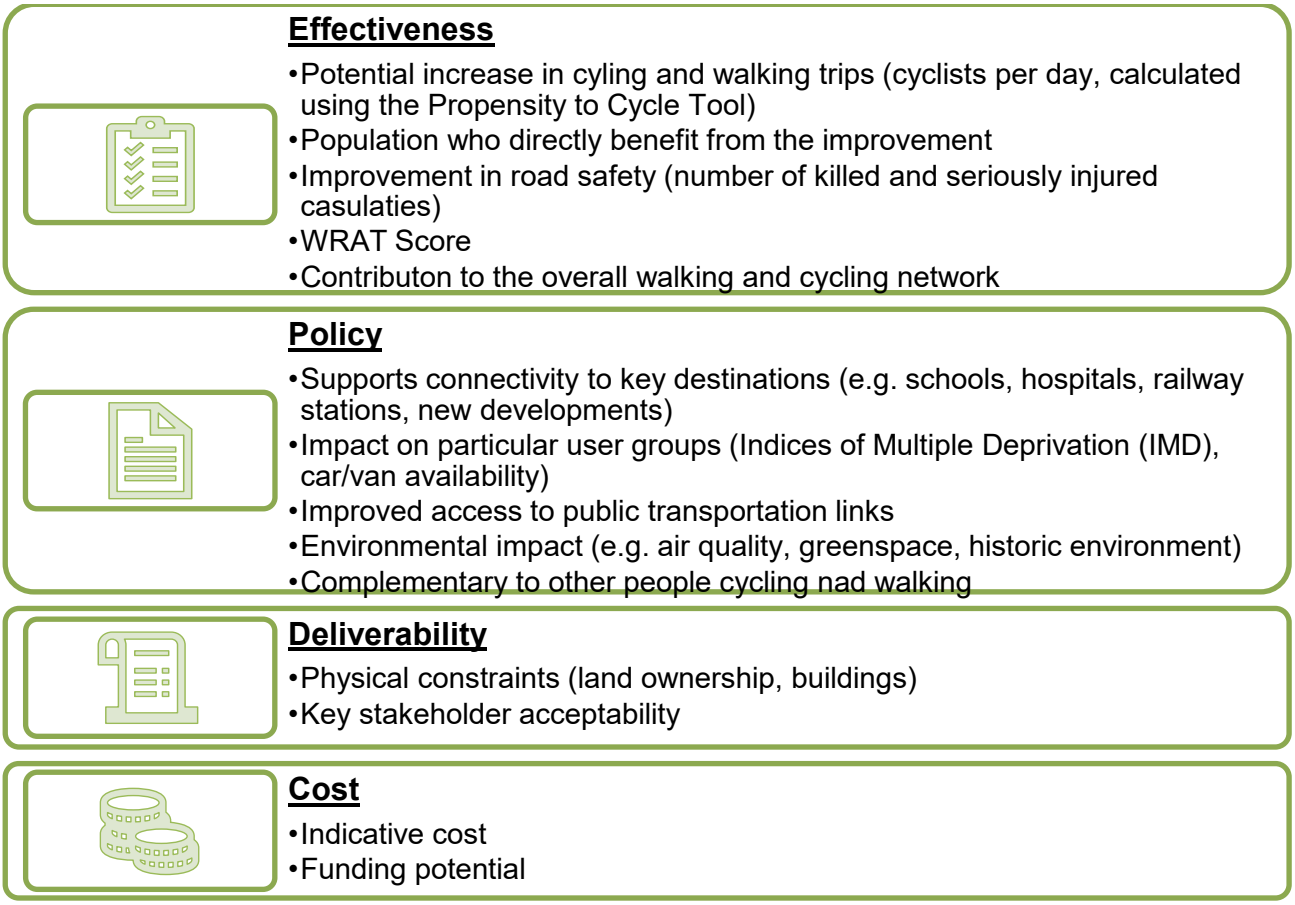


Figure 23: Prioritisation Criteria

Each criterion was given a weighting based on its importance, which helped to develop a prioritised list of schemes. Each route has been scored against the criteria above on a scale of 0-2, with a total score of 28 available. **Table 6** outlines the scoring requirements of each criterion.

Table 6: Prioritisation Criteria

Effectiveness				
Criteria	**% Weighting**	**0**	**1**	**2**
Potential increase in walking and cycling trips (cyclists per day comparing the Propensity to Cycle Tool for 2011 census against the Government Target (Equality) 2051)	10%	<10	10 - 25	>25
Population who directly benefit from the improvement.	10%	<500	500 - 1500	>1500
Improvement in road safety (active travel user KSI's on the route between 2016-2024 likely to see reduction as a result of the improvements)	7%	No pedestrian or cyclist KSI's along route	Pedestrian or cyclist KSI's along route = 1	Pedestrian or cyclist KSI's along route ≥2
WRAT Scoring	7%	>80%	70 to 80%	<70%
Contribution to overall continuity of the network	4%	Scheme delivers only route segment with no additional connectivity	Scheme delivers continuity between route segments on secondary route	Scheme delivers continuity between route segments on primary route
Policy				
Criteria	**% Weighting**	**0**	**1**	**2**
Supports connectivity to key destinations (e.g. schools, leisure centres, new developments)	10%	Key destinations >100m buffer from the route	Key destinations within a 100m buffer of the route	Key destinations located on the route
Impact on particular user groups (Indices of Multiple Deprivation (IMD), car/ van availability)	4%	IMD decile is between 1-7 (1 being most deprived) and car/van availability is ≥92%	IMD decile is between 1-7 (1 being most deprived) or car/van availability is <92%	Positively contributes to deprived/ low car ownership areas. IMD decile is between 1-7 (1 being most deprived) and car/van availability is <92%
Improved access to public transportation links	4%	Negative impact on public transport (e.g. increases congestion for buses)	No impact on public transport	Improves access to bus stop, rail station, mobility hub

Environmental impact (e.g. air quality, greenspace, historic environment)	4%	Negative impact on air quality, loss of green space, or impact on historical environment	No impact on air quality, green space, or historical environment	Positive impact on air quality, green space, or historical environment
Complementary to other active travel users	4%	Negative impact to other active travel users	No impact to other active travel users	Strongly complements other active travel users
Deliverability				
Criteria	**% Weighting**	**0**	**1**	**2**
Physical constraints (land ownership, buildings)	10%	Significant constraints (bridges, land take etc)	Some minor constraints (likely to be able to overcome e.g. pinch points)	No physical constraints (no bridges, land take etc)
Key stakeholder acceptability	10%	Not supported by stakeholders	Partial support by stakeholders	Strongly supported by stakeholders
Cost				
Criteria	**% Weighting**	**0**	**1**	**2**
Indicative cost	8%	High cost (>£6.5m)	Medium cost (£1.5m-£6.5m)	Low cost (<£1.5m)
Funding potential	8%	Funding very unlikely	Medium likelihood of funding	High likelihood of funding

5.2. Prioritisation of improvements

In total the 96 proposals detailed in **Section 3.3** and **Section 4.3** have been grouped together with other proposed improvements along the same route of similar characteristics. In total, 22 overall routes were developed for the prioritisation exercise to be undertaken.

In addition to the prioritisation exercise that has been completed for each route in line with the criteria in **Table 6**, each route has been prioritised into three categories in accordance with the LCWIP guidance:

- **Short term** (typically <3 years) – improvements that can be implemented quickly or are under development.
- **Medium term** (typically between 3 and 5 years) – improvements where there is a clear intention to act, but delivery is dependent on further funding availability or other issues (e.g. detailed design, securing planning permission, land acquisition).
- **Long term** (typically >5 years) – more aspirational improvements or those awaiting a defined solution.

Following the initial prioritisation, a timeframe was assigned to each of the routes. Three factors have influenced the delivery timescale assessment. Firstly, the prioritisation score. Low scoring routes were prioritised for long term delivery while improvements that scored highly, which offer greater benefits, were prioritised for short term delivery. Secondly,

consideration of whether a high scoring measure can practicably be delivered in the short term given the level of complexity of the scheme. Estimated construction cost has been used as proxy for complexity. **Figure 24** sets out the approach to determining the appropriate timescale.

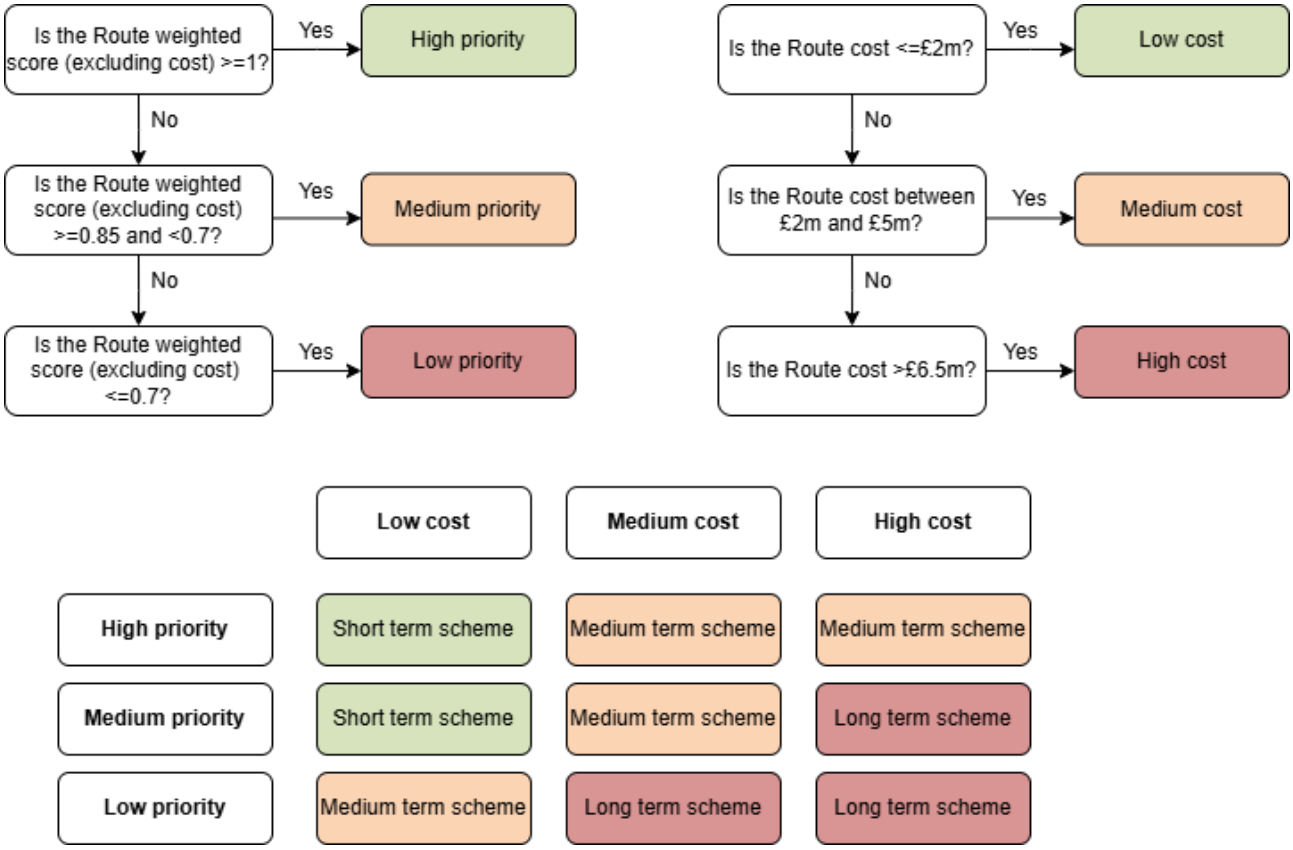


Figure 24: Route Proposal Timescale Approach

Error! Not a valid bookmark self-reference. outlines the routes' rankings, their overall score, and their associated timescale. The complete prioritisation table showing the scores for each prioritisation criteria can be found in **Appendix D**.

The routes ranking higher in Error! Not a valid bookmark self-reference. have score highly as they are likely to impact the greatest number of people, contribute to a high-quality walking and cycling network and provide improved connectivity to key destinations.

Figure 25 provides an example of how measures in the LCWIP will be packaged together into schemes, which will be developed further including through feasibility design.

Table 7: Prioritisation – Ranking of proposed routes

Route No.	Proposal Ref No.	Location	Total Score	Rank	Timescale
2*	2.1 – 2.3	Wycombe Way (Brize Norton Road - Black Bourton Road)	1.66	1	Short
6	6.1 – 6.4	Brize Norton Road (Burford Road - Upavon Way)	1.44	2	Short
16	16.1 – 16.5	Carterton Road (Norton Way - Station Road)	1.42	3	Medium
14	14.1 – 14.4	Monahan Way (Burford Road - Upavon Way)	1.38	4	Medium
1*	1.1 – 1.8	Upavon Way (Alvescot Road - Brize Norton Road)	1.36	5	Medium
8	8.1 – 8.6	Alvescot Road (Brize Norton Road - B4477/ Willow Meadow)	1.30	6	Medium
7	7.1 – 7.8	Black Bourton Road (Alvescot Road - Queens Road)	1.25	=7	Medium
5*	5.1 – 5.10	Burford Road (Alvescot Road - Swinbrook Road)	1.25	=7	Medium
4*	4.1 – 4.2	Lawton Avenue/ Arkell Avenue (Alvescot Road - Burford Road)	1.24	9	Short
10*	10.1 – 10.9	Brome Way (Baldwin Mews - Monahan Way)	1.10	10	Short
12	12.1 – 12.4	Kilkenny Lane/ Burford Road (Swinbrook Road - Manor Road)	1.07	11	Medium
25	25.1	Witney Road (Manor Road - Downs Road)	1.05	12	Long
11	11.1 – 11.2	Northwood Crescent (Lilac Way - Upavon Way)	0.98	13	Medium
22	22.1 – 22.4	Burford Road/ Shilton Road (Swinbrook Road - The Hill, Burford)	0.93	14	Long
19	19.1	Alvescot Road (Upavon Way, Carterton - Mill Lane, Alvescot)	0.91	15	Long
17*	17.1 – 17.10	Station Road (Station Road, Brize Norton - Clanfield Road, Bampton)	0.86	16	Long
3	3.1 – 3.2	Milestone Road/ Corbett Road (Black Bourton Road - Alvescot Road)	0.81	17	Medium
20	20.1	B4020 (Mill Lane, Alvescot - Bampton Road, Clanfield)	0.75	18	Long
18	18.1 – 18.2	Clanfield Road/ Bampton Road (Station Road, Bampton - Bourton Road, Clanfield)	0.70	=19	Long
23	23.1 – 23.3	A361 (The Hill, Burford - Hen 'n' Chick Lane)	0.70	=19	Long
13	13.1 – 13.2	Monahan Way (Burford Road - Manor Road)	0.67	21	Long
9	9.1 – 9.5	Swinbrook Road (Burford Road - Empire Drive)	0.64	22	Medium
* denotes proposals that relate directly to improving connections to schools					

5.3. Costs

Initial high-level costings have been undertaken to estimate to capital cost of each of the 22 routes. To develop the cost estimates, a range of standard unit costs for different types of interventions was applied. These costs are based on 2025 Q1 prices.

Costs for the proposed interventions have been included:

- Cycle superhighway (two-way physically segregated)
- Mixed strategic cycle route (shared-use footway/ cycleway with junction alignment with cycle route)
- Remodelled major junction (cycling piggybacking on traffic measures)
- 20mph zone (without traffic calming measures)
- 20mph zone (with traffic calming measures)
- One-way cycle route
- Major road puffin crossing (including toucan, sparrow and parallel crossing)
- Estate road puffin crossing (including toucan, sparrow and parallel crossing)
- Uncontrolled footway crossing (both sides of carriageway)
- Street lighting
- Footway widening into existing carriageway (1m widening)
- New footway (2m wide)
- Cycle parking (estimated five Sheffield stands)
- Modal filter
- Traffic Regulation Orders (TROs – parking restrictions/ school street)

The following assumptions have been made when calculating these costs estimates:

- Various sources of cost estimates have been used but all have been scaled to Q1 2025 prices using the Bank of England's inflation calculator.
- Where a 'Cycle Superhighway' (two-way physically segregated) is proposed, the cost of side road treatment and priority for pedestrians and cyclists is included within the unit rate per km.
- Where proposing shared use, the costs would be covered by either introducing new footways or widening existing as opposed to the higher cost of a 'Mixed Strategic Cycle Route'. However, where more extensive works e.g. raising of parapets, earthworks or the removal of vegetation are required the 'Mixed Strategic Cycle Route' costs have been used.
- A 44% risk allowance has been included within each route cost in line with the stage of development of these proposals.
- All costs are exclusive of VAT.
- All costs are exclusive of maintenance and renewal costs.

The total estimated costs for each proposed route are shown below in

Table 8**.**

Table 8: High-level cost estimates for each route

Route Number	Location	Total Cost (£000's) (Q1 2025, rounded to the nearest £10k)
1a*	Upavon Way (Alvescot Road - Brize Norton Road) – Proposal 1.8, Option A	£ 8,230
1b	Upavon Way (Alvescot Road - Brize Norton Road) – Proposal 1.8, Option B	£ 8,380
2	Wycombe Way (Brize Norton Road - Black Bourton Road)	£ 290
3	Milestone Road/ Corbett Road (Black Bourton Road - Alvescot Road)	£ 130
4	Lawton Avenue/ Arkell Avenue (Alvescot Road - Burford Road)	£ 70
5	Burford Road (Alvescot Road - Swinbrook Road)	£ 4,430
6	Brize Norton Road (Burford Road - Upavon Way)	£ 1,670
7	Black Bourton Road (Alvescot Road - Queens Road)	£ 4,250
8	Alvescot Road (Brize Norton Road - B4477/ Willow Meadow)	£ 3,490
9	Swinbrook Road (Burford Road - Empire Drive)	£ 1,000
10	Brome Way (Baldwin Mews - Monahan Way)	£ 1,180
11	Northwood Crescent (Lilac Way - Upavon Way)	£ 220
12	Kilkenny Lane/ Burford Road (Swinbrook Road - Manor Road)	£ 390
13	Monahan Way (Burford Road - Manor Road)	£ 11,790
14	Monahan Way (Burford Road - Upavon Way)	£ 4,240
16a*	Carterton Road (Norton Way - Station Road) – Proposal 16.1, Option A	£ 3,080
16b	Carterton Road (Norton Way - Station Road) – Proposal 16.1, Option B	£ 3,080
17	Station Road (Station Road, Brize Norton - Clanfield Road, Bampton)	£ 7,090
18	Clanfield Road/ Bampton Road (Station Road, Bampton - Bourton Road, Clanfield)	£ 3,980
19	Alvescot Road (Upavon Way, Carterton - Mill Lane, Alvescot)	£ 3,080
20	B4020 (Mill Lane, Alvescot - Bampton Road, Clanfield)	£ 3,910
22a*	Burford Road/ Shilton Road (Swinbrook Road - The Hill, Burford) – Proposal 22.3, Option A	£ 6,890
22b	Burford Road/ Shilton Road (Swinbrook Road - The Hill, Burford) – Proposal 22.3, Option B	£ 7,030
22c	Burford Road/ Shilton Road (Swinbrook Road - The Hill, Burford) – Proposal 22.3, Option C	£ 7,150
22d	Burford Road/ Shilton Road (Swinbrook Road - The Hill, Burford) – Proposal 22.3, Option D	£ 7,030
23	A361 (The Hill, Burford - Hen 'n' Chick Lane)	£ 6,170
25a*	Witney Road (Manor Road - Downs Road) – Proposal 25.1, Option A	£ 8,420
25b	Witney Road (Manor Road - Downs Road) – Proposal 25.1, Option B	£ 4,570
25c	Witney Road (Manor Road - Downs Road) – Proposal 25.1, Option C	£ 8,380
*denotes the option that was used in the prioritisation exercise when multiple options have been drafted for a particular proposal		

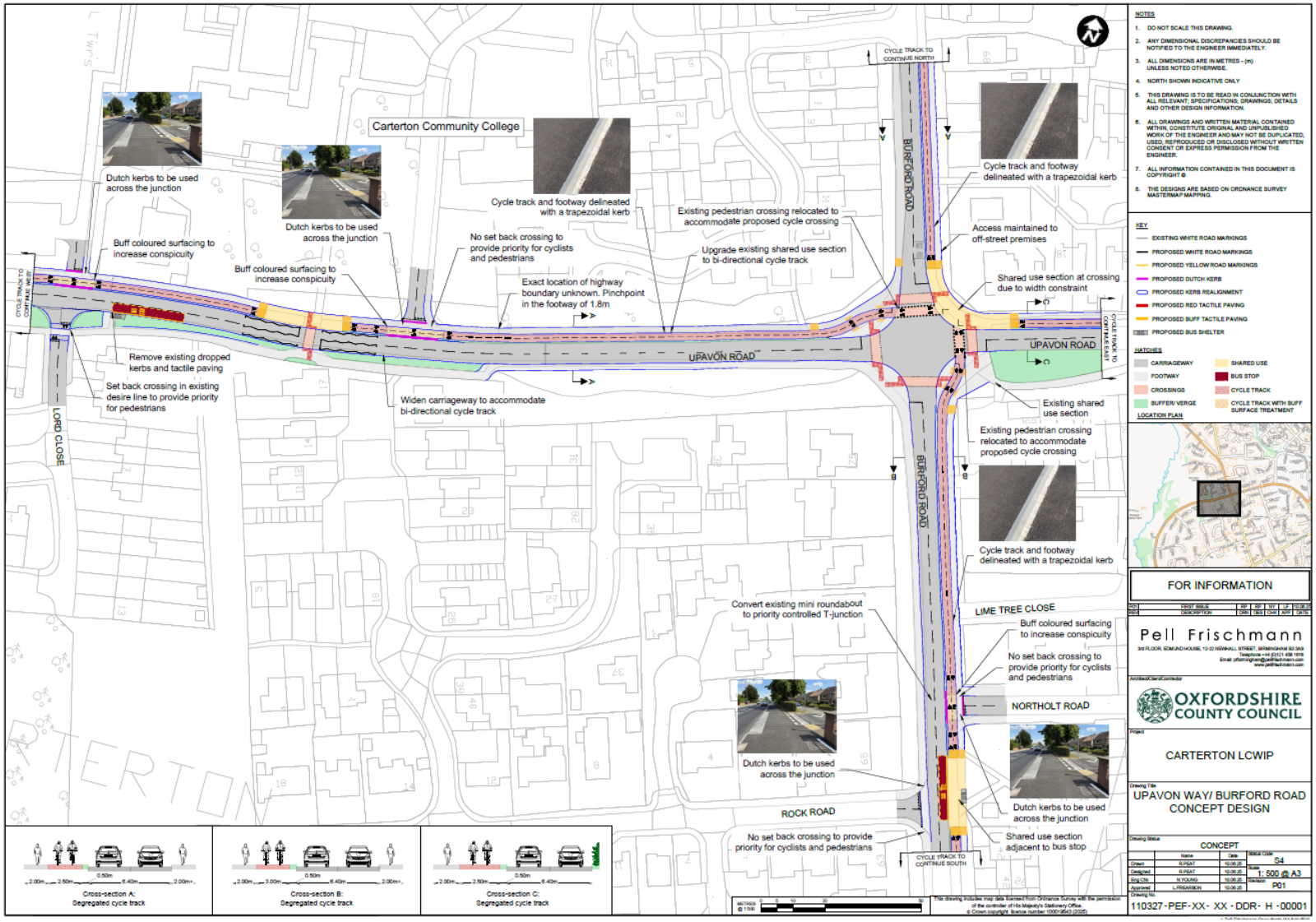


Figure 25: Upavon Way measures packaged - example scheme drawing

6. Integration and Application

Chapter Overview: This chapter outlines how the LCWIP will be applied going forward, including helping to deliver policies in Oxfordshire's Local Transport and Connectivity Plan. The LCWIP will be used to inform funding requests, both from future developments and funding bids (including those from central government). Infrastructure delivery (as set out in the LCWIP) alone will not contribute to more people cycling and walking – joining up infrastructure improvement schemes with initiatives to empower the community is required. The LCWIP will be monitored and reviewed every 2 years to ensure it remains relevant.

6.1. Embedding the Carterton and the surrounding area LCWIP

6.1.1. Policy

The Oxfordshire Local Transport and Connectivity Plan (LTCP)

All improvements set out in the LCWIP help to deliver Oxfordshire's LTCP, including policies relating to healthy place shaping and the climate emergency. As improvements are developed into schemes to be delivered, alignment of the improvements with LTCP will be reviewed and schemes adjusted if no longer meeting LTCP policies.

West Oxfordshire Local Plan update

The Carterton LCWIP will be used to inform the update to the current West Oxfordshire Local Plan. This update will cover the period up to 2041.

6.1.2. Future developments

The improvements identified in this LCWIP are required to facilitate sustainable travel in Carterton and the surrounding area. It is important to embed sustainable travel choices from first occupation/ use of new developments (residential and commercial). Contributions from developers will be sought and/ or developers will be requested to provide the improvements identified in this LCWIP where they relate to their development e.g., a connection between residential areas and key trip generators, or employment areas and residential areas. The contribution from developments will be proportionate to the impact the development will have on the transport network, environment, and community without improvements. Additional improvements may be identified as this LCWIP is reviewed, or through the individual planning application processes as new sites emerge that stretch the scope of this LCWIP.

6.1.3. Funding bids

The prioritised improvements 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, planning obligations from development and internal OCC funds.

6.1.4. 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, as per Policy 7 of LTCP. These initiatives can include cycle hire schemes, cycle training, wayfinding and safe cycle storage. We will work with colleagues, such as those in public health, and local stakeholders to bring forward improvements, outside of, and in addition, to this LCWIP. This will also involve working with the local community to ensure that additional barriers to cycling and walking are addressed and thus solutions are locally based.

6.2. Monitoring and reviewing the Carterton and the surrounding area LCWIP

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

To inform any updates to Carterton and the surrounding area LCWIP, a public consultation will be held alongside engagement with stakeholders. In the meantime, any suggestions for improvements to cycling and walking in Carterton and the surrounding area can be made by contacting placeplanningnorth@oxfordshire.gov.uk. These suggestions will be added to the list of additional schemes for evaluation. Depending on the outcome of this evaluation, they will be added to further iterations of Carterton and the surrounding area LCWIP.

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 and whether further changes need to be made. 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 CCTV cameras. Surveys will take place on key routes where cycling and walking can be expected, and locations where improvements have been implemented.

Stages of monitoring and review

1. A baseline level of the current number of people cycling and walking will be established by using the ad hoc surveys described previously.

2. The Carterton and the surrounding area LCWIP will be reviewed every 2 years or earlier if deemed necessary. 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 Carterton and the level of change recorded in association with implemented improvements.

3. The Carterton and the surrounding area LCWIP will be updated and re-issued, if necessary, to reflect the current situation and aspirations.

