

Technical Note

Project: Wantage & Grove LCWIP

Subject: Consultation Response Analysis

Client:	Oxfordshire County Council		
Project No:	07947	Version:	B
Document Ref:	07947_TN_01_B	Author:	IM
Date:	10/11/2025	Approved:	DB

Introduction

A Local Cycling and Walking Infrastructure Plan (LCWIP) has been developed by Oxfordshire County Council (OCC) and PJA for Wantage and Grove. As part of the development of the LCWIP, OCC undertook a public consultation exercise to invite the public to comment on the draft report and recommendations. The public consultation took place between 7th August 2025 and 18th September 2025.

Online Consultation

The consultation was hosted via a website called Let's Talk, which is OCC's in-house consultation platform and accessible via the Oxfordshire County Council websites. The general survey had 34 responses, with a further four written responses received via email.

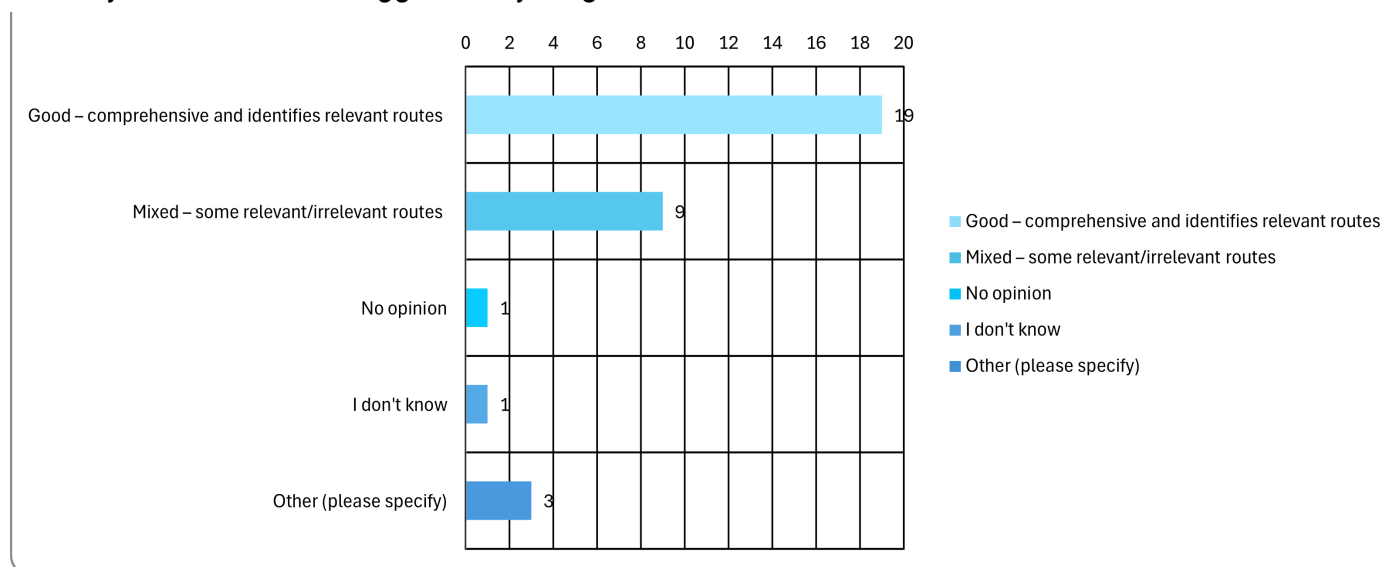
Respondents were asked to relate their opinions of the:

- Proposed cycling network and improvements;
- Proposed walking network and improvements; and
- The overall prioritisation and ranking of design recommendations.

Consultation Analysis

The following section details the responses for each question in order.

Question 1: Overall, what do you think of the proposed cycling network and what changes, if any, would you make to the suggested cycling network?



