



## ***Delegated Decisions by Cabinet Member for Transport Management***

***Thursday, 23 April 2026 at 10.00 am***

***Room 2&3 - County Hall, New Road, Oxford OX1 1ND***

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

### ***Items for Decision***

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

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

**These proceedings are open to the public**

A handwritten signature in blue ink that reads "Reeves".

Martin Reeves  
Chief Executive

April 2026

*Committee Officer:*                    **Democratic Services**  
*email:* [committeesdemocraticservices@oxfordshire.gov.uk](mailto:committeesdemocraticservices@oxfordshire.gov.uk)

*Note:*    *Date of next meeting: 21 May 2026*

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## Items for Decision

### 1. Declarations of Interest

See guidance below.

### 2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am three working days before the meeting, ask a question on an item on the agenda.

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

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

### 3. Petitions and Public Address

Members of the public who wish to speak on an item on the agenda at this meeting, or present a petition, can attend the meeting in person or 'virtually' through an online connection.

Requests to present a petition must be submitted no later than 9am ten working days before the meeting.

Requests to speak must be submitted no later than 9am three working days before the meeting.

Requests should be submitted to [committeesdemocraticservices@oxfordshire.gov.uk](mailto:committeesdemocraticservices@oxfordshire.gov.uk)

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

### 4. Minutes of the Previous Meeting (Pages 9 - 20)

To confirm the minutes of the meeting held on 26 March 2026 to be signed by the Chair as a correct record.

## **5. Wallingford Area LCWIP** (Pages 21 - 258)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2026/012

*Key Decision*

*Contact:* Rosie Lawrence, Senior Transport Planner

([Rosie.Lawrence@oxfordshire.gov.uk](mailto:Rosie.Lawrence@oxfordshire.gov.uk))

Report by Director of Environment and Highways (**CMDTM**).

The Local Cycling and Walking Infrastructure Plan (LCWIP) for the Wallingford area, including the town of Wallingford and the surrounding villages of Crowmarsh Gifford, Benson, Ewelme, Shillingford, Warborough, Cholsey and Brightwell-cum-Sotwell.

**The Cabinet Member is RECOMMENDED to:**

- a) **Approve Wallingford Area Local Cycling and Walking Infrastructure Plan (LCWIP).**

## **6. A4130, Steventon Lights - Proposed Traffic Management Measures** (Pages 259 - 294)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2026/011

*Non-Key Decision:*

*Contact:* Mohamed Gulamhussein, Project Manager – Infrastructure Delivery

([Mohamed.Gulamhussein@oxfordshire.gov.uk](mailto:Mohamed.Gulamhussein@oxfordshire.gov.uk))

Report by Director of Environment and Highways (**CMDTM**).

Proposals include changes to speed limits, bus lanes and banned turns, which are being promoted to increase road safety and improve public transport.

**The Cabinet Member is RECOMMENDED to:**

**Approve the following measures, as advertised:**

- (a) **30mph speed limits on the A4130 west of A34 Milton Interchange & the B4017 Steventon Hill north of its junction with the A4130.**
- (b) **Bus Lanes on the A4130 eastbound carriageway between its junctions with the B4017 Steventon Hill and the A34 Milton Interchange.**
- (c) **'No U-Turn' restrictions for westbound traffic on the A4130 west of the A34 Milton Interchange, at its signalised junctions with Trenchard Avenue, and the B4017 Steventon Hill.**

## **7. Copenhagen Drive, Abingdon - Proposed Toucan Crossing and Shared Use Path** (Pages 295 - 310)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2026/017

*Non-Key Decision*

Contact: Aaron Morton, Road Agreements Engineer ([Aaron.Morton@oxfordshire.gov.uk](mailto:Aaron.Morton@oxfordshire.gov.uk))

Report by Director of Environment and Highways (**CMDTM**).

As part of a section 278 agreement for a nearby development, there is a requirement to introduce a toucan crossing and cycle facilities.

**The Cabinet Member is RECOMMENDED to:**

**Approve the following measures on Copenhagen Drive in Abingdon, as advertised:**

- (a) **New Toucan Crossing, to be located west of the roundabout junction of Wootton Road.**
- (b) **Conversion of existing section of segregated foot & cycleway south of the proposed Toucan Crossing to shared-use.**

**8. Proposed Bus Stops - Ladygrove, Didcot** (Pages 311 - 320)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2026/018

*Non-Key Decision*

Contact: Ryan Moore, Technical Lead Engineer – Highway Agreements South ([Ryan.Moore@oxfordshire.gov.uk](mailto:Ryan.Moore@oxfordshire.gov.uk))

Report by Director of Environment and Highways (**CMDTM**).

Bus stop provision was agreed as part of outline planning application. Final locations agreed as part of S278 technical approval process.

**The Cabinet Member is RECOMMENDED to:**

- a) **Approve the introduction of two new bus stop clearways (with ‘No stopping except local buses’ restriction) on either side of Lady Grove in Didcot, as advertised.**

**9. Proposed Puffin Crossing - A329 Reading Road, Cholsey** (Pages 321 - 364)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2026/023

*Non-Key Decision*

Contact: Jankin Arsalan, Senior Officer – Traffic and Road Safety ([Jankin.Arsalan@oxfordshire.gov.uk](mailto:Jankin.Arsalan@oxfordshire.gov.uk))

Report by Director of Environment and Highways (**CMDTM**).

The proposal is to introduce a new signalised crossing on A329 Reading Road, Cholsey Junction Ferry Lane. The proposal will improve road safety by providing a safer crossing point for pedestrian crossing the road at this location.

**The Cabinet Member is RECOMMENDED to:**

- a) **Approve the introduction of a new Puffin crossing on the A329 Reading Road in Cholsey, as advertised.**

## **10. Proposed Disabled Persons Parking Places (DPPP's) - Cherwell and West Oxfordshire (Autumn 2025) (Pages 365 - 416)**

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2025/158

*Key Decision*

*Contact:* James Whiting, Team Leader – TRO's and Schemes

([James.Whiting@oxfordshire.gov.uk](mailto:James.Whiting@oxfordshire.gov.uk))

Report by Director of Environment and Highways (**CMDTM**).

Proposed disabled parking places in response to requests from residents requiring a dedicated disabled bay.

### **RECOMMENDATION**

**The Cabinet Member is RECOMMENDED to:**

- (a) **Approve the introduction of new Disabled Persons Parking Places on: Abbey Road (No.8), Banbury; Abbey Road (No. 19), Banbury; Abbey Road (No.20), Banbury; Angus Close, Banbury; Arundel Place, Banbury; Bretch Hill (No. 327), Banbury; Guernsey Way, Banbury; High Furlong, Banbury; Penrhyn Close, Banbury; Union Street, Banbury; Hertford Close, Bicester; Langford Gardens, Bicester; Leach Road, Bicester; Lord Close, Carterton; Walterbush Road, Chipping Norton; Cup and Saucer, Cropredy; Queen Street, Eynsham; Wytham View, Eynsham; Park Close, Hanwell; Fettiplace, Milton under Wychwood; Blackberry Way, Woodstock, as advertised.**
- (b) **Approve the removal of Disabled Persons Parking Places on: Devon Way, Banbury; Withycombe Drive, Banbury; The Paddocks, Deddington; Gloucester Place, Witney, as advertised.**
- (c) **Approve the formalisation of Disabled Persons Parking Place on: Acre End Street, Eynsham, as advertised.**
- (d) **Defer the Disabled Persons Parking Places on: Portway, Banbury to allow for further investigations to be undertaken.**
- (e) **Not approve the removal of the Disabled Persons Parking Place on Edmunds Road, Banbury.**

## **11. Forest Hill, Shotover, Old Road: Proposed 20mph Speed Limit Extension** (Pages 417 - 426)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2024/194

*Non-Key Decision*

*Contact:* Anthony Kirkwood, Vision Zero Team Leader  
([Anthony.Kirkwood@oxfordshire.gov.uk](mailto:Anthony.Kirkwood@oxfordshire.gov.uk))

Report by Director of Environment and Highways (**CMDTM**).

Part of Phase 3 of Countywide 20mph Speed Limit project.

**The Cabinet Member is RECOMMENDED to:**

- a) **Approve the extension of the existing 20mph speed limit on Old Road in Forest Hill, as advertised.**

## **12. Proposed 20mph Speed Limits - Brightwell Baldwin** (Pages 427 - 440)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2026/003

*Non-Key Decision*

*Contact:* Anthony Kirkwood, Vision Zero Team Leader  
([Anthony.Kirkwood@oxfordshire.gov.uk](mailto:Anthony.Kirkwood@oxfordshire.gov.uk))

Report by Director of Environment and Highways (**CMDTM**).

Proposed 20mph speed limit as part of the Vision Zero project.

**The Cabinet Member is RECOMMENDED to:**

- a) **Approve the introduction of a 20mph speed limit within Brightwell Baldwin & Brightwell Upperton, as advertised.**

## **13. Proposed 20mph Speed Limit Extension - Land South of Green Lane, Chesterton** (Pages 441 - 450)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2025/269

*Non-Key Decision*

*Contact:* Angelo Antenucci, Engineer – Highway Agreements North  
([Angelo.Antenucci@oxfordshire.gov.uk](mailto:Angelo.Antenucci@oxfordshire.gov.uk))

Report by Director of Environment and Highways (**CMDTM**).

Extension of existing 20mph speed limit, required as part of a development.

**The Cabinet Member is RECOMMENDED to:**

- a) **Approve the extension of the existing 20mph speed limit on Green Lane westwards to a point 20 metres east of its crossroad junction with Akeman Street & The Hale, as advertised.**

## **Councillors declaring interests**

### **General duty**

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

### **What is a disclosable pecuniary interest?**

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

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

### **Declaring an interest**

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

### **Members' Code of Conduct and public perception**

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

### **Members Code – Other registrable interests**

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

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

Other registrable interests include:

- a) Any unpaid directorships

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

### **Members Code – Non-registrable interests**

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

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

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

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

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

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

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## DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

**MINUTES** of the meeting held on Thursday, 26 March 2026 commencing at 10.00 am and finishing at 12.50 pm

**Present:**

**Voting Members:** Councillor Andrew Gant – in the Chair  
Councillor Judy Roberts – in the Chair (Item 8)

**Other Members in Attendance:** Councillor Dan Levy (Items 5 & 6)  
Councillor Andrew Coles (Item 6)  
Councillor Saj Malik (Item 7)  
Councillor Emily Kerr (Item 7 & 8)

**Officers:** Jack Ahier (Senior Democratic Services Officer), Robin Calver (Structural Engineering Team Leader), Paul Fermer (Director of Environment and Highways), Dave Harrison (Public Transport Team Leader), Nick Howdle-Smith (Project Manager), Anthony Kirkwood (Vision Zero Team Leader), Rosie Lawrence (Senior Transport Planner), Aaron Morton (Senior Engineer), Vicki Neville (Senior Officer – Civil Enforcement Scheme), Roger Plater (Senior Officer – Vision Zero), Duncan Stewart (Programme Lead – Active Travel), Phil Whitfield (Head of Network Management),

*The Cabinet Member considered the matters, reports and recommendations contained or referred to in the agenda for the meeting [, together with a schedule of addenda tabled at the meeting/the following additional documents:] and agreed as set out below. Copies of the agenda and reports [agenda, reports and schedule/additional documents] are attached to the signed Minutes.*

### **144/26 DECLARATIONS OF INTEREST**

(Agenda No. 1/26)

The Chair declared an interest in respect of item 8 as the scheme was partly in his own division and as he had engaged with it, he recused himself from taking the decision.

The Leader of the Council appointed Cllr Judy Roberts, Cabinet Member for Place, Environment and Climate Action, to make that decision as per the Constitution.

### **145/26 QUESTIONS FROM COUNTY COUNCILLORS**

(Agenda No. 2/26)

There were none.

## **146/26 PETITIONS AND PUBLIC ADDRESS**

(Agenda No. 3/26)

There were several requests to address the meeting, with some speakers speaking on multiple items. A list of speakers can be found below:

### Item 5: Local Bus Contracts August 2026

- Cllr Dan Levy

### Item 6: Witney High Street and Market Square Enhancements

- Cllr Andrew Coles
- Cllr Dan Levy
- Town Cllr David-Edward Hughes
- David Miles
- Danny Yee
- Robin Tucker

### Item 7: Controlled Parking Zone Review – Temple Cowley

- Cllr Emily Kerr
- Cllr Saj Malik
- Danny Yee

### Item 8: Controlled Parking Zone Review – Summertown

- Cllr Emily Kerr
- City Cllr Katherine Miles
- Danny Yee
- Tim Nicholson
- Alison Hill

### Item 10: Proposed Amendments to Exemptions Bus Gates – Didcot

- Chris Bradley

### Item 14: Proposed 20mph Speed Limit – Parker Road, South Hinksey

- Danny Yee
- Peter Barnett

## **147/26 MINUTES OF THE PREVIOUS MEETING**

(Agenda No. 4/26)

The minutes of the meeting held on 26 February were approved and signed by the Chair as a correct record.

## **148/26 WITNEY HIGH STREET AND MARKET SQUARE ENHANCEMENTS**

(Agenda No. 6/26)

The Chair introduced the item, invited speakers to make their contributions and responded to their points in turn.

Officers noted that this scheme was slightly different to other market town schemes as it was initially shut during the pandemic through a Traffic Regulation Order (TRO),

with grant funding to support that; but lessons could be learnt for future schemes across Oxfordshire, whilst noting the limited funding that was available.

Officers confirmed that the junction between the High Street and Welch Way was amended following road safety audits to allay fears over safety issues. If the scheme was approved, following construction, the final road safety audit stage would take place and to assess issues if they arose.

Following a question from the Chair regarding disruption during the construction phase of the project if approved, officers confirmed that temporary taxi ranks would be in place outside The Angel Inn. It was noted that space was constrained near where temporary bus shelters by bus stops had been requested, but that officers would explore solutions regarding the bus stops shelters and signage.

The Chair stated that the reduction in road width was so there could be increased space for pedestrians, shoppers, wheelchair users to use and spend time in the area.

The Chair noted concerns raised regarding enforcement and stated that the Council was looking to make enforceability, for example, on parking, easier and noted that ANPR would be used to enforce on this scheme specifically.

Officers noted that the scheme did incorporate an extra bus stop on the High Street, but that the space would be shared use with taxis.

The Chair noted concerns on parking enforcement raised by West Oxfordshire District Council. Officers confirmed that more flexible loading arrangements for delivery drivers were put to the formal consultation to try and address this issue.

The Chair noted concerns from Unlimited Oxfordshire regarding the provision of disabled persons parking places (DPPP's), but officers noted that DPPP's already existed and changes as a result of the scheme would be monitored and could be amended if required.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

**RESOLVED to:**

**a) Endorse the proposed scheme design for Witney High Street & Market Square shown in Annex 1-3;**

**b) Delegate to the Director of Environment and Highways, in consultation with the Cabinet Member for Transport Management, any design changes necessary to support management of scheme cost;**

**c) Approve the following order and traffic features required to deliver the scheme:**

- i) the introduction of new 'No Waiting at Any Time' (double yellow lines) – revoking all existing loading restrictions – on High Street & Market Square, as advertised.**
- ii) the removal of the existing 3-hour time limited 'Disabled Persons Parking Places' (DPPPs), and the introduction of new unrestricted DPPP bays on High Street & Market Square, as advertised.**
- iii) the construction of a new Zebra crossing on Welch Way, as advertised.**
- iv) the introduction of new 'No Stopping Except Buses' (at all times) bays on High Street & Market Square, as advertised.**
- v) the introduction of a new 'No stopping except local buses 7am 5pm Mon to Fri & 7am-2pm Sat. Taxis 5pm-7am Monday to Friday, 2pm-Midnight Saturday and all-day Sunday' bay on Market Square, as advertised.**
- vi) the introduction of a new 'No Stopping Except Taxis' (at all times) bay on Market Square, as advertised.**
- vii) the construction of a new Traffic calming features (Flat top road humps) on High Street, as advertised.**

## **149/26 LOCAL BUS CONTRACTS AUGUST 2026**

(Agenda No. 5/26)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

Officers noted that they had tried to align contract dates over the past few years to allow for more holistic considerations when they come up for renewal or review. It was noted that the Council worked in a predominantly commercial market but maintained good working relationships with the bus companies.

It was confirmed that the lots were all re-procurement of existing contracts with the exception of the new Valley Park service.

The Chair noted the impact of the bus fare hike to £3 from the government.

Officers confirmed that cross-council collaboration took place with Buckinghamshire and West Northamptonshire on services that crossed council borders, with the funding contributions outlined in the report. It was noted that there continued to be good working relationships with partner councils.

The Chair noted that the Cabinet approved the Local Transport Delivery Plan and its submission to the Department for Transport on 17 March.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the allocation of funding as set out in paragraph 19, to support and enhance bus provision as set out in Table 1 in line with the Council's Local Transport and Connectivity Plan (LTCP) and Bus Service Improvement Plan.**
- b) Approve the use of held Local Authority Bus Service Operators Grant (LABSOG) on services where no other sources of funding are available.**
- c) Approve commencement of procurement to secure the proposed new and enhanced bus service provision.**
- d) Delegate the award of contracts (including any contract negotiation required) and any future extensions to the Director of Environment & Highways.**

**150/26 CONTROLLED PARKING ZONE REVIEW - SUMMERTOWN**

(Agenda No. 8/26)

*Cllr Gant left the meeting at this stage and Cllr Roberts assumed the Chair for the duration of Item 8.*

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

The Chair noted her concern regarding the proposals affecting Rogers Street. Officers confirmed that currently on Rogers Street there was a single yellow line which meant that cars could park outside the operational hours of Monday-Saturday 8am to 4pm.

It was noted that the wider proposals for the CPZ review in Summertown meant a net loss for permit holder parking provision.

Officers confirmed that micromobility bays would be for the use of parking e-bikes and e-scooters. It was noted that motorcycles could be considered in the future.

The Chair noted that she was concerned about the proposals for Rogers Street, understanding that there was still a net reduction of spaces overall, but that it was still adding back 8 spaces in this particular location.

The Chair noted that she was minded to defer recommendation f). The Chair felt more information was needed as to give reason why it shouldn't happen, but equally that all options needed to be explored before it could be approved as the best solution.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report, with the exception of recommendation f), which was deferred.

**RESOLVED to:**

- a) **Approve the proposed amendment of existing Permit Holders parking bay to Shared-use parking (Permit holders & non-permit holders), Cycle parking bay and new Double Yellow Lines in Capel Close, as advertised.**
- b) **Approve the proposed new Micromobility (e-scooter & e-bike) parking bay in Hamilton Road, as advertised.**
- c) **Approve the proposed new Coach parking bays, Double Yellow Lines and Permit Holders parking bay in Hernes Road & Hernes Crescent, as advertised.**
- d) **Approve the proposed new Cycle parking bay and Micromobility (e scooter & e-bike) parking bay in Lonsdale Road, as advertised.**
- e) **Approve the proposed new Cycle parking bay and amendment of existing Single Yellow Lines to Double Yellow Lines in Mayfield Road, as advertised.**
- g) **Approve the proposed change of use for the existing parking bay (from permit holders to shared use (permit holders & non-permit holders) in Squitchey Lane, as advertised.**
- h) **Approve the proposed change of operational hours and maximum stay limit of the existing goods vehicle loading bay in Summerfield Road, as advertised.**
- i) **Approve the proposed extension of Double Yellow Lines and reduction of existing Permit Holders Parking bay in Thorncliffe Road, as advertised.**
- j) **Not approve/withdraw the proposed extension of the existing Permit Holders parking bay in Oakthorpe Road.**

**DEFER:**

- f) **Approve the proposed new Shared-use parking bay (Permit holders & non-permit holders) and Double Yellow Lines in Rogers Street, as advertised.**

**151/26 CONTROLLED PARKING ZONE REVIEW - TEMPLE COWLEY**

(Agenda No. 7/26)

*Cllr Roberts left the meeting at this stage and Cllr Gant resumed in the Chair for the remainder of the meeting.*

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

The Chair confirmed that this scheme was part of an overall review into CPZ's across Oxford.

Officers noted that Junction Road had not come through as a site which needed to be reviewed due to its proximity to the LTN, which they felt protected pedestrians and cyclists as less cars used that stretch of road.

Officers confirmed that when the Temple Cowley CPZ was introduced, the implementation of double-yellow lines were put forward to consultation after discussion with the previous local County Councillor and then which was subsequently approved by the previous Cabinet Member. It was confirmed that officer advice was to approve the recommendation as set out in the report, rather than deferral.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the proposed new Cycle parking bay in Crescent Road, as advertised.**
- b) Approve the proposed new Cycle parking bay in Junction Road, as advertised.**
- c) Approve the proposed new micromobility (e-scooter & e-bike) parking bay in Junction Road, as advertised.**
- d) Approve the proposed new Cycle parking bay in Marsh Road, as advertised**
- e) Not approve/withdraw the proposed removal of no waiting at any time & introduction of new shared use parking areas in Marsh Road.**
- f) Not approve/withdraw the proposed new Shared-use parking area in Salegate Lane.**
- g) Not approve/withdraw the proposed inclusion of permit eligibility for Silkdale Close.**

## **152/26 CLAYDON CANAL BRIDGE - PROPOSED 13T STRUCTURAL WEIGHT LIMIT**

(Agenda No. 9/26)

The Chair introduced the item to the meeting.

Officers confirmed that a weight limit exemption was required for fire engines as they were heavier than the proposed limit and would access across the bridge during operational matters.

Officers stated that the weight capacity might be relevant in the future as a result of the deterioration of the bridge. It was noted that repairs to the bridge were planned to prevent any further damage.

The Chair clarified that the recommendation was for a structural, rather than environmental, weight limit. Officers noted that the need for a structural weight limit was an engineering assessment but understood that the impact on the wider network needed to be considered. It was commented that the scheme could be reviewed if required.

The Chair asked for officers to accommodate Historic England's request to review the bridge's structures.

The Chair noted he would approve the recommendations but requested officers keep a review of the impact it had on the surrounding transport network.

The Chair thanked officers for their work and agreed to the recommendations in the report.

### **RESOLVED to:**

- a) Approve the introduction of a '13 tonne maximum weight limit' restriction on the Claydon Canal Bridge at Claydon, as advertised.**

## **153/26 PROPOSED AMENDMENTS TO EXEMPTIONS BUS GATES - DIDCOT**

(Agenda No. 10/26)

The Chair introduced the item to the meeting, invited speakers to make their addresses and responded to their points in turn.