7. Glossary

Active travel	'Making journeys in physically active ways – like walking, wheeling (using a wheelchair or mobility aid), cycling, or scooting'.[7]
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
At-grade controlled crossing	A signalised (traffic light) crossing across a road
Audit	The examination of something against set criteria
Bridleway	A path or track where horse riders have right of way which can also be used for walking and cycling
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.
Feasibility	How easy something is to do
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.
Formal pedestrian crossing	A signal-controlled crossing for people walking across a road
Highway boundary	The extent of the highway and land owned, managed or controlled by the highway authority
Isochrone	A line on a map or diagram that connects places that take the same time to travel to from a specified point

[7] Paths for all, *About Active Travel*, https://www.pathsforall.org.uk/about-active-travel

Killed or seriously injured (KSI)	Standard metric used to measure road safety
Link footway	Linking local access footways through urban areas and busy rural footways
Local access footways	Footways associated with low usage, short estate roads to the main roads and cul-de-sacs
Local cycling and walking infrastructure plan (LCWIP)	Strategic policy documents that identify improvements to active travel infrastructure at the local level
Local cycle connection	Cycle route where lower flows of people cycling are forecast along desire lines that cater for local cycle trips, often providing links to primary or secondary desire lines
Local Transport and Connectivity Plan (LTCP)	Oxfordshire County Council's new Local Transport Plan (2022)
Long term	Typically more than 5 years – more aspirational improvements or those awaiting a defined solution
Lower Super Output Area (LSOA)	A geographic area that has a population of approximately 1,500 and is based on Census data
Medium term	Typically less than 5 years – improvements where there is a clear intention to act, but delivery is dependent on further funding availability or other issues.
Network plan	A map showing routes for cycling and walking and how these connect together between origins and destinations
Pegasus crossing	A type of controlled crossing that caters to people riding horses as well as people walking and cycling.
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.
Prestige/primary walking route	Very busy areas of town, with high public space and street scene contribution and main walking routes
Primary cycle connection	High flows of people cycling are forecast along desire lines that link large residential areas to trip attractors such as town centre

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
Puffin crossing	A type of controlled pedestrian crossing. These are signalised (traffic light) crossings similar to Pelican crossings in that they require people walking to press the button. However, they are more advanced than Pelican crossings as they can detect people walking in the waiting area and also whilst they are crossing the road.
Raised table	A raised table is 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.
Route Selection Tool (RST)	A tool for assessing the suitability of a route in its existing condition against the core design outcomes to identify where improvements need to be made
Rural hinterland	The rural area surrounding a town or city
Secondary cycle connection	Medium flows of people cycling are forecast along desire lines that link to trip attractors such as schools, colleges and employment sites
Secondary walking route	Medium, usage routes through local areas feeding into primary routes, local shopping centres, etc
Service centre	A place that provides a range of everyday services such as shops, schooling and medical to many people living both in the immediate area and further afield who lack services where they live
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.[8]
Short term	Typically less than 3 years – improvements which can be implemented quickly or are under development
Sparrow crossing	A sparrow crossing is the same as a tiger crossing; however, it is at a signal-controlled (traffic light) junction[9]
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 Development Areas (SDA)	A large-scale site that has been allocated for development of houses and/or employment. This is included within the local plan.
Tactile paving	There are different types of tactile paving with the purpose 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 walking and cycling 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 walking and cycling navigate their way around a place

[8] Photo credit: TSRGD 2016, Diagram 956

[9] Photo credit: https://www.stockport.gov.uk/news/stockports-first-bee-network-scheme-which-will-be-part-of-greater

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.

Carterton and Surrounding Area Local Cycling and Walking Infrastructure Plan

Appendix A: Background Report

Enquiries: PlacePlanningNorth@oxfordshire.gov.uk

Contents

Figures

Tables

1. Policy Context Detail

Table 9 - Policy context detail

National Policy / Strategy / Guidance	Key points:
Cycling and Walking Investment Strategy DfT, 2017	The Strategy outlines Government's ambition to make cycling and walking the natural choice for shorter journeys or as part of longer journeys by 2040. Emphasis is placed on improving the safety of streets for cycling and supporting more school children to cycle.
Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities, DfT, 2017	Guidance for producing LCWIPs. This recommends an approach that follows six stages – determining scope, gathering information, network planning for cycling, network planning for walking, prioritising improvements, and integration and application.
The Transport Investment Strategy: Moving Britain Ahead, DfT, 2017	The Strategy supports the growth of businesses and outlines how this will be achieved by maintaining and delivering high quality transport infrastructure. This includes creating a more reliable, connected and less congested transport network. Highlighted also, is a need to remain adaptable in an increasingly unpredictable and changing world, whilst prioritising health and the environment in decisions. Decision making at the local level is devolved to local authorities and their communities. However, funding can be sought from central government for schemes that deliver national priorities, such as encouraging more walking and cycling.
Inclusive Transport Strategy: Achieving equal access for disabled people, DfT, 2018	Highlighted in the Strategy is the importance of ensuring people with disabilities have equal access to transport. The government identify a programme of monitoring and evaluation to aid this.
Future of Mobility: Urban Strategy – Moving Britain Ahead, DfT, 2019	This Strategy outlines how urban mobility can be transformed through innovation to help deliver social, economic and environmental benefits. Key to achieving this transformation includes: • ensuring cycling and walking are the first mode choice for short journeys; • promoting innovation to reduce congestion and more efficiently use road space, such as through ride sharing; • promoting transport modes that contribute to the zero carbon emissions transition; and

	• creating an integrated transport system combining public, private and multiple modes.
Cycle Infrastructure Design, Local Transport Note 1/20, DfT, 2020	LTN 1/20 provides guidance for the design of cycle infrastructure. The key principles of the guidance include: • ensuring cycle infrastructure is accessible for everyone; • treating cycles as vehicles and providing space for people to cycle that is separate from people walking; • physically separating people cycling from motor vehicles at junctions and on roads; • designing cycle infrastructure for a high number of people cycling and for all types of cycles; • considering the closure of side streets as an alternative to main road routes for people cycling; • providing cycle parking in sufficient amounts at the places where people want to go; and • consistent, logical, direct and comfortable routes must be provided. Cycle networks and routes should be designed so that they are: • coherent; • direct; • safe; • comfortable; and • attractive. Guidance is also provided on appropriate widths of cycle lanes/ paths and, speed limits, crossings and junction arrangements. These should be adhered to where possible.
Gear Change: A bold vision for cycling and walking, DfT, 2020	This plan reinforces the value of cycling and walking for health and wellbeing, the environment and the economy. To optimise these benefits, ambitious targets are set for cycling and walking in England including: • cycling and walking becoming the natural choice for short journeys, with half of all journeys in towns and cities cycled or walked by 2030; • providing everybody with the opportunity to cycle or walk to address inequalities; and • creating safe streets where people feel confident to cycle. The following actions and design principles will help realise this ambition:

	a) cycle infrastructure should be accessible for everyone; b) cycle tracks that are physically separated from all other modes of travel on roads and at junctions; c) cyclists must be treated as vehicles, not pedestrians; d) cycling, walking and bus corridors created through low traffic neighbourhoods e) implement school streets; f) create zero-emission zones; g) removal of barriers on existing cycle routes h) infrastructure that caters for a high number of people cycling; i) connecting routes to produce a continuous, direct, logical and coherent network; j) increase cycle parking and locate it where it is needed; k) wayfinding to assist navigation of routes; l) promotion of cycling for freight; m) cycling and walking prescribed by GPs; n) improved cycle training opportunities for everybody and; o) increased funding opportunities for local authorities for schemes that meet the strict criteria outlined in the plan.
Inclusive Mobility: A guide to best proactive on access to pedestrian and transport infrastructure, DfT, 2021	This guidance considers the features of an inclusive environment as well as potential barriers, the use of technology, maintenance, awareness of the needs of disabled people, and community engagement.
Decarbonising Transport: A Better, Greener Britain, DfT, 2021	This plan 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, setting the following targets: • half of all journeys in towns and cities will be cycled or walked by 2030 • a world class cycling and walking network in England will be delivered by 2040 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.

Table 10: Local policy summary

Local Policy	**Key points:**

Oxfordshire Walking Design Standards, OCC, 2017	Guidance is provided on the design of walking infrastructure to support a greater uptake of walking by all, including standards on footway widths and appropriate crossings.
Oxfordshire Cycling Design Standards, OCC, 2017	Guidance is provided on the design of cycling infrastructure to support a greater uptake of cycling by all, including standards on cycle lane widths, crossings and road speeds.
West Oxfordshire Local Plan - 2031, WODC, 2018	The West Oxfordshire Local Plan sets out a vision for the District that includes alleviating traffic congestion, improving air quality and journey times by reducing the reliance on private vehicles by encouraging walking, cycling and the use of public transport. This is supported by core objectives including: CO11: maximising the opportunity for walking, cycling and use of public transport. CO15: contributing to a reduction in the causes and adverse impacts of climate change. Key policies to achieve this vision include: Policy OS1: Presumption in favour of sustainable development Policy T1 Sustainable Transport: priority will be given to new developments in areas with convenient access where the need to travel by private car can be minimised due to opportunities for walking, cycling and public transport use. Policy T2 Highway Improvement Schemes: new developments will be required to 'demonstrate safe access and an acceptable degree of impact on the local highway network'. Policy T3 Public Transport, Walking and Cycling: new developments will be located and designed to maximise opportunities for walking, cycling and public transport and help reduce car use as appropriate. Policy EH4 Public Realm and Green Infrastructure: public space and green infrastructure will be protected and enhanced due to the multi-functional role of such.
Oxfordshire Joint Health and Wellbeing Strategy (2018-2023), 2019	Sets out how residents' health and wellbeing can be improved and includes the following objectives/ aims relevant to transport: • promoting physical activity including active travel to prevent illness and improve health; • tackling inequality, including by improving access to opportunities; and • promoting healthy place making.

Climate Action Framework, OCC, 2020	Objectives for Oxfordshire are identified in response to the climate crisis, these include: • normalising active travel and making this accessible to all; • reducing emissions by 50% by 2030; and • achieving net zero by 2050.
Oxfordshire Strategic Vision for Long-term Sustainable Development, 2021	The Vision for Oxfordshire is the transformation of movement and connectivity by 2050 so that the economic, social and environmental wellbeing of people and places is enhanced. Emphasis is placed on carbon neutrality, digital connectivity and sustainable travel.
Oxfordshire Local Transport and Connectivity Plan (LTCP), OCC, 2022 and Active Travel Strategy, OCC, 2022	LTCP sets a vision for Oxfordshire's transport system to be inclusive, safe and net-zero 'by reducing the need to travel and private car use through making walking, cycling, public and shared transport the natural first choice' by 2050 (page 5). There are key themes of environment, health, healthy place shaping, productivity, connectivity and inclusivity to support the vision. Key policies (condensed for inclusion in this document) to achieve the above objectives include: Policy 01: Promote a transport user hierarchy that prioritises walking, followed by cycling and riding, public transport, motorcycles, shared vehicles and finally motorised modes in transport schemes, development proposals and policies. Policy 02: Develop comprehensive walking and cycling networks. Policy 03: Develop Local Cycling and Walking Infrastructure Plans… according to national guidance and best practice with the aim of increasing walking and cycling activity. Policy 07: Oxfordshire County Council will ensure that improvements to cycling and walking networks and access to green infrastructure are supported by community activation measures. Policy 08: Embed the Healthy Streets approach. Policy 13: Develop 20-minute neighbourhood concept. Policy 15: Adopt a vision zero approach that seeks to eliminate all fatalities and severe injuries on Oxfordshire's roads and streets. Policy 22: Consider multi-modal travel as a central option for transport planning. Policy 27: Net-zero transport network by 2040.

	Policy 33: Ensure the parking requirements of all modes of transport are considered. **Active Travel Strategy** - a component of LTCP. This 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 West Oxfordshire must increase cycle trips per week from 50,000 to 100,000. This document sets out how an increase in walking and cycling will be achieved through street and infrastructure design.
Climate Change Strategy for West Oxfordshire 2021 - 2025, WODC	A framework for how the Council's priorities for climate action across the district, for 2021-2025, can be achieved. One key theme identified to support Climate Action and deliver on the Council's vision, is 'low carbon transport and active travel'.
West Oxfordshire District Council Carbon Action Plan 2024-2030	Plan for how West Oxford District Council will reach its carbon neutral target by 2030. Encouraging staff to travel by active modes is part of this plan.
Pathways to a Zero Carbon Oxfordshire (PAZCO) Report	An evidence base to support Oxfordshire in planning and implementing steps to achieve net-zero. This report identifies the potential for walking and cycling to support Oxfordshire in achieving net zero. The need to urgently improve walking and cycling infrastructure is also highlighted.

2. Demographics

2.1. Deprivation

Census data records prevalence of households that are deprived in at least one dimension of the following:

- Education (at least level 2 education and no one aged 16 to 18 years is a full-time student),
- Health (any person in the household has bad / very bad general health or are disabled, where day-to-day activities as limited by long-term physical or mental health conditions or illnesses);
- Housing (either overcrowded, in a shared dwelling, or has no central heating)
- Employment (unemployed or economically inactive person not in full-time education) and is greatest in the south and west of the town.

This data has been extracted for Carterton and illustrated on the figure below, demonstrating that the prevalence of households that are deprived in at least one dimension (education, health, housing, or employment), is greatest in the south and west of the town.

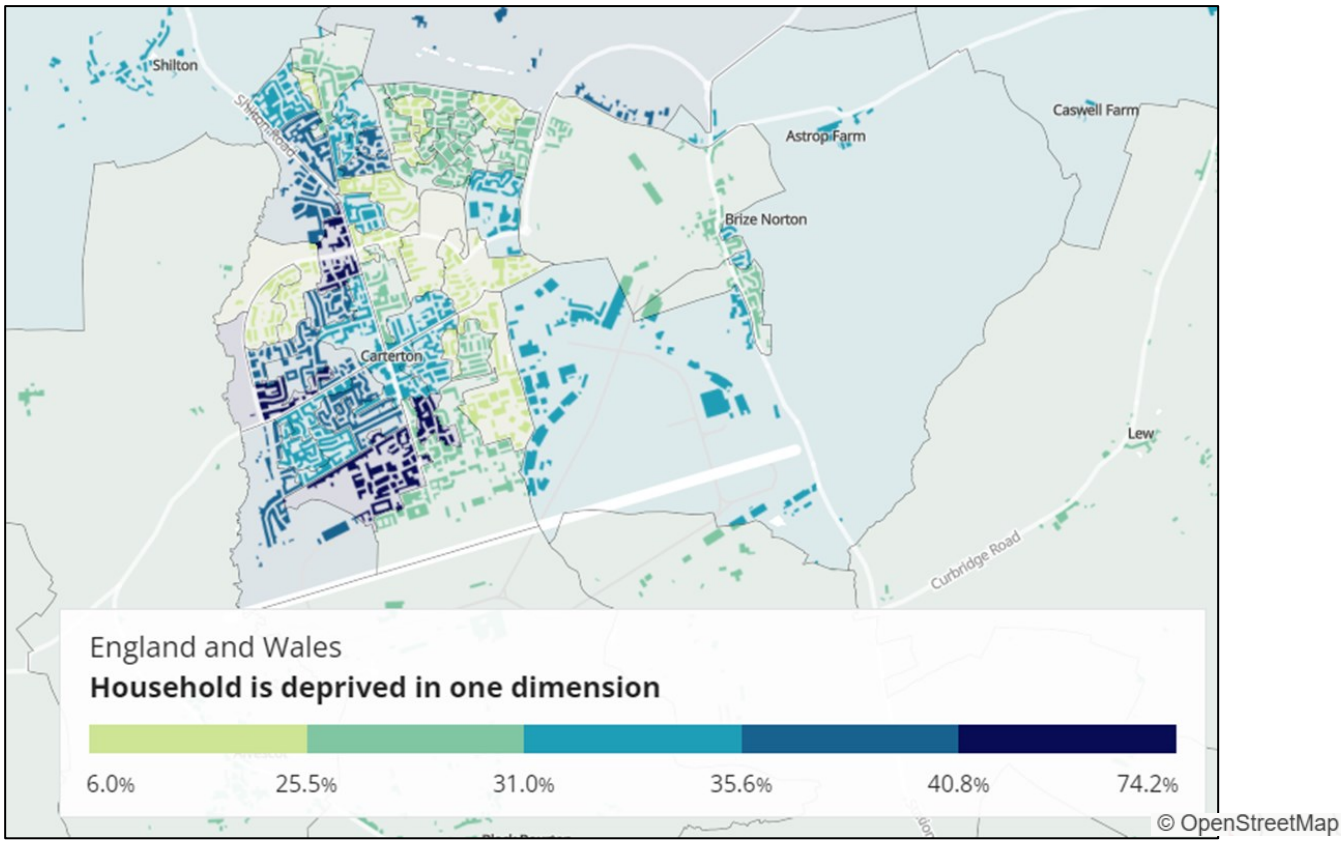


Figure 26 - Carterton percentage of Households Deprived in one-dimension (2021 Census data)

Carterton North East and Carterton North West wards rank as the highest and second highest wards for childhood poverty in West Oxfordshire (JSNA 2020)[10], with ¼ of children living in poverty in those wards. Carterton South is also in the top five wards with 23% of children living in poverty. Collectively, Carterton has 245 children living in poverty. In 2019, Carterton 56 families were identified as part of the troubled families program. The rate per 1,000 families in Carterton (27.0) was well county average (17.2). Walking and Cycling measures are a crucial part in enabling young people in deprived areas to access Carterton and removing financial barriers.

2.2. Population Health

The percentage of people aged 16 and over in Carterton who exercised for at least 150 minutes per week (68%) was estimated to be higher than the England (63%) and West Oxfordshire (67%) averages, but lower than the Oxfordshire average (69%)[11]. This relatively high level of physical activity provides the opportunity to increase the uptake in active travel.

Childhood obesity levels were broadly similar to national averages, for both Reception (4-5) and Year 6 (10-11) aged children, according to the National Child Measurement Program (2015/16 to 2017/18).

[10] Oxfordshire JSNA 2020 – Carterton Health and Wellbeing Profile https://insight.oxfordshire.gov.uk/cms/system/files/documents/CartertonJSNAprofileMar20.pdf#page=10&zoom=100,68,96

[11] Sport England Active Lives survey, November 2017-18

3. West Oxfordshire Local Plan 2031

3.1. Land use map

A land use map has been compiled, detailing several policies from the West Oxfordshire 2031 Local Plan, which may be pertinent to this LCWIP, shown in the figure below.

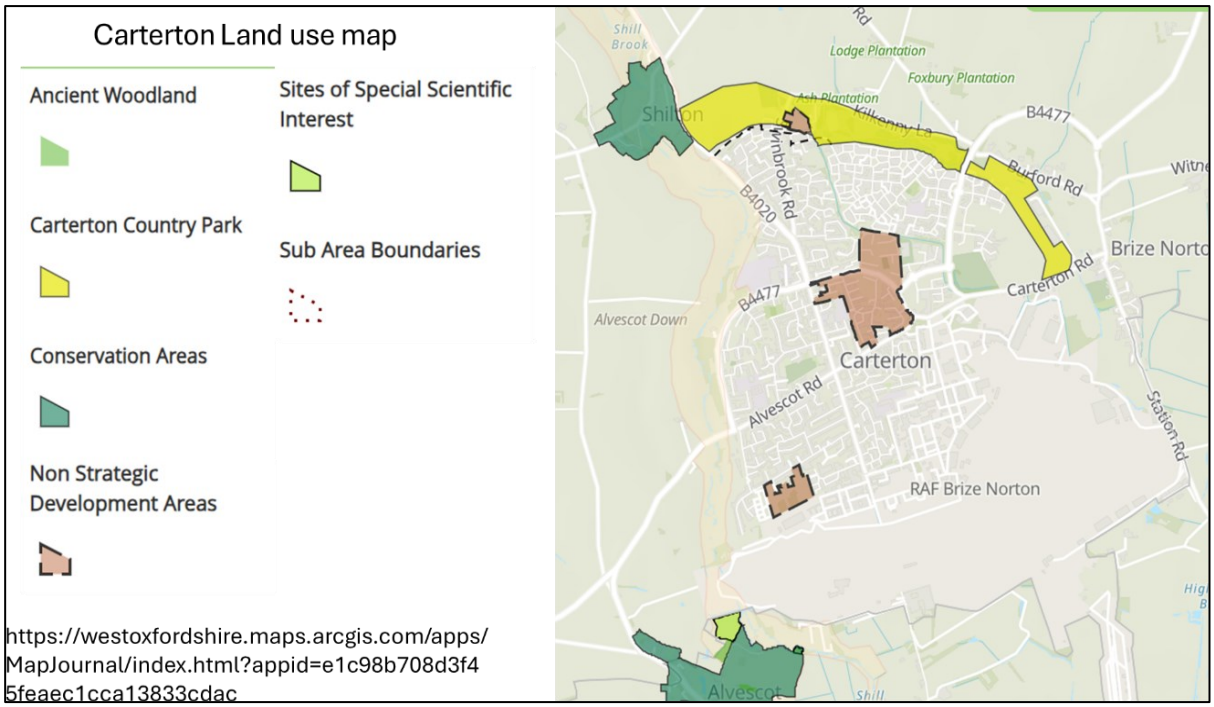


Figure 27: WODC Local Plan Carterton Land use map (West Oxfordshire Local Plan, 2031)

Carterton itself does not lie within any conservation areas, although Shilton and Alvescot are within their own respective Conservation Areas. Alvescot Road, a Site of Special Scientific Interest (SSSI), is also located to the north of Alvescot.

Non-Strategic Development Areas have been set out, including areas to the north (land at Swinbrook Road), centre (REEMA North and Central) and southwest (land South of Milestone Road).

Kilkenny Lane Country Park (Labelled as Carterton Country Park in the Local Plan) is set out to the north of Carterton, which provides a valuable green resource for local residents and visitors but also may pose additional challenges for providing infrastructure,

3.2. Housing development allocations

The West Oxfordshire 2031 Local Plan, adopted in 2018, proposed housing supply requirement for the period of 2011 – 2031 to be 660 homes per year, equating to 13,200 homes over the whole period for West Oxfordshire[12]. WODC also agreed to accommodate 2,750 additional homes within the Oxford Housing Market Area (in West Oxfordshire) to help Oxford reach its unmet housing need. This equates to a total of 15,950 homes required within West Oxfordshire

[12] WODC Local Plan 2031 (Adopted 2018) Section 5.9 to 5.11 - local-plan.pdf

for the 2011-2031 period. Policy H1 of the WODC 2031 Local Plan included an indicative distribution for the Carterton sub-area of 2,680 homes. No strategic sites were identified for Carterton, but the Local Plan included three non-strategic allocation sites for Carterton, which are as follows:

Table 11 - Non-strategic Housing Allocation update

Non-Strategic Housing Allocations	Local Plan (Adopted 2018)	October 2023 update	Notes
REEMA North and Central, Carterton[13]	300 homes	Development at REEMA Central (81 dwellings net gain)	The REEMA North development has not yet commenced, but a pre-application for an estimated 271 homes was submitted in early 2024. Outline permission to construct 82 dwellings was submitted in August 2024 and is under consideration by WODC.
Milestone Road, Carterton	200 homes	The site has gained planning permission for 200 homes in April 2022.	Application reference: (21/00228/FUL). The developer (United Living / Platform Housing Group) is on site and is anticipated to be completed in 2026[14].
Land at Swinbrook Road, Carterton	70 homes	The site has gained planning permission for 72 homes in November 2021.	Application reference: (20/02422/FUL). The developer is on site and is anticipated to be completed within the five-year period (before 2028).

WODC's housing targets were updated, in accordance with National Planning Policy (NPPF) 71, to a required 570 homes per year, as per the Housing Land Supply Position Statement 2023 to 2028[15]. This leads to a basic requirement for 2,850 homes. In addition, West Oxfordshire is required to accommodate 64 homes due to a previous shortfall and 146 for a 5% buffer, amounting to a total of 3,060 homes required in the 2018-2028 period.

The anticipated housing supply for the 2023 – 2028 period is 3,318 homes, as set out in the table below, which indicates that WODC expects to meet the 3,060 homes target by 2028.

[13] Oxford Mail April 2024 - https://www.oxfordmail.co.uk/news/24234935.mp-robert-courts-welcomes-new-raf-brize-norton-housing-plan/

[14] United Living – Milestone Road, Carterton - https://unitedliving.co.uk/case-studies/milestone-road-oxfordshire/

[15] WODC Housing Land Supply Position Statement 2023 to 2028. Section 4 https://www.westoxon.gov.uk/media/pgyhbtrb/housing-land-supply-position-statement-2023-to-2028.pdf

Significant growth is expected in Carterton in the next local plan period to 2041. WODC are currently finalising local plan allocations.

Large existing commitments of 10 or more dwellings	1,236
Small existing commitments of less than 10 dwellings	459
Local Plan allocations	1,373
Anticipated provision from unidentified windfall sites (2023 – 2028)	250
Total deliverable dwellings	3,318

Figure 28: Anticipated Housing Supply (2023-2028)

3.3. Carterton Town Centre Strategy[16]

WODC Local Plan (2031) identifies a strategy for Carterton Town Centre (Policy CA4) to 'become the local retail centre of choice for those living and working the town and surrounding villages. Elements of this strategy include:

- Providing 'improved access for pedestrians, cyclists and public transport users, whilst not precluding the potential for pedestrianisation'
- Promoting the main streets 'as a distinctive tree-lined green avenue with gateway features used to demarcate arrival into the Town Centre'
- 'Improvements to the main crossroads to facilitate vehicular, pedestrian and cycle movement and improve the quality of the surrounding environs'
- 'Improvements to the quality of the public realm including the provision of public art and street furniture'

[16] See reference 20

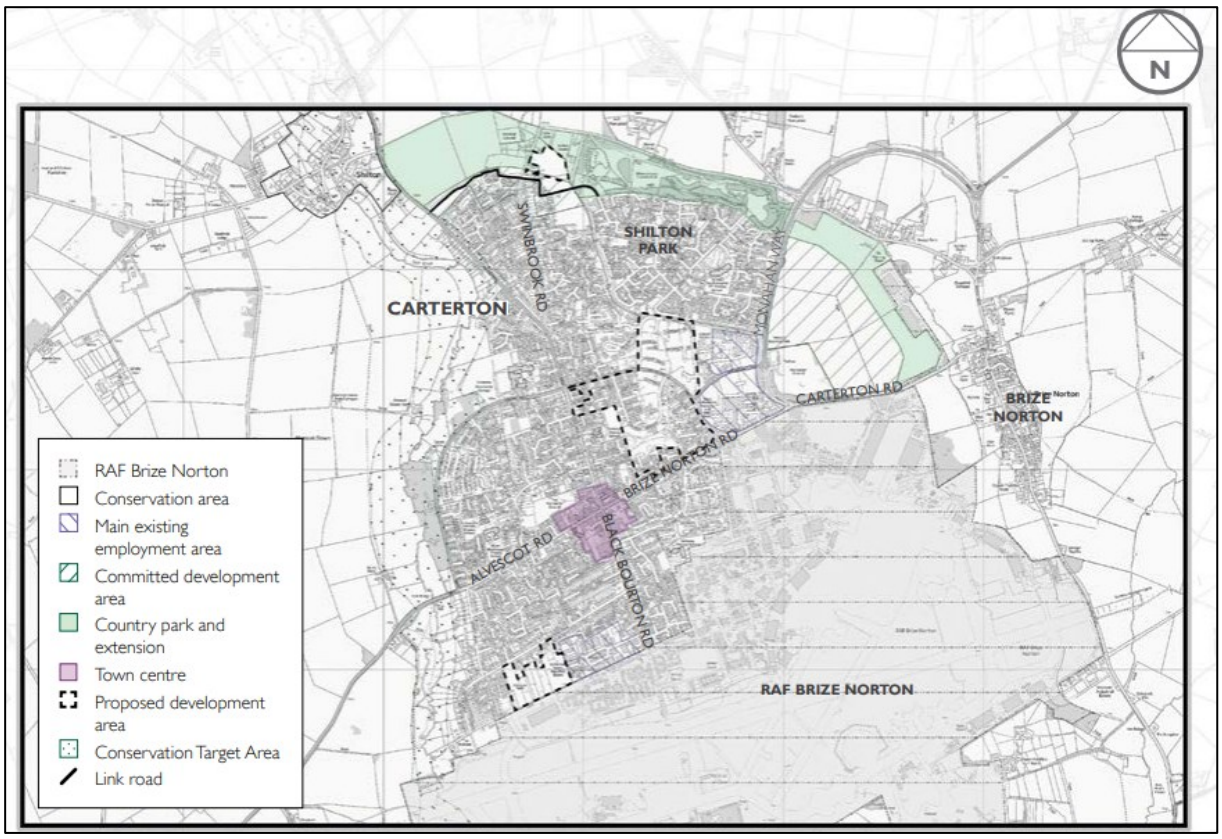


Figure 29: Carterton Local Plan 2031 development site allocations (West Oxfordshire Local Plan 2031)[17]

[17] See reference 20

4. Air Quality

Air quality in Carterton is significantly below the UK legal minimum for Nitrogen Dioxide (40µg/m3 annual mean) and 0.5µg/m3 above the WHO Recommended guideline of 10µg/m3 at the last year measured. At present levels, air quality is not an area of particular concern for Carterton and no Air Quality Management Areas have been implemented at the time of writing.