General sentiment

From the responses:

- 19 respondents described the network as “Good – comprehensive and identifies relevant routes.”
- 9 respondents gave a “Mixed” review, indicating some relevant and some irrelevant routes.
- 1 respondent selected “I don’t know,” 1 expressed no opinion and 3 respondents specified a more detailed answer

This suggests a favourable reception, with a smaller number of respondents expressing some concerns about specific parts of the network, or areas that they felt were missed.

Qualitative comments

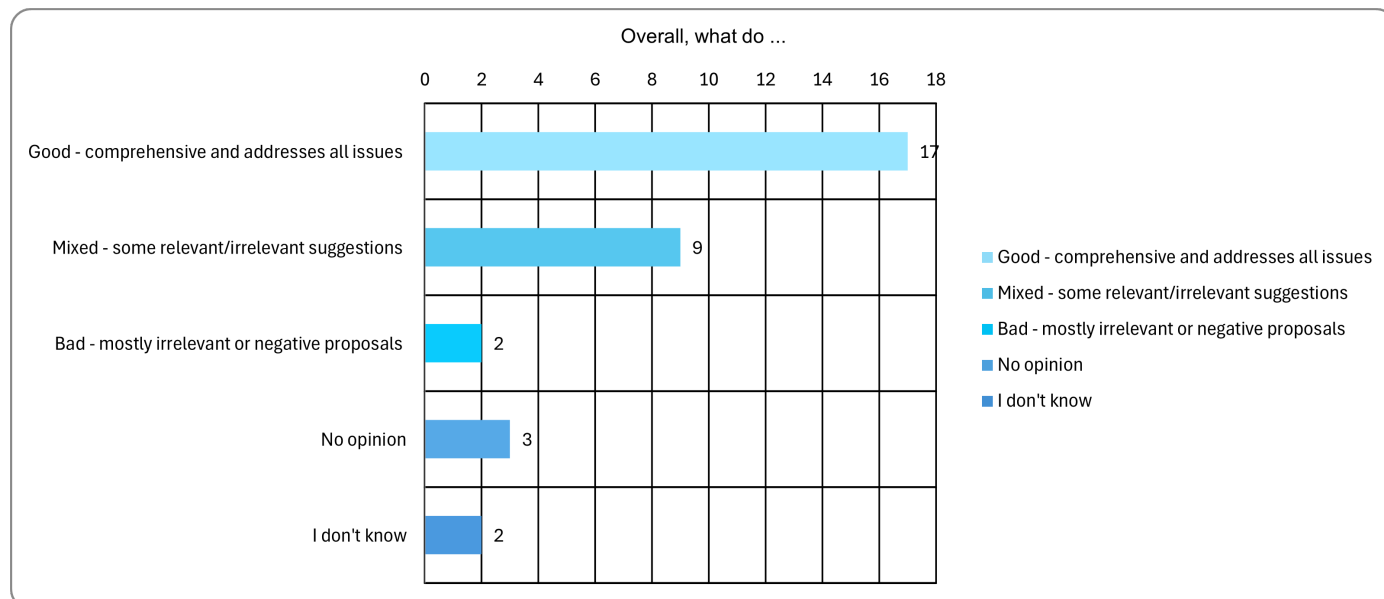
Many comments refer to routes beyond the scope of the LCWIP, such as the Icknield Way and connections to nearby Science Parks such as Milton Park. Other respondents highlighted the need for improvements of the route between Wantage and Letcombe Regis and updates were made to the LCWIP to take this into account.

A summary of the responses is provided below:

- Many respondents felt the proposed cycling network was comprehensive and covered relevant routes.
- Some respondents highlighted where they felt there were omissions, particularly routes used by schoolchildren (e.g. Grove to King Alfred’s Academy).
- Poor infrastructure and maintenance – some respondents raised concerns about the existing condition of routes, including safety concerns, poor visibility and inadequate signage, as well as poor surface quality. An interest for segregated routes and quieter routes which avoid main roads was highlighted.