Officers confirmed that the ANPR cameras capture footage from all vehicles that travel through, but as it could not be clear if Police vehicles were on patrol or attending an incident, agreement had been in place to delete records and the footage.

The Chair referred to a response relating to the dilution of emergency exemptions and asked why the Police requested this amendment. Officers confirmed that this scheme was intended to be consistent with other cameras in the area.

Officers reiterated their view that it was reasonable to allow police vehicles to pass through the bus gates when they are on patrol to allow for monitoring of incidents as well as when they are responding to emergencies. The Chair noted this was comparable to other areas in Oxfordshire and understood the operational reasons for doing so.

The Chair asked why this was not made clear in the initial order. Officers noted there were concerns at the time of the initial decision over Police use of the bus gate. Officers also confirmed that, as with any scheme, this would be, if approved, kept under review.

The Chair asked for clarification as to whether it included unmarked police vehicles. Officers clarified that it would be for any police vehicle.

The Chair asked if there were concerns that this would significantly increase traffic through the bus gate. Officers were not aware of any concerns but if concerns did arise from the bus operators or others, the scheme could be reviewed if needed.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

**RESOLVED to:**

- a) **Approve the administrative amendment to clarify/confirm that “Police Vehicles on Patrol” are exempt from the Bus Lane/Gate restriction at Larch Drive/Diamond Drive in Didcot, as advertised.**

**154/26 PROPOSED BUS STOP MARKINGS - HOBBYHORSE LANE, SUTTON COURTENAY**

(Agenda No. 11/26)

The Chair introduced the item to the meeting and noted that this was a planning requirement from a section 106 agreement.

Officers noted support from Sutton Courtenay Parish Council and referred to several consultation responses.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) **Approve the introduction of two new bus-stop clearways with ‘No stopping 7am-7pm except buses’ restrictions on High Street in Sutton Courtenay, as advertised.**

**155/26 A417 CORRIDOR – PROPOSED 30, 40 AND 50MPH SPEED LIMITS**

(Agenda No. 12/26)

The Chair introduced the item to the meeting and asked officers if these proposals were part of the wider Vision Zero review into 'A' and 'B' roads. Officers confirmed that this was the case.

The Chair noted the request to extend the proposal eastwards to include the lane to Eaton Hastings, but officers stated that their advice was to amend the speed limits in line with the recommendations in the report.

The Chair referred to several consultation responses.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

**Approve the introduction of the following speed limit changes on the A417 and adjacent roads, as advertised:**

- a) Between Lechlade & Faringdon:**
  - i. 30mph speed limit in place of the existing 40mph speed limit at Buscot,**
  - ii. 40mph speed limit in place of the existing 60mph National speed limits at Buscot,**
  - iii. 50mph speed limits in place of the existing 60mph National speed limits at Buscot, and Buscot Park.**
- b) Between Faringdon & Wantage:**
  - i. 40mph speed limit in place of the existing 50mph speed limit at Challow**
- c) At Aston Tirrold:**
  - i. 40mph speed limits in place of the existing 50mph speed limits on the A417 at Blewbury Hill, and on Chalk Hill & Spring Lane.**

**156/26 BENSON LANE, CROWMARSH GIFFORD - SPEED REDUCTION**

(Agenda No. 13/26)

The Chair introduced the item to the meeting and asked how these proposals impact changes already made to speed limits in Crowmarsh Gifford. Officers commented that these proposals came as a result of residential concerns and to enable safer walking and cycling along Benson Lane.

The Chair referred to several consultation responses and officers noted that the road was a well-used by residents in Crowmarsh as well as commuters accessing employment sites from Benson and Wallingford.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) **Approve the introduction of the 30mph speed limit on Benson Lane in Crowmarsh Gifford, as advertised.**

**157/26 PROPOSED 20MPH SPEED LIMIT - PARKER ROAD, SOUTH HINKSEY**  
(Agenda No. 14/26)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

Officers noted that this was an administrative exercise to make small amendments to 20mph speed limit schemes to align with the understanding of what the schemes should have been initially.

The Chair stated that some of the public contributions made requests that were outside the scope of this specific scheme but were noted.

Officers noted that these schemes continued the principle of being guided by the relevant Parish Council over the scope and limit they wished to see.

Officers confirmed that the road, whilst an unusual situation, met the criteria for a 20mph speed limit as it was a village road.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

**RESOLVED to:**

- a) **Approve the introduction of the 20mph speed limit on Parker Road in South Hinksey, as advertised.**

**158/26 PROPOSED 20MPH SPEED LIMIT - BANTON**  
(Agenda No. 15/26)

The Chair introduced the item to the meeting.

Officers noted that this was an administrative exercise to make small amendments to 20mph speed limit schemes to align with the understanding of what the schemes should have been initially.

Officers stated that Stoke Lyne Parish area had a 20mph speed limit approved outside of the Council's wider 20mph programme, so Banton was overlooked in the initial implementation phase.

The Chair noted several consultation responses.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the introduction of the 20mph speed limit on the unnamed road through the hamlet of Bainton, as advertised.

..... in the Chair

Date of signing .....

*Divisions Affected – Benson & Crowmarsh; Cholsey & The Hagbournes Wallingford*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**23 APRIL 2026**

### **Wallingford Area Local Cycling and Walking Infrastructure Plan (LCWIP)**

#### **Report by Director for Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve Wallingford Area Local Cycling and Walking Infrastructure Plan (LCWIP).**

#### **Executive Summary**

1. A strategic Local Cycling and Walking Infrastructure Plan has been produced for the Wallingford area, including the nearby villages of Benson, Brightwell-cum-Sotwell, Cholsey, Crowmarsh Gifford, Ewelme, Shillingford and Warborough (see **Annex A**). This plan supports the delivery of Oxfordshire County Council's Local Transport and Connectivity Plan (LTCP) including Policy 1 – developing transport schemes that consider people walking and people cycling first, Policy 2 – developing comprehensive walking and cycling networks, and Policy 3 – developing LCWIPs and delivering LCWIP proposals.
2. The LCWIP identifies a network of walking, wheeling and cycling routes in the defined Wallingford area. It also sets out high level proposals for improvements to the walking and cycling infrastructure that makes up this network. These improvements have been identified through public and stakeholder engagement, an audit process and refined through public consultation.
3. These infrastructure improvements are intended for development over a ten-year period to 2036. These will help to enable modal shift from private motor vehicle use to walking, wheeling and cycling for short journeys or as part of longer journeys.
4. Adopting the Wallingford Area LCWIP will help to provide local policy backing to maximise the County Council's ability to secure funding for development and delivery of walking and cycling infrastructure in the Wallingford area. Funding

is likely to come from central government and through planning obligations from development sites within the Wallingford area.

## Introduction

5. Local Cycling and Walking Infrastructure Plans (LCWIPs) are a strategic, long-term approach to identifying walking, wheeling and cycling improvements required at the local level over a 10-year period. They also form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.
6. The development of LCWIPs by local authorities and stakeholders is promoted by Central Government as they assist in:
  - (a) demonstrating a prioritised list of active travel infrastructure schemes for an area
  - (b) demonstrating where funding is required, and the benefits investment will bring
  - (c) meeting targets to increase active travel, which may also benefit health inequalities, air quality and climate change objectives
  - (d) guiding developers and developer funding to invest in active travel measures.
7. The Wallingford Area LCWIP was developed following Department for Transport (DfT) guidance on LCWIP production. This included identifying where residents and visitors would like to travel in the Wallingford Area alongside important destinations in the surrounding area; developing networks for walking, wheeling and cycling to and between these destinations; proposing (largely) infrastructure improvements to these networks; and prioritising the improvements. A steering group made up of local stakeholders including county councillors, town and parish councillors, and local active travel groups supported the development of the LCWIP. Public engagement was also key to the development.
8. A draft of Wallingford Area LCWIP was publicly consulted on and further detail as to this consultation is set out in paragraph 31 of this report onwards. The proposed walking, wheeling and cycling networks were broadly supported. However, additional and modified network connections and improvements were suggested. The LCWIP was updated based on comments received from this consultation.
9. The LCWIP will guide future funding bids and allocation of funding to deliver improvements. Improvements are considered as part of routes, and the aim is to deliver routes where possible.
10. Wallingford is the 14<sup>th</sup> LCWIP the council has adopted with five more planned, more information on these can be found on the councils website:

## Local Policy

11. Production of the Wallingford Area LCWIP supports delivery of Oxfordshire's Local Transport and Connectivity Plan, in particular policies 1, 2 and 3, which state:

### Policy 1

We will develop, assess and prioritise transport schemes, development proposals and policies according to the following transport user hierarchy:

- Walking and wheeling (including running, mobility aids, wheelchairs and mobility scooters)
- Cycling and riding (bicycles, non-standard cycles, e-bikes, cargo bikes, e-scooters and horse riding)
- Public transport (bus, scheduled coach, rail and taxis)
- Motorcycles
- Shared vehicles (car clubs and carpooling)
- Other motorised modes (cars, vans and lorries)

### Policy 2

We will:

- a) Develop comprehensive walking and cycling networks that are inclusive and attractive to the preferences and abilities of all residents in all towns. All new walking and cycling schemes will be designed according to the updated Oxfordshire Walking and Cycle Design Standards (to be published in 2022<sup>1</sup>).
- b) Ensure that all new developments have safe and attractive walking and cycling connections to the site, include a connected attractive network for when people are walking and cycling within the development and that the internal routes connect easily and conveniently to community facilities and the local cycle and walking network.
- c) Work closely with stakeholders using co-production methods when developing and improving cycle and walking networks from inception to delivery.

### Policy 3

We will:

- a) Develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for all main urban settlements (over 10,000 inhabitants) across the county by 2025, according to national guidance and best practice with the aim of increasing walking and cycling activity.

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<sup>1</sup> Local Transport and Connectivity Plan quoted 2022 publication date for Oxfordshire Walking and Cycle Design Standards, however publication is still pending.

- b) Implement local cycling and walking networks in line with LCWIP proposals as funding opportunities arise to achieve a step change in the use of cycling and walking in line with local and national targets.
  - c) Support rural areas and smaller settlements to develop their own walking and cycling plans.
12. Once schemes in the LCWIP begin being delivered this will contribute to the following LTCP targets:
- By 2030 our targets are to:
- Replace or remove 1 out of every 4 current car trips in Oxfordshire
  - Reduce car vehicle miles driven in Oxfordshire by 20%
  - Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week
  - Reduce road fatalities or life changing injuries by 50%
- By 2040 our targets are to:
- Deliver a net-zero transport network
  - Replace or remove an additional 1 out of 3 car trips in Oxfordshire
- By 2050 our targets are to:
- Deliver a transport network that contributes to a climate positive future
  - Have zero, or as close as possible, road fatalities or life-changing injuries.

## **Corporate Policies and Priorities**

13. Oxfordshire County Council is committed to make Oxfordshire a greener, fairer and healthier county centred around strong and connected communities, healthy places to live and a thriving local economy that benefits everyone. This is laid out in a Strategic PPlan 2025-2028, supported by headline projects that will deliver the vision. The LCWIP directly supports the following aspects:
- 1. Greener Oxfordshire:
    - (1) Create better spaces for residents and visitors in our town centres.
    - (2) Work with transport partners towards a countywide integrated rail and bus offer.
  - 2.
    - (a) Continue to roll out our LTCP, which aims to cut carbon emissions from transport. This means encouraging people to use public transport, cycling and walking instead of driving.
    - (b) We will make it easier to travel by train, bus and bike by building mobility hubs across Oxfordshire. These are places where different types of transport come together, making it simple to switch between them. They also offer better facilities like sheltered waiting areas and bike storage.

- (c) In rural areas, we will create quiet lanes / greenways to make walking, cycling and horse riding safer and more enjoyable.

14. The Strategic Vision can be found here: [OCC Strategic Plan 2025 to 2028](#).

## Financial Implications

- 15. The LCWIP will help the County Council to negotiate with developers for funding and direct delivery of infrastructure for active travel. It will also help with preparation of bids for government funding, as demonstrated by the recent Active Travel Fund bid processes.
- 16. Development of any new schemes proposed in the LCWIP (except those to be directly delivered by developers) will need to be considered through the County Council's capital programme governance and budget setting process as funding becomes available.
- 17. Any new walking, wheeling and cycling infrastructure will have revenue implications due to pressures on staff resources, which will be either funded within current base budgets or bid for through Active Travel Fund (or similar) bids. Ongoing maintenance for each scheme would be identified during the early stages of that scheme. Where possible, commuted sums to fund ongoing maintenance of new infrastructure related to new developments would also be identified and secured to minimise the revenue impact of the new infrastructure. Any revenue pressure after this would be considered as part of the Council's Budget Strategy process.

Comments checked by:

Rob Finlayson, Strategic Finance Business Partner  
[rob.finlayson@oxfordshire.gov.uk](mailto:rob.finlayson@oxfordshire.gov.uk)

## Legal Implications

- 18. The LCWIP is a requirement of the County Council's adopted Local Transport and Connectivity Plan, which is a statutory document, required under the Transport Act 2000. LCWIP production is also promoted in national strategies, including the Cycling and Walking Investment Strategy (Department for Transport, 2017), which encourages Local Authorities to produce LCWIPs as a tool for achieving the ambition for cycling and walking to be the natural choices for shorter journeys, or as part of a longer journey.<sup>2</sup>
- 19. Delivering the LCWIP is likely to require the County Council to exercise its powers to make traffic orders to regulate traffic in the Wallingford area. The appropriate statutory consultation will take place as and when any orders are

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<sup>2</sup> Department for Transport, Cycling and Walking Investment Strategy, 2017, [Cycling and Walking Investment Strategy](#)

promoted, together with compliance with any relevant statutory duty applicable at the time.

Comments checked by:

Jennifer Crouch, Principal Solicitor (Regulatory)  
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## Staff Implications

20. Individual schemes within the LCWIP will require development and delivery, which will only take place once project funding is allocated. Staff involved in developing the outline business case and any funding bid requirements will be funded by existing staff budgets with any staffing implications for scheme development and delivery will be included and covered from the project capital budget once allocated.

## Equality & Inclusion Implications

21. An Equalities Impact Assessment (EIA) is available in **Annex B**.
22. Development and implementation of LCWIPs for all the main urban settlements in Oxfordshire (LTCP Policy 3a) is one of Oxfordshire County Council's commitments to move towards the vision set out in the LTCP for "*an inclusive and safe net-zero Oxfordshire transport system that enables all parts of the county to thrive*".<sup>3</sup>
23. Whilst no negative equalities impacts have been identified which could arise as a direct result of approving the Wallingford Area LCWIP, there is a significant opportunity to tackle inequality.
24. Investment in cycling and walking measures improves travel choice and encourages active, healthy lifestyles. Once implemented, the Local Cycling and Walking Infrastructure Plan will make a positive contribution to improving connectivity throughout the Wallingford area by improving access to walking, wheeling and cycling infrastructure for all socio-economic groups and those with protected characteristics. Having the right infrastructure for cycling and walking in the right places, will enable greater take up of active travel and could help to reduce inequalities in health. Improved cycle and walking routes will help all to access key destinations in the Wallingford area.
25. Individual schemes may result in unintended negative equalities impacts. As such, specific scheme risks will be considered in detail on a scheme-by-scheme

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<sup>3</sup> Oxfordshire County Council, Local Transport and Connectivity Plan, July 2022, p5, available at: <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/LocalTransportandConnectivityPlan.pdf>

basis (using scheme-specific EqIA as appropriate) when the individual schemes promoted in the LCWIP are developed.

## Sustainability Implications

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

## Risk Management

28. No significant risks arising from adopting the LCWIP have been identified.
29. Risks of negative side effects associated with individual schemes that are promoted in the LCWIP may arise in future as and when those schemes are funded and progressed.
30. These scheme-specific risks will be identified in the relevant scheme's risk register during the early stages of that scheme's development, to ensure that an informed decision can be made on each scheme.
31. There are several risks associated with a decision not to approve the Wallingford Area LCWIP:
  - (a) Risk of failure to achieve the goal set out in LTCP Policy 3 due both to the resulting delay to the Wallingford Area LCWIP programme and to the potential knock-on delays to the development of other LCWIPs
  - (b) Risk of failure to secure future funding for active travel infrastructure in the Wallingford area from central government (due to the Department for Transport and Active Travel England's stated preferences for funding schemes which are identified in LCWIPs)

- (c) Risk of failure to secure adequate provision of active travel infrastructure from local developments (for which the LCWIP provides additional local policy backing),
- (d) Risk of failure amidst the local government reorganisation whereby the new highway authority does not recognise the LCWIP, the LCWIP document gets lost in the transition or there is a severe delay to the programme due to the transition.

## Consultation

- 32. A steering group made up of local stakeholders including county, district, town and parish councillors, Oxfordshire Cycle Network, Walk Wheel Cycle Trust, and Wallingford Mobility Issues Group was set up at the beginning of the project and informed the development of the project.
- 33. The steering group meetings held, provided attendee's the opportunity to feed their local knowledge into the walking, wheeling and cycling audits for the LCWIP.
- 34. The public informed the development of the LCWIP at two stages, first during an initial information gathering exercise via Let's Talk where details on issues and potential improvements to the walking, wheeling and cycling network were sought. The public were also able to comment on the LCWIP through the formal consultation process of the draft.
- 35. The Draft Wallingford Area LCWIP was consulted on via Let's Talk Oxfordshire from Wednesday 19<sup>th</sup> November 2025 to Wednesday 7<sup>th</sup> January 2026. A consultation report is available in **Annex D**.
- 36. A total of 64 responses were received to the online questionnaire and of these, 4 respondents provided further detail via email.
- 37. With regards to cycling, of those who completed the questionnaire 57.6% of people said the cycling network was 'good', 27.3% said they had a 'mixed' view of the cycle network with some 'relevant/irrelevant route', and the remaining stated they did not know, no opinion, or stated 'other'.
- 38. In addition, 51.5% said the proposed cycling improvements were 'comprehensive and addressed all issues', 27.3% of people have a 'mixed' view of the proposed cycle improvements, 6.1% said that the proposed cycle improvements were 'bad' and the remaining had no opinion or did not know.
- 39. With regards to walking, of those who completed the questionnaire 54.5% of people said the walking network was 'good', 30.3% had 'mixed' reviews on the walking network, 3% said the network was 'bad' and the remaining had no opinion, did not know, or stated 'other'.
- 40. In addition, 48.5% stated that the proposed walking improvements were 'good', 33.3% had 'mixed' views, 12.5% stated the improvements were

'irrelevant/negative proposals' and the remaining had no opinion or did not know.

41. Regarding the prioritisation scoring/ranking of the design recommendations, 43.8% said it made sense, 28.1% said some prioritisation scoring/ranking make sense, and others do not reflect local challenges, opportunities and aspirations. 12.5% said the prioritisation scoring does not make sense and the remaining had no opinion or stated 'other'.
42. The Wallingford Area LCWIP has been amended where possible based on the comments received through the consultation to ensure the LCWIP reflects residents/ visitors and stakeholder views, this includes an update to the cycle network - this is documented within annex D. The improvements included are suggestions and further assessments including feasibility design and consultation will be required to deliver improvements. The LCWIP is a live document that will be updated regular intervals to ensure it remains relevant and addresses local issues and developments.

**Paul Fermer**  
**Director of Environment and Highways**

- Annex A. Wallingford Area LCWIP,
  - Appendix A: Background Information
  - Appendix B: Consultation Report
- Annex B. Equalities Impact Assessment
- Annex C. Climate Impact Assessment
- Annex D. Consultation report

Background papers: Nil

Other Documents: [Department for Transport, Local Cycling and Walking Infrastructure Plans Technical Guidance for Local Authorities, 2017](#)

[Oxfordshire County Council. Local Transport and Connectivity Plan 2022 - 2050, 2022](#)

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March 2026

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# Wallingford Area Local Cycling and Walking Infrastructure Plan

March 2026

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## Document information

<b>Title</b>	<b>Wallingford Area</b> Local Cycling and Walking Infrastructure Plan (LCWIP)
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<b>Lead officer</b>	<b>Rosie Lawrence, Senior Transport Planner</b>
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## Version control

<b>Version</b>	<b>Date</b>	<b>Changes</b>
v 1.0	17/11/2025	Initial version
v 1.1	20/11/2025	Amendment to Section 1. Introduction to include text regarding the location of the glossary.
v 1.2	07/01/2026	Amendments made to various sections and proposals following feedback from the consultation

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- Engagement and Let's Talk consultation findings
- Consultant outputs

## Acknowledgements

A special thank you goes to all those who have been part of the development of this plan, particularly the volunteers who sit on the Steering Group and have accompanied many trips to the Wallingford area, including those who gave time to assist with the auditing day. The local knowledge and commitment to this project have been key to the development and helped with getting such a huge response to the Map and Pin exercise – to which another special thank you goes out to everyone who responded! All this input has helped to ensure that this plan is reflective of local needs and overall is well-informed to assist with the evolution of the walking and cycling network.

## Executive Summary

Wallingford and the surrounding villages of Benson, Brightwell-cum-Sotwell, Cholsey, Crowmarsh Gifford, Ewelme, Shillingford and Warborough are situated in South Oxfordshire on the River Thames. Wallingford is a key focal hub to its villages, providing retail, leisure, medical and educational facilities. It also acts as a key connector and through-route for residents wanting to access facilities elsewhere, such as the Cholsey Railway Station for access to Didcot Parkway and London Paddington, as well as the Benson Marina to the north, Howbery Park employment site to the east and the Wittenham Clumps to the west. There is a strong community with in these areas, with events hosted by each settlement which encourage residents to enjoy their neighbouring areas, a secondary school which includes the villages in its catchment and a strong passion for looking each other. Furthermore, there are a lot of opportunities to work together and create a future to accommodate people from all walks of life by ensuring voices are heard when considering the future of the transport network within and between each area. The condition and layout of the current streets, roads and public right of way network, whilst posing challenges for walking, wheeling and cycling, also present vast opportunities to make travel by these modes safer and more accessible.

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, South Oxfordshire District Council, and the Wallingford Town Council pledges to address the climate emergency by being carbon neutral by 2030 and have a net-zero energy system by 2050, due to a reduction in vehicle emissions. As such, the LCWIP was developed in collaboration with key stakeholders representing each area, including County Councillors, District Councillors, Wallingford Town Councillors and key members of organisational groups in the areas, such as the Mobility Issues Group for Wallingford, and Wallingford Living Streets (which also covers the areas in this study).