Pollutant - Nitrogen Dioxide (NO2)		
Year	Annual Mean	
2022	Low	12.8 µg/m^3

Figure 30 - Black Bourton Road NO2 censor, Carterton (Oxon Air)[18]

[18] Oxon Air https://www.oxonair.uk/

5. Flood Risk

The built environment of Carterton is largely outside of a designated river flood zone, however, an area between Carterton and Brize Norton is located within Flood Zone 3, which indicates that it has a high probability of flooding (>1% chance of flooding per year), including a section of Carterton Road.[19] Carterton provides the most direct connection between Carterton and Brize Norton.

Additionally, Shill Brook to the west of Carterton is shown to be within Flood Zone 3 – including the B4477 to the south and at Shilton Ford to the north (which could limit active travel opportunities to Alvescot and Shilton respectively) during periods of flooding. Note that Shilton Ford has an alternative route for cycles and pedestrians which enables access in regular conditions.

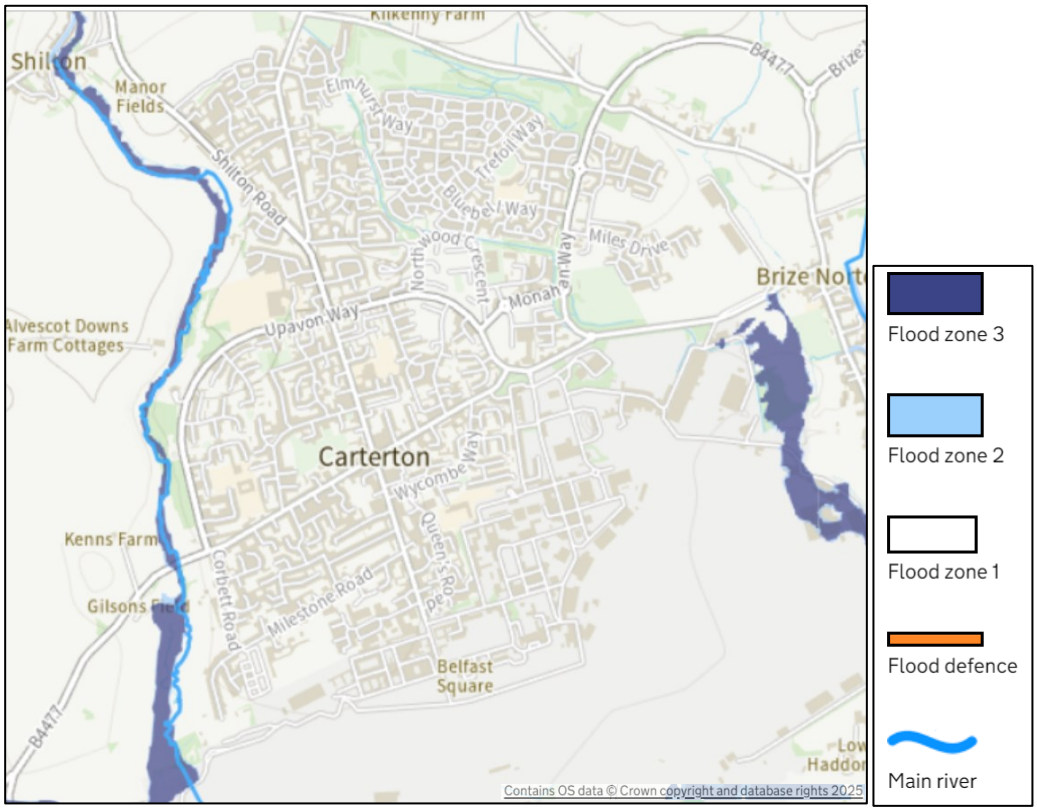


Figure 31 - Carterton Fluvial Flood Risk Map (Environment Agency)

There is also a risk of surface water flooding on several areas in Carterton, notably towards the town centre and the east, as demonstrated the figure below. [20]

[19] Fluvial flood risk map Flood risk information for this location - Flood map for planning - GOV.UK

[20] Pluvial (Surface Water) flood risk map See flood risk on a map - Check your long term flood risk - GOV.UK

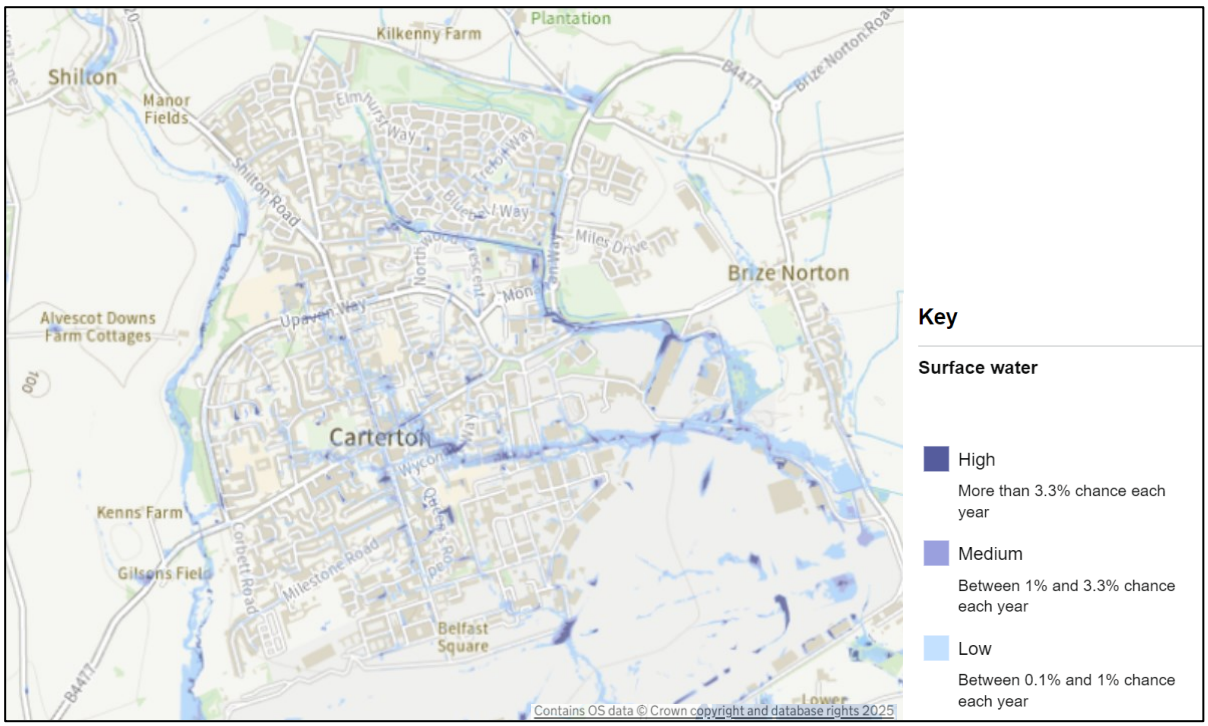


Figure 32 - Pluvial (Surface Water) Flood Map Carterton (Environment Agency)

6. Current Travel Patterns

The primary mode of transport for commuter trips beginning in Carterton is 13.5% by foot and 8.9% by bike according to 2011 census data on 'settlement-based travel to work - commutes from Carterton. This demonstrates that, while there is a strong base of existing cycling and pedestrians within Carterton, there remains a high level of car dependency for most commuters.

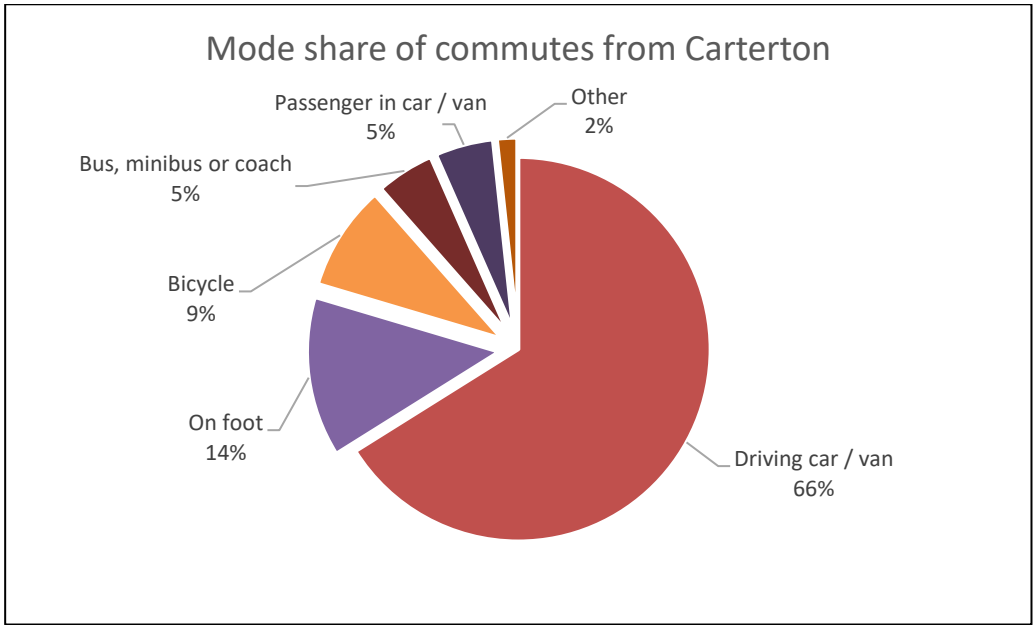


Figure 33 - Modal split of commutes from Carterton (Census, 2011)

When limited to commuting trips within Carterton, this figure increases to 29.5% by foot and 19.8% by bike, equalling just under 50% of internal commutes being undertaken by active travel. OC / OCC / national average

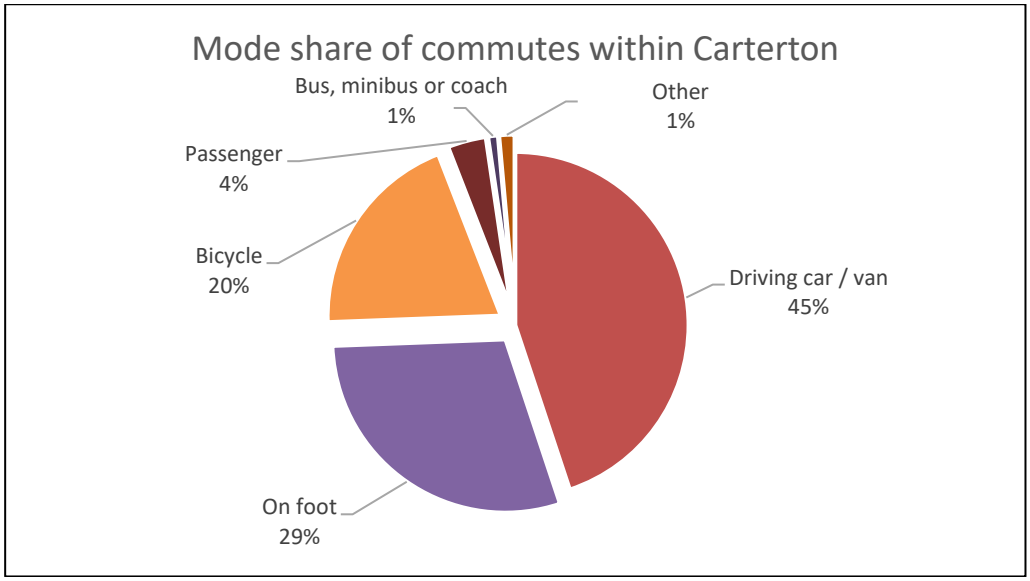


Figure 34 - Modal split of commutes within Carterton (Census, 2011)

7. Motor Vehicle Traffic Flow Summary

The busiest surveyed route in Carterton is at the Carterton Road / Barwood Avenue junction near the entrance to RAF Brize Norton with a daily average of 8597 two-way movements over a 12 hour period which suggests that this is the primary link into Carterton from Witney via the A40 (subject to further study of existing surveys). Shilton Road, the other link to Carterton from the A40, was subject to 4983 a daily average two-way movements over a 12 hour period.

The second busiest route surveyed is Brize Norton Road with a daily average of 6915 two-way movements over 12 hours. From these surveys alone, it appears that traffic is more likely to route via Brize Norton Road and the town centre than utilising Upavon Way (which was had a daily average of 3693 two-way movements).

Carterton Road and Upavon Way appear to be the most cycled route by a substantial measure (circa 0.90% and 0.66% respectively). The least cycle friendly routes are Shilton Road and Burford Road (with circa 0.27% and 0.28% respectively). Shilton Road has limited connections at the point it was surveyed and biweekly 85th percentile speeds of 44mph northbound and 46mph southbound.

8. Collision Statistics

The collision statistics below cover the period of 01/01/2016 to 31/07/2024 (103 months).

8.1. Key Statistics

- **Total Collisions**: there were a total of 93 collisions within the Carterton and Brize Norton area over the 103 month study period.
- **Severity:**
  - **Fatal Collisions (red):** Zero fatal collisions were recorded over the study period within Carterton.
  - **Serious Collisions (blue):** 20 serious collisions were recorded in the 103 month study period within Carterton.
  - **Slight Collisions (yellow):** Circa 11 collisions per year resulting in slight injuries were recorded in the study period.

31 cyclist were recorded as casualties within the study period, seven of which sustained serious injuries.

11 pedestrians were recorded as casualties within the study period, one of which sustained serious injuries.

Table 12 - Collisions within the 103-month study period (Oxfordshire County Council)

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	9	44	53
2-wheeled motor vehicles	0	4	7	11
Pedal cycles	0	7	22	29
Horses & other	0	1	2	3
Total	0	20	73	93

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	7	36	43
Passenger	0	1	19	20
Motorcycle rider	0	4	7	11
Cyclist	0	7	24	31
Pedestrian	0	2	9	11
Other	0	0	0	0
Total	0	21	95	116

8.2. Common Collision Locations

- **Carterton Road** (between the Brize Norton Rd / Upavon Way / Carterton Road roundabout and the Norton Way / Carterton Road roundabout). Three serious collisions and 12 slight collisions were recorded. This road links Carterton with Brize Norton village and RAF Brize Norton.
- **Burford Road** (between the Arkell Avenue junction and the Wycombe Way junction). Three serious and five slight collisions were recorded. This road runs through Carterton town centre.

- **Burford Road / Shilton Road** (between the Upavon Way junction and the Brizewood junction). One serious and seven slight collisions were recorded. This road provides a connection between the north of Carterton and the town centre.

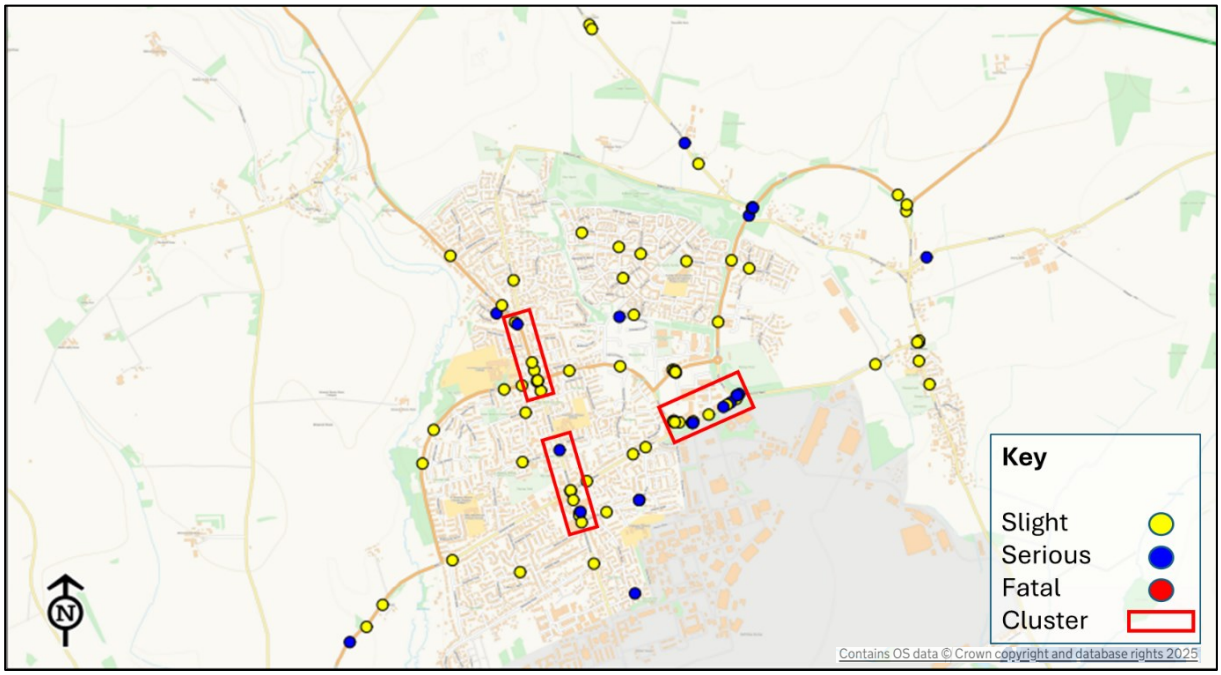


Figure 35 - Collision locations in Carterton (01/01/2016 to 31/07/2024) (Oxfordshire County Council)

8.3. Carterton and surrounding area ped and cycle collisions

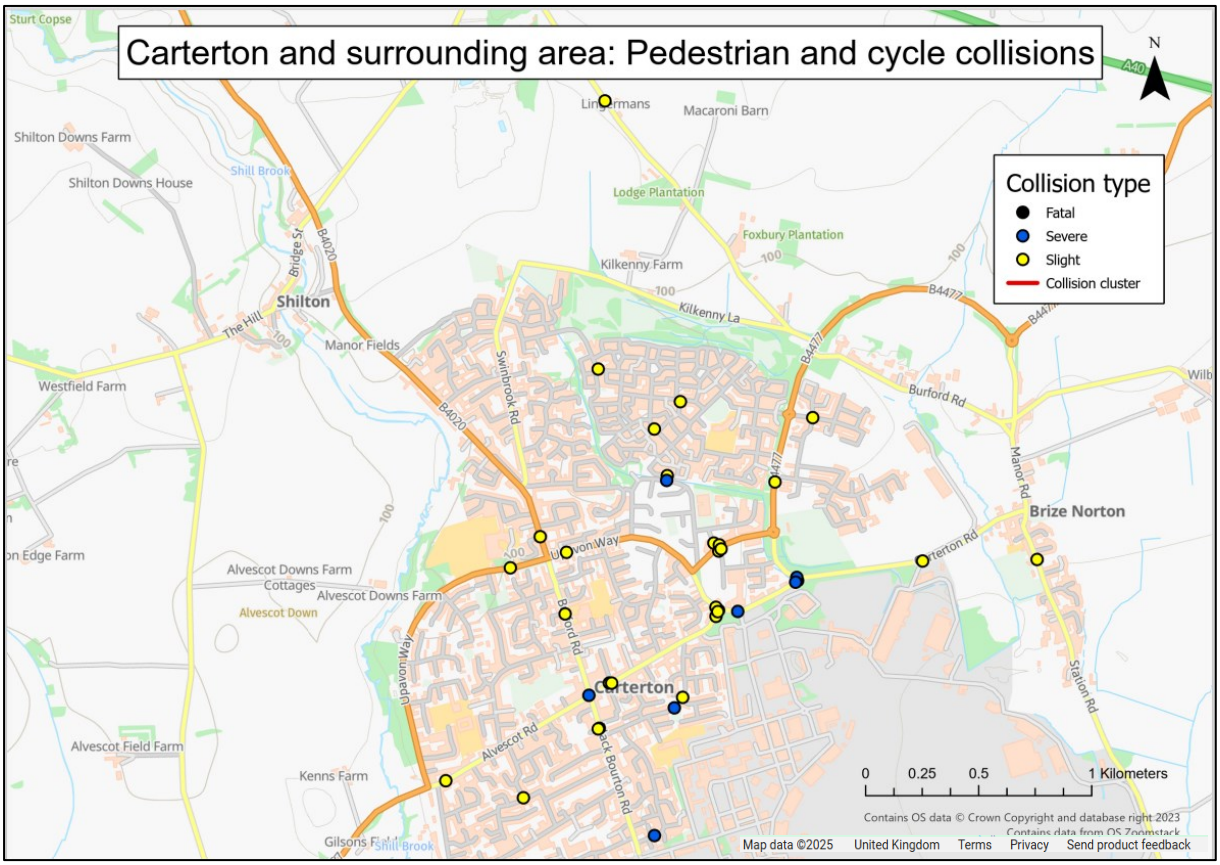


Figure 36: Ped and cycle collision locations (yellow– slight injury, blue – serious injury) (Oxfordshire County Council, 2025)

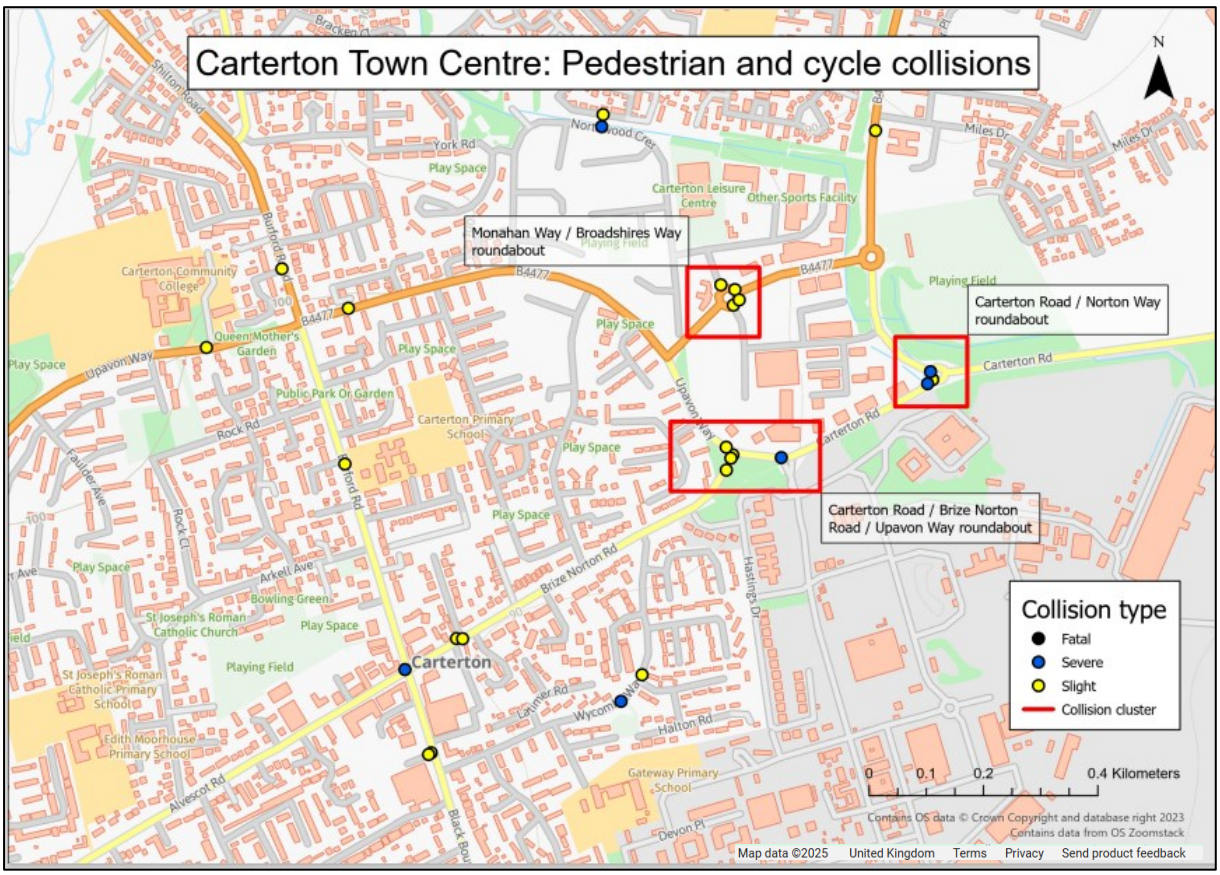


Figure 37: Carterton centre and hotspots (yellow - slight injury, blue – serious injury) (Oxfordshire County Council, 2025)

Common causes of ped and cycle collisions include:

- Motor vehicles failing to giveway at junctions
- People cycling joining the carriageway from the foot/cycleway
- Motor vehicles not stopping at crossings
- People stepping into the road from behind parked vehicles

Ped and cycle collision hotspots and collision causes:

- Carterton Road/ Brize Norton Road/ Upavon Way roundabout – cars failing to giveway/ space to people cycling
- Carterton Road/ Norton Way roundabout - cars failing to giveway/ space to people cycling; cycles entering carriageway from footway/ cycleway
- Monahan Way/ Broadshires Way roundabout – cars failing to giveway/ space to people cycling; people cycling not taking dominant position in road leading to confusion for drivers

Potential improvements based on collisions:

- Continuous footways across junctions- particularly in town centre – that require drivers to stop for people walking and cycling
- More crossing on Alvescot Road to support school journeys
- Upavon Way cycle route for school journeys

- Protected space for people cycling at roundabouts
- Continuous protected cycle space from footway/ cycleway to carriageway

9. Carterton Town Council road safety concerns

9.1. Formal road crossings

Carterton Road Safety Working Group, formed of town councillors and residents, have identified a need for more formal crossings to support journeys to nursery and school.