- Inclusivity – Comments emphasised the importance of consulting young cyclists, considering the needs of disabled and new cyclists.

Question 2: Overall, what do you think of the suggested cycling improvements and what changes, if any, would you make to the suggested cycling improvements?



General sentiment

From the responses:

- 17 respondents rated the cycling improvements as “Good – comprehensive and addresses all issues.”
- 9 respondents gave a “Mixed” review, indicating that some suggestions were relevant while others were not.
- A small minority of 2 respondents felt the proposals were “Bad – mostly irrelevant or negative.”
- A selection of responses were neutral or uncertain, with 2 saying “I don’t know” and 3 expressing “No opinion.”

This indicates a positive reception, though some concerns are raised in relation to some improvements being designated as only for walking, allowing cycling on footpaths, coordination between the proposals and the plans for Market Square. Again, many expressed dissatisfaction with the poor existing infrastructure provision along routes to the science campuses, which are beyond the scope of this LCWIP but will be taken on board by OCC to consider in separate workstreams.

Qualitative comments

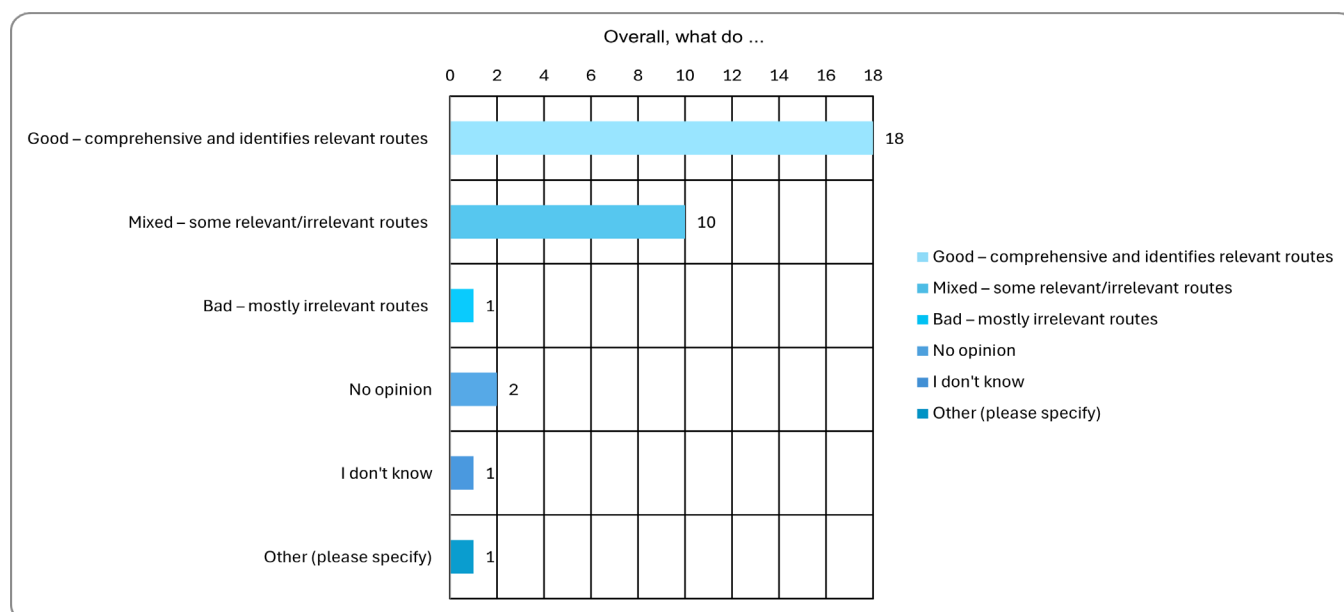
- Feedback was positive, with support for segregated cycle lanes and improved signage.
- Integration of Walking and cycling: Many comments suggested walking-only improvements should be for walking and cycling. Some requests to upgrade footpaths for cycling where practical.
- Concerns were raised about cyclists’ behaviour in shared spaces and the impact on pedestrian safety.
- Suggestions included learning from best practice abroad (e.g. Denmark) and considering cargo bikes in future planning.