This LCWIP presents the current and proposed walking, wheeling and cycling network in the Wallingford 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. The list presented is not an exhaustive list of improvements, providing opportunities for further improvements to be identified at a later stage. 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 resurfacing routes. High Street in Wallingford and the Benson Lane link with the A4074 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 considering significant development.

## 1. Introduction

Wallingford is a market town in South Oxfordshire district and an important local service centre for the surrounding villages of Crowmarsh Gifford, Benson, Cholsey, Ewelme, Brightwell-cum-Sotwell, Preston Crowmarsh, Warborough, Shillingford and all those in-between. It provides retail, education, health, sports and leisure facilities and acts as a focal hub for its surrounding settlements.

This report summarises the findings from the Local Cycling and Walking Infrastructure Plan study.

A Glossary has been provided in **Section 5** which explains the terminology used in this report.

### 1.1. What is a Local Cycling and Walking Infrastructure Plan?

As defined by the Department for Transport (DfT), a Local Cycling and Walking Infrastructure Plan (hereinafter, “LCWIP”) is a: “strategic approach to identifying cycling and walking improvements required at the local level.” It lays out a long-term approach to cycling and walking networks in target localities. It is not intended to be a comprehensive audit of all walking and cycling routes within the study area.

#### 1.1.1.Purpose

LCWIPS are intended to support Local Authorities in identify cycling and walking infrastructure improvements for future investment in the short, medium and long term, and to ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies. LCWIPs provide a foundation for justifying funding for walking and cycling infrastructure.

The development of LCWIPs is strongly encouraged by the DfT to standardise approaches to planning cycling and walking infrastructure, and ensuring quality, efficiency and alignment with national transport and environmental goals. The production of LCWIPs is also essential for local authorities to access certain types of funding. The DfT prioritises funding applications from local authorities with a clear LCWIP, as these plans demonstrate a strategic, evidence-based approach to improving cycling and walking infrastructure. It is a key step towards increasing active travel in the area to improve the health and wellbeing of the residents.

#### 1.1.2.Process

There are six stages to the development of an LCWIP, as set out by DfT’s technical guidance for writing LCWIPs. These are listed below.

1. Determining scope
2. Gathering information
3. Network planning for cycling
4. Network planning for walking
5. Prioritising improvements
6. Integration and application

### 1.1.2. Outputs

The primary outputs produced during an LCWIP are:

- **Network plan for cycling** – identifies and maps future cycling network based on analysis of cycling demand in a locality to establish the need infrastructure improvements
- **Network plan for walking** – identifies and maps core walking zones and key walking routes based on analysis of pedestrian demand in a locality to establish the need for infrastructure improvements
- **Prioritised programme of infrastructure improvements** – this output results from internal standard prioritisation procedure and stakeholder engagement, prioritising infrastructure improvements by deliverability, effectiveness, and policy requirements to ensure that improvements will most effectively deliver identified walking and cycling networks

These outputs provide a strategic foundation for LAs 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. Development of the Wallingford Area LCWIP

In line with the DfT guidance, this LCWIP has been conducted in the six stages set out in Section 1.1.2. With the way the are a connects to each other and how closely identified improvements overlap, this LCWIP has been set out in the following sections:

1. Introduction
2. Background and Scope
3. Network Planning for Cycling and Walking (including Prioritisation)
4. Integration and Application

The purpose of this report is to present the LCWIP for the Wallingford Area. This LCWIP was developed according to DfT technical guidance and in close collaboration with local stakeholders to reflect local needs and opportunities that otherwise may have been missed, as well as ensuring the priorities of the residents are reflected in the Stage 5 works.

The data gathered in Stage 2 and engagement with a defined steering group of local residents, Councillors, stakeholders and interested organisations has been used to inform the Network Planning and Prioritisation chapters. This document has also been developed in line with local transport policy including Oxfordshire County Council (OCC)'s Local Transport and Connectivity Plan (LTCP), and with the technical expertise of consultant Pell Frischmann.

### 1.2.1. Governance

The Wallingford Area LCWIP was produced with the help of a consultancy, Pell Frischmann. The Oxfordshire County Council's Place Planning and Coordination team for the South Oxfordshire locality developed Stage 1, 2 and 6, whilst officers from this team have assisted the development of Stage 3, 4 and 5 with Pell Frischmann. Altogether, regular progress meetings were had between officers and the team at Pell Frischmann during the stages in which their assistance was required.

Following completion of the LCWIP, it will be the responsibility of the Highway Authority that covers this area to monitor and update throughout the 10-year period for which these plans are made for.

### 1.2.2. Stakeholder Engagement

A steering group was formed with local stakeholders to ensure that local concerns and suggestions are reflected in the LCWIP. Upon identification of and confirmation with each member of the steering group, site visits were held with OCC officers and led by the community for a first look around the area to understand priorities and put the scope into perspective. Opportunities for improvement were discussed and the key areas for each settlement were walked around. These walkarounds were mapped and sent back to the group for any further comments and helped to inform the methodology set out in Section 3. Further detail of this can be found in **Appendix A**.

Three meetings with the whole group took place from project conception to project close, generally held at key milestones to allow for the group to inform next steps as well as an in-person workshop. This included defining the geographic scope, network mapping audit routes, prioritisation of improvements and project timelines. Stakeholders included:

- Oxfordshire County Councillors
- Wallingford Town Council members

## Wallingford Area Local Cycling and Walking Infrastructure Plan

- South Oxfordshire District Council (SODC) officers
- District Councillors
- Parish Councillors
- Wallingford and Area Living Streets
- Walk, Wheel and Cycle Trust (previously Sustrans)
- Mobility Issues Group Wallingford (MIGWAL)

An online public engagement activity took place from 24 February 2025 to 24 March 2025 on the OCC's engagement platform Let's Talk Oxfordshire. This was to ask members of the community to identify where improvements are needed on the network in and around their local area to make the routes safer and more accessible and to inform the network planning for cycling and walking. Further detail on this is available in **Appendix A**.

## 2. Background and scope

This section summarises the data and research that has informed the decision-making within this LCWIP, including that of the scope. It includes review the policy context, defining the geographic scope, and provides an overview of the demographics, health, environment, travel and transport, and current travel patterns within the Wallingford area. More detail on these topics can be found in **Appendix A**.

### 2.1. Policy Context

Policy informs decision making by presenting evidence based best practise and targets. There are national and local policies that apply to this LCWIP, and summaries of key relevant policies are provided below. More detail to this is provided in **Appendix A**.

Table 1: Key policies, strategies and guidance

Policy /Strategy /Guidance	Content and Relevance to LCWIP
<b>National</b>	
<a href="#">Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities, DfT (2017)</a>	Establishes the technical framework 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. The purpose of the technical guidance is to ensure 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.
<a href="#">Cycling Infrastructure Design, Local Transport Note 1/20, DfT, 2020</a>	This guidance 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. It aims to facilitate in making existing journeys safer and more pleasant, with infrastructure recommendations influenced by the local environment. Provides recommendations to improve infrastructure that can be implemented to address the issues identified through route auditing. All the infrastructure proposed within this LCWIP are assessed against LTN 1/20 criteria.
<b>Regional</b>	
<a href="#">Oxfordshire’s Local Transport and Connectivity</a>	Sets the long-term ambition for transport in Oxfordshire, aiming for a “safe, net-zero Oxfordshire transport system” – where cycling and walking is a key component of this. LTCP will be supported by

<a href="#">Plan (LTCP) (2022-2050), 2022</a>	strategies identified, such as the Active Travel Strategy, Mobility Hub Strategy and the respective Movement and Place Plans for each area. LCWIPs will be integral to achieving the targets. The LTCP aims to create a sustainable, net-zero transport system. There is a big focus on active travel and the LCWIPs can assist with achieving these.
<a href="#">Strategic Active Travel Network (SATN), OCC, 2024</a>	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. It is important that LCWIP routes link up to proposed countywide strategic routes. Some of the routes audited within this LCWIP were also identified on SATN, see Chapter 6 for more detail.
<a href="#">South Oxfordshire Local Plan (2011-2035)</a>	Sets out the future development for South Oxfordshire until 2035. Key policies align with LCWIPs where they focus on sustainable transport and working collaboratively with OCC.
<a href="#">South and Vale Emerging Joint Local Plan (JLP) 2041</a>	Sets out of the future for South Oxfordshire and the Vale of the White Horse districts by embedding sustainable growth into the policies and land use. The JLP places a strong emphasis on active travel as part of its sustainable transport strategy.
<b>Local</b>	
<a href="#">Wallingford Neighbourhood Plan Review (2024)</a>	The town's neighbourhood plan which has a strong focus on sustainable development and the importance to access to green space via all means. Specific policies are in place to support the improvement of their active travel network.
<a href="#">Benson Neighbourhood Plan Review (2023)</a>	Benson's neighbourhood plan which acknowledges the need for improvements for walking and cycling around the village.
<a href="#">Cholsey Neighbourhood Plan (2022)</a>	Cholsey's neighbourhood plan, supported by Cholsey's Strategic Plan (2024-2029) to increase walking, cycling and public transport trips for the betterment of the local environment.
<a href="#">Crowmarsh [Gifford] Neighbourhood Plan Review (2025)</a>	An update to the neighbourhood plan which increases the focus on access to public transport and embeds active travel into new land-use policy.
<a href="#">Warborough and Shillingford Neighbourhood Plan (2018) and Review (2024)</a>	A local plan which addresses the need for sustainable development to address the climate emergency, with specific policies to enhance active travel.

## 2.2. Introduction to study area

The work on the LCWIP began with gathering background to understand the study area and determine the indicative areas of focus. Following this, it was decided that the LCWIP would look at Wallingford and incorporate the local villages of Crowmarsh Gifford,

Cholsey, Benson and the smaller villages of Brightwell-cum-Sotwell, Ewelme, Shillingford and Warborough, due to the proximity of each settlement and their trip generators. This made it clear that each area is interdependent and many journeys occur between villages and the town on a daily basis and provides opportunity to maximise the potential for increasing sustainable journeys. From there, the steering group was put together consisting of local representatives to determine and refine the exact scope of works to ensure all priority areas and routes were picked up that are of local importance to the community. The final scope can be found in [Figure 1](#).

To determine the geographical scope of the Wallingford Area LCWIP, the following factors were considered:

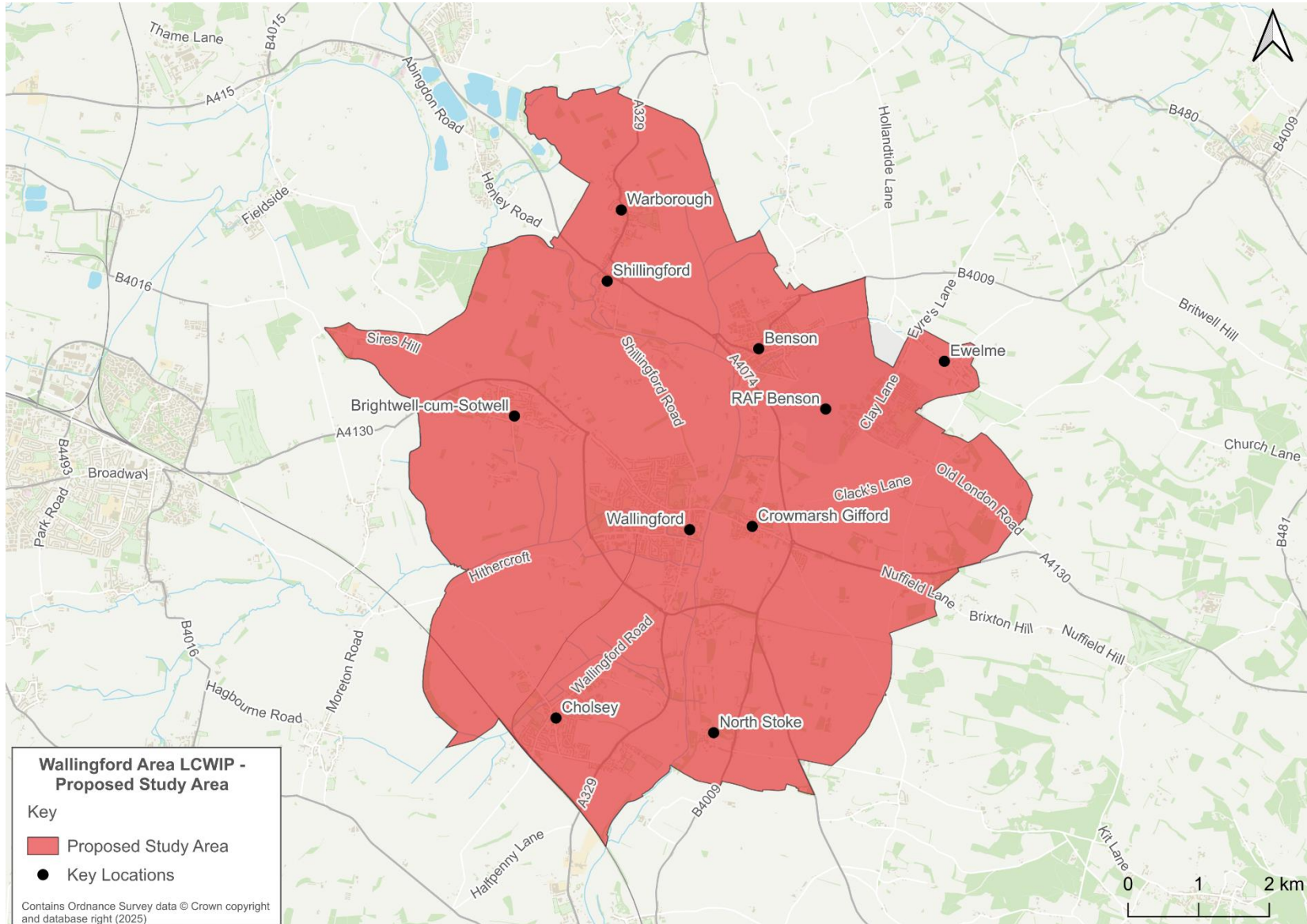
- **Likely distances that could be travelled by walking** (typically up to 2km, or 20 minutes) ([Figure 2](#)) and **cycling** ([Figure 3](#)) (typically between 5km and 10km) mapped by cycling isochrones to demonstrate
- Location of **significant trip generators** in each area ([Figure 4](#))
- The extents of the neighbouring **Didcot LCWIP**<sup>1</sup> works and how this influences the emerging network within this scope
- Those routes identified within the **Strategic Active Travel Network (SATN)**<sup>2</sup>
- **Key severance features**, namely the River Thames and the A4074/A4130

The internal network of RAF Benson has not included as the routes through here are not open to normal traffic.

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<sup>1</sup> Didcot Local Cycling and Walking Infrastructure Plan, 2023, Annex 1, [Agenda item - Didcot Local Cycling and Walking Infrastructure Plan | Oxfordshire County Council](#)

<sup>2</sup> Strategic Active Travel Network, 2024, [Oxfordshire SATN](#)