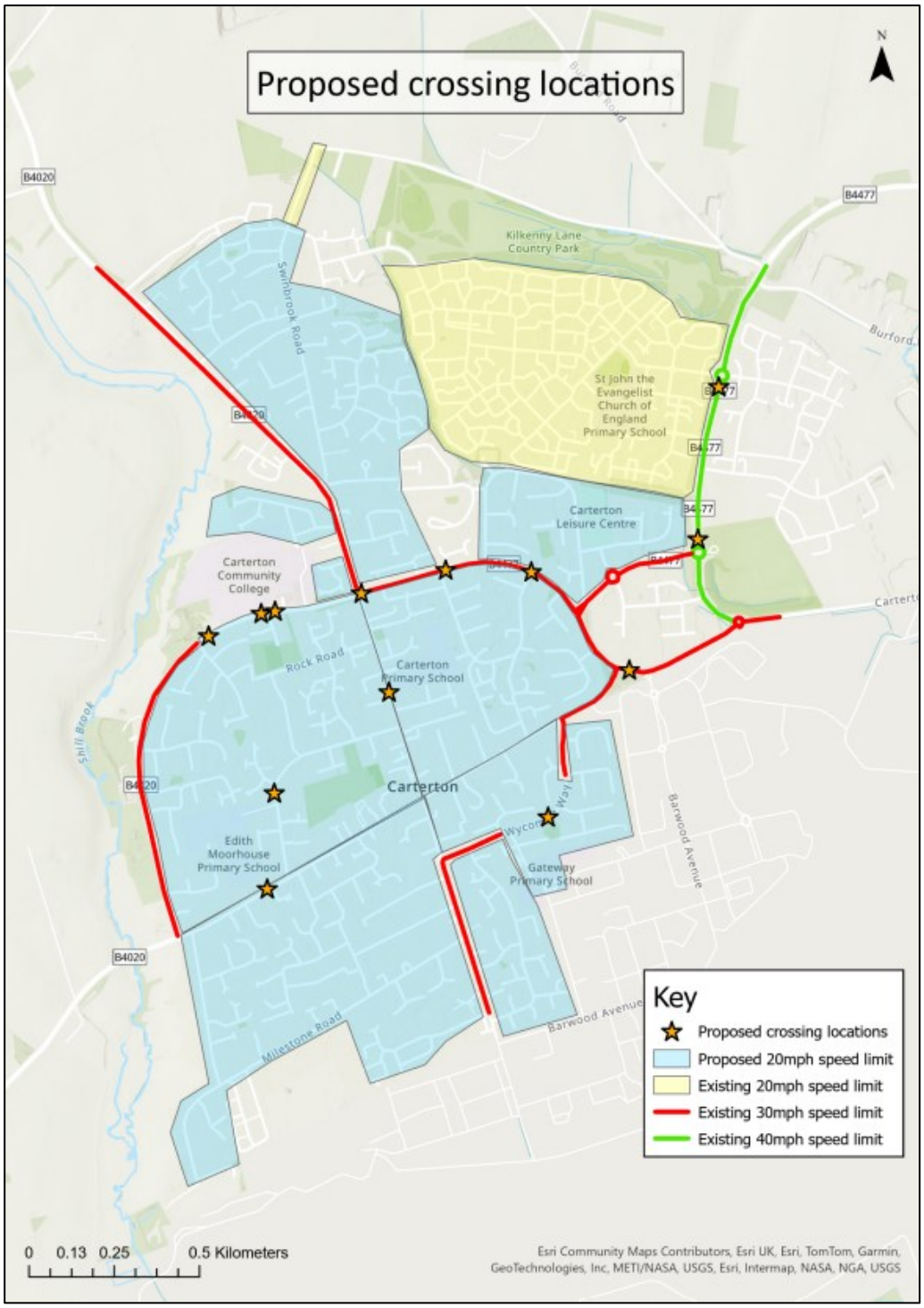


Figure 38: Proposed crossing locations (OCC using data sourced from Carterton Road Safety Working Group, 2024)

9.2. Speeding

Speeding has been identified as an issue on Milestone Road, Alvescot Road and Corbett Road by the Road Safety Working Group. Whilst a 20mph limit is being introduced, traffic calming is considered necessary to reinforce the speed limit.

9.3. Cycle routes

Students at Carterton Community College and residents have suggested additional cycle paths/ connections to support Carterton. In Figure 14 existing cycle paths are marked in red, suggested additional paths are marked in blue and connecting cycleways are marked in orange. Witney Road and Brize Norton Road to Minster Lovell have been identified as key connections to the surrounding area that are currently unsafe for cycling. It is noted as a community aspiration to improve the cycle and walking connectivity between Carterton, Minster Lovell, Curbridge and Brize Norton.

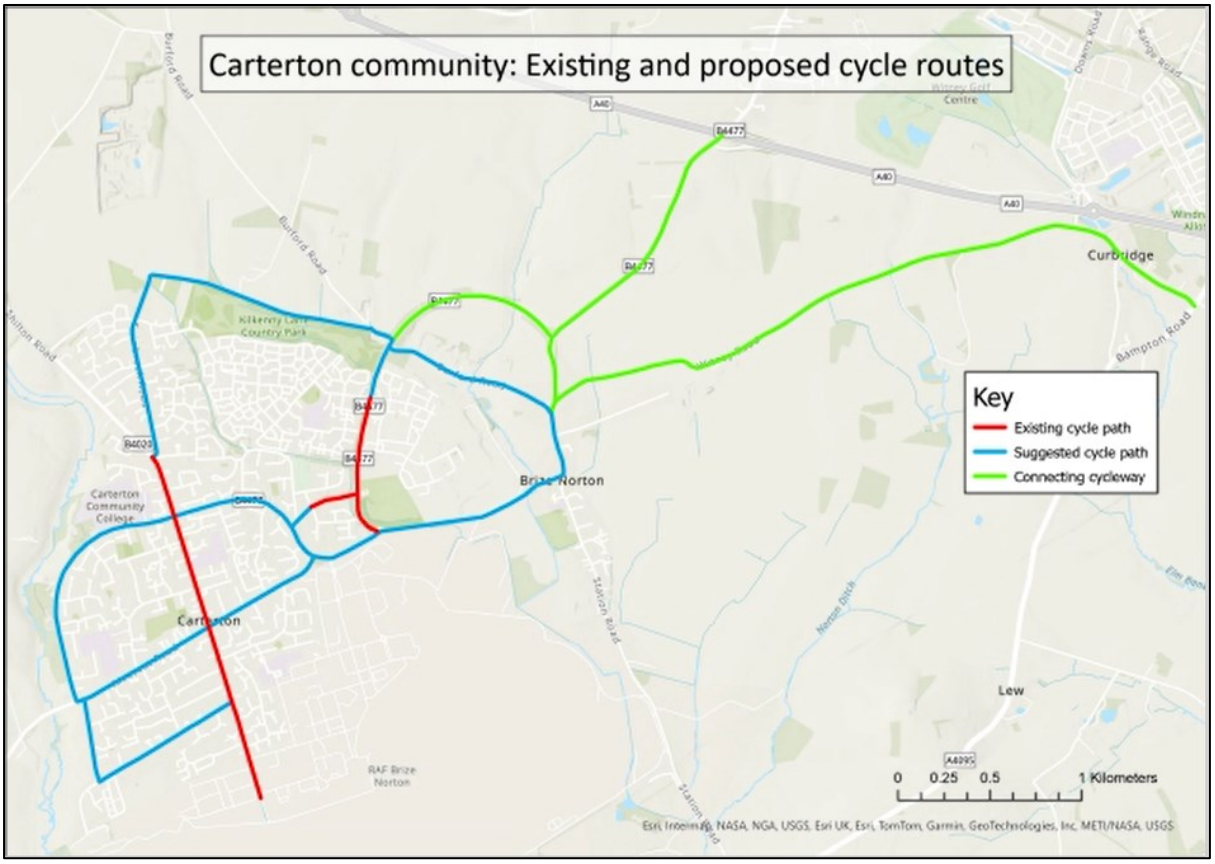


Figure 39: Carterton community existing and proposed cycle routes (OCC cycling data from Carterton Road Safety Working Group, 2024)

10. Propensity to Cycle Tool

The Propensity to Cycle Tool (PCT)[21] is a web-based tool developed by the Department of Transport (DfT) designed to estimate the potential number of people cycling for future commutes based on route length and slope gradient. The PCT shows both baseline data from the 2011 travel to work Census data and future targets to estimate how cycling could change under different scenarios in the future. It should be noted that as this data is based on the 2011 travel to work data, it does not consider trips for any other purposes (leisure cycling is addressed in Strava data below). Additionally, trips to developments that have been built since 2011 or are earmarked for development in the future are not included.

10.1. Baseline Data

The baseline data from the 2011 census indicates the current number of cycling commuters in Carterton. The most cycled routes for commuting trips are shown, providing insight into historic cycling patterns.

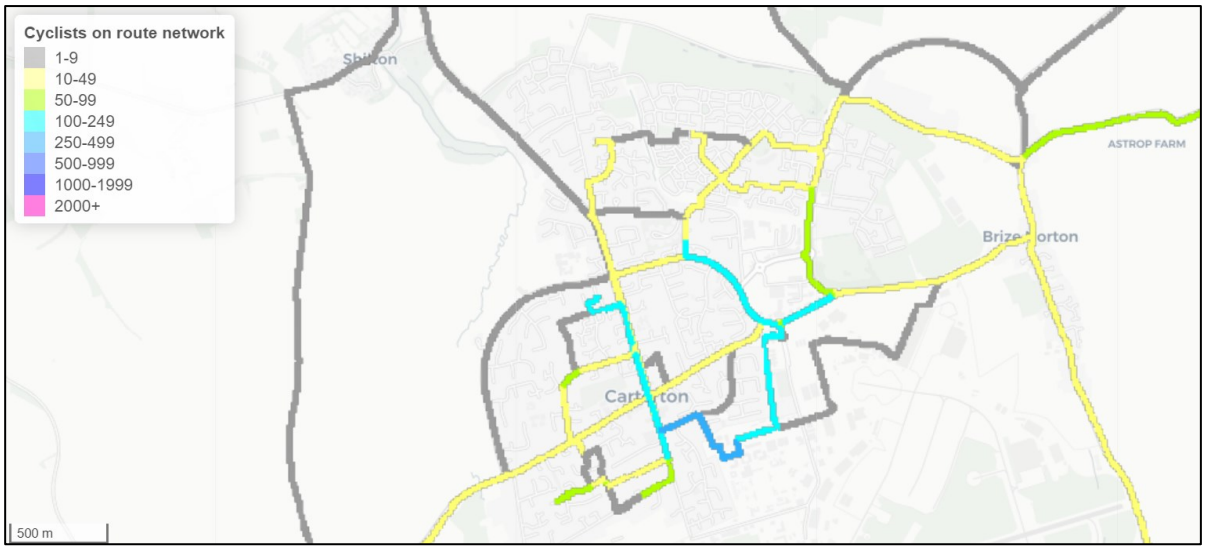


Figure 40 - Propensity to Cycle - Baseline data (Census, 2011)

Key cycling routes include:

- Wycombe Way / Netheravon Way (which has historically been a connection between RAF Brize Norton and Carterton town centre) – 250-499 cyclists
- Burford Road / Black Bourton Road (around the town centre) - 100-249 cyclists
- Upavon Way (east of Burford Road) - 100-249 cyclists
- Oakfield Road / Milestone Road – 50-99 cyclists
- Witney Road (most likely commuters cycling to / from Witney) - 50-99 cyclists
- Monahan Way - 50-99 cyclists

[21] Propensity to Cycle Tool (2011 Census data) – Carterton Propensity to Cycle Tool - Propensity to Cycle Tool - Oxfordshire (pct.bike)

10.2. Future Scenario

The PCT also highlights routes with the greatest potential for growth in the number of people cycling, based on four scenarios:

1. **'Government Targets (equality)'**

   This scenario models DfT's ambition to double cycling in England between 2013 and 2025. Key routes in Chipping Norton with the highest potential for increased cycling include:

- Witney Road and links towards Brize Norton / Witney
- Upavon Way (immediately east of the junction with Burford Road)
- Ashfield Road

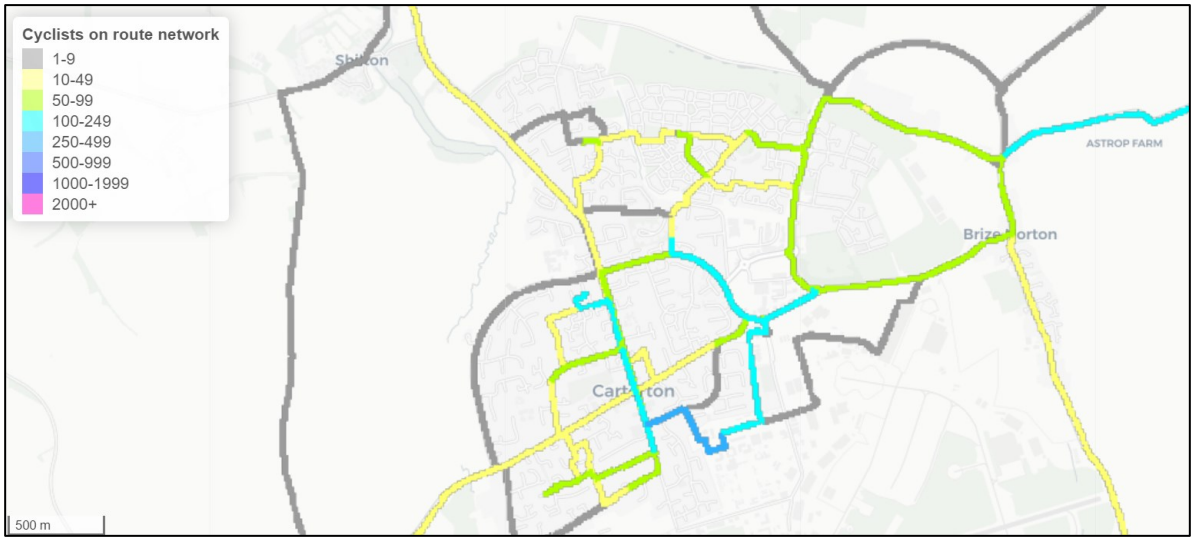


Figure 41 - PCT – Government Targets (Census, 2011)

2. **Gender Equality**

This scenario models a situation where gender differences in cycling are eliminated. In Carterton, this would increase the number of women cycling on key routes such as:

- Burford Road (north of the junction with Upavon Way)

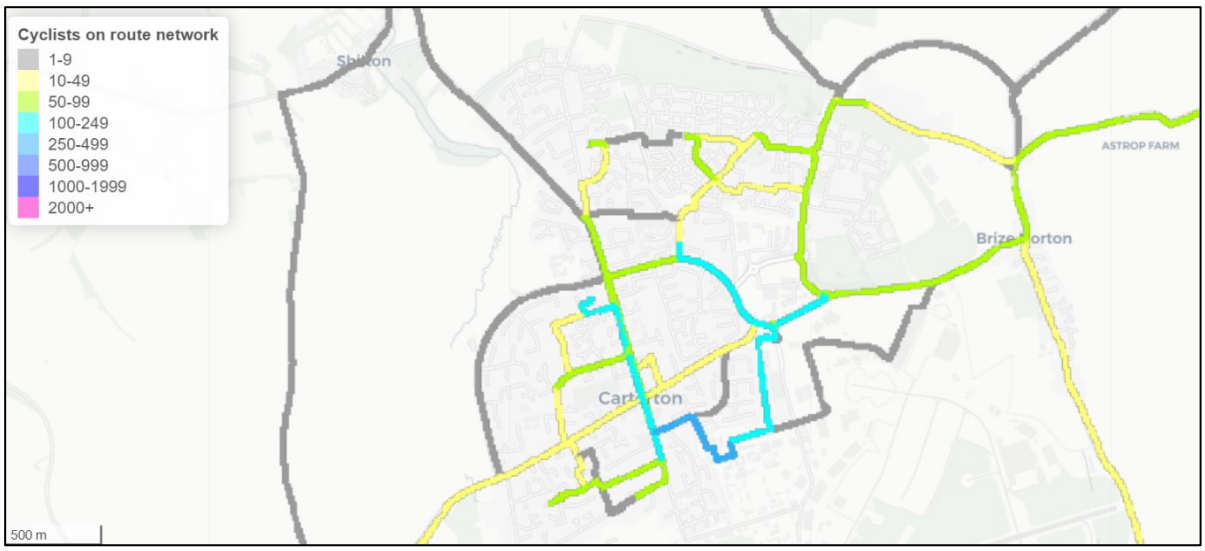


Figure 42 – PCT - Gender Equality (Census, 2011)

3. **Go Dutch**

This scenario envisions investment in cycling infrastructure to Dutch standards, accompanied by a cultural shift towards cycling. Significant increases in cycling would occur on:

- Wycombe Way / Netheravon Way
- Burford Road / Black Bourton Road
- Alvescot Road
- Brize Norton Road
- Upavon Way
- Oakfield Road / Milestone Road
- Witney Road / Carterton Road
- Monahan Way
- Ashfield Road

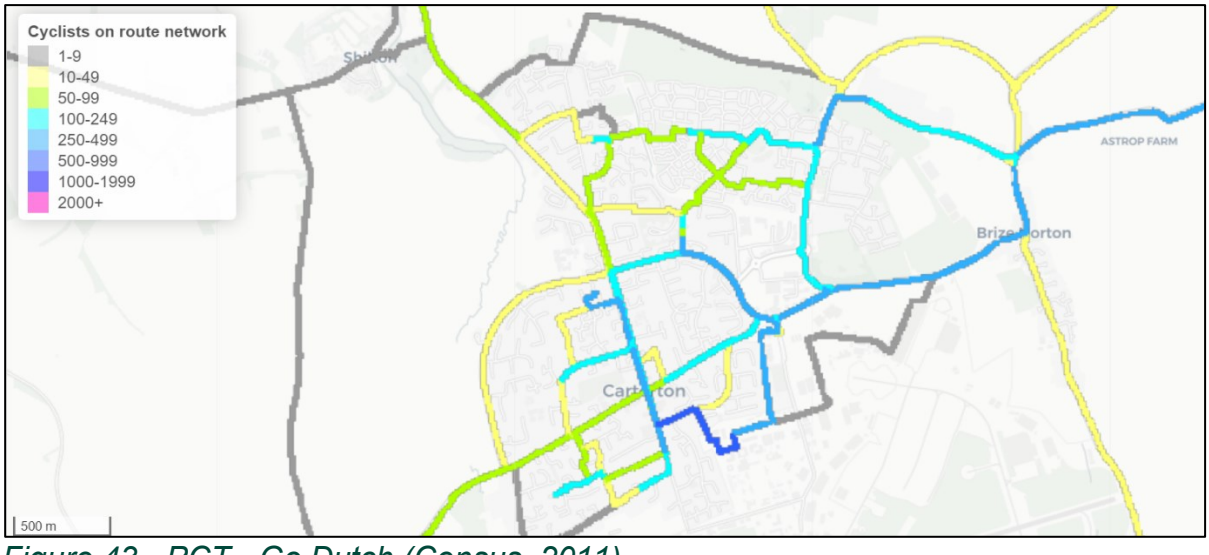


Figure 43 - PCT - Go Dutch (Census, 2011)

4. **E-bike**

This scenario projects the impact of widespread e-bike adoption, as an extension of the 'Go Dutch' scenario. E-bikes would further increase cycling, particularly on routes with steeper gradients and longer distances:

- Witney Road / Carterton Road
- B4477
- Shilton Road
- Brize Norton Road
- Station Road
- Teasel Way
- Bluebell Way

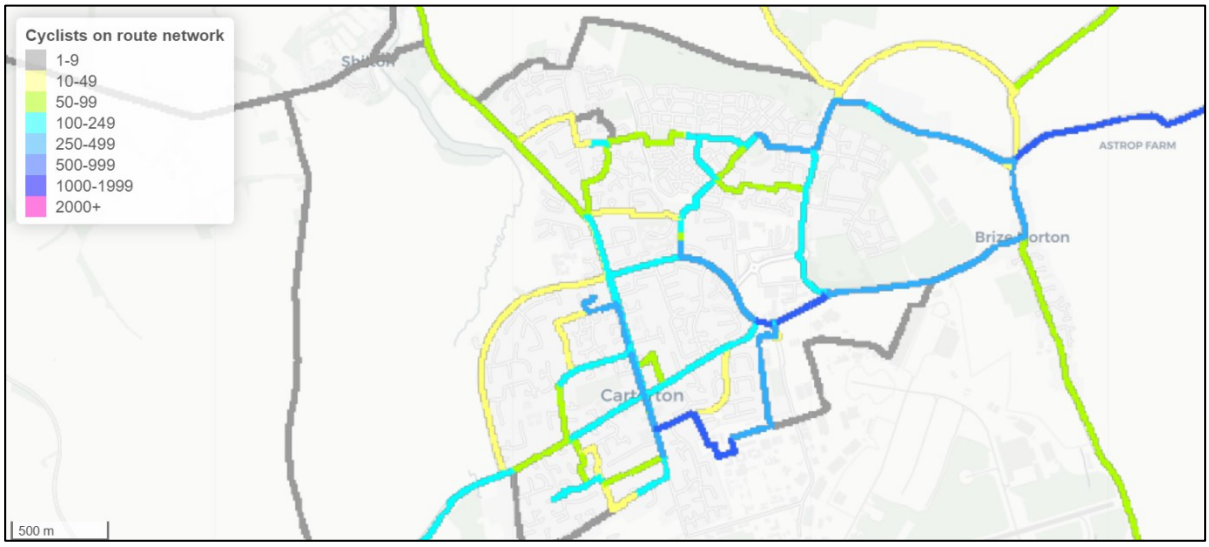


Figure 44 - PCT - E-bikes (Census, 2011)

11. Leisure Modal Split

The leisure walking, running, hiking and cycling maps below indicate some of the pathways that people access in and around Carterton, based on data obtained from Strava. The white routes indicate the most used routes, followed by yellow and orange. In all instances, Upavon Way, Brize Norton Road, Burford Road, Alvescot Road, Shilton Road, Swinbrook Road, Monahan Way, Carterton Road and links to and around Kilkenny Country Park are most commonly traversed for leisure activities.

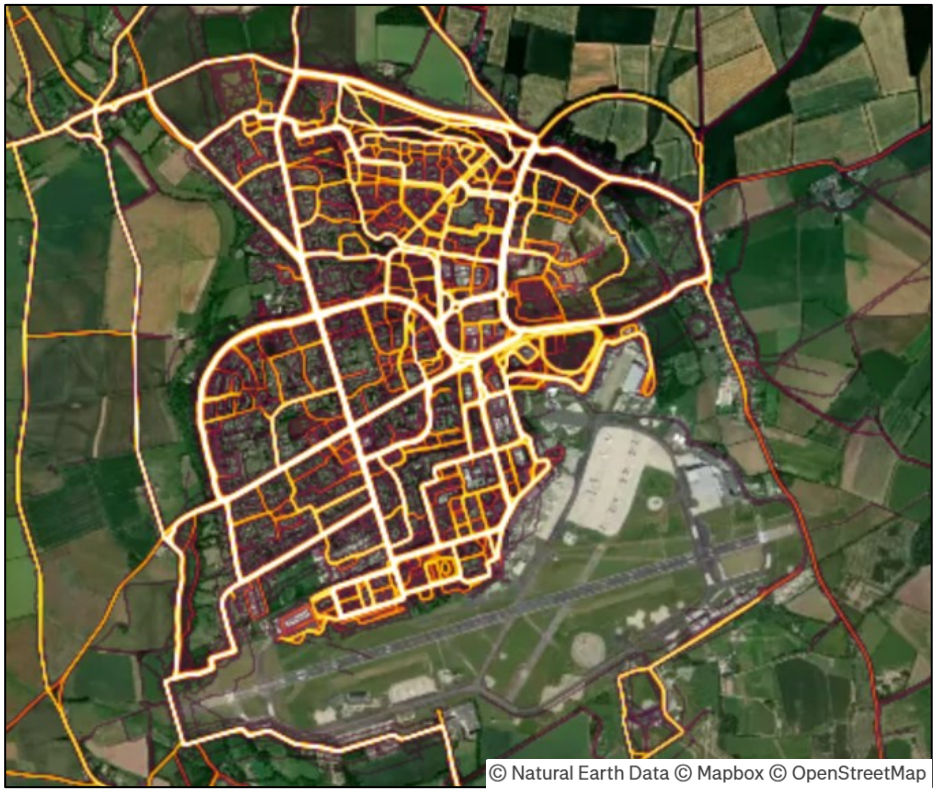


Figure 45 - Leisure Running (Strava, 2024)

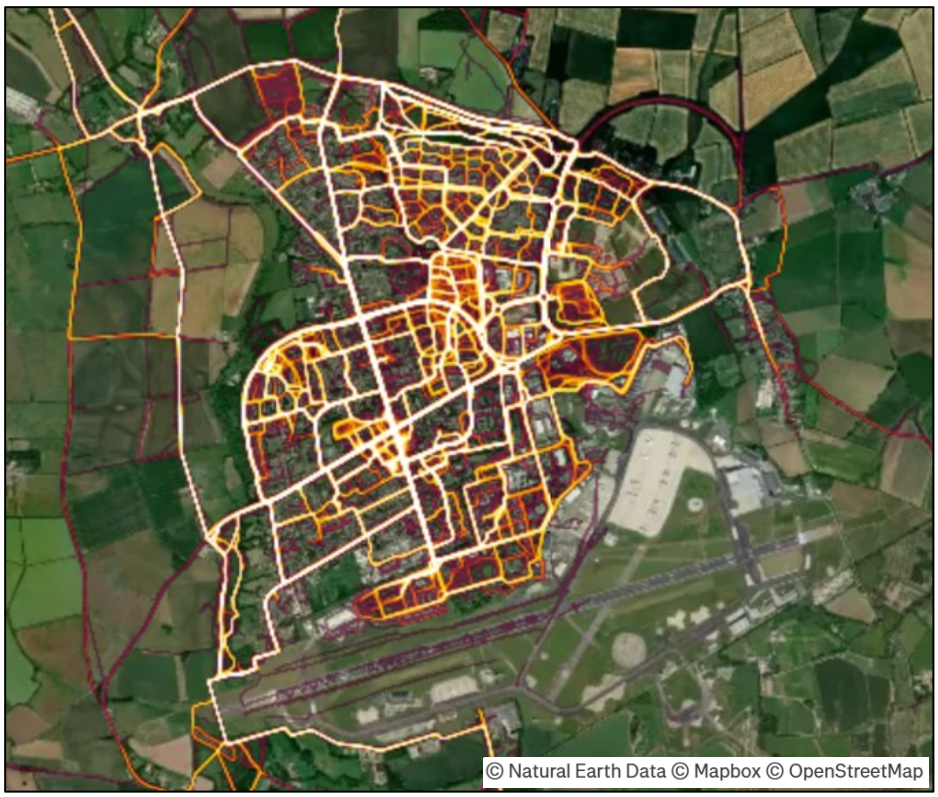


Figure 46 - Leisure Walking (Strava, 2024)

Figure 47 - Leisure Cycling (Strava, 2024)

Figure 48 - Leisure Hiking (Strava, 2024)

The Strava map indicates that there is a hiking link between Burford and Carterton the follows a PRoW Footpath between Carterton and Shilton and PRoW Bridleway / Footpath between Shilton and Burford. This is the most common long distance walking route starting/ ending in Carterton.