- A small minority of responses were critical, questioning the value of investment given perceived low cycling uptake.

While many referred to routes outside this LCWIP's scope, comments mentioned:

- Infrastructure quality: Poor road and footpath surfaces, poor maintenance
- Signage and wayfinding: Need for clear but unobtrusive signage
- Connectivity: Request for continuous, logical routes without frequent crossings

Question 3: Overall, what do you think of the suggested walking network and what changes, if any, would you make to the suggested walking network?



General sentiment

From the responses:

- 18 respondents rated the walking network as “Good – comprehensive and identifies relevant routes.”
- 10 respondents gave a “Mixed” review, indicating some routes were relevant while others were not.
- 1 respondent felt the routes were “Bad – mostly irrelevant.”
- A selection of responses were neutral or uncertain, with 1 saying “I don’t know” and 2 expressing “No opinion.”

This shows strong support for the walking network proposals, with most respondents finding the routes relevant and well-considered.

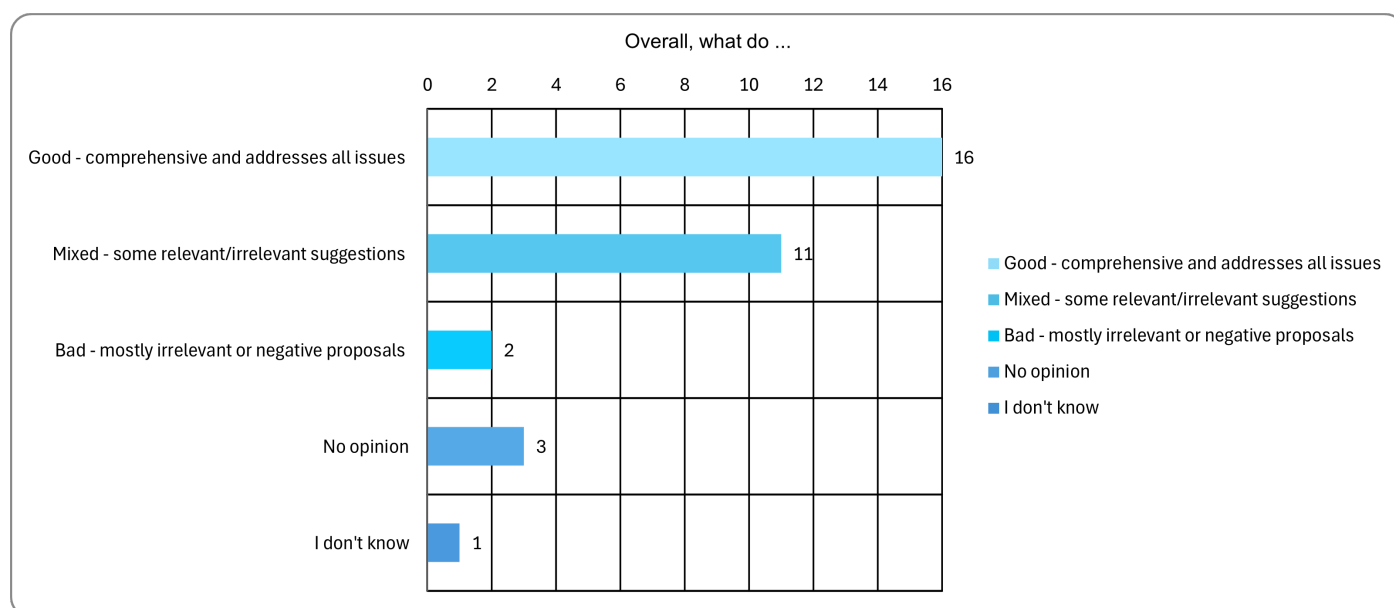
Qualitative comments

A summary of the key points raised in the qualitative responses is provided below:

- Most respondents agreed the walking network was broadly appropriate, though some felt key routes were missing or unclear.
- Specific suggestions included upgrading the Wantage–Letcombe Regis path and improving access for mobility scooters and prams.
- Some felt the network should better reflect routes used by children and vulnerable users.