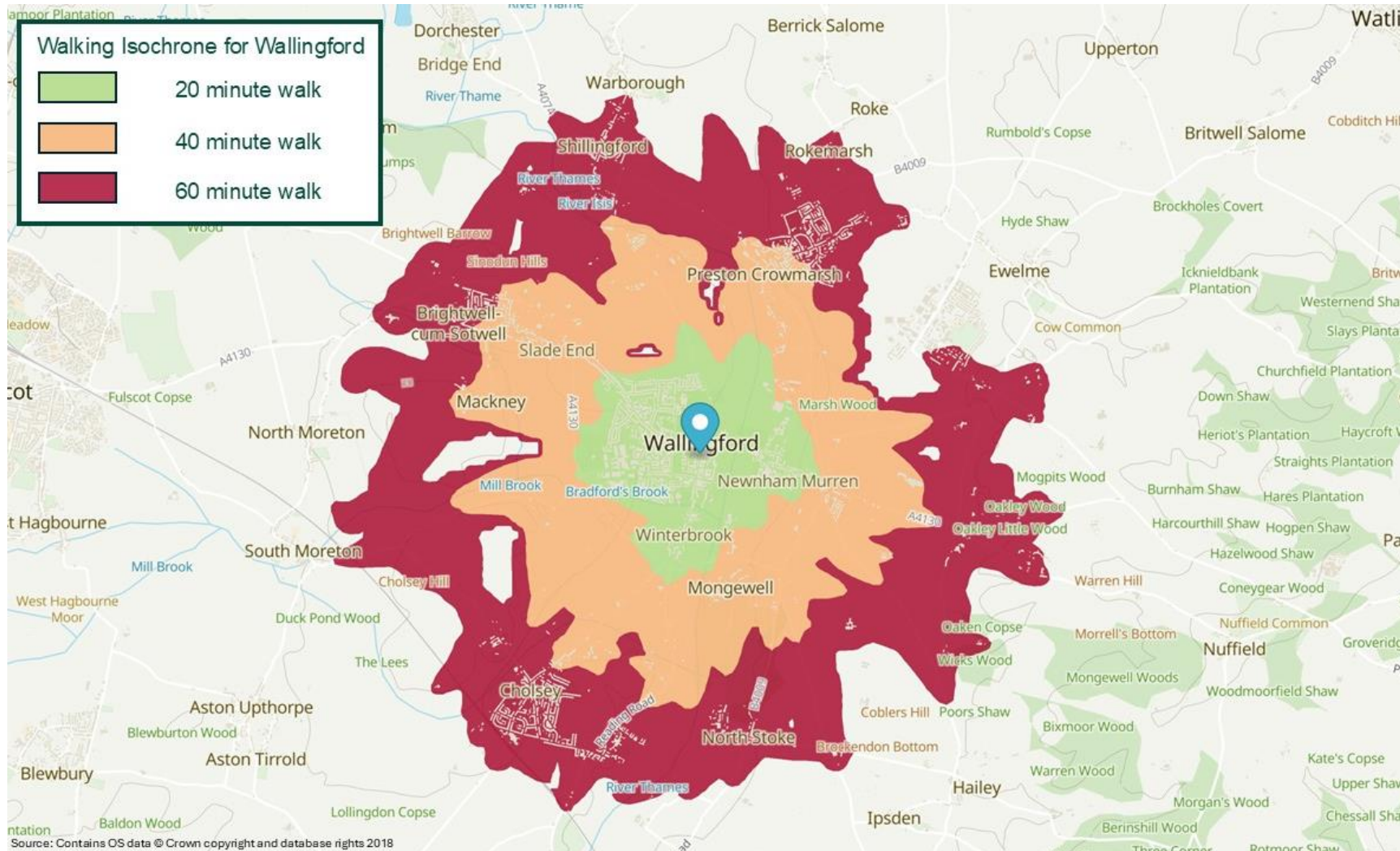


Figure 2: Walking isochrones

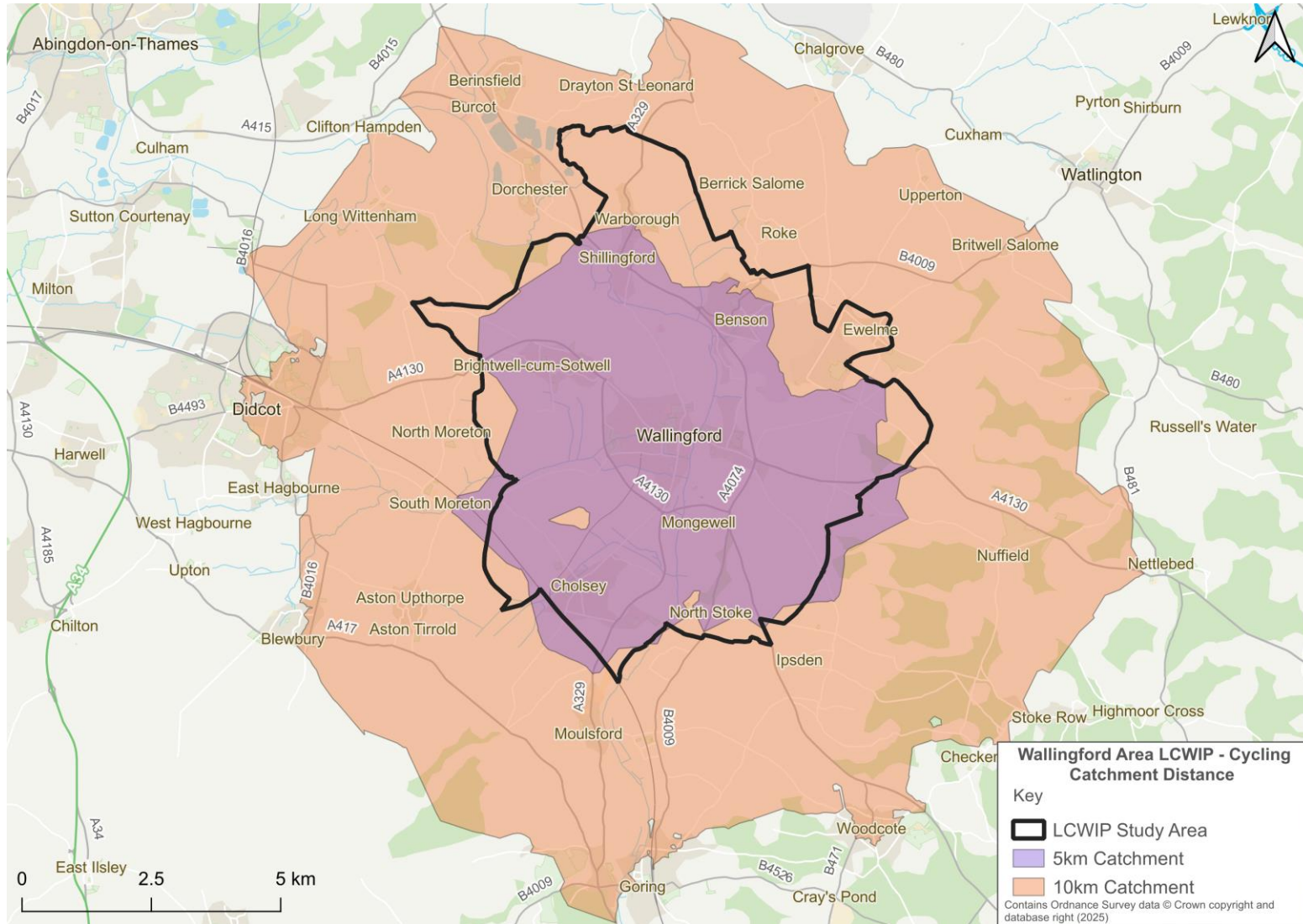


Figure 3: Cycling isochrones

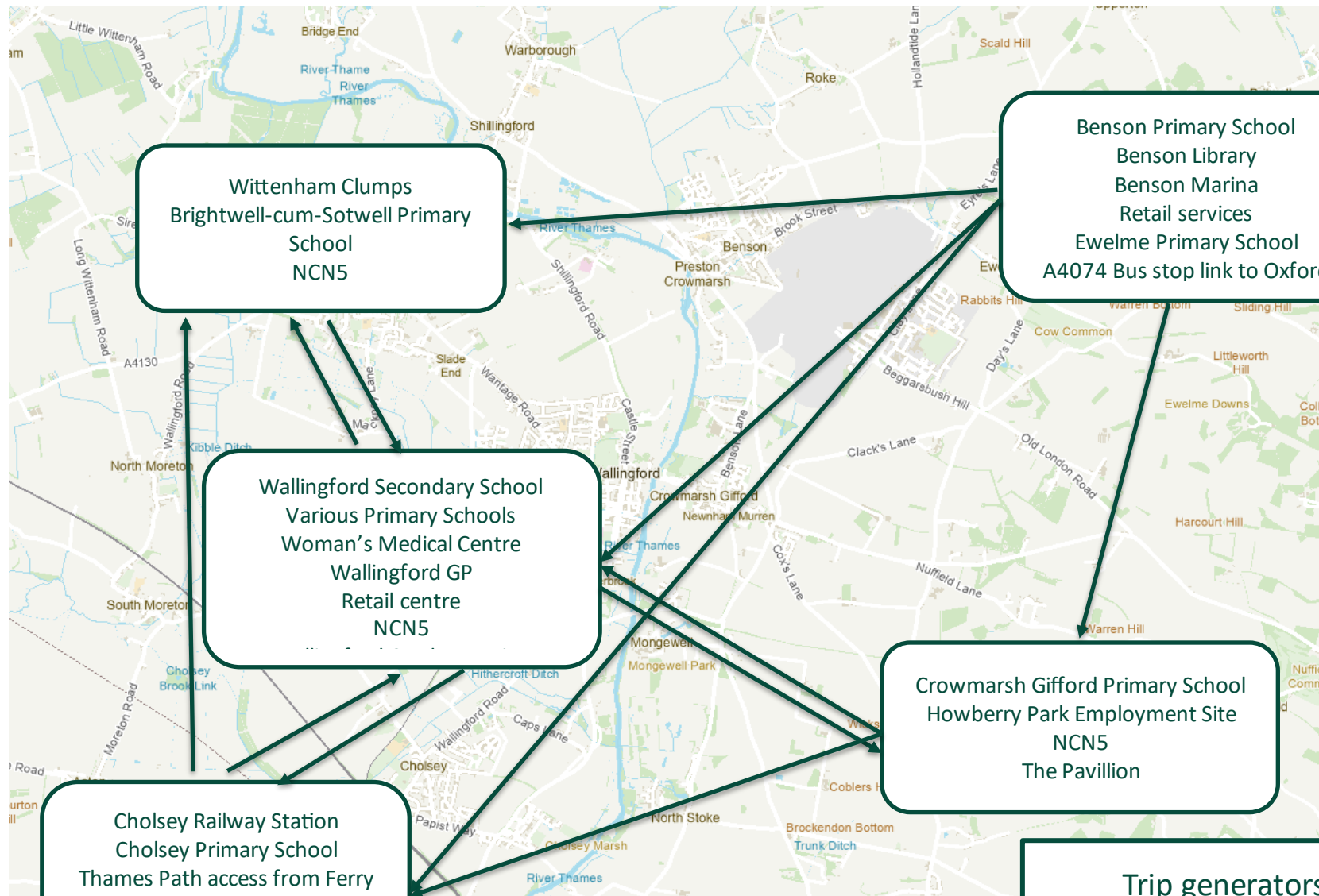


Figure 4: Trip generators

Trip generators in each settlement. Arrows are showing examples of the way these settlements link with each other.

Wallingford is recognised as a Town in the adopted South Oxfordshire Local Plan, as part of a Settlement Hierarchy following a Settlement Assessment completed in 2018<sup>3</sup>.

There are numerous key trip generators within the scope that aren't necessarily in just one settlement. For example, Wallingford is home to the main secondary school in the area, the medical centres and retailers, however, Cholsey is home to the railway station and Crowmarsh Gifford has a key employment site. This is demonstrated in a high level on the map in [Figure 4](#) with more information available in [Appendix A](#).

- Wallingford is the smallest market town in the district with a population of around 8,500 people (ONS, 2021)
- Its status as a market town means it serves as a local hub to the surrounding villages of Crowmarsh Gifford, Cholsey, Brightwell-cum-Sotwell, Benson, Ewelme, Shillingford and Warborough.
- All areas have growing populations due to new housing developments coming forward.
- The community both within Wallingford and the surrounding areas operate together, supporting one another in sustainable initiatives and everyday life such as schools and clubs.
- Wallingford's position in the centre of the area enables a strong sense of community, with lots of events on year-round that engages the whole area, such as Bunkfest and the Cholsey summer Football Tournament.



<sup>3</sup> South Oxfordshire Settlement Assessment Background Paper, 2018, [Microsoft Word - Settlement Assessment 2018 update](#)

## 2.3. Local Geography and Environment

**Natural Features** – The scope area sits north of the Wessex Downs and to the southwest of the Chilterns and is home to two National Trails: The Ridgeway and the Thames Path. Improved access to these can increase the wellbeing of residents.

**Terrain** – Despite the proximity to the Downs, the River Thames has meant that the area within the scope is relatively flat. Localised waterways create pinch points, but the gradient does not create a barrier to active travel, thus providing more opportunities for walking and cycling trips.

**Flood Risk** – Where the Thames runs right through the residential areas, there is associated risk of flooding in key parts of the scope area. Increasing walking and cycling trips will improve the resilience via a reduction in localised emissions and thus heating and complementary measures will help achieve this.

**Conservation Areas** – The historic nature of the settlements within the scope means a lot of the buildings are Grade listed, and layouts of urban areas are constrained. This poses key considerations for deciding appropriate active travel measures.

**Air Quality** – The Air Quality Management Area (AQMA) status has been revoked after 19 years in place, however, NO<sub>2</sub> levels are still high in localised areas and should be addressed to improve the health and wellbeing of residents.

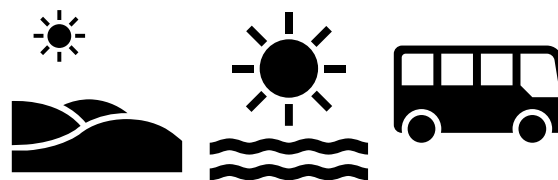
Further information on all of the above can be found in **Appendix A**.

**Severances** – There are several busy A-roads which are key routes connecting through the county and run through this study area. Proposals here explore opportunities to overcome this to increase walking and cycling trips.

**Railway Services** – The scope area is served by Cholsey Railway Station which has 2 trains per hour towards Didcot and London. Train usage in the area is higher than national averages and improving active travel links to here may increase walking and cycling trips.

**Bus Services** – The X40 River Rapids has 3 buses per hour between Oxford and Reading via Wallingford, alongside regular services to Didcot, and other services connect the settlements elsewhere. The Town Council have also arranged Local Community Transport within the town. This can be supported by improved links and cycle parking.

**Trip Generators** – Wallingford acts as a focal hub for the surrounding villages and so there are lots of journeys within the scope. It's vital for the sustainable development of the area that people can safely walk and cycle to their destinations.



## 2.4. Demographics

**Deprivation** is present in the area when considering barriers to housing and services, including distances to services and links to them. Improving walking and cycling connections can help address this.

**Health** in the area is good, with higher-than-average levels of physical activity recorded alongside a strong walking and cycling community, even in the rural areas. This provides a good opportunity for more trips to be made by walking and cycling.

The **Population** of the area is ageing, with residents experiencing higher than average levels of loneliness and depression. Providing a safe walking and cycling network can help to address this and improve health and wellbeing.

**Commuting** sustainably is common in the area, with high usage of the railway station and cycling levels, but mid-low levels of bus usage in the wider scope area. Improvements to the network could increase these trips.

**Collisions** involving people walking and cycling have occurred in the area, mostly where there is high footfall and in trip generator areas such as the retail centre in Wallingford.

**Congestion** is moderate in the area, resulting in slow moving traffic and pollutants in the air mainly during peak periods particularly in the core walking zone. This can interrupt walking and cycling journeys and cause delays to buses. More appropriate and safe infrastructure may encourage more trips made on foot and by car.



## 2.5. Why is the LCWIP important for the Wallingford Area now?

**Safety** for pedestrians and cyclists is vital, especially with a **growing** and **ageing** population.

**Climate Emergency** as reducing car trips can improve both air and noise pollution.

**Encouraging mode share** with internal trips within each area and when connecting to each other.

**Health and wellbeing** benefits for the population of the Wallingford area, as physical activity has been proven to reduce the risk of age-related injuries, such as hip fractures and dementia.

**High car usage** in the Wallingford area for short journeys due to perception of safety in area.

**Environment** - Cycling and walking help to reduce carbon emissions. It has been found that those who cycle emit 84% less CO2 emissions from daily travel compared to those who do not cycle. This can improve air quality, which can prevent 8,300 premature deaths per year (DfT, 2020).

**Growth** in the area brings new residents and new schools mean more trips on the network – having the right provisions may see an increase in cycle trips.

**Economic** Cycling and walking incur lower personal costs. Physical inactivity costs the NHS over £8 billion per year, whilst cycling contributes over £5 billion to the economy every year (DfT, 2020).

## 3. Network Planning for Cycling and Walking

This chapter sets out the findings from the information gathering and analysis as part of Stage 2, as well as the works associated with the site audit. It explains the methodology undertaken to develop the network plan for cycling and walking, provides a summary of key findings from the site audit and presents the identified improvements for the active travel network in the Wallingford Area.

The improvements proposed do not represent an exhaustive list and further improvements may be identified at later stages.

### 3.1. Methodology

Following input from the steering group and the public map and pin engagement event referenced in [Section 1.2.2.](#), a map of audit routes was created to inform where needed to be assessed for active travel improvements. A site visit was undertaken in May 2025 with officers from Pell Frischmann and OCC, as well as volunteers from the steering group, where the Active Travel England (ATE) recommended tools for assessments were used to audit the existing provision against the core principles from each tool (detailed in [Section 3.3 and 3.4](#)) and to inform recommendations for improvements.

The development of the final outputs has been an iterative process, with combined use of the ATE's recommended tools<sup>4</sup> such as the Propensity to Cycle Tool (PCT) to inform the routes (covered in [Appendix A](#)), Route Selection Tool (RST) and the Walking Route Assessment Tool (WRAT) all in conjunction with local knowledge and input.

#### 3.1.1. Identifying desire lines and core walking zones

Based on the rationale and methodology for determining the scope, the identified trip attractors and generators were mapped to understand where people want to travel to and from. This forms a basis for where people are likely to travel to and from, e.g., to the town centre for shopping and bus services. [Figure 4](#) shows examples of the trip attractors and trip generators in the Wallingford Area.

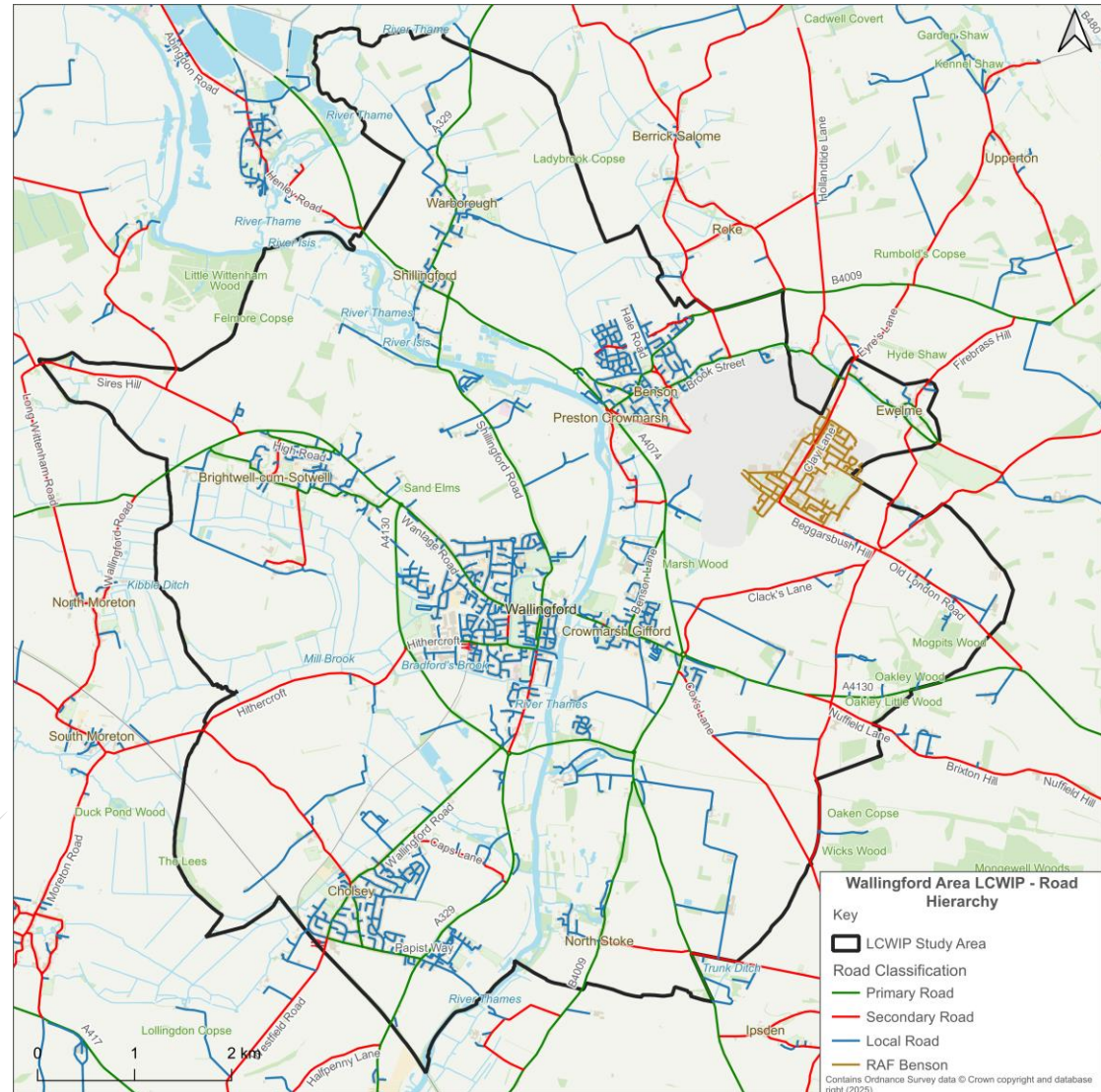
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<sup>4</sup> [Active Travel England design assistance tools - GOV.UK](https://www.gov.uk/guidance/active-travel-england-design-assistance-tools)

## Wallingford Area Local Cycling and Walking Infrastructure Plan

Following this, and the identification of the cycle desire lines using the PCT, the on-carriageway cycle network in the Wallingford Area have been categorised into the following classifications, defined by the DfT, and are mapped in **Figure 5**:

- Primary:** High flows of cyclists are forecast along desire lines that link large residential areas to trip attractors such as a town centre. Primary routes can connect smaller towns and villages with larger towns. For example, this includes the A4074, the A4130, Wantage Road, High Street, The Street, St John's Road, Benson Lane, Reading Road, Wallingford Road (Cholsey), Papist Way, the B4009 and the A329.
- Secondary:** Medium flows of cyclists are forecast along desire lines that link to trip attractors such as schools, colleges and employment sites. For example, this includes the Hithercroft, Reading Road (Wallingford), St Helen's Avenue, Clack's Lane.
- Local:** Lower flows of cyclists are forecast along desire lines that cater for local cycle trips, often providing links to primary or secondary desire lines. This makes up the majority of the internal

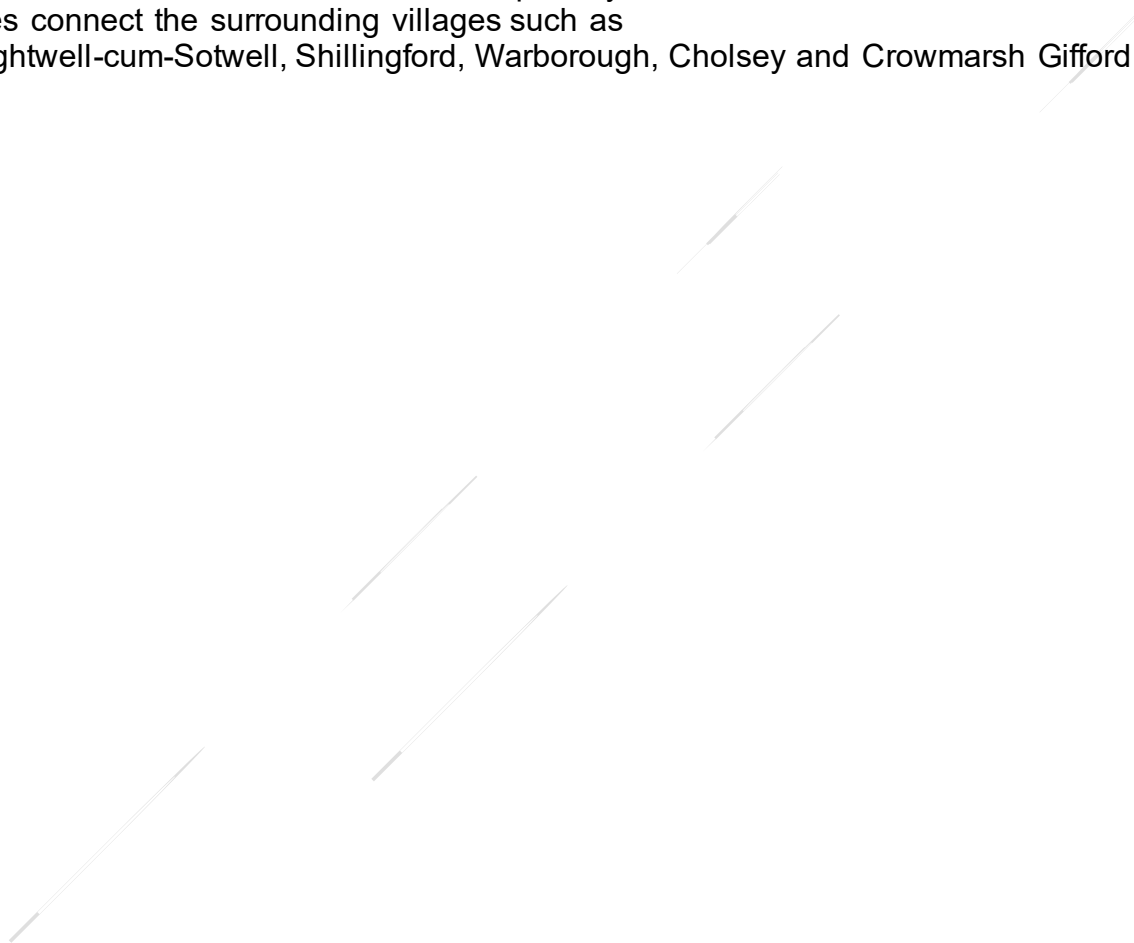


road networks in housing developments, old and new.

- **RAF Benson:** The roads within the main RAF Benson base are highlighted to show roads that are not open for normal traffic.

The desire line classification shows that the primary arterial routes connect the surrounding villages such as Benson, Brightwell-cum-Sotwell, Shillingford, Warborough, Cholsey and Crowmarsh Gifford with Wallingford. Most primary routes

Figure 5: Wallingford Area defined road hierarchy



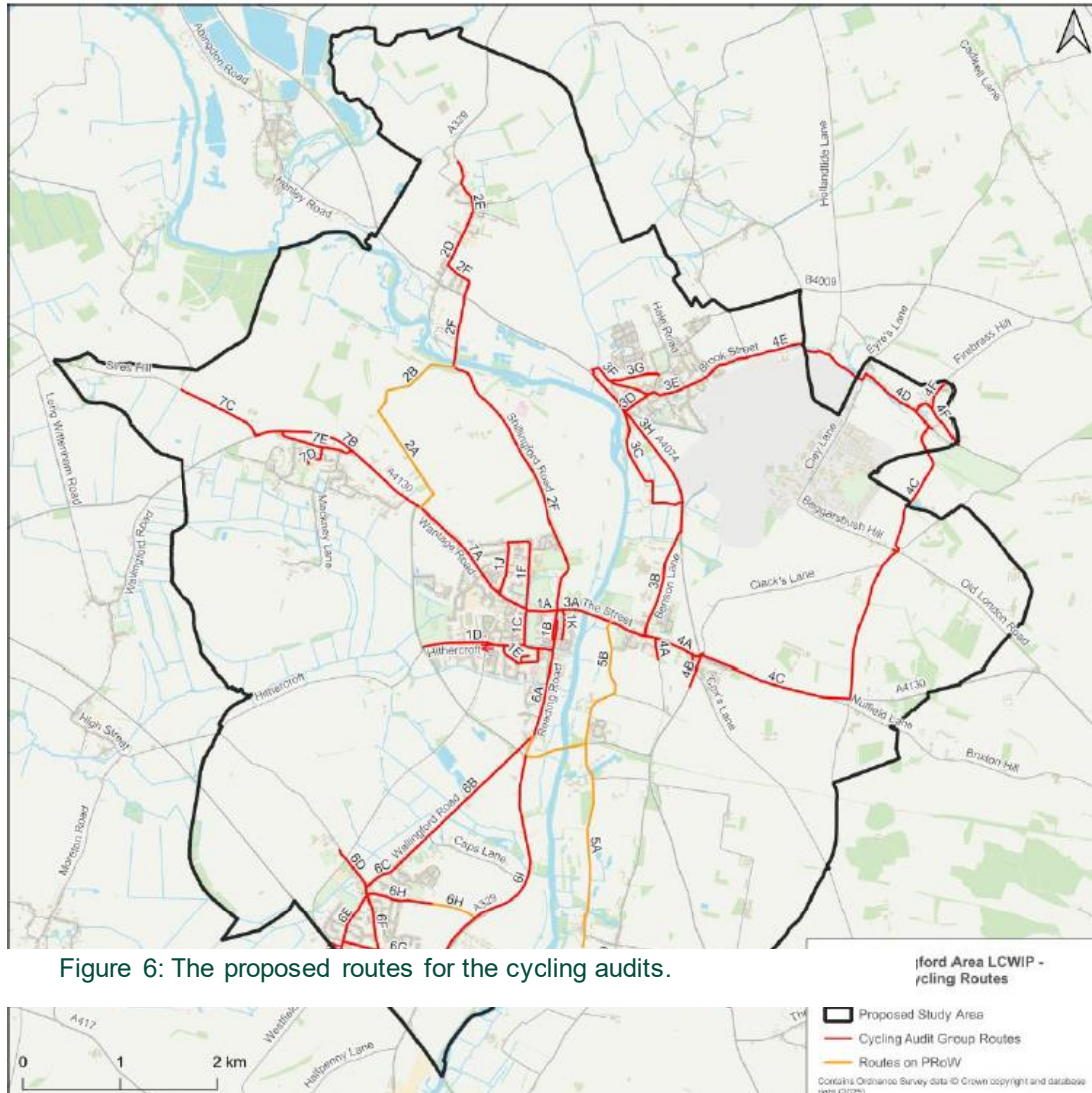


Figure 6: The proposed routes for the cycling audits.

can be found on major roads within town centres or connecting smaller towns and villages. Most secondary routes connect local roads with primary schools and large housing developments. This was used to inform the routes to audit by providing an understanding of the current movement network, whilst still acknowledging that all the roads mapped are available to cyclists (aside from those within the RAF base)

On the auditing day, a group of cyclists consisting of officers from Pell Frischmann, OCC and volunteers from the steering group travelled along these routes on their bikes to capture the existing network on recording devices and experience the existing provision first hand. This has been used to inform the proposals detailed later on.