12. Trip Generators

12.1. Carterton trip generator examples

There are a range of trip generators in Carterton including schools, employment sites (including RAF Brize Norton), health facilities, sport and recreation facilities, community facilities (including the Library and Town Hall), and bus stops. These are indicated in Figure 24 and listed below, but this is by no means an exhaustive list.

Health

- The Carterton Health Centre
- Broadshires Health Centre
- Tremain Veterinary Group – Carterton
- Medivet Carterton
- Carterton Veterinary Surgery
- David Stone Medical Centre

Retail

- Carterton Town Centre
- Marigold Square Local Centre
- Brize Meadow Local Centre

Employment

- RAF Brize Norton
- Ventura Park industrial estate
- South Carterton Industrial Estate
- West Oxon Business Park

Education

- RAFAkidz Brize Norton
- Little Giants Nursery
- Co-op Childcare Carterton
- Edith Moorhouse Primary School
- St Joseph's Catholic Primary School
- Carterton Primary School
- Gateway Primary School
- St John the Evangelist Primary School
- Brize Norton Primary School
- Carterton Community College

Community facilities

- Town Hall
- Women's Institute Hall
- Carterton Library
- Churches

  - St Joseph's Catholic Church
  - The Sanctuary
  - St John the Evangelist
  - Horizon Church
  - Father's Touch

- Thames Valley Police Station
- Carterton Social Centre at Browns Hall
- Carterton Community Centre
- Millennium Amenity Centre
- Carterton Family Centre
- Bus stops

Recreation/ green spaces

- Stanmore Crescent play area
- Carterton Squash Club
- Kilkenny Lane Country Park
- Carterton Football Club
- Kilkenny Road / Swinbrook Road Allotments
- Elmhurst Way Allotments
- Hazel Copse
- Martial Arts School
- Carterton Gymnastics Club
- Carterton Soft Play and Trampoline Park
- Carterton Leisure Centre
- Brize Meadow Play Area
- Thornhill Recreation Ground (Trefoil Way Play Area)
- Carterton Skate Park
- Sports pitches
- Carterton Bowls Club
- The Sanctuary Community Garden
- Willow Meadow
- Halton Road Play Area
- Carterton Recreation Ground
- Carterton Pavilion
- Blackthorn Green
- REEMA
- Green space near Elmhurst Way
- Green space near Norton Way

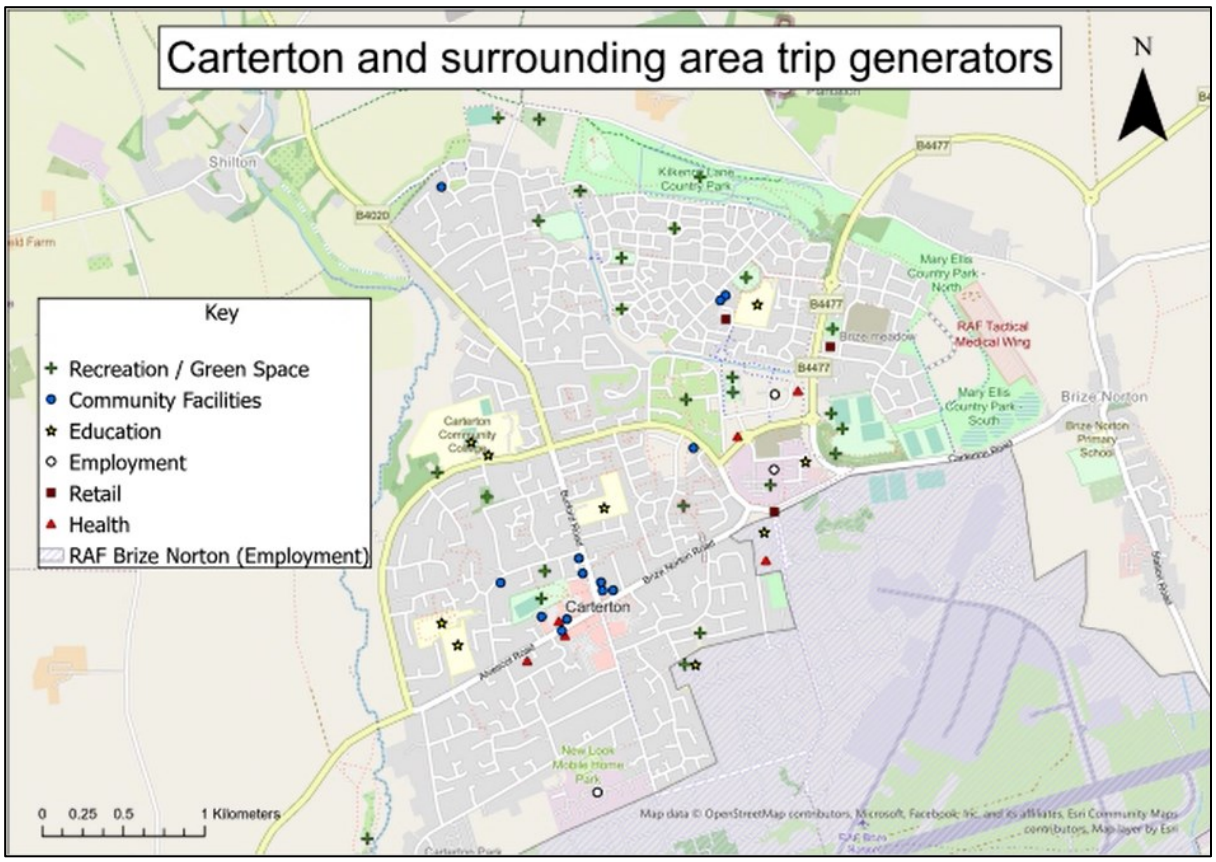


Figure 49 - Trip generator map

12.2. Carterton schools origins and destinations

Data collected in October 2024 (from OCC's Performance and Information Team) reveals the home location of pupils who attend school in Carterton and Brize Norton. Most pupils who attend these schools live in Carterton and Brize Norton, but all schools attract pupils from the surrounding villages and towns. Whilst some schools are served by school buses for pupils living in outlying towns and villages, this is not an option for most schools. As these towns and villages are outside the typical 2km walking distance and cycling routes are not deemed safe, it is likely that pupils from these areas travel to school by private motor vehicle.

Carterton Community College pupil origins

- Carterton
- Brize Norton
- Bampton
- Clanfield
- Black Bourton
- Alvescot
- Broadwell
- Filkins
- Burford
- Fullbrook
- Asthall Leigh
- Minster Lovell

- Witney
- Stanton Harcourt
- Chipping Norton
- Milton (Abingdon)
- Swindon

There is a school bus for pupils from Bampton, Clanfield, Black Bourton, Alvescot, Filkins, and Burford.

St Joseph's Catholic Primary School pupil origins:

- Carterton
- Bampton
- Clanfield
- Watchfield
- Shrivenham
- Langford
- Alvescot
- Stonesfield
- Northleach

Edith Moorhouse Primary School pupil origins:

- Carterton
- Clanfield
- Bampton
- Highworth
- Witney
- Minster Lovell

Gateway Primary School pupil origins:

- Carterton
- Brize Norton
- Bampton
- Clanfield
- Witney
- Minster Lovell

Carterton Primary School

- Carterton
- Burford
- Fulbrook
- Witney
- Standlake
- Watchfield

There is a school bus for pupils from Watchfield and Shrivenham

St John the Evangelist CofE Primary School pupil origins:

- Carterton

- Brize Norton
- Burford
- Alvescot
- Black Bourton
- Bampton
- Witney
- Minster Lovell

Brie Norton Primary School

- Brize Norton
- Carterton
- Bampton
- Witney
- North Leigh

Table 13: School travel data

(based on 2011 Census data from the Propensity to Cycle Tool)[22]

School	Total number of pupils	Proportion of pupils cycling to school	Proportion of pupils driven to school
Gateway Primary School	258	12%	21%
Edith Moorhouse Primary School	224	6%	31%
St Joseph's Catholic Primary School	91	1 to 5 people	44%
Carterton Primary School	230	3%	18%
St John The Evangelist Primary School	384	4%	19%
Brize Norton Primary School	109	1 to 5 people	56%
Carterton Community College	576	8%	6%

[22] Propensity to Cycle Tool

13. Public Rights of Way

Within the bounds of Carterton there is one public rights of way (PRoW) (reference: 143/3/10). This runs from Carterton Road to Burford Road and provides connections to Miles Drive and Bellinger Way which lie within new housing estates.

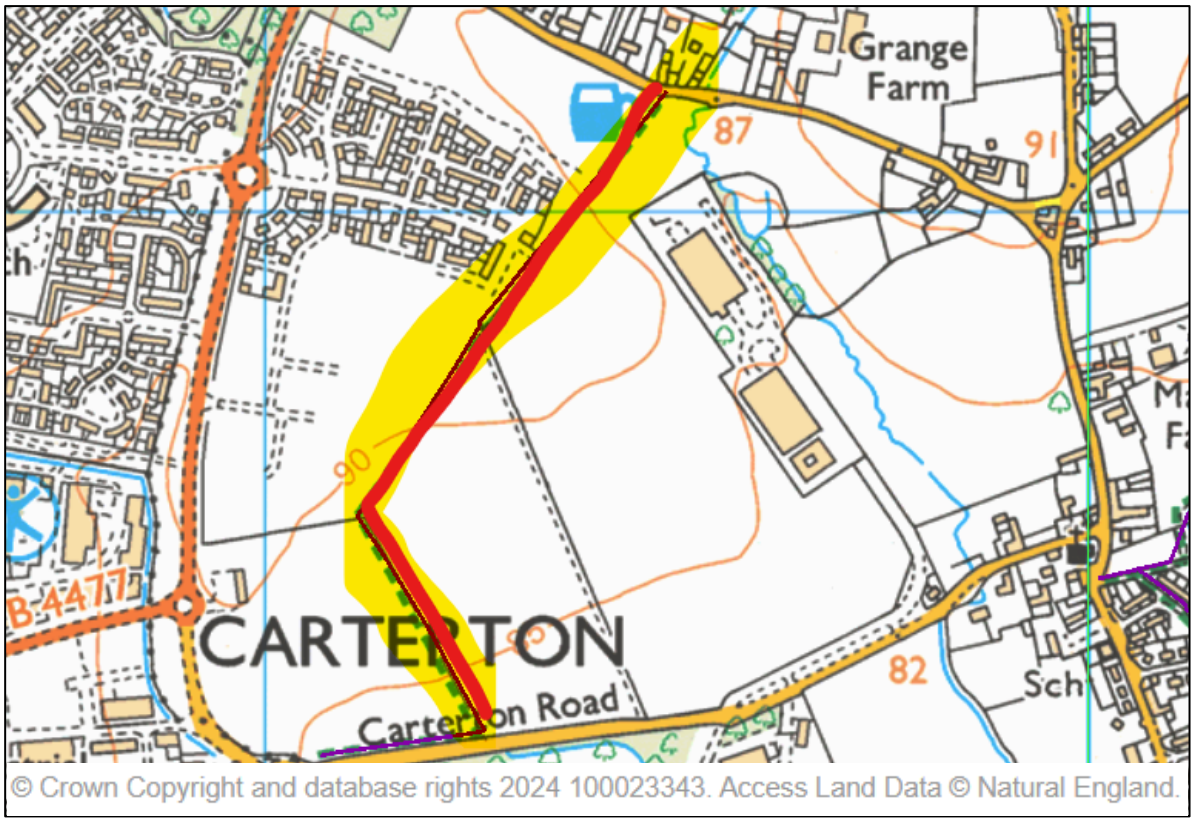


Figure 50: Carterton PRoW between Carterton Road and Burford Road (OCC Countryside Access Map)[23]

A second short PRoW (reference: 151C/3/10) lies to the north of Carterton, connecting Stocks Walk with Saffron Crescent.

[23] Oxfordshire County Council Countryside Access Map

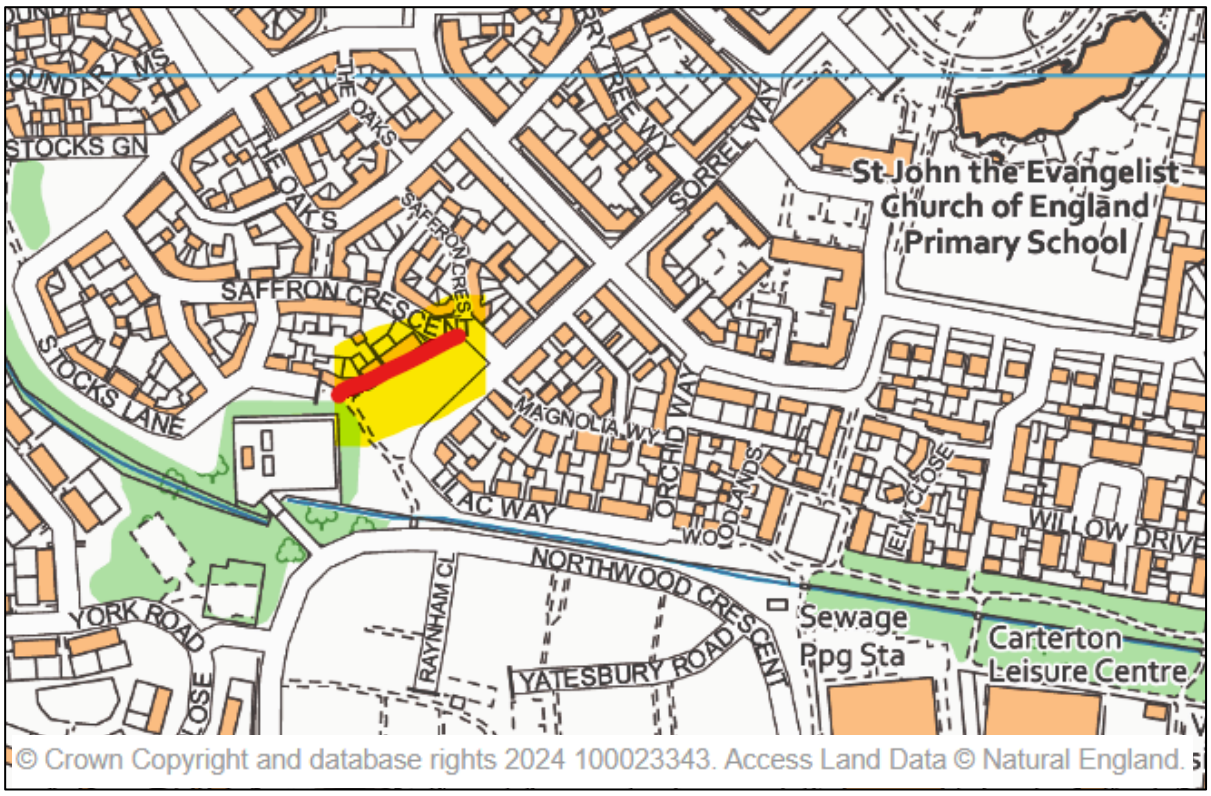


Figure 51: Carterton PRoW Stocks Lane to Saffron Crescent (OCC Countryside Access Map)[24]

Another PRoW (reference 151C/2/10) connects a path along Shill Brook (non-PRoW) to the B4020 Shilton Road.

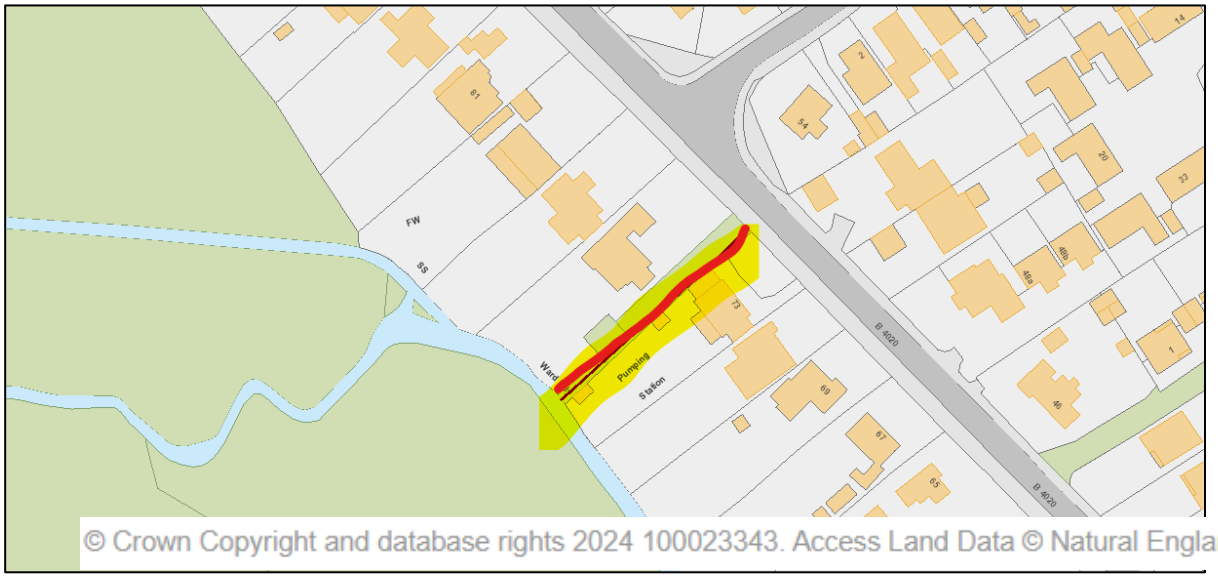


Figure 52: Carterton PRoW Shill Brook to Shilton Road (OCC Countryside Access Map)[25]

[24] See reference 27

[25] See reference 27

Carterton is surrounded by PRoWs that provide connections to neighbouring villages – Shilton, Brize Norton and Alvescot. Cycling is not permitted on these routes, but upon reaching Shilton and Alvescot cycling is permitted to villages further aafield.

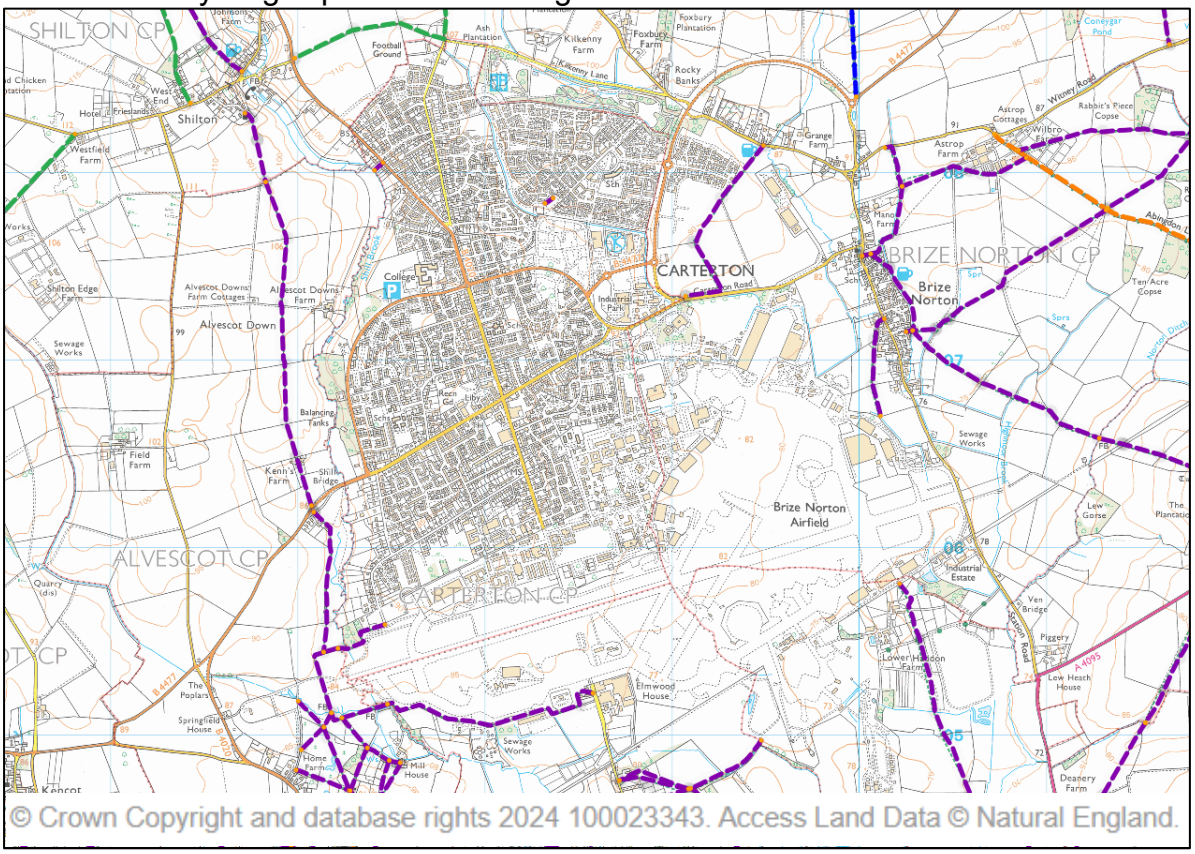


Figure 53: PRoW network beyond Carterton (OCC Countryside Access Map)[26]

[26] See reference 27

14. Public transport

14.1. Existing bus services

Table 14: Existing bus services Carterton

Bus service number/ operator	Bus service route	Frequency
Stagecoach S1	Carterton – Witney – Eynsham – Oxford	Every 20 minutes from 06:00 – 19:00 and twice hourly from 19:00 – 23:30 with additional twice hourly services on Friday (early morning)
Pulhams 19	Carterton – Witney (via southern villages including Alvescot and Bampton)	Hourly from 06:20 – 20:00 excluding Sunday
Pulhams 64	Witney – Carterton – Burford – Swindon	4 times a day excluding Sunday
West Oxfordshire Community Transport[27] – Carterton Connector (345/355)	North and south of Carterton with Carterton Town Centre	Hourly 09:00 – 13:00 Tuesday – Saturday and hourly 09:00 – 16:30 Thursday

14.2. Bus improvement programme summary

Bus improvement plan (June 2024)[28]:

New and enhanced services

- Witney – Carterton – Swindon (64);
- Carterton – Oxford (express service) (SX1);

Other relevant bus improvements

- Countywide traffic signals upgrades
- Countywide real time passenger information improvements
- A discounted bus travel product for young people
- New countywide bus ticket valid on all services
- £1 bus fares on Sundays in December 2023 and 2024
- Travel to work/journey planning with employers

Recent S106 improvements

- 6 new shelters installed in Carterton – 2 with Real Time Information.

[27] West Oxfordshire Community Transport

[28] Oxfordshire Bus Service Improvement Plan

15. Engagement summary

Between December 2024 and March 2025 Oxfordshire County Council ran an engagement exercise on Let's Talk Oxfordshire that asked members of the public and stakeholders in Carterton and the surrounding area to drop a pin on a map to indicate an issue with walking and/ or cycling infrastructure in Carterton. In total 95 pins were dropped, 48% of these were to indicate a 'safety concern', 38% were to indicate an' improvement needed', and 12% indicated an 'other issue'. These comments have been analysed and used to inform the LCWIP.

Some comments relate to maintenance issues; as the LCWIP does not address maintenance issues these have been passed onto the OCC maintenance team and registered on Fix My Street. Comments were also received about parking and motor vehicle movements; where this does not directly relate to walking and cycling these points have not been addressed in the LCWIP but will be considered in the emerging Carterton Movement and Place Strategy.

Table 15: Pin drop exercise comments consolidation

Location	Issue(s)
Black Bourton to Carterton	Lack of footways and cycleways
Willow Meadow (Alvescot Road from Monahan Way junction) (accessing nature)	Narrow footway and speeding
Corbett Road	No footpath on east side forces people to walk in the road
Alvescot Road (alleyway between Hammett Place and Alderley Close)	No crossing for people walking
Wycombe Way	Traffic speed and route used as a cut through, crossing on bend reduces visibility
Town centre crossroads	Traffic congestion Unfriendly environment for people walking due to traffic speed and limited crossings People cycling on footways causing conflict with people walking
Arkell Gardens	Narrow and uneven footway leading to recreation ground
Burford Road	Parents/ carers of children from Carterton Primary School waiting for children in cycleway
Upavon Way	Road condition very poor (potholes and drains) affecting cars and people cycling No crossing (or lighting) to skate park Poor walking and cycling routes to school/ from traffic lights to small roundabout (Burford Road to Alvescot Road junction)

	No safe crossing of Upavon Way at Northwood Crescent Footway narrow at signalised crossing south of junction with Monahan Way
Upavon Way underpass	Regularly floods rendering it unusable
Northwood Crescent to Shilton Park	Lack of joined up walking and cycling network and associated wayfinding
REEMA north site	Footways in poor condition
Bluebell Way development	Improved connectivity to the town centre for walking and cycling required with supporting wayfinding
Bridge over the brook near Woodlands	Poor condition and routinely floods
Burford Way/ Upavon junction	Junction size means it takes a long time to cross
North of the B4477/ Monahan Way junction	Bus stops are not illuminated, which contributes to feeling unsafe particularly when crossing the road
Shilton Road/ Brizewood junction	Cycling around the roundabout and accessing nearby cycleways is unsafe Unsafe crossing for people walking and cycling
Shilton Road (north of Brizewood junction)	Pavement in poor condition and unlit
Park/ brook area between Strathmore Close, Speyside Close, Flax Crescent and Boundary Lane	Unlit leading to anti-social behaviour
Kilkenny Lane football club	Cycle provision on Burford Road does not extend to football club
Kilkenny Lane to Shilton	Improve footways to provide a link to the existing footway adjacent to the B4020 and with a new footway linking to Stonelands Lane provide a circular walking route in North Carterton
Brize Norton Road	Lack of cycle provision between Shilton Park and Brize Meadow Footway missing on western side at northern extent of Brize Norton Road No streetlights between RAF Brize Norton main gate and Brize Norton Road (towards town centre)
Carterton Road/ Brize Norton Road/ Upavon Way junction	Motor vehicles do not stop at crossing near Brize Norton Road, Carterton Road, Upavon Way junction Unsafe to cross Unlit

Entrance to RAF Brize Norton	Challenging and unsafe for people walking to cross
Carterton Road	Narrow footway between Carterton and Brize Norton Shared use footway/ cycleway feels unsafe No direct and protected cycle connection between Brize Norton and Carterton (westbound) forcing people cycling to cross a busy road twice Lack of crossing provision for people walking between Brize Norton and Carterton on Carterton Road at roundabout with Norton Way Motor vehicles often do not stop on zebra crossing on Carterton Road east of RAF entrance gate In vicinity of zebra crossing the footway is narrow and two wheelchairs/ prams struggle to pass
Monahan Way	Lack of footway and cycleway provision and wayfinding between the edge of Brize Meadow and Monahan resulting in large detours
B4020 west of Upavon Way	High traffic speed makes crossing the road to the Water Meadow unsafe
Shilton Park	Parked cars block footway and crossing points Narrow footways Ani social behaviour at bridges Lack of a marked walking and cycling route between Shilton Park and town centre
Witney Road	No dedicated cycle provision makes the route unsafe for journeys to/ from Witney
Trefoil Way	Lack of crossing provision at junctions of Teasel Way and Sorrel Way for school journeys
Bluebell Way	No crossing making it unsafe to cross the road on school journeys
Teasel Way	Unsurfaced footway outside school floods and is muddy
Home Close to Airplay Park	Unsurfaced footway (muddy)
Black Bourton Road	People forced to cross directly over roundabout due to misaligned dropped kerbs
Lord Close and Robinson Close	Inconsiderate and obstructive parking from football pitches off Upavon Way
RAF Brize Norton	Unsafe for vehicles turning into RAF Brize Norton
Willow Drive	Uneven footway presenting a trip hazard

Appendix B: Walking and Cycling Audit Report

Carterton and the surrounding area Local Cycling and Walking Infrasturcture Plan

March 2025

Report Ref.		**Carterton LCWIP Audit Report V2.0.Docx**				
Rev	**Suit**	**Description**	**Date**	**Originator**	**Checker**	**Approver**
1.0	-	Draft for OCC Review	21/02/2025	HT	LF	MM/NY
2.0	-	Final	21/03/2025	HT	MM	LF

Ref. reference. Rev revision. Suit suitability.