- A few respondents expressed concern about shared use paths and the potential loss of dedicated pedestrian space.

Question 4: Overall, what do you think of the suggested walking improvements and what changes, if any, would you make to the suggested walking improvements?



General sentiment

From the responses:

- 16 respondents rated the walking improvements as “Good – comprehensive and addresses all issues.”
- 11 respondents gave a “Mixed” review, indicating that some suggestions were relevant while others were not.
- 2 respondents felt the proposals were “Bad – mostly irrelevant or negative.”
- A few responses were neutral or uncertain, with 1 saying “I don't know” and 3 expressing “No opinion.”

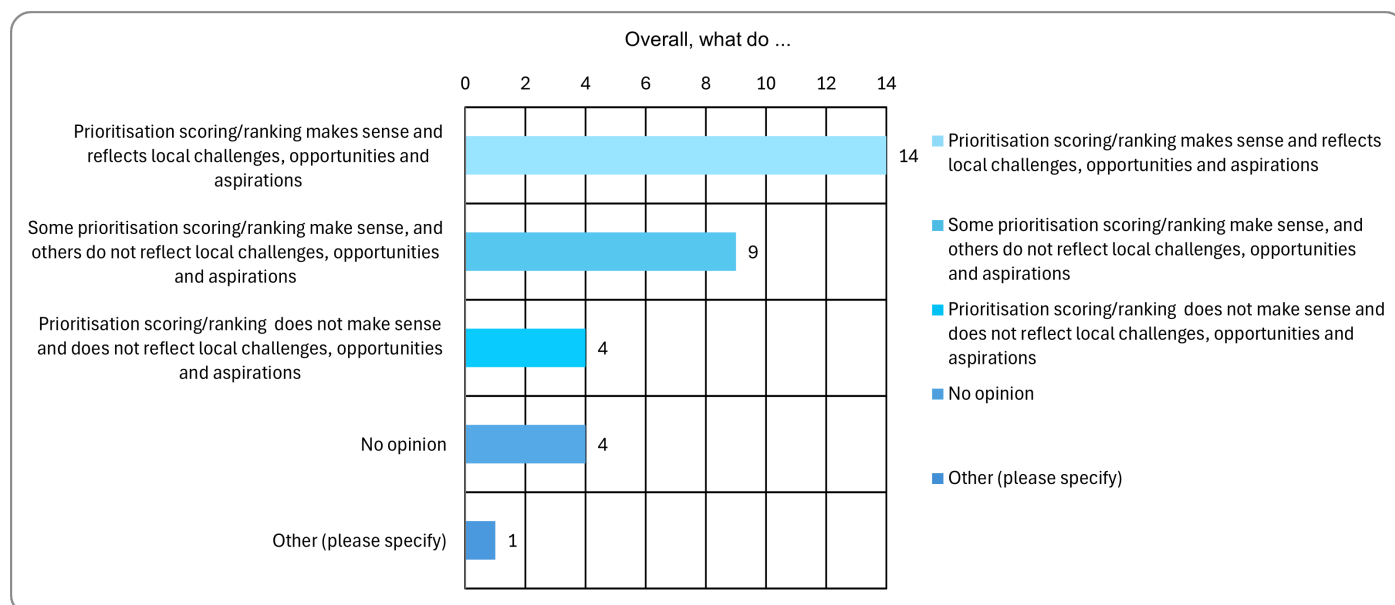
This reflects a positive reception, with most respondents supporting the proposed walking improvements, though some felt some design elements along the route to the Williams F1 factory were overlooked; and additional crossings and speed limit reductions could be added.