The map in **Figure 6** provides an overview of the planned routes for the groups on the audit day. This includes those routes that the steering group recommended following a meeting to ensure we were looking in the right places for auditing.

When determining the walking audit routes, the trip generators identified in **Section 2** helped to create a Core Walking Zone (CWZ) to pick up walking routes within a 2km radius (or a 30-minute walk) based on the LCWIP Technical Guidance. This consists of Wallingford Market Place and the retail area; Wallingford Medical Practice; Wallingford Library; the River Thames and important bus links which are all within ~600m radius. A further 2km radius has been mapped to pick up those longer trips where people may choose to walk further, and this includes all of Wallingford and part of Crowmarsh Gifford. A map for this is found in **Figure 7**.

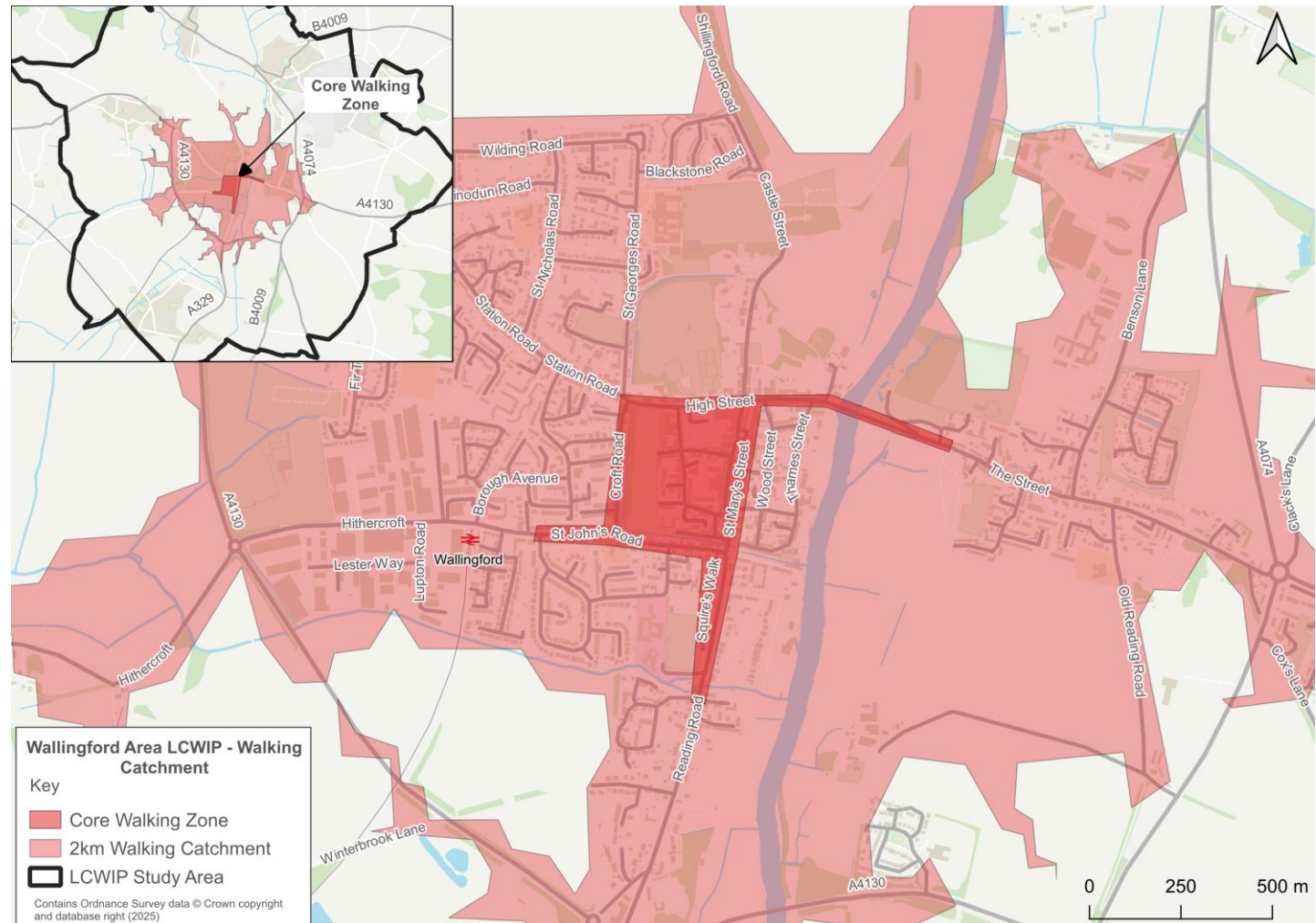
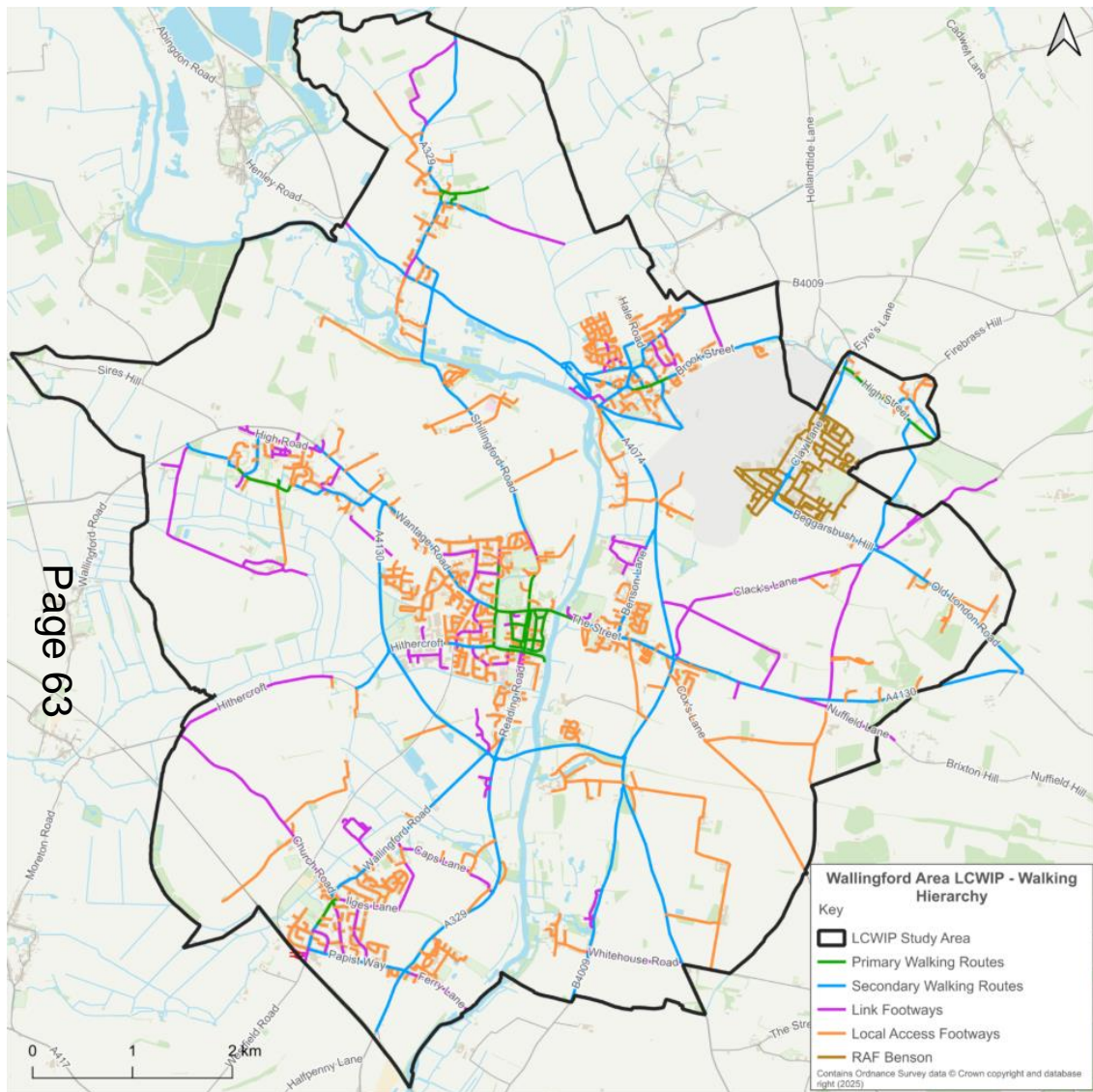


Figure 7: Core Walking Zone, including a 2km catchment for longer walking journeys.



Pedestrian desire lines were identified using a suite of tools recommended by the DfT and the information gathered so far. The hierarchy is classified on the function and importance of each route, prioritising those that support the highest levels of pedestrian activity, such as connections to CWZ, key destinations, transport hubs, schools, and local centres. The routes are mapped in **Figure 8**, with the routes defined in four main categories which include:

**Primary Walking Routes** – very busy areas of town with high public space and street scene contribution and main routes for people who are walking and wheeling;

**Secondary Walking Routes** – medium usage routes through local areas feeding into primary routes, local shopping centres and other key trip attractors;

**Local Access Footways** – Footways associated with low usage, short estate roads to the main roads and cul-de-sacs;

**Link Footways** – linking local access footways through urban areas and busy rural footways.

Figure 8: Wallingford Area Existing Walking Network Hierarchy

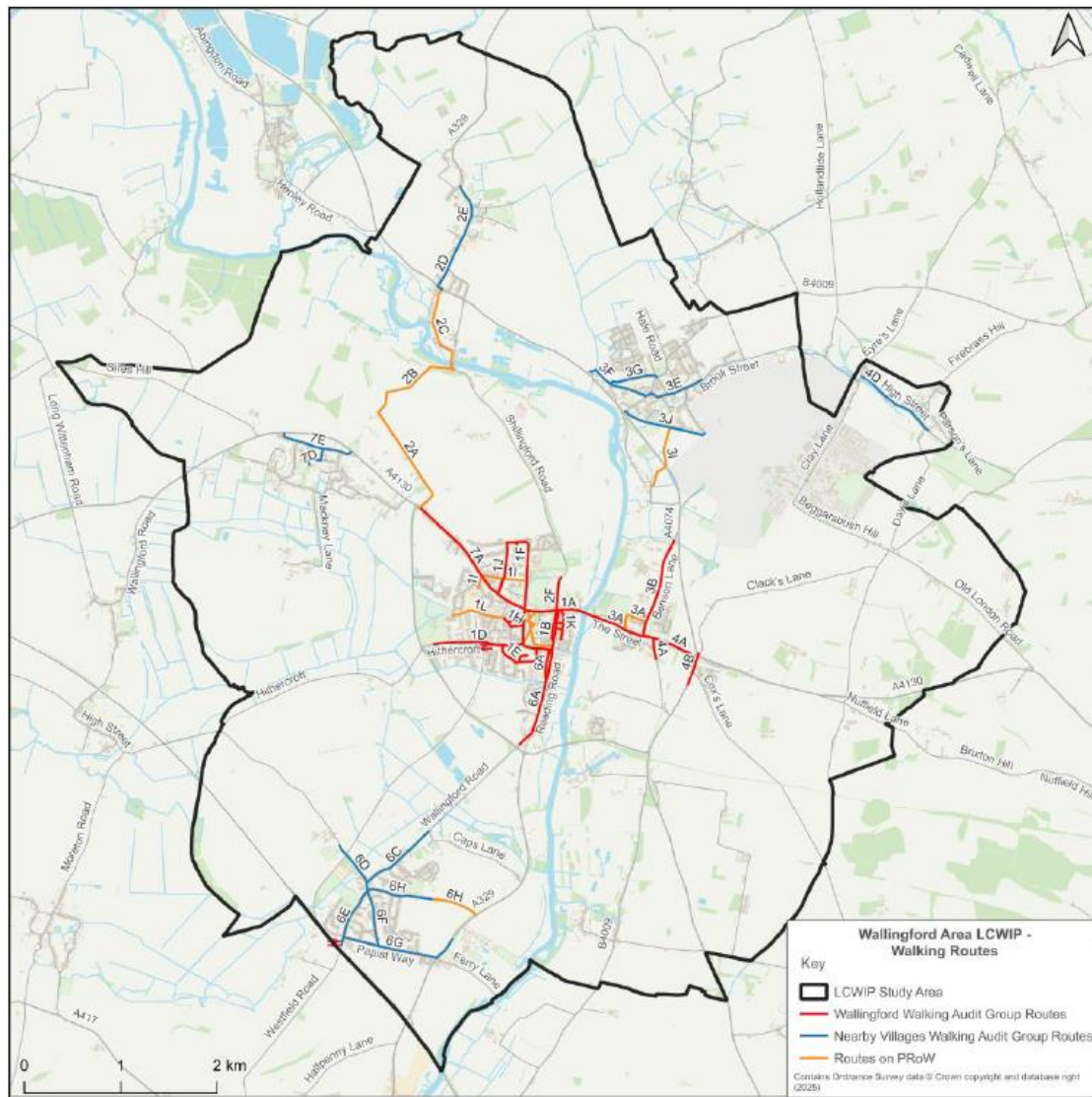


Figure 9: Proposed walking audit routes

These were consolidated and a final map was created which showed the routes to be audited, as shown in **Figure 9**. As part of the ongoing engagement, these were presented to the steering group to ensure that the routes intended for auditing were reflective of the local wants and needs, and to provide an opportunity for the group to give feedback on trips and routes that would have otherwise been missed. These were split into walking and cycling routes, dictating the method of auditing rather than the suggested mode of transport when using these routes.

Following the production of these suggested routes and feedback from the steering group, the team of officers from Pell Frischmann and OCC split into three groups on the day of the auditing. One walked the central area covering Wallingford and Crowmarsh Gifford; one walked the villages that surrounded; and the final group cycled.

### 3.2. Proposed improvements

Given the rural character and wide geographic extent of the study area, the LCWIP prioritises connections within Wallingford and each of the surrounding areas, whilst also enhancing connections between them. The development of the cycling and walking network as part of this LCWIP has combined the recommended use of Active Travel England's Walking Route Assessment Tool, Route Selection Tool, LTN 1/20, OCC's Prioritisation Matrix as well as local input and knowledge from key stakeholders. The improvements proposed do not represent an exhaustive list, and further improvements may be identified at a later stage.

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 active travel network. These proposals have been informed by observations made during the audits which informed design proposals to create and improve the active travel network in line with the principles set out in both LTN 1/20 and the WRAT.

Observations that were made which needed addressing to have an active travel network that is more **coherent, direct, safe, comfortable** and **attractive** (in line with LTN 1/20 principles and those set out in the WRAT) are laid out below.

**Gradient** – A significant change in gradient up or down hill which may impact an active travel user

**Maintenance issue** – Substandard surface conditions on footways and crossings affecting 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. Cycling infrastructure is not LTN 1/20 compliant.

**Pinch point** – Footway and/or cycleway narrows, either due to physical constraints, or due to overgrown vegetation.

**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.

**Parking issue** – Incorrectly parked vehicles causing an inconvenience to active travel users.

**Other** – Any other issue or comment noted that affects an active travel user.

An intervention toolkit has been used as a basis for suggesting improvements as it gives examples of the different types of infrastructure that will improve walking and cycling provisions in the Wallingford area. The toolkits in full are available in **Appendix A, Section 15**. The overall proposed improvements include the identified interventions to help deliver consistent and high-quality infrastructure when undertaking future feasibility design. When a proposed intervention is taken forward, the following design principles should also be included, where applicable:

Table 2: Design Principles for the Proposals

Design Principle	Supporting information
Narrow junction mouth radius and implement side-road entry treatments at segregated cycleways	Side-road entry treatments are designed to minimise conflicts between pedestrians, cyclists 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 cyclists 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, any major destinations should be considered to have new cycle parking installed. Cycle parking should be in an open, highly visible area with good natural surveillance. It should be convenient, accessible to all, 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 staggered crossings force users to cross in two stages which makes crossings less convenient, less accessible and more complicated. They are often unnecessary on lower speed and trafficked roads and should be replaced with single-stage crossings where appropriate. These improve the user-experience and makes active travel more appealing
Removal of barriers	Barriers such as guardrails, chicanes, or narrow filters can reduce access for adapted cycles and for people in wheelchairs or travelling with wheels. Their removal improves accessibility, inclusivity, and comfort for all users. Where access control is required, alternatives such as bollards with sufficient spacing should be used to maintain safety while allowing all cycle types to pass and creating a more inclusive active travel network for people walking and wheeling too.

### 3.3. Cycling Improvements

Throughout the auditing process, the five core design principles highlighted in Local Transport Note 1/20 have been applied to the proposed cycling improvements, these are:



#### Coherent

The network must link all the places cyclists want to start and finish their journeys with a route that is consistent and easy to navigate.



#### Direct

Routes for cyclists must provide direct and fast routes from origin to destination. Routes must be at least as direct, if not more direct, than that available for private motor vehicles.



#### Safe

Cycle networks must improve cyclists' safety, as well as their feeling of how safe an environment is. Consideration must be given to the speeds of motor vehicles, as well as their proximity to vehicles.



#### Comfortable

Smooth surfaces, with minimal stopping and starting, with limited gradient changes and fewer conflict points with other users creates comfortable conditions for cycling.



#### Attractive

Cycling is a pleasurable activity that involves close contact with the surroundings, hence the attractiveness of the route will affect whether users choose to cycle.

The network audit identified various improvements needed to make each route suitable for cycling. Improvements align with national and local guidelines for inclusive design standards (see Section 2.1: Policy context) and focus on creating a high-quality network while maximising value for money. These 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.

The cycling improvements proposed for the Wallingford Area are shown in **Figure 10**. A more detailed overview for the proposed improvements in Wallingford town centre, and Crowmarsh Gifford, including the CWZ, can also be seen in **Figure 11**. For the ease of readers, **Figure 10** has been split into maps covering the Shillingford and Warborough (**Figure 12**); Benson and Ewelme (**Figure 13**); Cholsey (**Figure 14**); and Brightwell-cum-Sotwell (**Figure 15**). The reference numbers shown on the maps refer to the measures described in **Table 4**.