Prepared for

Oxfordshire County Council

County Hall
New Road
Oxford
OX1 1ND

Prepared by

Pell Frischmann

3rd Floor
Edmund House
12 - 22 Newhall Street
Birmingham
B3 3AS

OXFORDSHIRE COUNTY COUNCIL

Pell Frischmann

Contents

Figures

Tables

1. Introduction

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

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

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

In addition to the site audits, a public pin-drop engagement exercise[29] was undertaken concurrently with members of the public able to add a point to the map to outline any issues or improvements to help build a high-quality walking and cycling network in Carterton and the surrounding areas. A Steering Group has also been developed with key stakeholders. Inputs from both members of the public and key stakeholders have been reviewed and included within this Audit Report.

7.1. Site Audits

The site audits were undertaken over a single day, divided between two groups: a walking group, and a cycling group. The audits were attended by representatives from the Project Team from both Pell Frischmann (PF) and Oxfordshire County Council (OCC) as well as representatives from Carterton Town Council (CTC) and Windrush Bike Project. The details for the site visit and attendees in each group are set out in **Table 16**.

Table 16: Site visit details

	Walking Audit Group	**Cycling Audit Group**
Date	Thursday 6th February 2025	

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

Area covered	The main Carterton town area, including the main routes into/ out of Carterton. Further details of the area covered by the walking audit group are shown in **Figure 56**.	The link routes to/ from Carterton and surrounding villages of Brize Norton, Bampton, Clanfield, Black Bourton, Langford, and Burford. Carterton town centre was also audited. Further details of the area covered by the cycling audit group are show in **Figure 58**.
Group members	Lucy Frearson (PF) Harry Thompson (PF) Odele Parsons (OCC) James Kilgour (OCC) Cllr Kathy Godwin (CTC)	Nick Young (PF) Kevin Arnold (Windrush Bike Project)
Weather	Cold, but dry and sunny throughout the whole day.	

2. Walking Audits

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

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

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

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

Figure 54 shows the road classification within Carterton. This identified the main corridors of movement, informing the routes that were selected for audit.

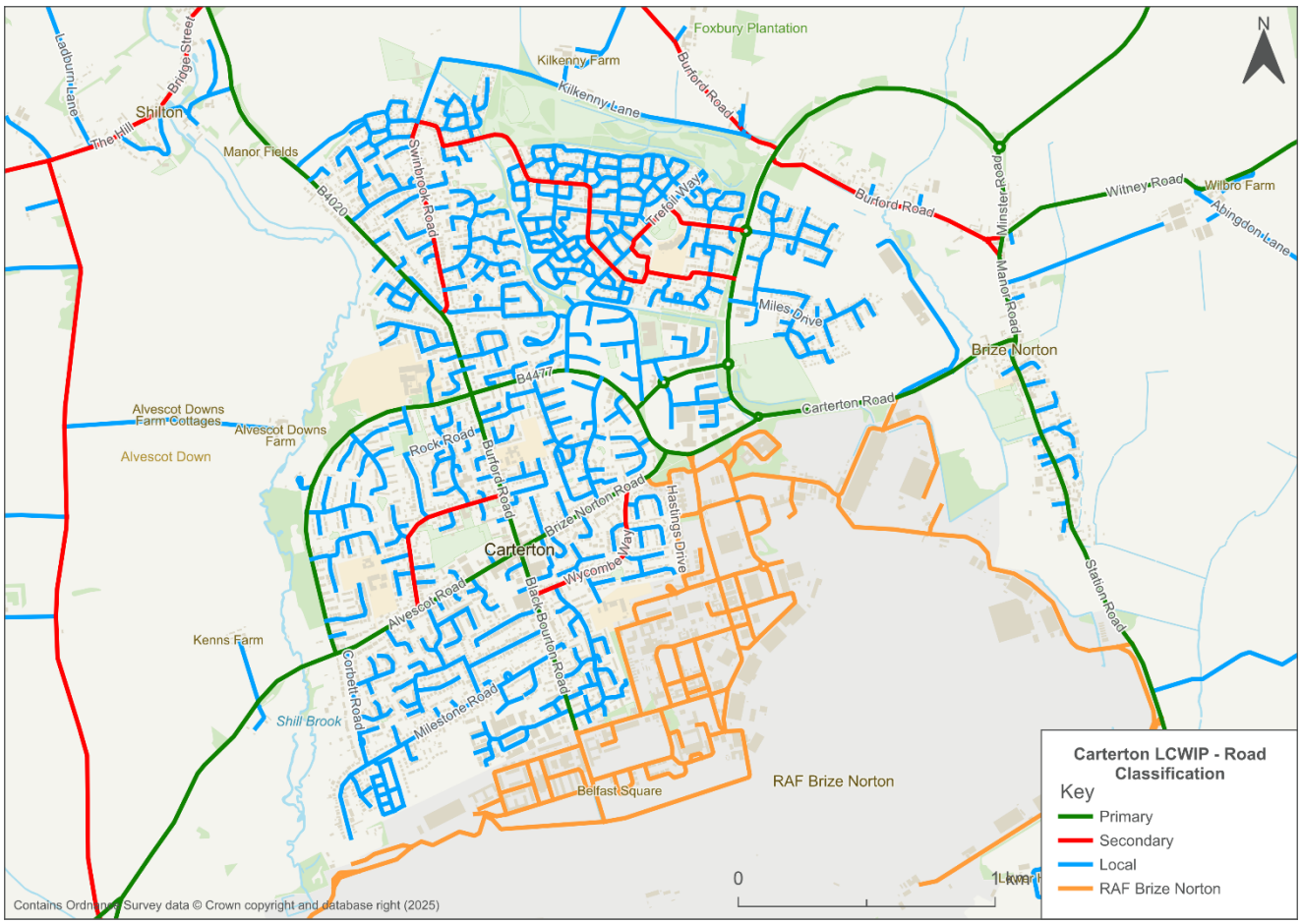


Figure 54: Carterton Road Classification

A Core Walking Zone (CWZ), **Figure 55**, was identified using the key trip attractors and generators. The CWZ is an area identified within the town centre which is roughly 250m in width along Brize Norton Road and 380m in height along Burford Road covering the core centre of Carterton including shops, cafes and restaurants.

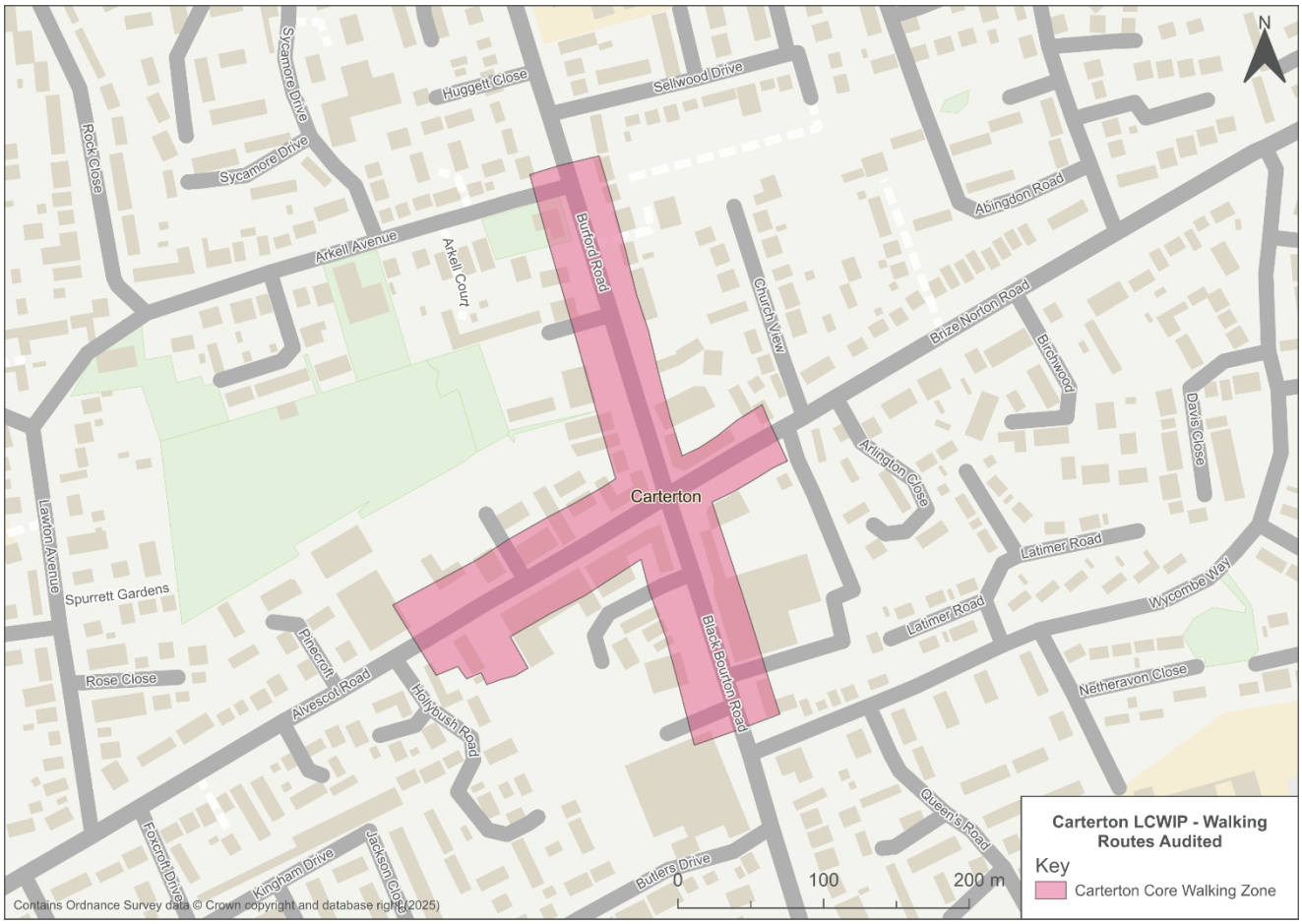


Figure 55: Carterton Core Walking Zone

Thorough analysis of the findings from the trip attractors/ key destinations, the road classification, and the CWZ, 14 routes were chosen to be part of the walking audit. **Figure 56** presents the routes, with **Table 17** detailing the road names, and start and end points. The route numbers on **Figure 56** are hyperlinks and can be used to navigate between the findings for the route set out in **Section 4**.

All routes, including both those that were audited by walking, cycling, and walking and cycling, have been numbered in a logical order, from Route 1 through to Route 24. **Figure 56** highlights the routes that were audited from a walking perspective, with **Table 17** detailing the routes' start and end points. The routes that were audited from a cycling perspective can be found in **Section 3**, with a full run down of the findings from each route in **Section 4**.

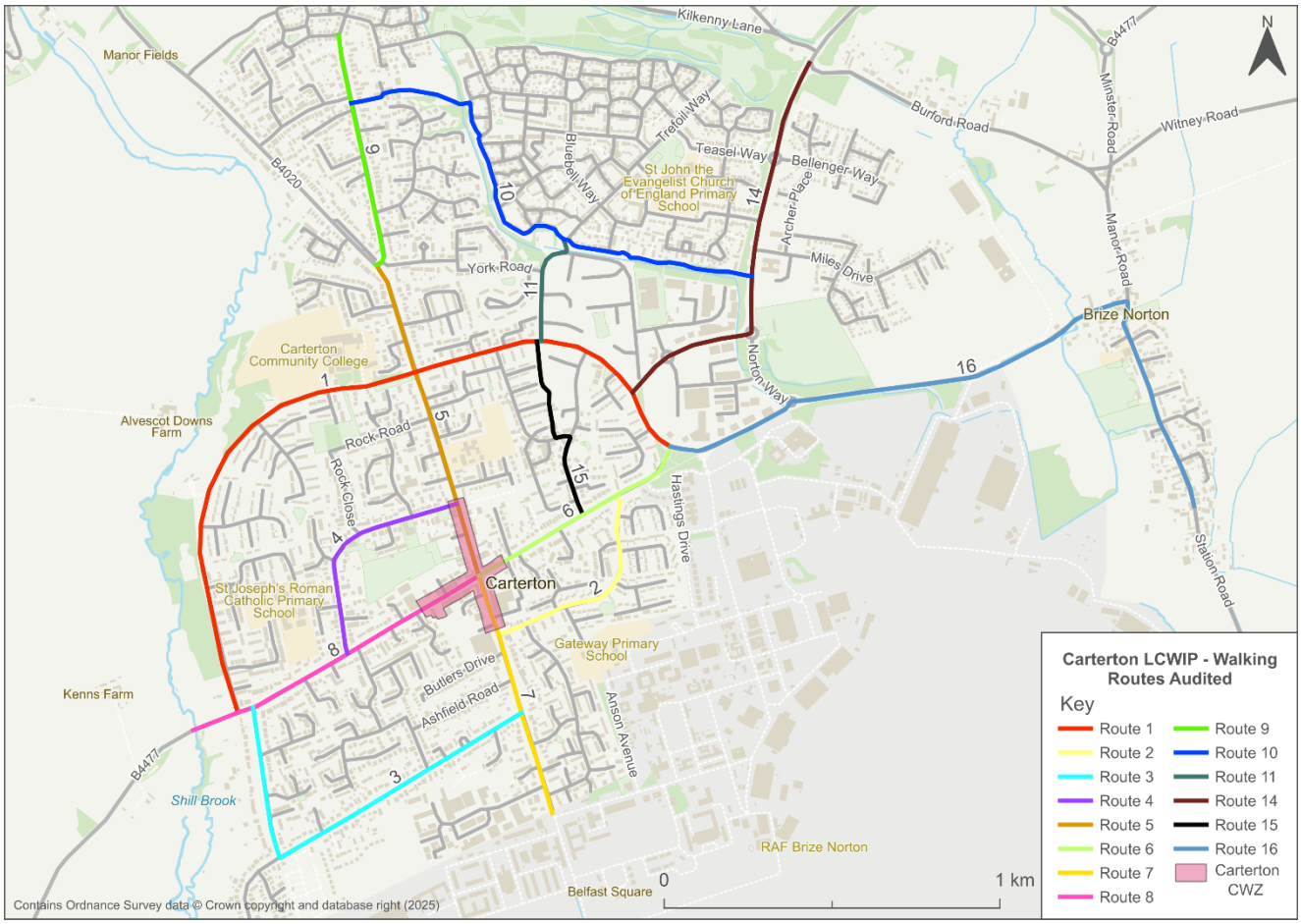


Figure 56: Walking Site Visit Audit Routes

Table 17: Walking Site Visit Audit Routes

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

During the walking audits, the Department for Transport (DfT) WRAT was used to record the condition and suitability of existing walking routes to help identify where improvements would be most required. The WRAT assessed each route against the five core design outcomes: **attractiveness, comfort, directness, safety** and **coherence.** Based upon established criteria and thresholds for each of the design outcomes, a score was given between 0 and 2 (0 = poor provision, 2 = good provision).

The total available score for each section was 40, where a score of 28 (70%) was considered the minimum level of provision and routes scoring less than 70% identified as requiring improvements.

Overall, 14 routes were assessed using the WRAT. Five of the routes scored below the minimum threshold of 70%, identifying the need for improvement in some areas. **Table 18** and **Figure 57** outline each route and the respective WRAT score.

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

Table 18: WRAT Scoring (Low to High) – Routes

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

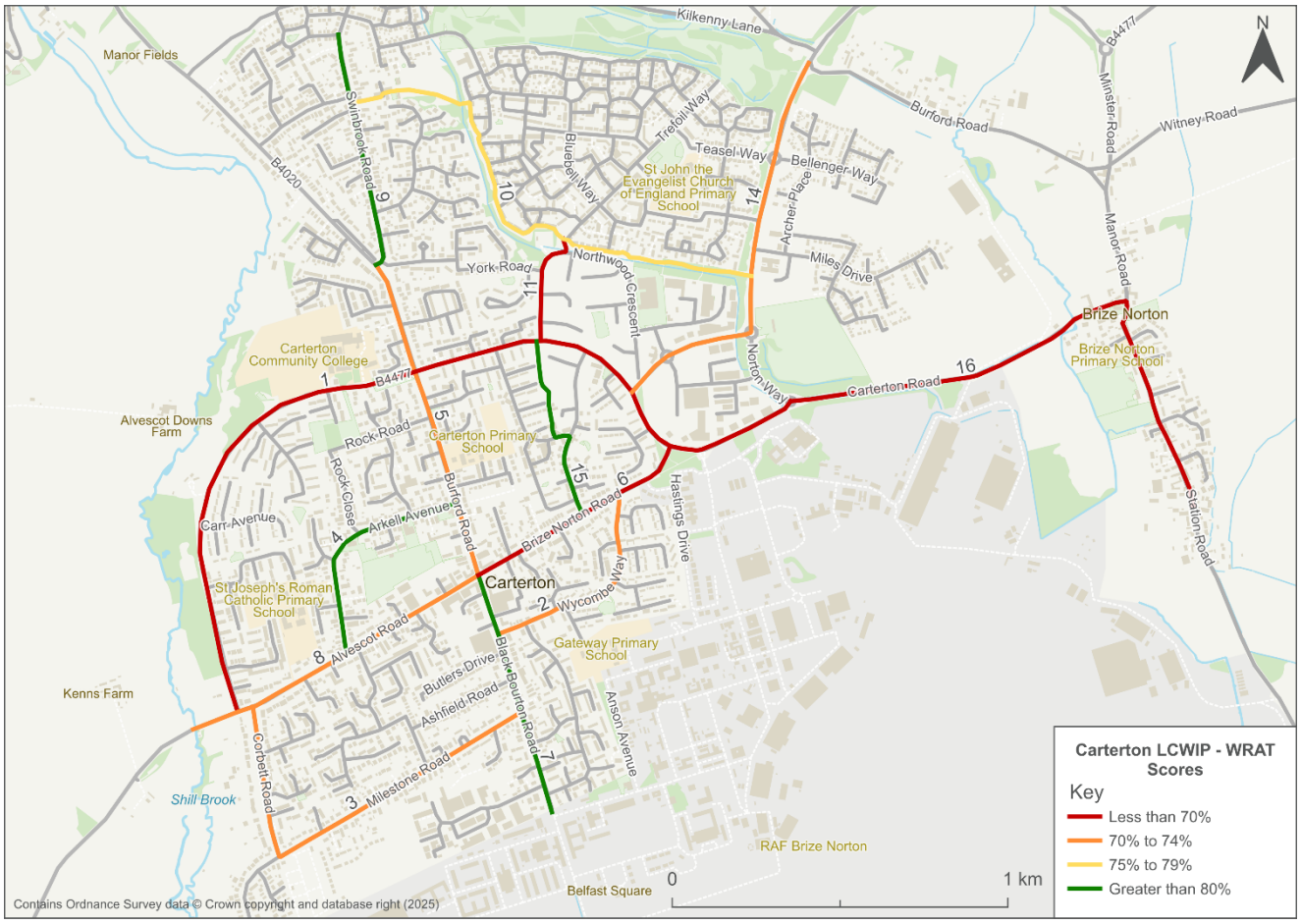


Figure 57: WRAT Scores Overview

3. Cycling Audits

Similar to the walking audits, the cycling audits were also undertaken along each of the main primary and secondary roads. Additional routes connecting Carterton with local villages and towns, including Brize Norton, Bampton, Clanfield, Black Bourton, Langford, and Burford, were also undertaken to identify improvements across a wider network. **Figure 58** shows the extents of the cycle audits, with **Table 19** detailing the road names, and start and end point of each route. The route numbers on **Figure 58** are hyperlinks and can be used to navigate between the findings for the route set out in **Section 4**.

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

All routes, including both those that were audited by walking, cycling, and walking and cycling, have been numbered in a logical order, from Route 1 through to Route 24. **Figure 58** highlights the routes that were audited from a cycling perspective, with **Table 19** detailing the routes' start and end points. Within **Figure 58**, routes that have been audited by both walking and cycling are distinguished using dashed lines, with solid lines used to show routes audited by cycling only. A full run down of the findings from each route in **Section 4**.

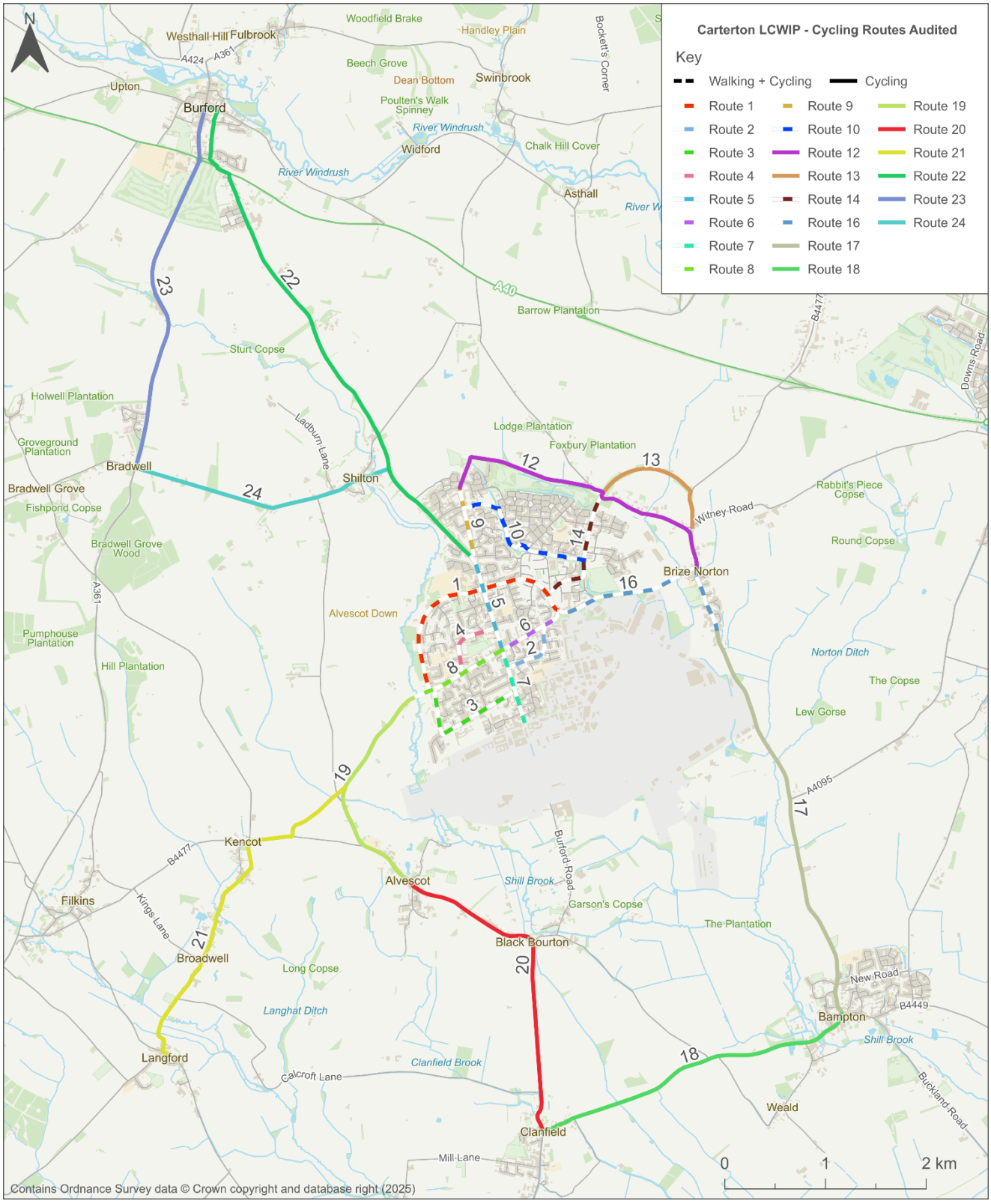


Figure 58: Cycling Site Visit Audit Routes

Table 19: Cycling Site Visit Audit Routes

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

22	Burford Road/ Shilton Road	Swinbrook Road	51.767471, -1.598722	The Hill, Burford	51.807667, -1.636697
23	A361	The Hill, Burford	51.807667, -1.636697	Hen 'n' Chick Lane	51.775600, -1.646913
24	Hen 'n' Chick Lane	A361	51.775600, -1.646913	B4020/ Shilton Road	51.775376, -1.610477

4. Findings

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

Figure 59 and **Figure 60** shows a summary of the comments and constraints identified from both the walking and cycling audits respectively. **Table 20** details the different comment categories. A more detailed breakdown of the findings for each route that was audited can be found in the following pages.