Qualitative comments

A summary of the key points raised in the qualitative responses is provided below:

- Many supported the proposed improvements, particularly those aimed at accessibility and safety.
- Comments included the need for wider pavements, better crossings (especially near schools), and removal of obstructions like parked cars.
- Some respondents felt improvements should be coordinated with housing developments and existing infrastructure.
- A few questioned whether certain improvements were necessary or well-prioritised.

Question 5: Overall, what do you think of the prioritisation scoring/ranking of design recommendations and what changes, if any, would you make to the suggested walking improvements?



General sentiment

From the responses:

- 14 respondents agreed that the prioritisation scoring/ranking *“makes sense and reflects local challenges, opportunities and aspirations.”*
- 9 respondents felt that *“some prioritisation makes sense, but others do not reflect local challenges.”*
- 4 respondents stated that the prioritisation *“does not make sense and does not reflect local challenges.”*
- A few responses were neutral or uncertain, with 4 expressing “No opinion.”

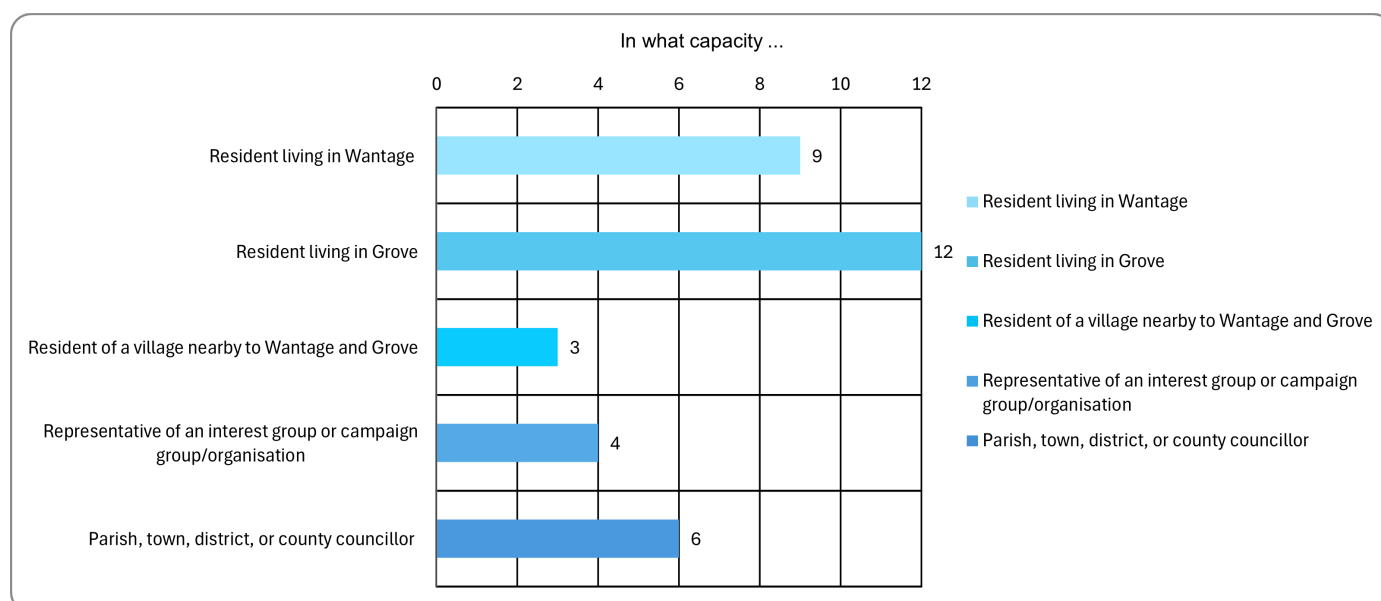
Responses indicate the prioritisation work has generally been well-received. Many respondents felt that priorities were appropriate although some respondents felt that the rankings as presented did not entirely reflect their views on local challenges, opportunities and aspirations.