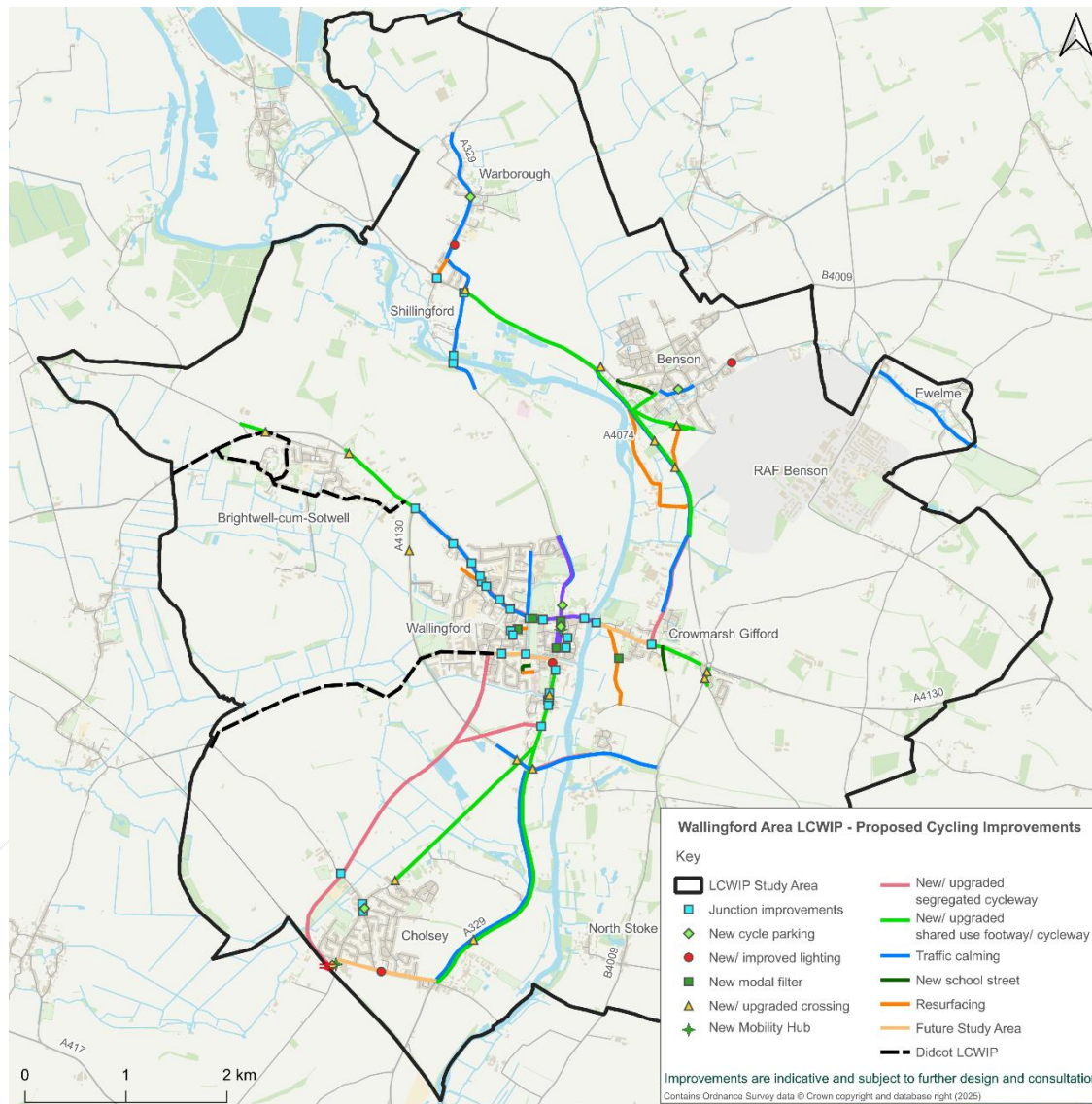


Figure 10: Proposed cycle improvements for the Wallingford Area

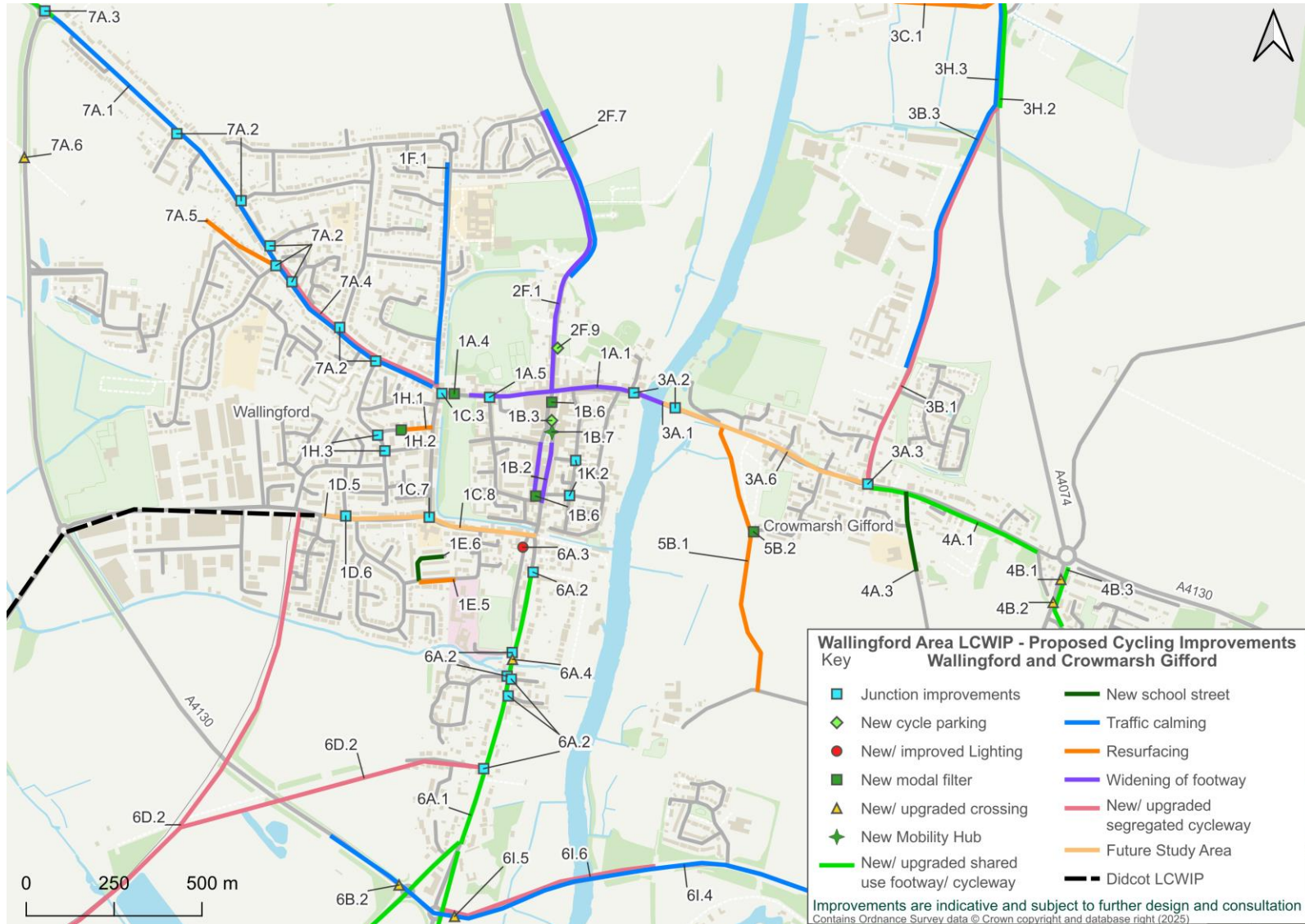


Figure 11: Proposed cycle improvements for Wallingford and Crowmarsh Gifford

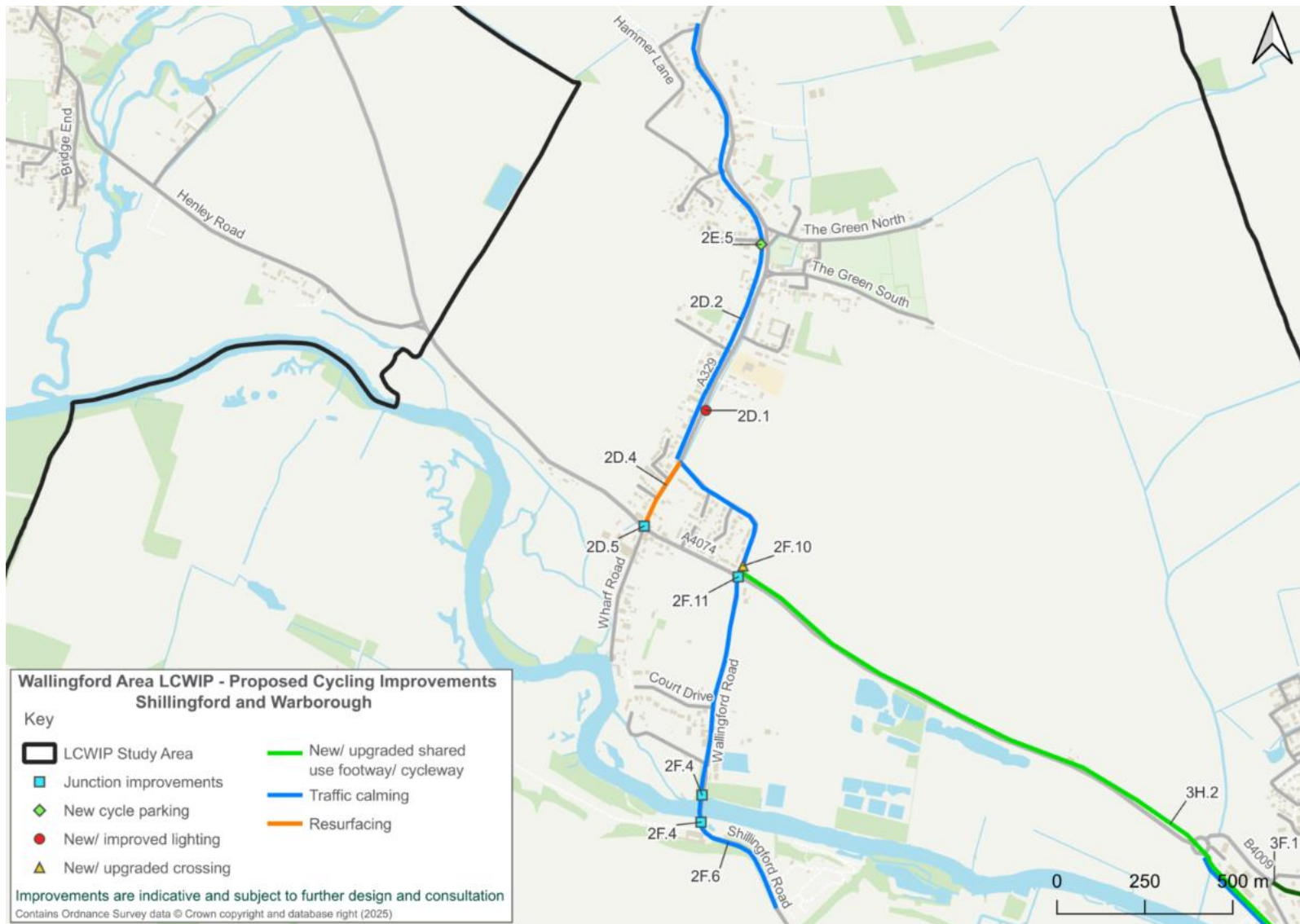


Figure 12: Proposed cycle improvements for Shillingford and Warborough

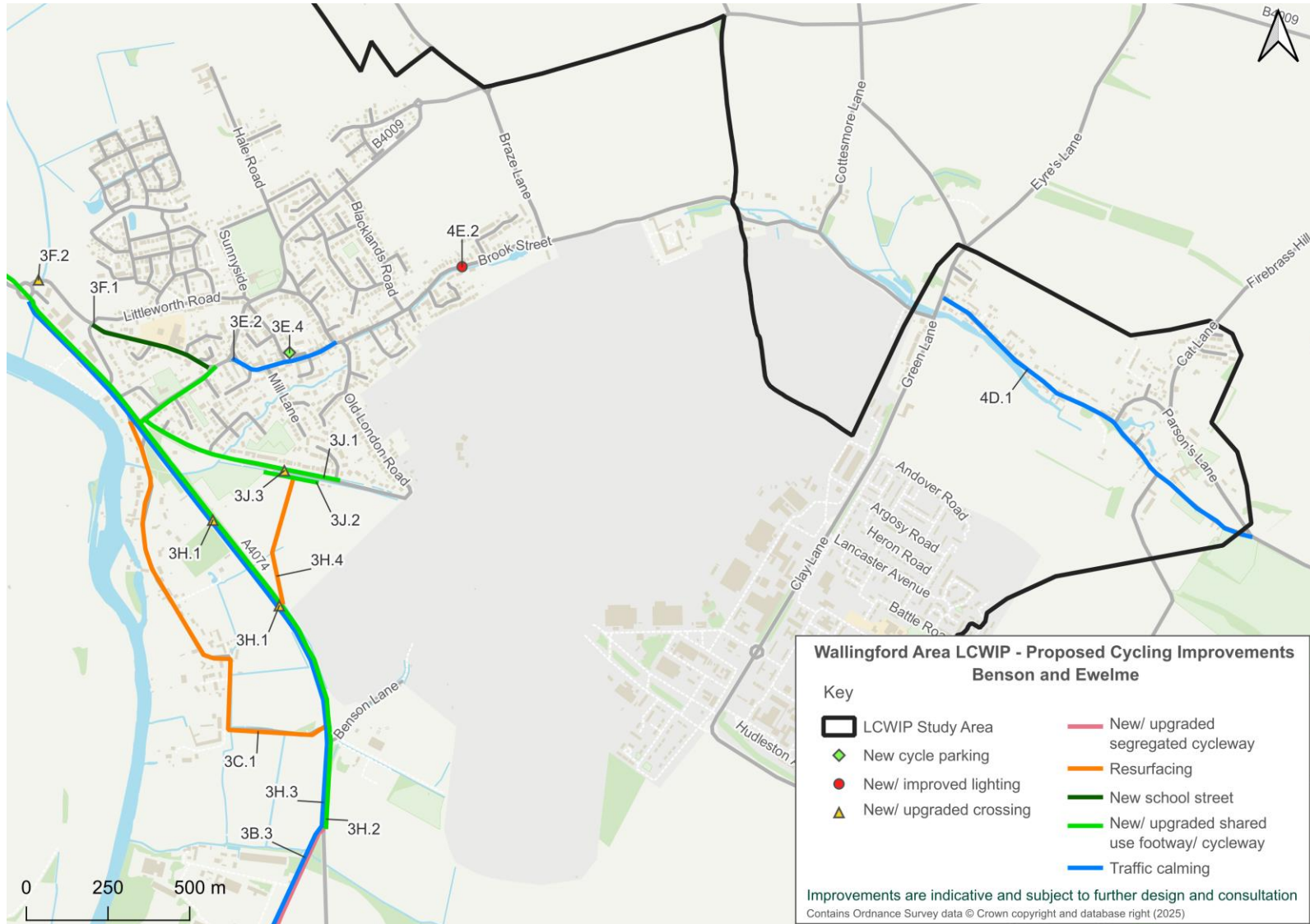


Figure 13: Proposed cycle improvements for Benson and Ewelme



Figure 14: Proposed cycle improvements for Cholsey

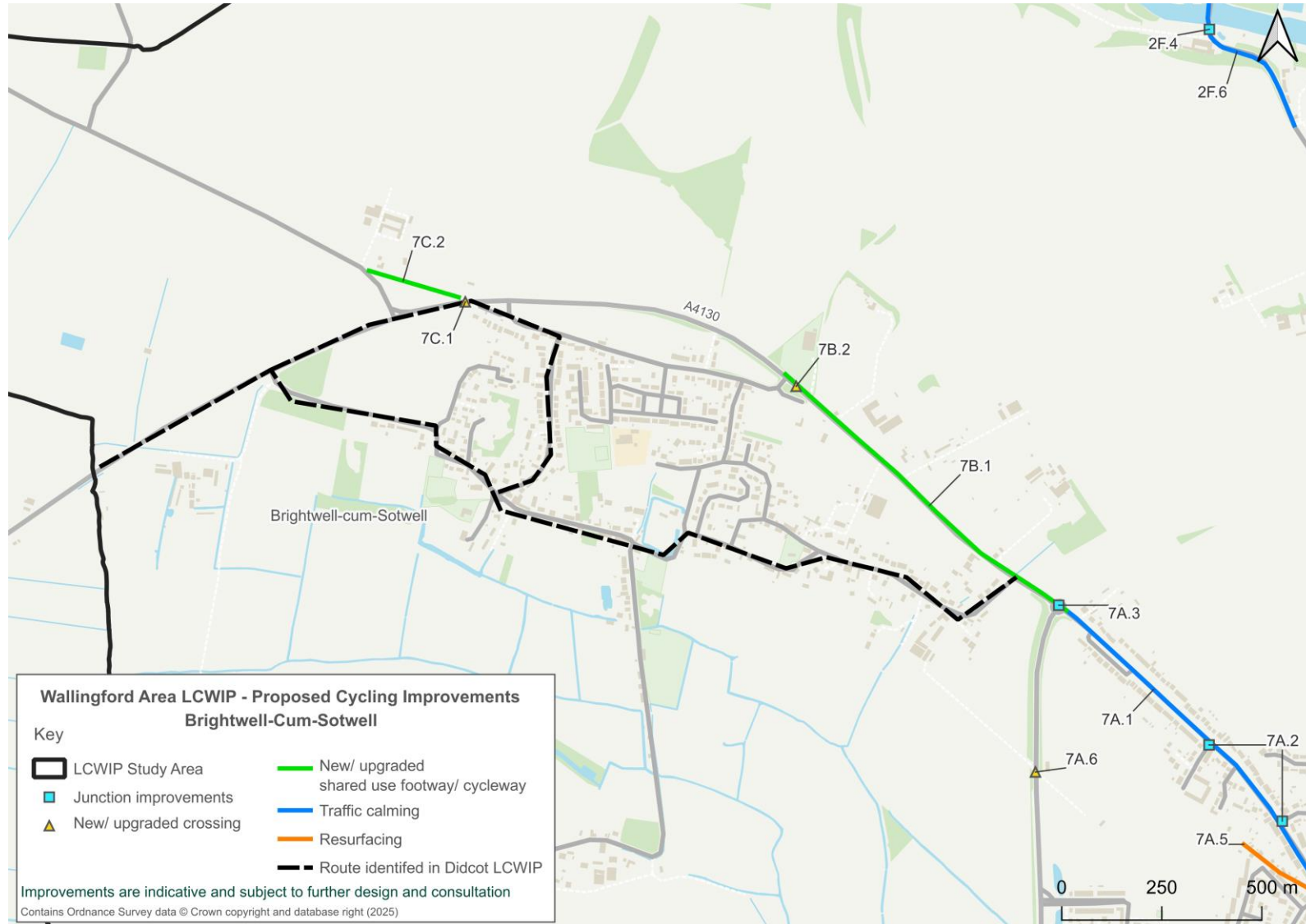


Figure 15: Proposed cycle improvements for Brightwell-Cum-Sotwell

The proposed improvements outlined in the above figures and detailed in **Table 4** aim to create a more coherent, direct, safe, comfortable and attractive active travel network. These improvements have been identified following the site audit based off central government guidance and consultancy expertise and experience. Successful delivery will play a critical role in supporting mode shift, and promote more active, sustainable travel across the area.

### 3.3.1. Assessment of Selected Cycle Route Proposals

To ensure cycle proposals align with the core design principles, the DfT's Route Selection Tool (RST) was used to assess and compare potential cycle improvements along specific routes for inclusion within a wider package of cycle proposals. 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 at the start of this chapter. In this case, attractiveness is measured by assessing the gradient of the routes chosen to be analysed.

The RST was used on selected routes from the audits to assess and compare proposed improvements. Five routes were chosen as they are either situated on corridors where there is a high demand for Active Travel, or offer safety improvements for users, for example, where existing sub-standard shared use could be widened. The routes assessed are:

- **Proposal 3B** – Benson Lane, Crowmarsh Gifford
- **Proposal 3D** – Church Road, Benson
- **Proposal 6I** – Reading Road, Cholsey
- **Proposal 7A** – Station Road/ Wantage Road, Wallingford
- **Proposal 7B** – A4130 High Road, Brightwell-cum-Sotwell

**Proposal 3B – Benson Lane, Crowmarsh Gifford**

The diagram in **Figure 16** shows the comparison between the existing infrastructure and the infrastructure proposed in the LCWIP on Benson Lane. As the current highway layout includes advisory cycle markings, the route scores higher than those with no existing facilities. The proposals deliver improvements to both comfort and safety by upgrading and extending the existing cycle provision along Benson Lane and reducing the speed limit on the northern section of Benson Lane after Howberry Park. Due to the existing nature of the route, no improvement has been made to directness, gradient, or connectivity.

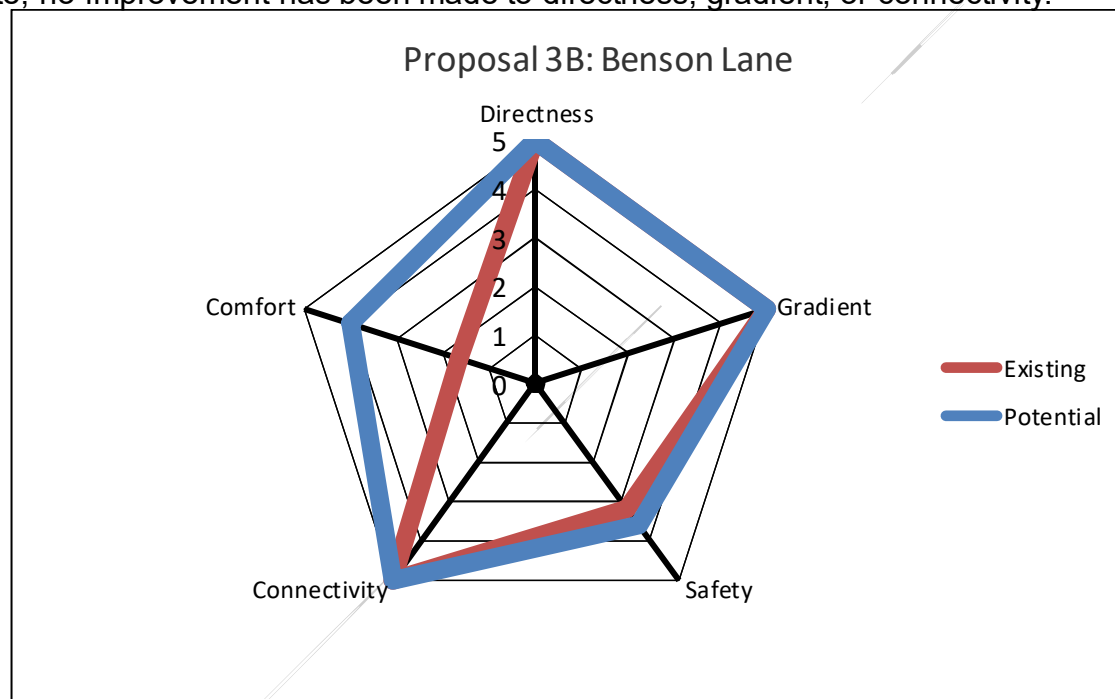


Figure 16: RST - Proposal 3B (Benson Lane)

**Proposal 3D – Church Road, Benson**

**Figure 17** shows the comparison between the existing and proposed infrastructure on Church Road. Large increases can be seen in the safety and comfort categories due to the proposal of installing a shared-use footway/ cycleway, where currently people cycling share the carriageway with motor traffic. Otherwise, the proposals do not improve the directness, gradient, safety or connectivity.

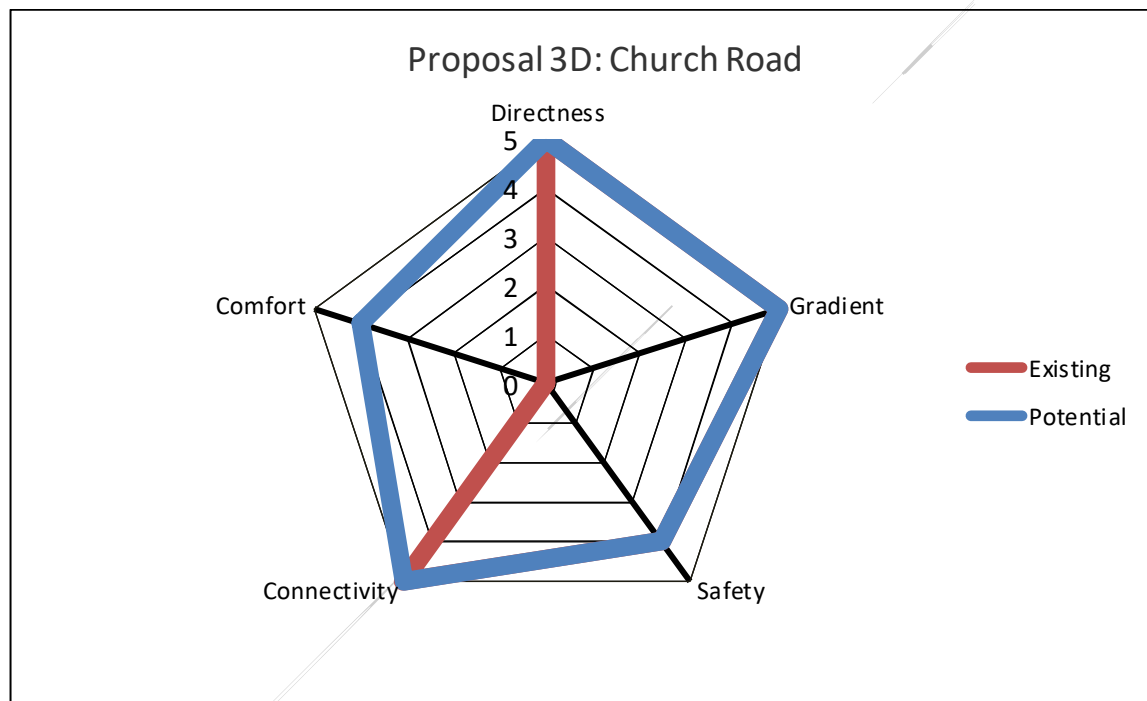


Figure 17: RST - Proposal 3D (Church Road)

**Proposal 6I – Reading Road, Cholsey**

**Figure 18** shows the comparison along Reading Road between the existing and the proposed infrastructure. Increases can be seen in the safety and comfort categories with the proposed shared-use footway/ cycleway as well as reducing the speed limit across the route from 50/ 40mph to 30mph and 30mph to 20mph.