Table 20: Audit Comment Category Descriptions

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

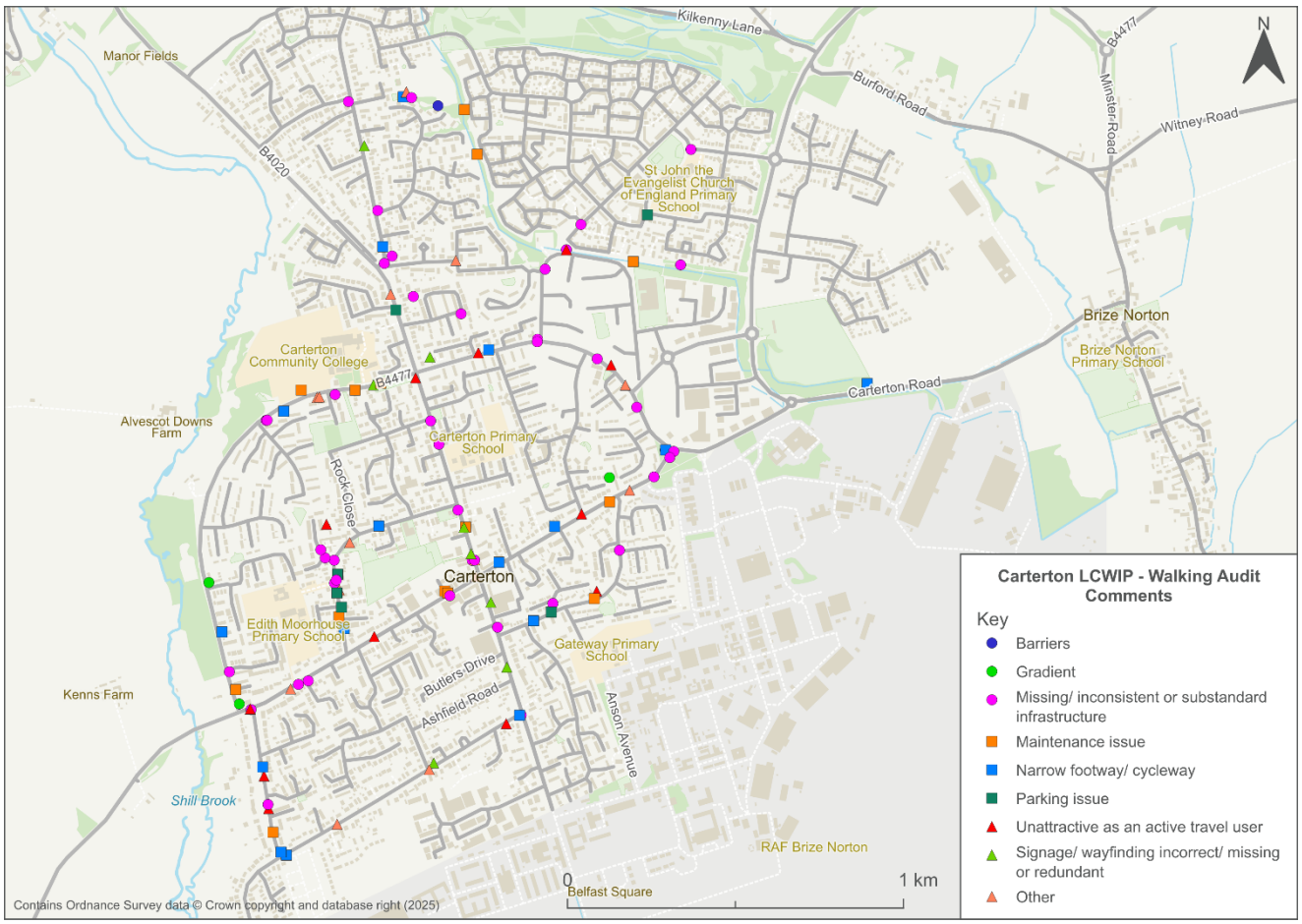


Figure 59: Walking Audit Comment Categories

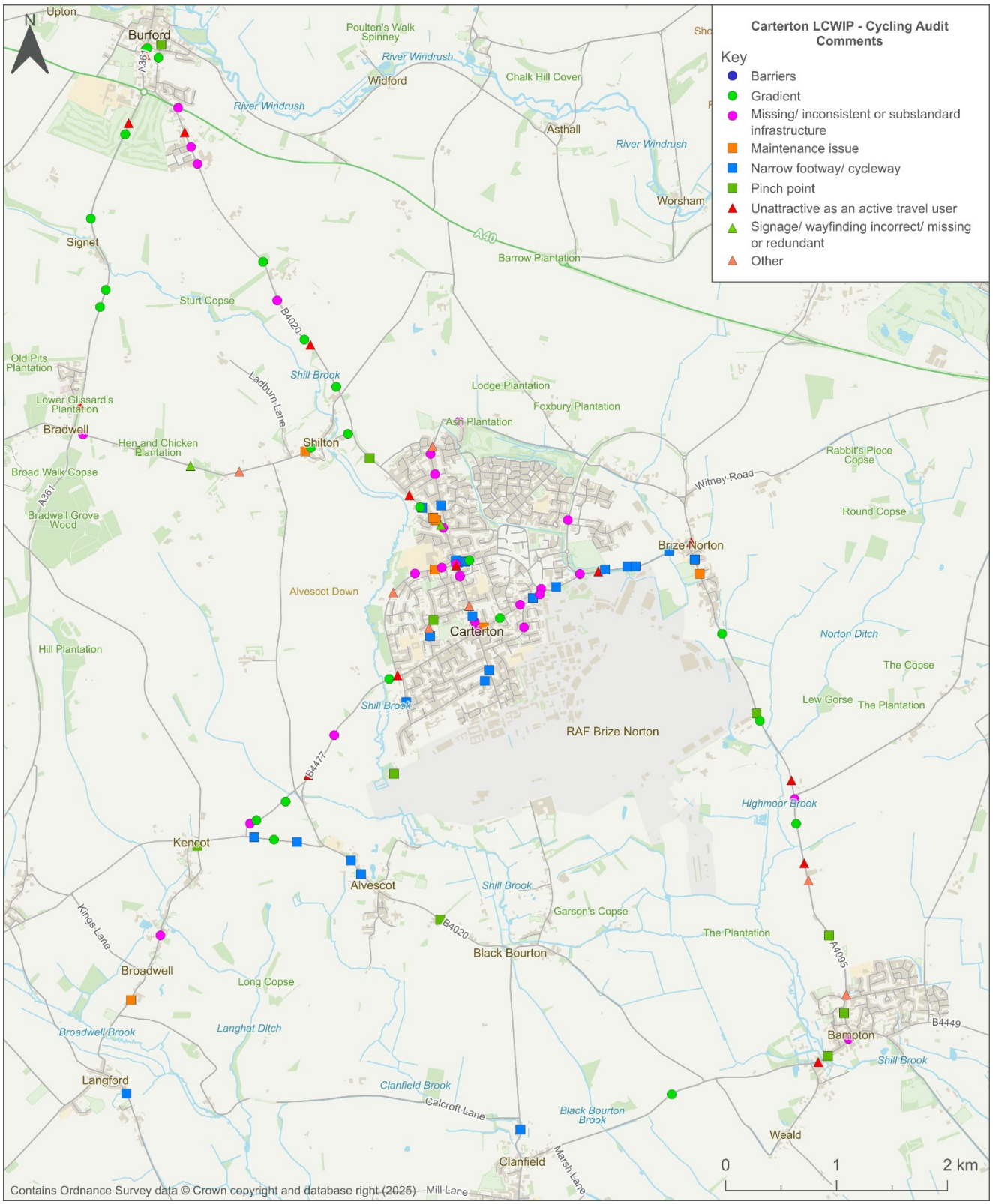


Figure 60: Cycling Audit Comment Categories

The key constraints and barriers have been highlighted in **Figure 59** and **Figure 60**. Some of the recurring constraints include:

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

The following pages of the report provide a summary of each of the routes that were audited as part of the walking and cycling audits. The WRAT percentage score from **Table 18** has been given again, alongside a colour coordinated breakdown of the score for each of the five areas. **Table 21** outlines the scoring ranges corresponding to the WRAT assessment.

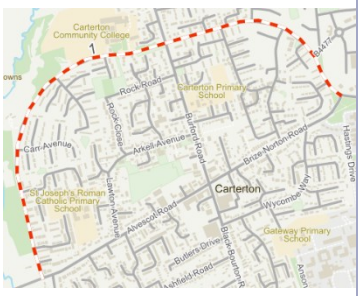
Table 21: WRAT Scoring Range

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

For each route, an icon has been included to indicate whether that audit summary applies to the findings from the walking, cycling, or both audits. In each case, selecting the icon will direct you back to the pages with **Figure 56** and **Figure 58** on to view the walking and cycling overview maps respectively.

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

Route Description



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

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

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

WRAT	68%	Attractiveness	Comfort	Directness	Safety	Coherence

Findings:

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

Constraint Categories:

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

Figure 61: Lack of tactile paving on crossing over side roads of Upavon Way

Figure 62: Wide carriageway, with large verges on either side on this section of Upavon Way

Figure 63: Underpass on eastern section of Upavon Way flooded with litter in standing water

Figure 64: Unclear/ incorrect signage and tactile paving indicating a shared use footway/ cycleway

Route 2: Wycombe Way (Brize Norton Road – Black Bourton Road)

Route Description

Running through a small residential area, Wycombe Way acts as a route to access Gateway Primary School, as well as the surrounding housing estate. A 30mph road, Wycombe Way has a signal-controlled crossing halfway along serving the pedestrian traffic from the primary school and play area on the southern side. At peak times, this route is used as a rat run to access Black Bourton Road, and the entrance to RAF Brize Norton, from the east of Carterton, meaning vehicle traffic numbers are higher than would otherwise be expected. Footways run along both sides of the carriageway, and are approximately 1-1.5m in width, with some vegetation overhanging the footway in some sections, narrowing the width further.

WRAT	74%	Attractiveness	Comfort	Directness	Safety	Coherence

Findings:

- At the observed time, vehicle speeds were low, but there have been instances of higher vehicles speeds as the road is used as a rat run to avoid the crossroads in the town centre, making the road seem more unsafe for pedestrians.
- The footways narrow from normal width in some places due to overgrown vegetation in the verge.
- Poor dropped kerb facilities, with tactile paving missing in most instances at uncontrolled crossings.
- It has been noted that OCC are developing proposals for a raised table at the signal-controlled pedestrian crossing on Wycombe Way to help slow vehicles down on approach to the pedestrian crossing.

Constraint Categories:

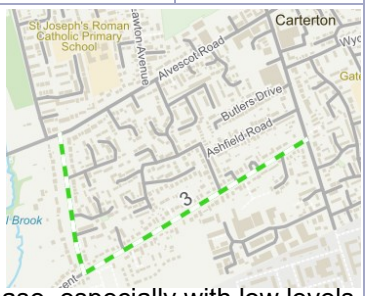
- Narrow
- Inadequate infrastructure

Figure 65: Missing tactile paving and unmaintained dropped kerb, with footway narrowed due to poorly maintained verge

Figure 66: Pedestrian signal-controlled crossing serving the play area and school on Wycombe Way

Route 3: Milestone Road/ Corbett Road (Black Bourton Road – Alvescot Road)

Route Description



Milestone Road and Corbett Road connect to Black Bourton Road to the south and Alvescot Road to the west of Carterton, providing access to the residential properties in the south-west of Carterton. It is a 30mph two-way road, with some traffic calming chicanes installed, however traffic levels are relatively low at present so are not very effective. Like Wycombe Way, this route is used as a rat run at peak times, used by vehicles accessing the RAF base from the west of Carterton avoiding the town centre. Vehicle speeds therefore can increase, especially with low levels of on-street parking. The footway, approximately 1m in width, only runs on the southern/ eastern side of the carriageway, with no provision to cross onto the other side of the carriageway.

WRAT	71%	Attractiveness	Comfort	Directness	Safety	Coherence

Findings:

- There is no footway provision on the northern/ eastern side of the carriageway.
- The footway is very narrow at approximately 1m in width, and at night can be very dark making it an unattractive route for active travel users.
- There are no dropped kerbs or tactile paving to access the side roads and properties on the opposite side of the carriageway, with the only provision in place near the new housing developments.

Constraint Categories:

- Narrow
- Inadequate infrastructure

Figure 67: No footway provision on the northern side of carriageway

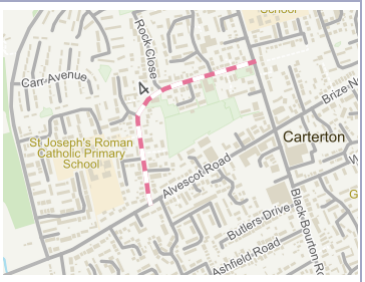
Figure 68: Missing tactile paving on dropped kerbs over side roads of Milestone Road

Route 4: Lawton Avenue/ Arkell Avenue (Alvescot Road – Burford Road)

Route Description

Lawton Avenue/ Arkell Avenue connects Alvescot Road to Burford Road, providing access to quiet local roads, as well as vehicular access to St Joseph's and Edith Moorhouse Primary Schools.

There is speed humps installed to slow down vehicles, and large amounts of on-street parking, especially at school drop-off and pick-up times. Footways are approximately 1-1.5m in width, with large amounts of foot traffic at the end of the school day, with children from Carterton Community College also using the road as a cut-through.



WRAT	82%	Attractiveness	Comfort	Directness	Safety	Coherence

Findings:

- Dropped kerbs and tactile paving are missing in some locations where uncontrolled crossings over side-roads exist.
- Footways on both sides of carriageway are quite narrow, meaning passing other users is difficult and pedestrians may have to step out into the carriageway.
- A pinch point exists where two buildings narrow the carriageway and footways.
- There is a high level of on-street parking at school drop-off and pick-up times, however all parking is in legal spaces.

Constraint Categories:

- Narrow
- Inadequate infrastructure
- Pinch point

Figure 69: Missing dropped kerbs and tactile paving at side road leading to St Joseph's and Edith Moorhouse Primary Schools

Figure 70: Vehicles parked on both sides of the carriageway

Route 5: Burford Road (Brize Norton Road/ Alvescot Road – Swinbrook Road)

Route Description

Burford Road is a 30mph two-way road connecting Carterton with the A40 near Burford to the north. For the section of Burford Road leading to Swinbrook Road, the carriageway is wide, with wide footways and verges on either side of the carriageway.

There is a shared use footway/ cycleway on the eastern side of the carriageway running along the whole length between the town centre and Swinbrook Road. The junction with Upavon Way is large, with pedestrian crossings on all arms, and a toucan crossing providing cyclists with a crossing provision.

WRAT	71%	Attractiveness	Comfort	Directness	Safety	Coherence

Findings:

- The shared use footway/ cycleway on the eastern side of the carriageway was observed to be little used.
- In some cases, cyclists were observed to use the pedestrian section of the shared use footway/ cycleway, causing safety concerns with pedestrians.
- A raised hump north of the Burford Road/ Alvescot Road crossroads is not clear whether it is designed for pedestrian priority.
- Some dropped kerbs and tactile paving are missing over side-roads, with a lack of provision to cross over Burford Road also highlighted.
- Pedestrians at Carterton Primary School pick-up times spread out onto shared use footway/ cycleway, acting as a block.
- It has been noted that there is no longer a school crossing patrol along this route outside Carterton Primary School, with demand remaining to cross Burford Road.
- Despite the carriageway being wide, and the road-scape being wide, vehicles speeds are generally low, with pedestrians happy to use this route.

Constraint Categories:

- Narrow
- Inadequate infrastructure

Figure 71: Wide and open road-scape, with visibility very high as the road is very straight and direct

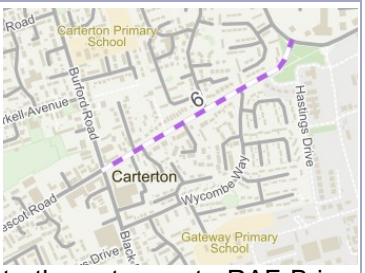
Figure 72: Missing tactile paving on dropped kerbs when crossing Rock Road along Burford Road

Figure 73: Raised speed hump not clear if it is to be used as a pedestrian priority crossing due to surface

Figure 74: Shared use footway/ cycleway running along the length of Burford Road to Swinbrook Road on the eastern side of the carriageway

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

Route Description



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

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

WRAT	62%	Attractiveness	Comfort	Directness	Safety	Coherence

Findings:

- There are clear trodden desire lines on the northern side of the carriageway beyond Wycombe Way, and on the approach to the junction with Upavon Way and Carterton Road on both sides of the carriageway.
- At present, there is a dropped kerb at the end of Wycombe Way directly over Brize Norton Road, indicating a crossing, however there are no pedestrian-controlled provisions. However, plans are in place to install a controlled crossing in this location.
- The crossing provisions at the junction with Upavon Way and Carterton Road are very poor, meaning pedestrians may not feel safe crossing the road.

Constraint Categories:

- Inadequate infrastructure
- Narrow
- Maintenance issue

Figure 75: Desire line running south from Upavon Way to join the northern side of the carriageway of Brize Norton Road

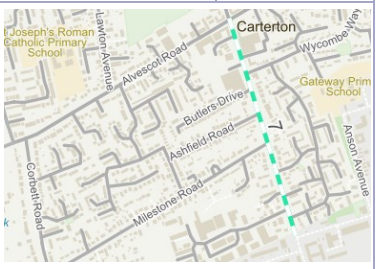
Figure 76: Clear desire line over the verge from the crossing over Brize Norton Road eastbound

Figure 77: Desire line running parallel to the carriageway on northern side of Brize Norton Road

Figure 78: Poor crossing facilities at the mini roundabout connecting Upavon Way, Brize Norton Road and Carterton Road

Route 7: Black Bourton Road (Burford Road/ Alvescot Road – Queens Road)

Route Description



This route connects Carterton town centre with the RAF Brize Norton entrance to the south. It is a two-way road with a 30mph speed restriction. There are footways running along the carriageway on both sides, with a shared use footway/ cycleway running parallel on the eastern side.

The footways are approximately 1.5-2m in width, with a verge of approximately 2m wide between the boundary and the edge of the footway. There are five mini-roundabouts along this stretch of road, with limited crossing provisions over each of the side roads.

WRAT	85%	Attractiveness	Comfort	Directness	Safety	Coherence

Findings:

- The northern section of the road has no cycling provision when approaching the town centre.
- Whilst a shared use footway/ cycleway is provided on the eastern side of the carriageway, it is not wide enough for cyclists to pass another cyclist using their dedicated lane.
- Crossing over side roads and some driveways removes priority from the shared use footway/ cycleway.

Constraint Categories:

- Inadequate infrastructure
- Maintenance issue

Figure 79: Mini roundabout marking faded, with pedestrian movements difficult and unsafe

Figure 80: Shared use footway/ cycleway along the eastern side of the carriageway of Black Bourton Road

Figure 81: In the northern section of the shared use footway/ cycleway, provision is removed for cyclists

Figure 82: Some driveways extend out into the shared use footway/ cycleway

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

Route Description

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

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

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

WRAT	71%	Attractiveness	Comfort	Directness	Safety	Coherence

Findings:

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

Constraint Categories:

- Inadequate infrastructure
- Maintenance issue

Figure 83: The carriageway of Alvescot Road is very wide, with verges separating the footway and carriageway

Figure 84: Children run out across Alvescot Road at the end of the alleyway connecting to Edith Moorhouse Primary School

Figure 85: Unclear markings showing the mini roundabout make pedestrian movements difficult and unsafe

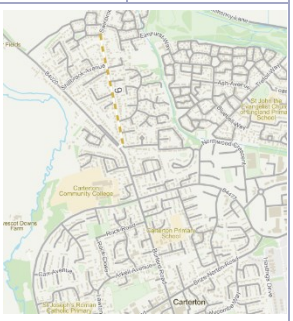
Figure 86: A pedestrian priority-controlled crossing connects the market square and the supermarket

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

Route Description

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

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



WRAT	82%	Attractiveness	Comfort	Directness	Safety	Coherence

Findings:

- Beyond Baldwin Mews, the footway on the eastern side of the carriageway stops, with no provisions to cross onto the opposite side.
- Dropped kerbs and tactile paving at side roads are not up to standard, with wide junction mouths at Glenmore Road.
- An existing modal filter north of Manor Road has been observed to be utilised as an area for parking (Figure 89) which restricts pedestrian and cycle movements through the filter.

Constraint Categories:

- Narrow
- Inadequate infrastructure

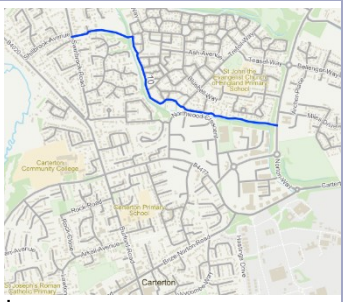
Figure 87: Swinbrook Road footways are very narrow

Figure 88: Junction of Swinbrook Road and Glenmore Road very wide and missing tactile paving on dropped kerbs

Figure 89: Modal filter at the northern end of Swinbrook Road

Route 10: Brome Way (Baldwin Mews – Monahan Way)

Route Description



Brome Way is a mostly off-road route connecting Swinbrook Road and Monahan Way, with a well-trodden route running alongside the brook and the edge of Boundary Lane, before joining the shared use footway/ cycleway connecting to Monahan Way.

Despite some of the route running on the carriageway, traffic speeds are very low, meaning pedestrians feel safe using this route in this respect. There are some bridges that cross over the brook that runs parallel to this route, with some in poor condition, where all are unlit, making some users uneasy.

WRAT	75%	Attractiveness	Comfort	Directness	Safety	Coherence

Findings:

- The shared use footway/ cycleway connecting to Monahan Way has a very poor surface condition, where the tarmac has lowered exposing some of the iron work below.
- Small bridges that cross over the brook flood regularly due to a build-up of vegetation blocking up the path under the bridge.
- Main route from Lilac Way towards Carterton town centre passes over a bridge where large groups of young adults gather, making some users uneasy.

Constraint Categories:

- Inadequate infrastructure
- Unattractive to active travel
- Maintenance issues

Figure 90: Marked route on small bridges over the brook to access Swinbrook Road and Boundary Lane

Figure 91: Trodden and popular walking route along Boundary Lane where pedestrians must use the carriageway

Figure 92: Short bridge over the brook connecting Lilac Way and Northwood Crescent encourages groups of young adults to gather

Figure 93: The surface has lowered, exposing some raised ironworks, making the surface a very poor condition

Route 11: Northwood Crescent (Lilac Way – Upavon Way)

Route Description

Northwood Crescent connects the Brome Way off-road route at Lilac Way and Upavon Way, running along the edge of the land that is currently earmarked for development, following the removal of RAF housing.

This is a two-way 30mph road, however due to its nature, and lack of traffic, vehicles were observed to use this section as an opportunity to drive very fast. The footways are only present on the eastern side of the carriageway and are approximately 1m in width, with the kerbs being of heritage material and poor quality.

WRAT	59%	Attractiveness	Comfort	Directness	Safety	Coherence

Findings:

- Due to the excessive speeds observed by some vehicles, pedestrians may feel more unsafe using this route.
- No dropped kerbs or tactile paving are present along this section of footway.
- Whilst currently there is poor provision throughout for pedestrians, with the land encompassed by Northwood Crescent earmarked for development, pedestrian provisions are expected to be improved alongside this.

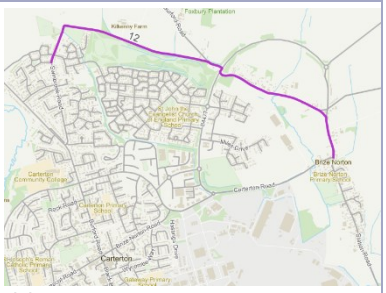
Constraint Categories:

- Unattractive to active travel
- Inadequate infrastructure
- Narrow

Figure 94: Missing dropped kerbs on side roads, however this land is earmarked for development in the future

Figure 95: Footway adjacent to Northwood Crescent is very narrow, and in poor condition

Route 12: Kilkenny Lane/ Burford Road/ Manor Road (Swinbrook Road – Carterton Road)



Route Description

This route runs along Carterton's northern boundary, connecting the new housing development near Swinbrook Road with the B4477 and further to Brize Norton. For the most part, Kilkenny Lane is a quiet route, with a modal filter at its western end limiting the number of vehicles that can use this route.

The section of Burford Road between the B4477 and Manor Road is also quiet, with a few entrances to residential properties, with a faster and more preferred option taken by cars continuing along the B4477.

Findings:

- The modal filter on Kilkenny Lane, whilst limits larger motor vehicles from passing through, still allows wide enough space for motorbikes and high-power electric cycles.
- The carriageway on Manor Road is narrow, with a small levels difference between the carriageway and the footway on the western side.
- The verge on the eastern side of Manor Road is steep, with very little room for infrastructure.
- There is some carriageway parking on approach to Brize Norton.

Constraint Categories:

- Inadequate infrastructure
- Pinch point
- Narrow

Figure 96: Modal filter on Kilkenny Lane restricting cars and motorcycles

Figure 97: For the most part, Kilkenny Lane is a wide and car-free route

Figure 98: Levels difference on western side of carriageway to footway, with verge on eastern side

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

Route Description

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

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

Findings:

- Currently, cyclists have the option to cycle in a small verge, with vehicles passing at a very close distance.
- With wide carriageway and wide verges, vehicles may travel at a greater speed.

Constraint Categories:

- Unattractive for active travel

Figure 99: Cyclists have to use the small gutter verge, whilst the carriageway is very wide meaning cars travel at high speeds

Figure 100: At present, cyclists must navigate a large roundabout with high speeds which could be unsafe

Route 14: Monahan Way (Upavon Way – Burford Road)

Route Description

Monahan Way is a 40mph two-way road, running from north to south on the eastern side of Carterton, before turning westbound towards Upavon Way and becoming a 30mph road. This route has a wide carriageway, alongside wide verges and a shared- use footway on both sides of the carriageway.

This shared use footway/ cycleway facility is not of a suitable width for two users to pass each other without stepping into the other section. There are two signal-controlled toucan crossings for users wanting to cross over Monahan Way, alongside uncontrolled crossings, including dropped kerbs and tactile paving, at all side roads – with some being the incorrect tactile paving.

WRAT	70%	Attractiveness	Comfort	Directness	Safety	Coherence

Findings:

- Regular traffic flow means that crossing using the uncontrolled crossing over Monahan Way is difficult, however there are toucan crossings in place staggered throughout the length of the route.
- Central refuges of uncontrolled crossings are not of sufficient width for pedestrian with pushchair.
- The shared use footway/ cycleway, which runs mainly on the western side of the carriageway, provides a segregated route for cyclists away from the carriageway, however, still poses some safety issues due to the conflicts between cyclists and pedestrians.
- The shared use footway/ cycleway does not have priority at side-road junctions.

Constraint Categories:

- Narrow
- Inadequate infrastructure

Figure 101: The shared use footway/ cycleway on the eastern side of the carriageway north of Teasel Way abruptly ends, with no provision to cross over the carriageway

Figure 102: Regular traffic flow, with toucan crossings provided to cross over Monahan Way

Figure 103: Shared use footway/ cycleway running adjacent to Monahan Way

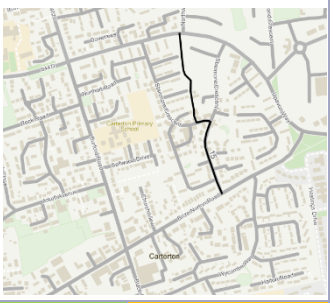
Figure 104: The shared use footway/ cycleway does not have priority over road vehicles at side-roads

Route 15: Upavon Way to Brize Norton Road link

Route Description

This off-road route links Upavon Way and Brize Norton Road and has a high number of pedestrians use it to access Carterton town centre. The footway appears to be new on Stanmore Crescent, meaning the condition is of a good standard on this section.

The uncontrolled crossings over the roads that it passes are direct, with tactile paving and dropped kerbs in most instances. In some locations, there are large amounts of litter and broken glass.



WRAT	85%	Attractiveness	Comfort	Directness	Safety	Coherence

Findings:

- The footways along this route are wide, with more than enough space to pass other users of the footways.
- Where crossings exist, they are direct and on the desire lines. Visibility is, however, reduced due to the nature of the housing, and cars parked on-street.