Qualitative comments

- Mixed views were expressed: some felt the prioritisation reflected local needs, while others disagreed with specific rankings.
- Suggestions included raising the priority of routes with safety concerns or those serving new developments.
- Several respondents noted that some lower-ranked improvements were more urgent than their scoring suggested. These were in relation to improvements part of routes to Harwell Campus and Station Road.

- There were calls for clearer communication about how priorities were determined and how they relate to funding and delivery timelines.

Demographics and respondents



For demographic data, respondents were asked to provide information on what capacity they were responding to the survey as. The following numbers show that of the 34 respondents:

- **12 were residents in Grove:**
This was the most common category, showing strong support for improvements. Some key concerns included safety and maintenance, better connections to Milton Park and Harwell, 20mph zones and poor road surfaces.
- **9 respondents were residents living in Wantage:**
This group expressed mixed reactions, as some praised the network's scope, but others were more critical. Key concerns included safety, crime rates, poor maintenance, opposition to Market Square redevelopment and desire for better public transport.
- **6 respondents were Parish, town, district, or county councillors:**
Their feedback was broadly supportive and constructive. However, suggestions focused on addition of specific routes, crossings and signage improvements, extension of rural connections and lowering speed limits near crossings.
- **4 respondents were representative of an interest group or campaign group/organisation:**
Respondents were highly supportive reflecting the strong focus on stakeholder engagement for the project. They highlighted key priorities in relation to safety, inclusion, development integration and mobility access.
- **3 respondents were residents of a village nearby to Wantage and Grove:**
These participants were positive, but highlighted omissions to the network. They supported upgrading the footpath between Wantage and Letcombe Regis, emphasised countryside access and rural routes and continuous, non-crossing paths.

Consultation Analysis

PJA has responded to feedback in several ways:

- **Design stage considerations:** Detailed comments on design considerations have been recorded for future reference as and when schemes are delivered by OCC. This includes comments raised on inter-urban routes outside the scope of the LCWIP, such as the Icknield Way.
- **Clarifications and report edits:** Some feedback led to updates in the LCWIP report wording, including providing additional clarity on the prioritisation process, extra detail on local context and policy and more detailed explanation of some of the baseline analysis undertaken to inform the LCWIP. Specifically, feedback led to updates in the LCWIP report to clarify that the prioritisation ranking is intended to guide future planning but does not determine delivery order.
- **Design recommendations:** Some design recommendations were updated or added to respond to local feedback, including new recommendations on crossing provision in the vicinity of Sentinel Street/Dakota Drive and at the Dakota Drive/Liberator Lane/Douglas Lane/Arnold Way junction (location to be confirmed). Several design recommendations were also updated to include extra clarity or detail, for instance the proposed speed limit reductions on Reading Road, North Drive School Street and a number of recommendations that were changed to clarify that they benefited both walking and cycling.
- **Route adjustments:** Some suggestions, such as future routes were added to the LCWIP network. This included extending a restricted route south of Wantage to connect to Letcombe Regis, new future routes to consider the Wiltshire and Berkshire Canal diversion and a new future route along the safeguarded Wantage Western Movement Corridor.
- **Coordination with other plans:** comments on related projects, such as routes within the Science Vale Network, were communicated to OCC so that these comments could be considered as these workstreams are developed separately.

Next Steps

All consultation feedback is used to:

- Prepare an updated LCWIP report.
- Demonstrate overall public support for future projects, enhancing the likelihood of funding for future projects and partnership working with delivery partners.
- Identify areas of future network development in addition to the strategic network planning and recommendations within the first iteration of Wantage and Grove's LCWIP.
- Help inform future decisions by officers regarding which routes and projects identified in the LCWIP could be further developed towards design and delivery.
- Help inform future development of projects, by providing valuable local views and expertise which can be brought into consideration during early stages of project definition and design development.