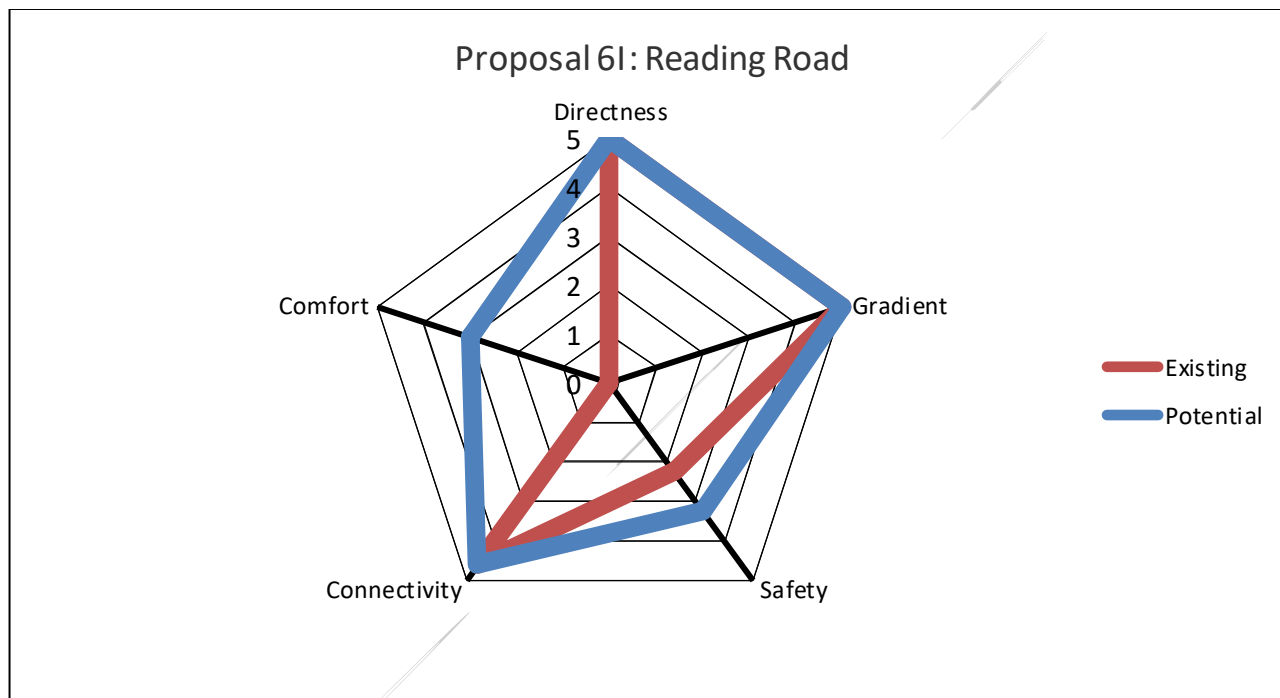


Figure 18: RST – Proposal 6I (Reading Road)

**Proposal 7A – Station Road/Wantage Road, Wallingford**

**Figure 19** shows the comparison along Station Road and Wantage Road between the existing and the proposed infrastructure. Increases can be seen in the safety and comfort categories due to the proposal upgrading the existing advisory cycle lane to a two-way segregated cycleway.

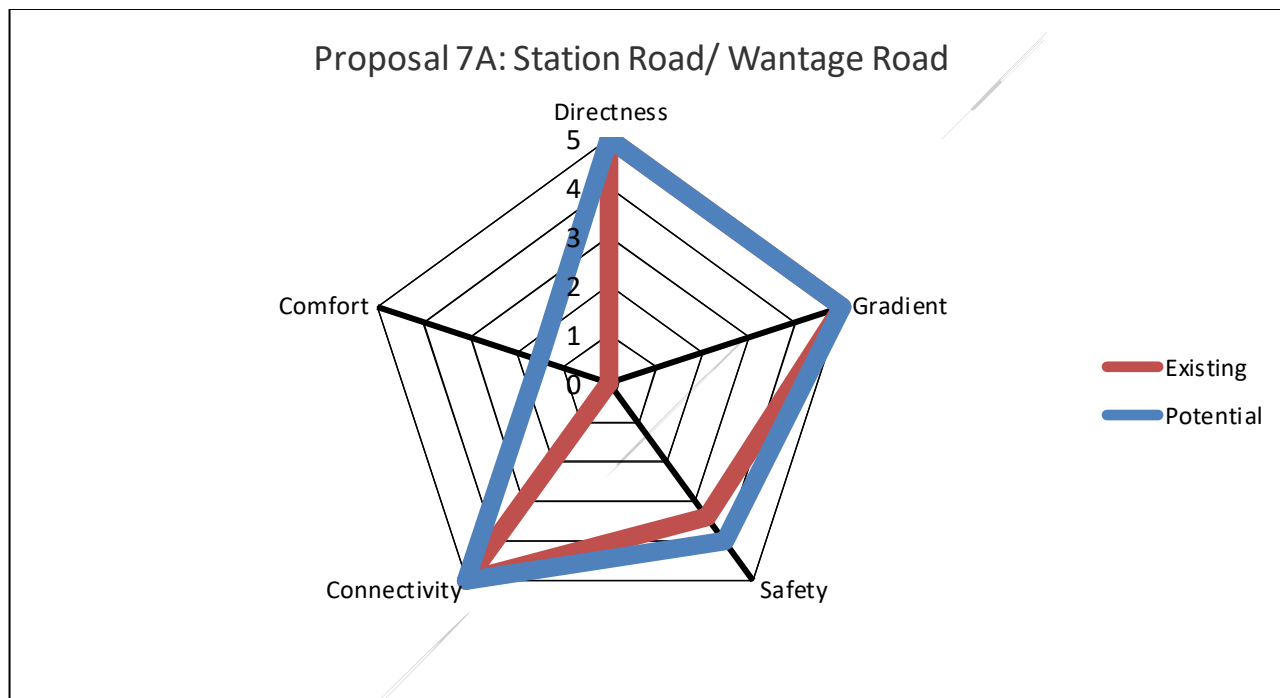


Figure 19: RST - Proposal 7A (Station Road/ Wantage Road)

**Proposal 7B – A4130 High Road, Brightwell-cum-Sotwell**

The diagram in **Figure 20** shows the comparison between existing and proposed infrastructure on A4130 High Road. The diagram shows improvements to Comfort due to the proposal installing a shared-use footway/ cycleway, where currently people cycling share the carriageway with motor traffic.

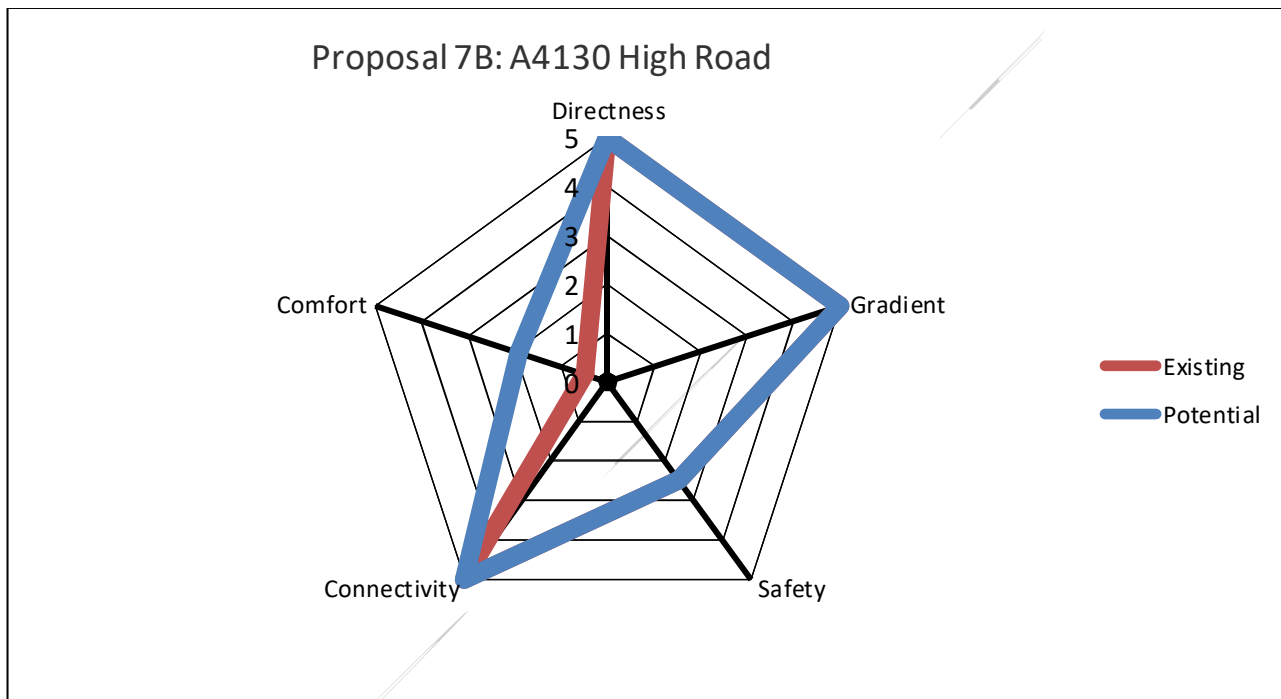


Figure 20: RST - Proposal 7B A4130 High Road

### 3.4. Walking Improvements

An audit was carried out using the Walking Route Audit Tool (WRAT) to assess the identified CWZ, key walking routes that serve them, and full identified network to determine improvements needed to create a walkable network and release suppressed demand. Each selected route was assessed against the following core design outcomes for pedestrian infrastructure:



#### Attractiveness

The route must be attractive for pedestrians, with maintenance, fear of crime, and traffic noise and pollution considered. Other features considered include the excessive use of guard railing, or street lighting.



#### Comfort

The condition and width of footways are both judged and scored, taking into consideration the width of crossings, as well as the overall gradient of the route.



#### Directness

In a measure of how direct the route is, the location of a footway in relation to desire lines, as well as the impact and location of controlled crossings is considered.



#### Safety

The safety of pedestrians when using footways has a big impact on how well used a route is. The traffic volume and speed are both measured, including how the visibility differs for all users of the route.



#### Coherence

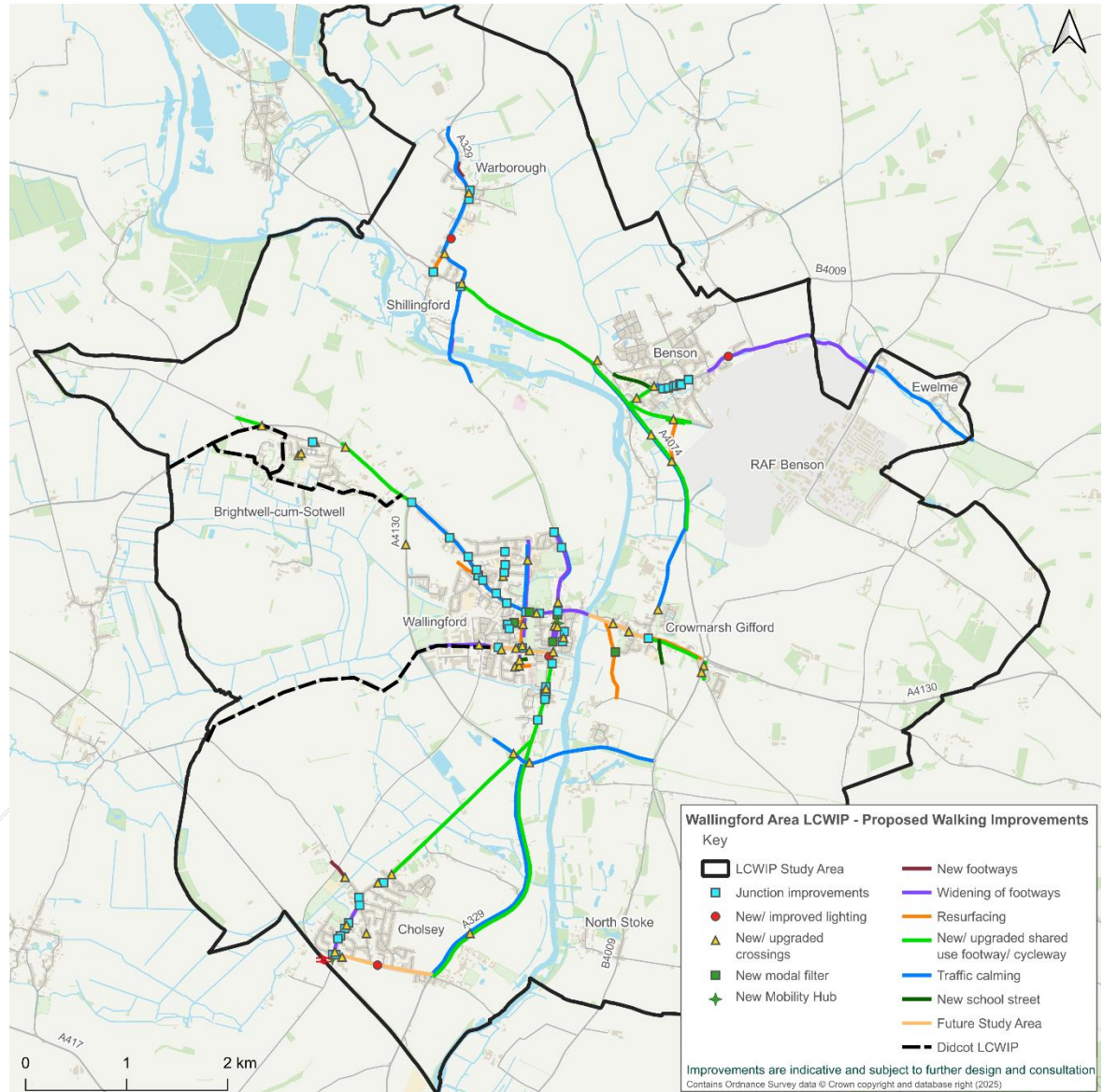
For a walking route to be coherent, it needs to be accessible for all users. A measure of the condition of dropped kerbs and tactile paving is taken for each route.

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The audit also carefully assessed accessibility of routes for all vulnerable users to ensure that infrastructure improvements prioritise accessibility for all. The network audit identified various improvements needed to make key walking routes more suitable for pedestrians.

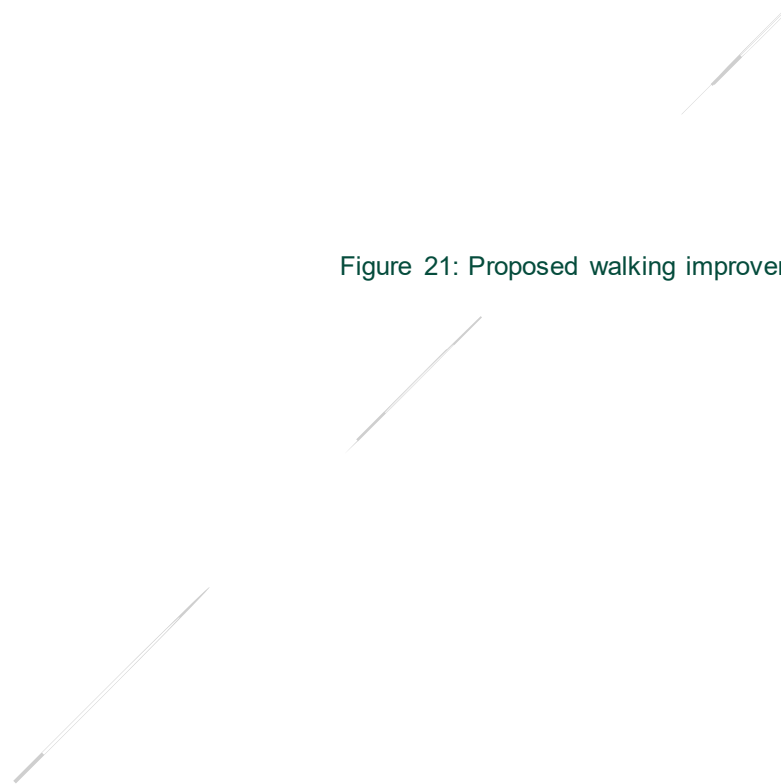
Identified improvements aim to deliver the core design outcomes and improve pedestrian comfort levels. These all align with national and local guidelines for design standards and focus on creating a high-quality network while maximising value for money.

Figure 21 through to 26 show a high-level overview of the proposed improvements, with



the detail in full provided in **Table 4** in **Section 3.6**.

Figure 21: Proposed walking improvements for the Wallingford Area



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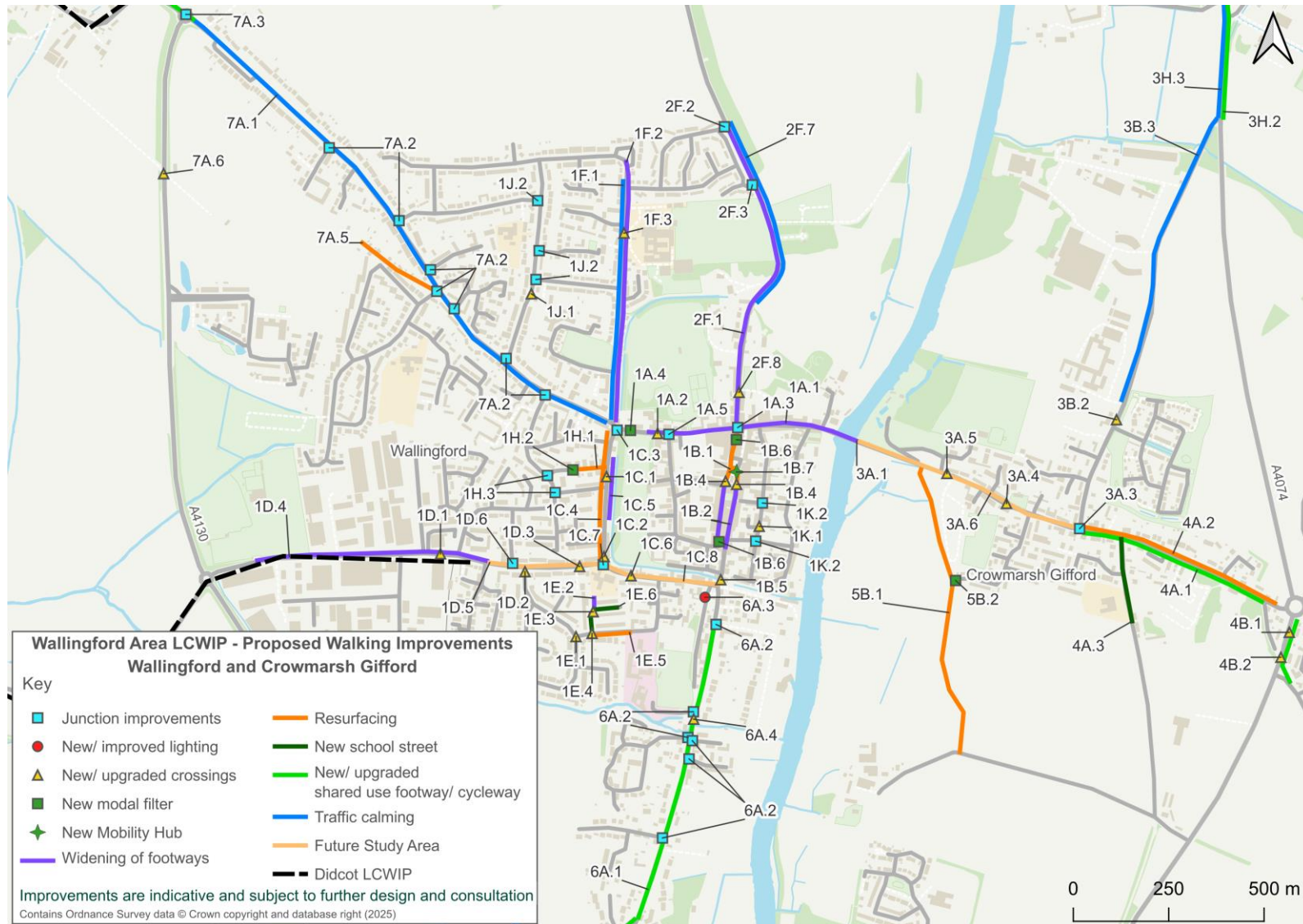