Constraint Categories:

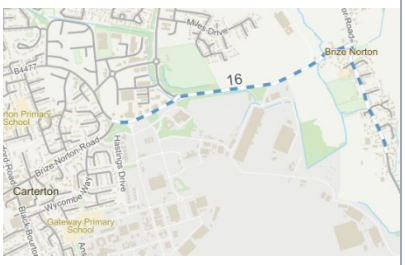
- Reduced visibility

Figure 105: Path connecting Upavon Way and Stanmore Crescent is in poor condition, with littering and broken glass

Figure 106: Off-road footway, passing through new housing development on Stratford Walk

Route 16: Carterton Road (Upavon Way – Station Road, Brize Norton)

Route Description



Carterton Road is a two-way road connecting Carterton and Brize Norton. It begins at 30mph, before moving to 40mph east of the Norton Way junction, and then to 20mph on the entrance to Brize Norton.

There is a shared use footway/ cycleway on the northern side approximately 1.5m in width, with no provision on the southern side of the carriageway – the border with the RAF base. There is a verge between the shared use footway/ cycleway and the hedgerow to the north of the carriageway, with large ditches in the verges to the south of the carriageway.

WRAT	56%	Attractiveness	Comfort	Directness	Safety	Coherence

Findings:

- A currently rarely used route due to safety worries from vehicle speeds as cars usually go over the speed limits.
- Shared use footway/ cycleway is not accessible from the carriageway using dropped kerbs, meaning cyclists are unable to use it.
- The shared use footway/ cycleway is too narrow in places to pass other users.
- The carriageway narrows on the approach Brize Norton, with very little space to propose any new infrastructure.

Constraint Categories:

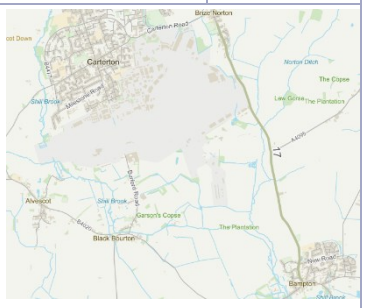
- Unattractive for active travel
- Inadequate infrastructure
- Narrow

Figure 107: Unsafe conditions, with cars travelling at or above the 40mph speed limit in close proximity to the footway

Figure 108: The shared use footway/ cycleway is very narrow, with cyclists having to pass pedestrians at an unsafe distance

Figure 109: The carriageway and footways adjacent narrow on entrance to Brize Norton village

Route 17: Station Road (Station Road, Brize Norton – Clanfield Road, Bampton)



Route Description

This route connects Brize Norton village with Bampton to the south-east of Carterton via the A4095. For sections, there are tall hedgerows lining the carriageway, with ditches posing an obstacle in other locations. This road reaches the national speed limit in some sections, making it more dangerous for cyclists, especially when coupled with the winding nature of the road.

Findings:

- The gradient of the adjacent fields slopes downhill away to the east.
- This road is historically known to have had a number of collisions occur.
- Large hedgerows, deep ditches, and uneven surfaces line the verges of sections of the carriageway.

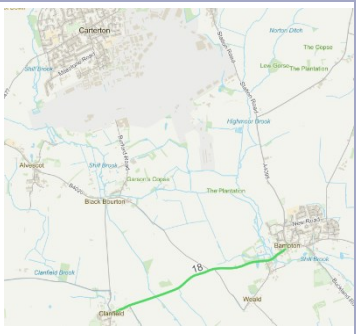
Constraint Categories:

- Gradient issues
- Pinch point
- Unattractive for active travel

Figure 110: Where the road narrows, collisions have been known to occur. This is emphasised when vehicles overtake cyclists in dangerous places

Figure 111: Pinch points along Station Road where the road crosses small and narrow bridges

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



Route Description

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

Findings:

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

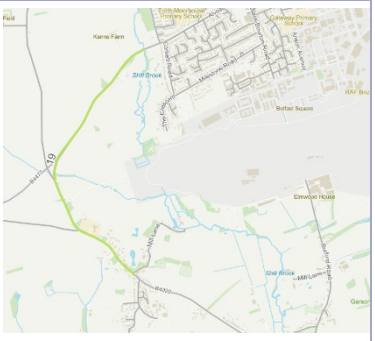
Constraint Categories:

- Gradient issues
- Pinch point
- Unattractive for active travel

Figure 112: No clear cycle parking in the busy hub in the centre of Clanfield

Figure 113: Ditches line the southern verge of the carriageway, with a large levels difference

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



Route Description

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

Findings:

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

Constraint Categories:

- Pinch point
- Unattractive for active travel

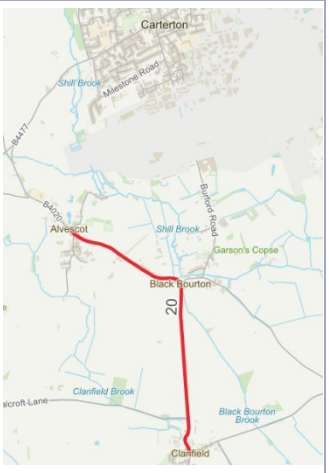
Figure 114: The carriageway and footways narrow in Alvescot where historical buildings and boundaries limit

Figure 115: Gateway feature on entrance to Alvescot

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

Route Description

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



Findings:

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

Constraint Categories:

- Narrow
- Pinch point

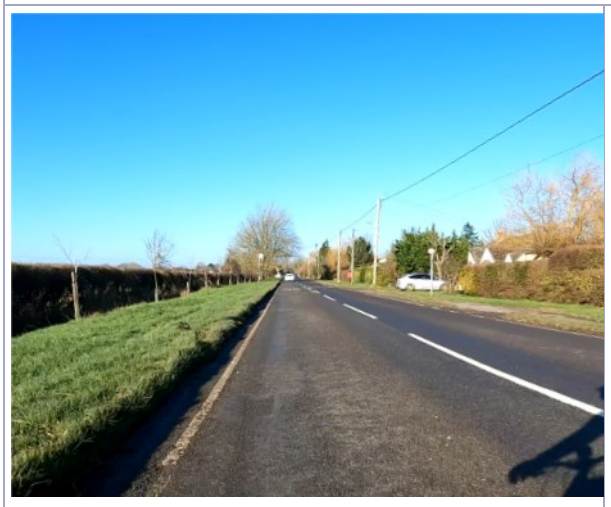


Figure 116: Wide carriageway and verges on connection between Alvescot and Black Bourton

Figure 117: Carriageway narrows on entrance to Clanfield

Route 21: B4477/ Broadwell Road (B4020/ Alvescot Road – Station Road, Langford)

Route Description

This two-way route connects the B4020 (road from Carterton) with Langford to the south-west of Carterton. For the most part, this road is a single-track road, with no centre line, with some give/take areas. Due to the winding nature of this road, vehicle speeds are significantly reduced, meaning pedestrians use this as a walking route to connect Langford and Kencot.

Findings:

- There are deep ditches in places lining the carriageway on the eastern side.
- The road surface throughout this route between Kencot and Langford is poor, making it unattractive for active travel users.
- The road is very windy in places, whereas others are very narrow reducing vehicle speeds.

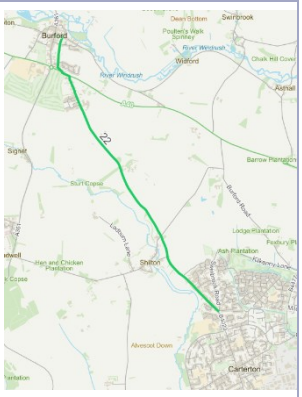
Constraint Categories:

- Inadequate infrastructure
- Pinch point
- Maintenance issue
- Narrow

Figure 118: Due to the nature of the road, pedestrians walk in the carriageway

Figure 119: Ditches line the western verge in sections on approach to Langford

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



Route Description

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

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

Findings:

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

Constraint Categories:

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

Figure 120: Poor cycle facilities to navigate the Shilton Road/ A40 junction where traffic flows are much higher

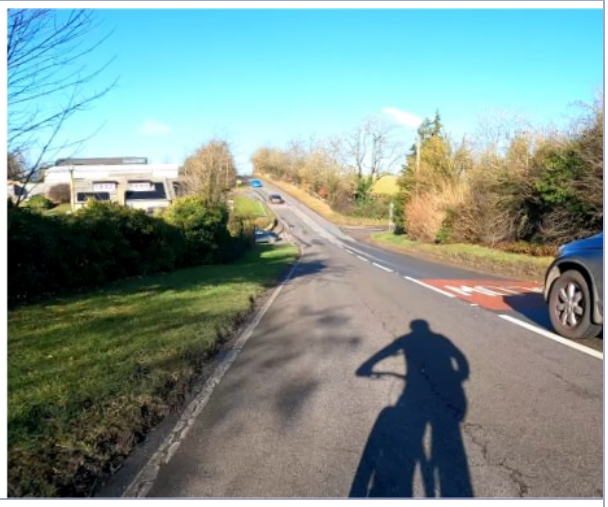
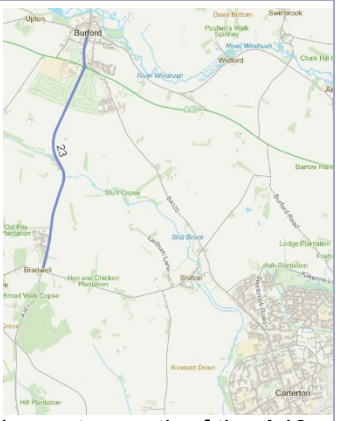


Figure 121: Sections of steep gradient may deter some cyclists from using this route

Route 23: A361 (The Hill, Burford – Hen ‘n’ Chick Lane)



Route Description

This connecting route travels north to south from Burford to the Cotswold Wildlife Park tourist attraction, linking with Hen ‘n’ Chick Lane and onwards route to Shilton. This route is a two-way, national speed limit road, and has a very wide carriageway, meaning some vehicles drive very dangerously on occasions. This route has a varied gradient, making a difference from the main Carterton area, with hills to the east of the carriageway, and fields falling away to the west.

Findings:

- Due to the wide nature of the carriageway, vehicles travel very quickly along this route, making it very unsafe for cyclists.
- There is a potential for a conflict point on the northern section of the route, south of the A40 roundabout, where golf club users cross over the road.
- There is a section of steep uphill southbound, which may put some people off from cycling.

Constraint Categories:

- Unattractive to active travel
- Gradient
- Inadequate infrastructure

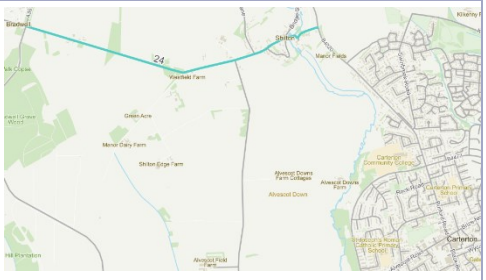
Figure 122: Wide carriageways and verges may encourage some vehicles to travel at greater speeds

Figure 123: Steep uphill section travelling southbound on A361 may deter cyclists

Route 24: Hen ‘n’ Chick Lane (A361 – B4020/ Shilton Road)

Route Description

This route spans from east-west, connecting the Cotswold Wildlife Park tourist attraction and Shilton. For the most part, this route is a single-track two-way road with some passing places, meaning the carriageway, and adjacent verges are not of sufficient width to propose any cycle infrastructure. It is on a hill sloping down into Shilton from the west, before climbing back up to meet the B4020 to the east.



Findings:

- Due to the nature of the road at present, and the amount of traffic using this route, there is little scope for any new cycle infrastructure.
- In some instances, the carriageway is narrow, the verges on either side are narrow, and the hedgerows are tall, reducing the available space.

Constraint Categories:

- Narrow
- Pinch point
- Gradient

Figure 124: Wide carriageway with very low traffic flows make this a safe cycling route currently

Figure 125: Steep hill when exiting Shilton to the east

Conclusion

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

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

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

Appendix C: Equalities Impact Assessment

Carterton and the Surrounding Areas Local Cycling and Walking Infrastructure Plan

August 2025

Contents

Section 1: Summary details

Directorate and Service Area	Economy and Place, Place Shaping
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Carterton and the Surrounding Areas Local Cycling and Walking Infrastructure Plan (LCWIP)
Is this a new or existing function or policy?	New plan for Carterton and the Surrounding Areas
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).	Development of LCWIPs is a policy requirement within Oxfordshire's Local Transport and Connectivity Plan (LTCP). LCWIPs play a key role in supporting more journeys by walking and cycling and addressing the climate emergency. No negative equalities impacts have been identified as arising from the LCWIP, instead there is opportunity to address inequality in Carterton and the surrounding areas especially due to the rurality of the area. The LCWIP promotes investment in walking, wheeling and cycling infrastructure that will improve the accessibility of travel in and between Carterton and the surrounding areas for everyone. All individual highways schemes may result in unintended negative equalities impacts, particularly where space is constrained, however this risk will be considered in detail on a scheme-by-scheme basis when individual schemes in the LCWIP are developed, by writing a scheme specific EIA where appropriate.
Completed By	James Kilgour, Assistant Transport Planner, Place Planning North (West Oxfordshire)
Authorised By	
Date of Assessment	05/08/2025

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	The Carterton LCWIP is a 10-year plan for improving cycling and walking infrastructure in Carterton and the surrounding areas. The improvements aim to enable cycling, walking and wheeling to be the natural choices for travelling short distances, or as part of longer journeys, within Carterton and connecting to the surrounding areas 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). This is the first version of the Carterton LCWIP to be considered for approval.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	The LCWIP proposes: •new and improved crossings for people walking, wheeling and cycling •segregated cycle tracks •provision of lighting on footpaths and cycleways •implementation of additional cycle parking •footway widening and resurfacing •new shared use footway/cycleway •public realm improvements to create a more accessible and pleasant environment for people to walk, wheel, cycle and spend time.
Evidence / Intelligence List and explain any data, consultation outcomes, research 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.	The LCWIP and its associated documents outline the evidence used to inform the proposals in the LCWIP. This covers national policy and strategy, which outlines the benefits of increasing walking, wheeling and cycling levels in helping to decarbonize transport, improve health and tackle inequality, including by improving access to opportunities. Road traffic collision data and traffic flow data has also been analysed to identify locations people walking, wheeling or cycling are at safety risk. The propensity to cycle tool has been used to identify locations where there is the greatest potential for growth in the number of people cycling. A public engagement exercise was initially undertaken to gather data on where improvements are needed and the types of improvements required, this data informed improvements proposed in the LCWIP. Steering group sessions invited local members, key stakeholders and interested parties to give feedback and deeper local knowledge, this input was also used to inform the proposals in the LCWIP. Finally, public consultation of the draft LCWIP helped to refine proposals. All background data has been analysed and summarised in a supporting background report.

Alternatives considered / rejected 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.	An LCWIP is a policy requirement in LTCP (Policy 3a). The 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 guidance from Department for Transport, which may reduce the likelihood of securing funding for active travel schemes in the area.

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	☐	☒	☐	Improvements are provided where possible to encourage a form of segregation between highway traffic and cyclists/pedestrians. This increases the safety of cyclists/pedestrians, particularly for children, young people and the elderly who are typically less confident. In addition, the walking and cycling network ensures high quality connectivity to schools and local amenities to support more journeys by walking and cycling.	Consider impacts of individual schemes during design work. Public consultation of individual schemes endeavours to engage with a range of people to receive a representative view. Propose seating as part of walking routes to enable rests.	Place Planning West Team	Ongoing

Disability	☐	☒	☐	The LCWIP considers the needs of people with visual impairments including the provision of tactile paving and dropped kerbs. Some people with disabilities such as sight or hearing impairments or mobility issues (among other disabilities) may feel intimated sharing space with cyclists. The LCWIP proposes segregation of footways and cycleways, where feasible, to reduce conflict between those cycling, walking/wheeling and vehicular traffic and seeks to install appropriate tactile paving. The LCWIP seeks to enable people with disabilities who use their bike as a mobility aid to have increased access to shops and services. LCWIP also promotes the Healthy Streets	Retain disabled parking bays and designated disabled on- street parking. Consider impacts of individual schemes during design work. Public consultation of individual schemes endeavours to engage with a range of people to receive a representative view.	Place Planning West Team	Ongoing

				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. The LCWIP makes proposals which would benefit pregnant/maternity women who use their bike as a mobility aid to have increased access to shops and services. Some pregnant/maternity women may feel intimated walking in areas where there are cyclists travelling at speed and feel at greater risk of being hit by a cyclist, the LCWIP proposes segregation of footways and cycleways where possible to reduce potential conflict.			

Gender Reassignment	☒	☐	☐	N/A	N/A	N/A	N/A
Marriage & Civil Partnership	☒	☐	☐	N/A	N/A	N/A	N/A
Pregnancy & Maternity	☐	☒	☐	The 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. The provision of tactile paving and dropped kerbs promotes improved accessibility for all, including for people with pushchairs and children.		Place Planning West Team	Ongoing
Race	☒	☐	☐	N/A	N/A	N/A	N/A

Sex	☐	☒	☐	The cycling and walking network provide equal opportunities for men and women. The cycling and walking networks aim to ensure inclusivity for all where everyone feels safe. Women typically feel more unsafe than men when cycling and walking – this can be due to the lack of lighting and surveillance. The LCWIP infrastructure improvements seek to address this by identifying lighting opportunities, increasing the liveability and improving place making of spaces so that more people are encouraged to be in public spaces and ensure routes are not isolated.	The walking and cycling network will provide connectivity to a range of destinations to ensure that journeys and connections can be made safely. Public consultation endeavours to engage with a range of people to receive a representative view.	Place Planning West Team	Ongoing
Sexual Orientation	☒	☐	☐	N/A	N/A	N/A	N/A
Religion or Belief	☒	☐	☐	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	☐	☒	☐	The LCWIP includes improved cycling connection between Carterton and the surrounding villages. It will also provide opportunities for onward journeys as part of multi-model journeys.	Consider impacts of individual schemes during design work. Public consultation of individual schemes endeavours to engage with a range of people to receive a representative view.	Place Planning West Team	Ongoing
Armed Forces	☐	☒	☐	RAF Brize Norton is a major employer for Carterton and the surrounding area with significant numbers of Service Personnel and civilian staff living and working around Carterton. Improvements to active travel infrastructure in Carterton may benefit those at RAF Brize Norton by making walking, wheeling and cycling to work more	Consider impacts of individual schemes during design work, particularly those close to RAF Brize Norton.	Place Planning West 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
				accessible and safer.			
Carers	☐	☒	☐	Should the schemes in the 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 including those with wheelchairs and additional needs. It is recognised that the LCWIP may only benefit a small proportion of people who are Carers.	Consider impacts of individual schemes during design work. Public consultation of individual schemes endeavours to engage with a range of people to receive a representative view.	Place Planning West 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
Areas of deprivation	☐	☒	☐	The LCWIP identifies areas of deprivation in Carterton. The networks have been developed so that access to/from key destinations in and around Carterton is provided. This will help to improve health, wellbeing, and access to economic opportunities for people in these areas.	Consider impacts of individual schemes during design work. Public consultation of individual schemes endeavours to engage with a range of people to receive a representative view.	Place Planning West Team	Ongoing

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	☐	☒	☐	Potential for improvements to staff's ability to travel for community and business travel by active modes or as part of a multi-model journey.	Consider impacts of individual schemes during design work.	Place Planning West Team	Ongoing
Other Council Services	☐	☒	☐	Potential for improved access to schools, libraries and Community and Support Services by active modes. The Place Planning Team will link with Public Health colleagues and Community Activation officers as schemes are designed and implemented.	Consider impacts of individual schemes during design work.	Place Planning West Team	Ongoing
Providers	☒	☐	☐				
Social Value [30]	☒	☐	☐				

[30] 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	**Odele Parsons, Place Planning West Team Leader**
Authorised By	**Jacqui Cox**

Appendix D: Climate Impact Assessment

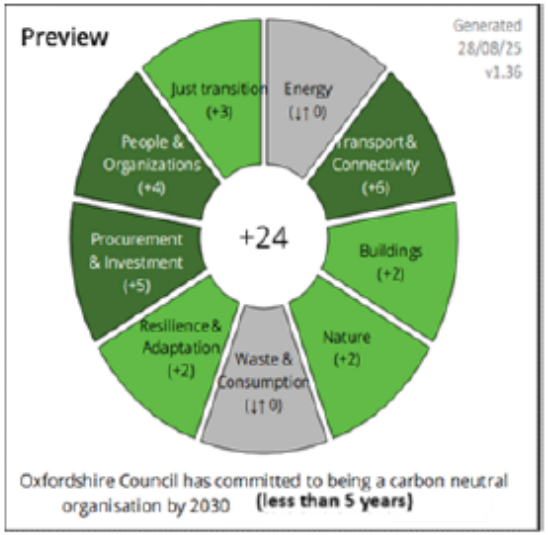
Carterton and the surrounding area Local Cycling and Walking Infrastructure Plan

August 2025

Climate Impact Assessment

Summary

Directorate and Service Area	Economy and Place, Place Shaping
What is being assessed	Carterton and the Surrounding Areas Local Cycling and Walking Infrastructure Plan (LCWIP)
Is this a new or existing function or policy?	A new policy for Carterton and the Surrounding Areas
Summary of assessment	The Carterton and Surrounding Areas LCWIP will have a positive impact when considering OCC's climate policies. The LCWIP identifies how walking and cycling infrastructure can be improved in Carterton so that it becomes a more accessible form of travel, 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 and wellbeing and addressing inequalities.
Completed by	James Kilgour
Climate action sign off by	Franco Gonzalez
Director sign off by	
Assessment date	28/08/2025



Detail of proposal

Context / Background	The Carterton LCWIP is a 10 year plan for improving cycling and walking infrastructure in Carterton and the Surrounding Areas. The improvements aim to enable cycling and walking to be the natural choices for travelling short distances or as part of longer journeys, within Carterton and connecting to the surrounding areas, 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). This is the first version of the LCWIP to be considered for approval.
Proposal	The LCWIP proposes: •new and improved crossings for people walking and cycling •segregated cycle tracks •provision of lighting on footpaths and cycleways •implementation of additional cycle parking •footway widening and resurfacing •new shared use footway/cycleway •public realm improvements to create a more accessible and pleasant environment for people to walk, cycle and spend time.
Evidence / Intelligence	The LCWIP and its associated documents outline the evidence used to inform the proposals in the LCWIP. Steering groups have been held with local members and interested parties invited to give feedback and deeper local knowledge, this input was also used to inform the proposals in the LCWIP.
Alternatives considered / rejected	An LCWIP is a policy requirement in LTCP (Policy 3a). The 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 guidance from Department for Transport, which may reduce the likelihood of securing funding for active travel schemes in the area.

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 destinations. Improvements are proposed on these routes to make walking and cycling safe and accessible for all users. This supports journeys to be made by walking and cycling for short everyday trips and therefore reduces the need for private cars for everyday journeys as well as connecting multi-modal journeys on public transport.	The LCWIP aims to reduce the reliance on private cars by improving the opportunities to walk and cycle. The LCWIP is supported by the local town and parishes councils as well as Active Travel groups such as the Village Travel Network, this will help maximise the benefits of the infrastructure improvements to the local community.	James Kilgour (Assistant Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Transport & Connectivity	Supports active travel	3	The function of the LCWIP is to support active travel within Carterton and between Carterton and the Surrounding Areas. This is achieved by identifying networks of walking and cycling and proposing improvements on these networks to enable journeys by active travel methods to be easier for all users. Proposed improvements include new crossings, new and improved cycleways/footways, segregated cycle tracks, new and improved public realm such as lighting and signage.	The LCWIP supports active travel. The improvements suggested in the LCWIP help to realise the potential of active travel modal shift in the area.	James Kilgour (Assistant Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Transport & Connectivity	Increases use of public transport	1	The LCWIP will help to support the use of public transport by providing connections to bus stops and key transport interchanges including the proposed Carterton Mobility Hub. The introduction of cycle parking in key areas is also outlined in the LCWIP.	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). The location of cycle parking at bus stops will need to be monitored.	James Kilgour (Assistant Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

Transport & Connectivity	Accelerates electrification of transport	1	Improved safe cycle infrastructure particularly between Carterton and the Surrounding Areas, may increase the use / ownership levels of electric bikes (Ebikes).	Approval and implementation of the LCWIP will ensure that the improvements to cycle infrastructure can be made. Close working with Transport Development Managment team around planning applications will ensure developer contributions can be sought towards improvements to routes between Carterton and the Surrounding Areas.	James Kilgour (Assistant Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Buildings	Promotes net zero new builds and developments	1	The develivery of a walking and cycling network that links people with where they want to go means that any new developments will ultimately be linked to key trip generators in and around Carterton by good quality walking and cycling routes, thereby reducing the need to drive and avoiding embedding reliance of private vehicles from these developments. Also, the identification of routes and route improvements can be used in negotiations with developers to secure funding and/ or delivery of these.	Share / inform wider teams of the LCWIP to ensure schemes are identified for funding in response to planning applications where appropriate. Individual schemes will be subject to a CIA to ensure that they do not have a negative impact on the environment.	James Kilgour (Assistant Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the 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 and vegetation 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 or are implemented at the expense of green and blue infrastructure. Opportunities to develop blue and green infrastructure should be taken where possible.	James Kilgour (Assistant Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

Nature	Improves access to nature and green spaces	1	The LCWIP improves routes and the safety of routes in rural areas as well as 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.	Proposals that improve access to nature and green spaces will be implemented. 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.	James Kilgour (Assistant Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the 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 whether is anticipated due to climate change. Consideration will mean people can will still be able to travel by walking and cycling without reliance on a car to provide protection, or being isolated at home	Weather and climate are often highlighted as barriers to walking and cycling. The long-term conditions in which people will be walking and cycling needs to be considered in all aspects of scheme development. Appropriate steps will also be taken to reduce the impacts of these conditions on how people travel.	James Kilgour (Assistant Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains		1	The LCWIP aims to 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 improvement, will be future proofed for a changing climate by the materials used.	Adopting and implementing the LCWIP will ensure that resilience of council services and communities is enhanced, with the aim of the LCWIP to address the climate emergency.	James Kilgour (Assistant Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the 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 encourages investment into alternatives to private cars. 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 support investment opportunities in infrastructure that supports climate action/net zero. It will be ensured that OCC's climate policy is aligned with in revisions of the LCWIP to account for revisions in the climate policy.	James Kilgour (Assistant Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

People & Organizations	Drives behavioural change to address the climate and ecological emergency		2	The LCWIP will help to encourage behavioural change of residents and visitors by providing safe and convenient access to active travel alternatives. The LCWIP also promotes community activation, cross team working within OCC and between County, District, Town and Parishes to further enable a change in travel behaviour and align climate values and policies.	Adoption and implementation of the LCWIP will support a drive in behaviour change to help address the climate emergency.	James Kilgour (Assistant Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the 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 achieving net-zero by 2040. The LCWIP is also a guide that helps to promote the Council's climate policies in new developments and additionally includes the prioritised list of improvements (which considers environmental factors in the prioritisation process) to guide change over a prolonged period.	Adoption and implementation of the LCWIP will support a drive in behaviour change to help address the climate emergency.	James Kilgour (Assistant Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Just transition	Promotes green innovation and job creation	N/A	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.	Adoption and implementation of the LCWIP will ensure that the health benefits of active travel can be realised	James Kilgour (Assistant Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

Just transition	Reduces poverty and inequality	1	The LCWIP creates accessible, zero carbon transport options. The development of the walking and cycling network involved identifying areas of deprivation and ensuring that walking and cycling links were provided for all areas to key trip generators and destinations.	Adoption and implementation of the LCWIP will contribute to addressing any inequality present in the scope area	James Kilgour (Assistant Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.