Figure 22: Proposed walking improvements for Wallingford and Crowmarsh Gifford



Figure 23: Proposed walking improvements for Shillingford and Warborough

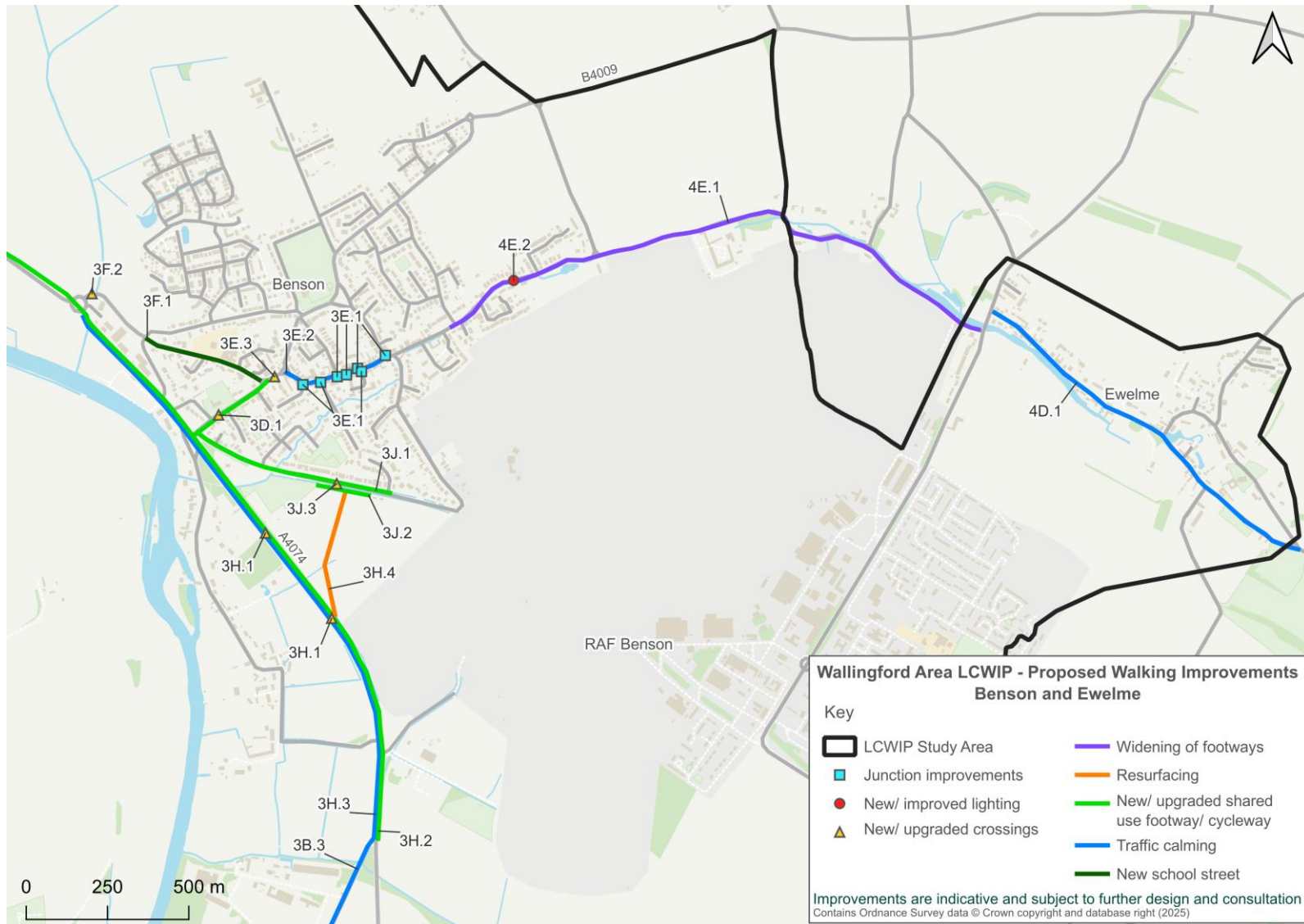


Figure 24: Proposed walking improvements for Benson and Ewelme

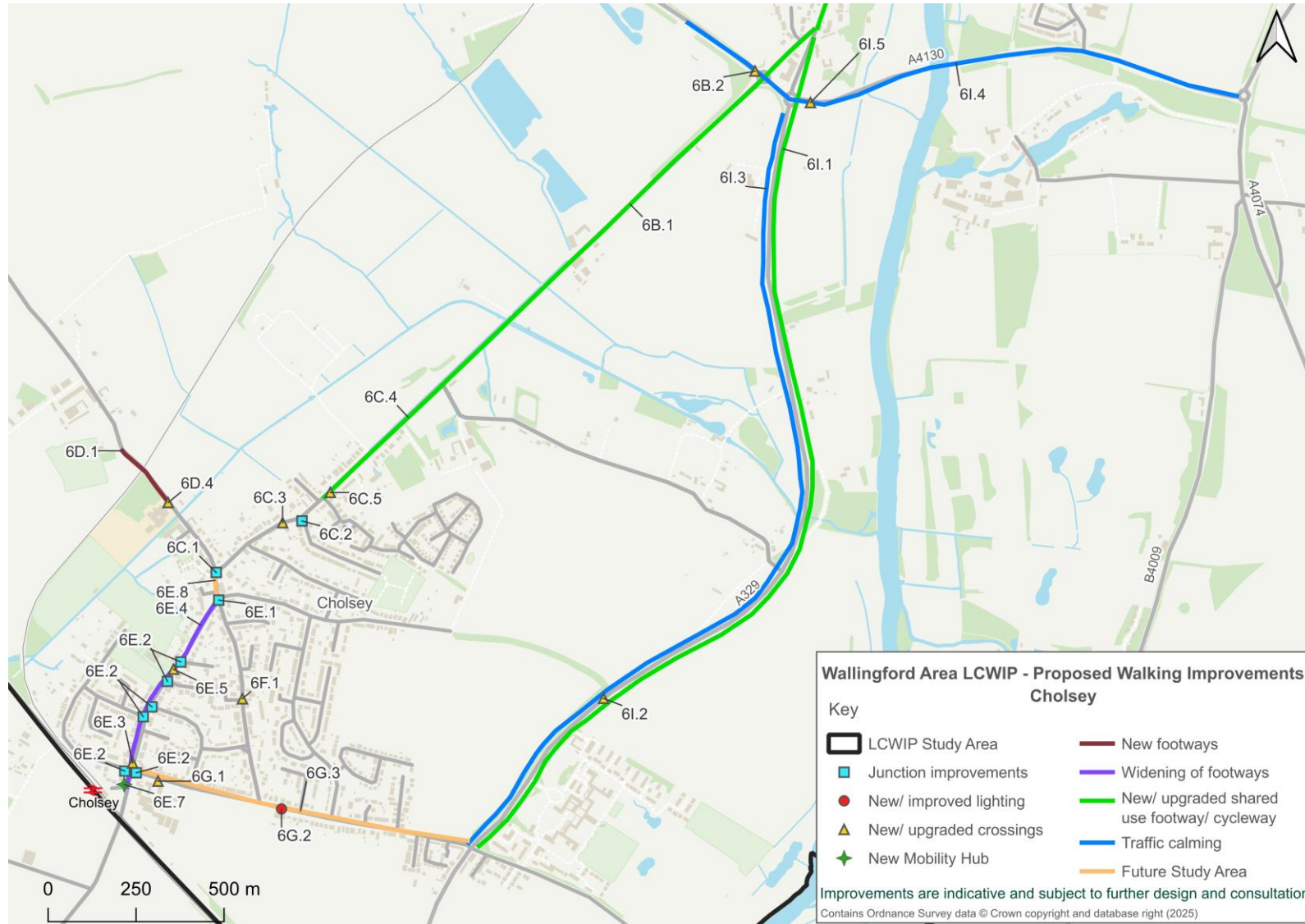


Figure 25: Proposed walking improvements for Cholsey

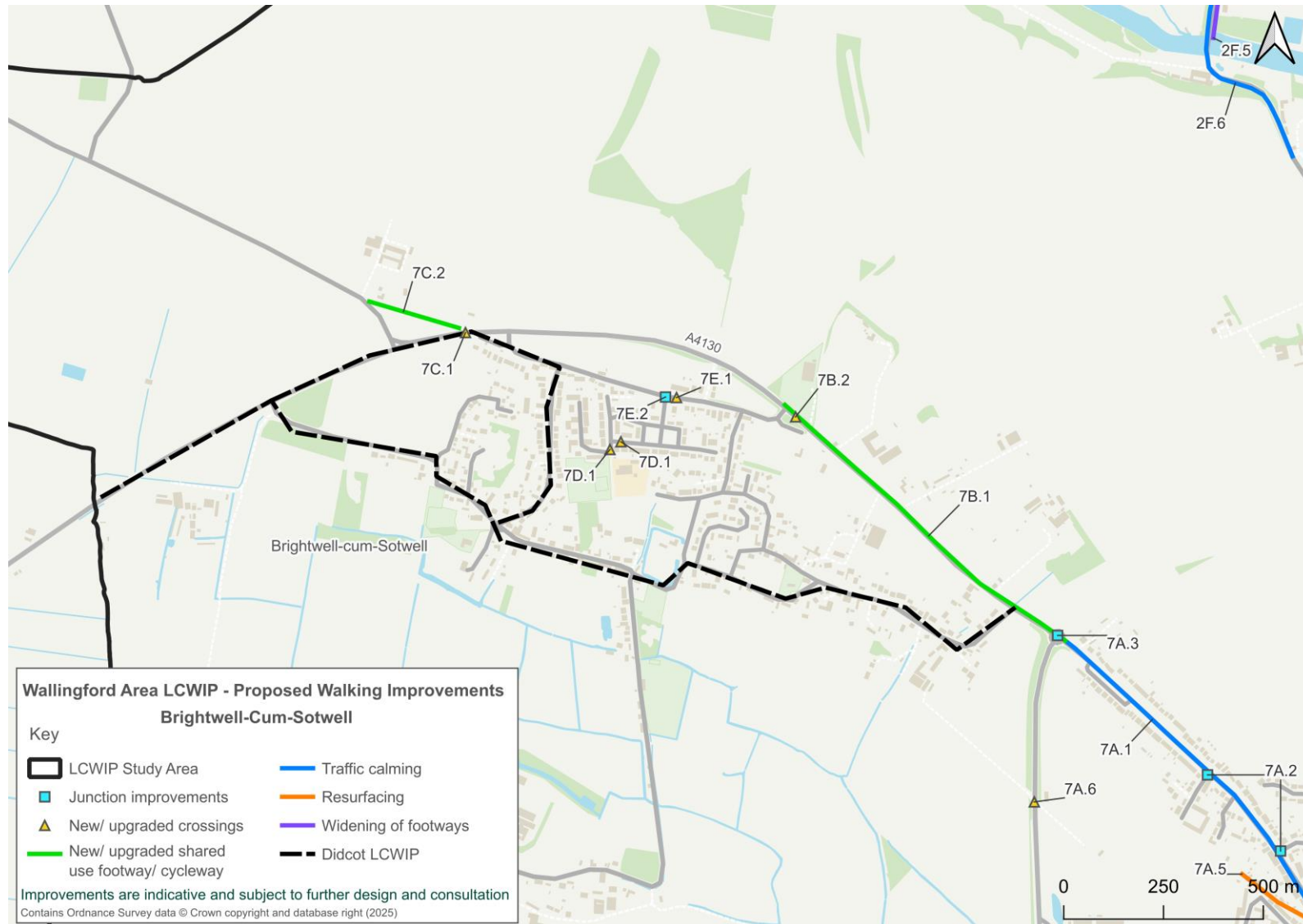


Figure 26: Proposed walking improvements for Brightwell-Cum-Sotwell.

The proposed improvements outlined in the above figures and detailed in **Table 4** aim to create a more coherent, direct, safe, comfortable and attractive active travel network. These improvements have been identified following the site audit based off central government guidance and consultancy expertise and experience. Successful delivery will play a critical role in supporting mode shift, and promote more active, sustainable travel across the area.

### 3.5. Prioritisation

Stage 5 of the LCWIP process as identified in the DfT guidance is to produce a joint prioritised programme of cycling and walking infrastructure improvements, a key output of every LCWIP. This section outlines how the walking and cycling improvements identified in Stages 3 and 4 have been prioritised.

The prioritisation methodology employed in this LCWIP adheres to the technical guidelines provided by the DfT, with modifications to align with OCC policies, goals, and local characteristics. It outlines how the proposed improvements in **Section 3.3** and **Section 3.4** have been prioritised, given a ranked score and delivery timescale. This will help to inform decision making for when future funding opportunities arise.

#### 3.5.1. Prioritisation Criteria and Methodology

OCC has developed a standardised set of prioritisation criteria to evaluate improvements for all LCWIPs. These criteria have been carefully developed through a robust process that integrates input from the DfT, in-house technical expertise, experience from previous LCWIPs, and insights from industry experts. The standardised criteria were developed to ensure that each LCWIP's proposed improvements adhere to OCC's strategic goals for walking and cycling while remaining adaptable and applicable to local contexts.

Each route identified has been assessed against the criteria, which are grouped in three categories based on the benefits they assess, and scored on a scale of 0 to 2. These criteria are detailed in below and **Table 3** outlines the scoring for each criterion.

**Effectiveness**

- Potential increase in cycling trips (cyclists per day, calculated using the Propensity to Cycle Tool)
- Population who directly benefit from the improvement
- Improvement in road safety (number of killed and seriously injured casualties)
- WRAT Score
- Contribution to the overall walking and cycling network

**Policy**

- Supports connectivity to public transport (improving access to bus stops or railway stations)
- Supports access to schools (improving access within a school's catchment area)
- Environmental impact (e.g. air quality, greenspace, historic environment)
- Complementary to other people cycling and walking

**Deliverability**

- Indicative cost
- Likelihood of attracting funding
- Physical constraints (land ownership, buildings)
- Key stakeholder acceptability

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Table 3: Prioritisation Criteria Scoring Requirements

Effectiveness			
Criteria	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	10-20	>20
Population who directly benefit from the improvement.	<200	200 - 600	>600
Improvement in road safety (active travel user casualties on the route between 2016-2024 likely to see reduction as a result of the improvements)	No pedestrian or cyclist casualties along route	Pedestrian or cyclist casualties along route between 1 and 3	Pedestrian or cyclist casualties along route ≥4
WRAT Scoring	>70%	60 to 70%	<60%
Contribution to overall continuity of the network	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	0	1	2
Improved access to public transportation links	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
Supports connectivity to schools	Route not within vicinity of school	Route provides access to routes that connect to schools	Routes that directly connect to schools
Environmental impact (e.g. air quality, greenspace, historic environment)	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	Negative impact to other active travel users	No impact to other active travel users	Strongly complements other active travel users
Deliverability			
Criteria	0	1	2
Indicative cost	High cost (large engineering works required)	Medium cost (small scale engineering works required)	Low cost (no engineering works required)

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Likelihood of attracting funding	Funding potential not yet considered	Funding potential has been considered, and improvement aligns with requirements for specific funding	Funding secured or high potential for attracting funding/direct delivery from a development site,
Land ownership	Significant ownership issues (land not highway owned, land take needed)	Minor ownership issues	No ownership issues (improvement falls within highway boundary)
Key stakeholder acceptability	No support by stakeholders	Partial support by stakeholders	Strong support by stakeholders

Whilst each improvement can be implemented as a standalone scheme, the 135 proposals detailed in **Section 3.3** and **Section 3.4** have been grouped together based on their auditing route, from which 38 routes were formed and assessed in the prioritisation exercise.

The prioritisation exercise was formed of two stages:

1. Each route was assessed against the different criteria outlined in **Table 3**;
2. The routes were prioritised to determine the indicative timeline for delivery.

Using the assessment against the criteria, the outcome from this then dictated how the proposal package would be categorised based on its timescale for delivery. For example, low scoring routes were prioritised for long-term delivery while those routes which scored higher and thus offering greater benefits were prioritised for short-term delivery. Following this, the deliverability of the routes based on the timescale was measured with estimated construction costs being used as proxy for determining this.

The three timescale categories in accordance with the LCWIP guidance are as follows:

**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.

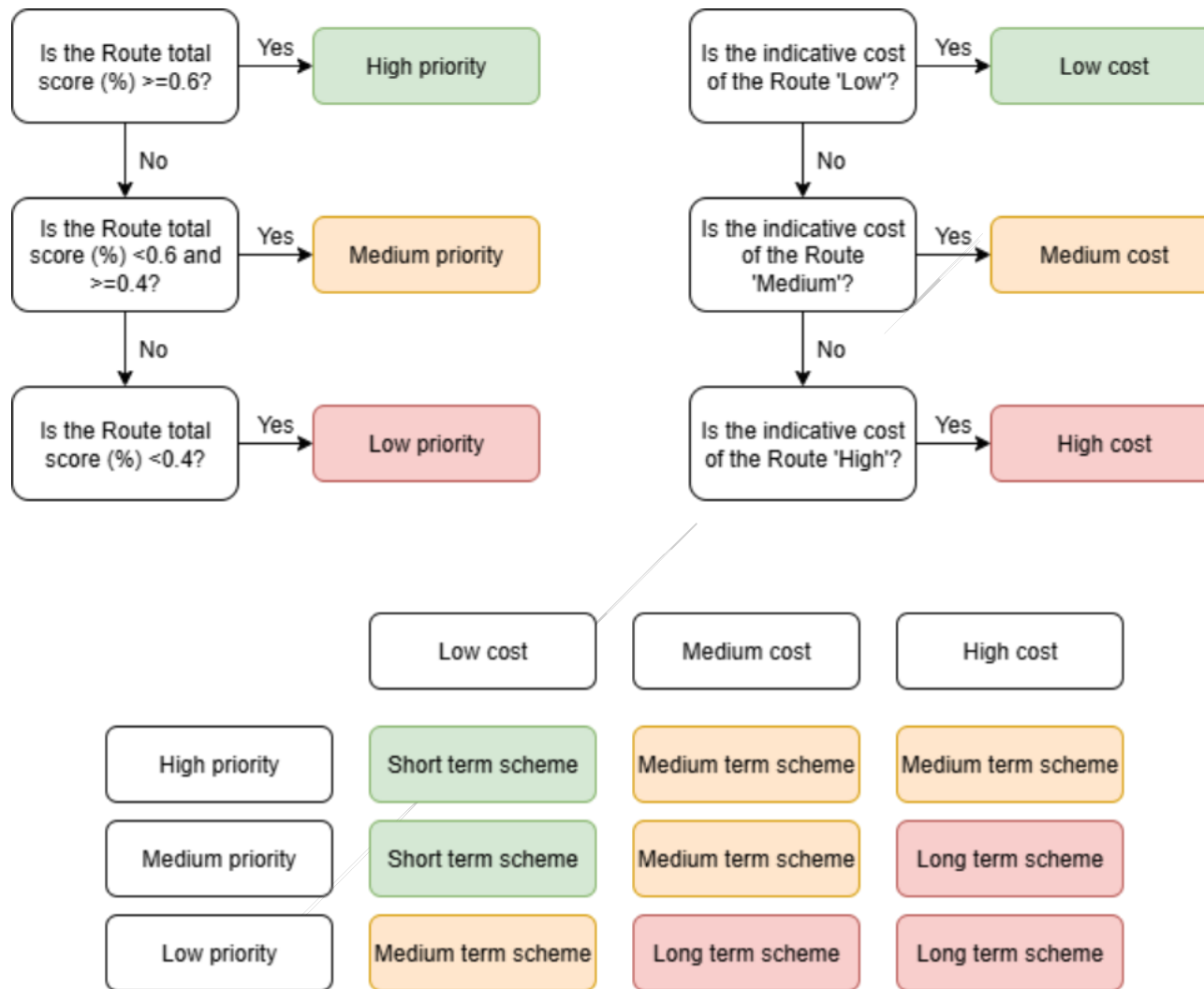


Figure 27: Route Proposal Timescale Approach

**Table 4** shows the routes' rankings and their associated timescale. The complete prioritisation table showing the scores for each prioritisation criteria can be found in **Table 22** in **Appendix A**.

The total score for each route is determined by dividing the score from each criterion by the total available score. The routes that rank higher in **Table 4** 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. The prioritisation scoring/ranking will remain under review and may change if new funding or other opportunities become available.

### 3.5.2. Costs

Initial indicative costings have been undertaken to estimate the capital cost of each of the 38 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 Q3 prices.

Costs for the proposed interventions have been included:

- Cycle Superhighway (two-way physically segregated cycleway)
- Mixed strategic cycle route (shared-use footway/ cycleway with junction alignment with cycle route)
- Remodelled major junction (cycling piggybacking on traffic measures)
- 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)
- Resurfaced footway (remove/ relay paving slabs, 2m wide) 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)
- Speed restrictions
- Continuous footways over minor side roads
- Resurfacing public right of way/ bridleway (3m wide)
- Mobility Hub (average cost of Mobility Hub with range of services)
- Improved street lighting

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 Q3 2025 prices using the Bank of England's inflation calculator.
- 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. This figure is consistent with best practice guidance and reflects the industry norms where uncertainty and risk remain high.
- All costs are exclusive of VAT.
- All costs are exclusive of maintenance and renewal costs.
- All costs have been calculated for materials and labour only, and do not cover design and associated consultation costs.

The total estimated costs for each proposed route are shown below in **Table 4**. They can be used as a guide; however, all improvements require feasibility design to ascertain a more accurate cost. Following the prioritisation of each route and the associated proposed cycling and walking measures, Section 6 explores how these measures will be integrated into new and existing transport frameworks.

### 3.6. Full list of proposed improvements to the Wallingford Area

**Table 4** below contains a detailed breakdown of all the proposed improvements along the routes alongside their prioritisation rank (P. Rank), their timescale for delivery and the total indicative cost for the entire proposal put forward. For example, the entire cost of the proposals associated with Route 1A would be ~£830,000. All proposals are indicative and are subject to further study and consultation, depending on funding.

Table 4: Full list of proposals

Route No.		Walking	Cycling	Location	Description	P. Rank	Time scale	Total cost (£000's)
<b>Wallingford</b>								
<b>1A</b> High Street (Station Rd – Castle Ln)	1A.1	Walking	Cycling	High Street between Wallingford Museum and Wallingford Bridge	Remove the existing substandard cycleways and widen the footways along High Street between Wallingford Museum and Castle Street. East of Castle Street, widen the footway by narrowing the carriageway to Wallingford Bridge	1	Medium	830
	1A.2	Walking		High Street between Station Road and Goldsmith's Lane	New controlled pedestrian crossing over High Street to access Kine Croft Park and Bull Croft Park			
	1A.3	Walking		High Street/ Castle Street/ St Martin's Street junction	Improve pedestrian crossings on all arms and reduce waiting times for pedestrians of the High Street/ Castle Street/ St Martin's Street junction			
	1A.4	Walking	Cycling	High Street/ Croft Road/ St George's Rd junction	New modal filter to reduce through traffic on High Street. Supplementary measures, such as turning restrictions at St Martin's Street/ High Street junction to be considered separately			
	1A.5	Walking	Cycling	High Street/ Goldsmith's Lane junction	Tighten junction widths and provide a continuous footway at Goldsmith's Lane junction			
<b>1B</b> St Martin's Street/ St	1B.1	Walking		St Martin's Street/ St Mary's Street between High Street and Church Lane	Relay areas of uneven paving in the vicinity of Saint Mary-le-More Church to provide a smooth flush footway	14	Medium	520

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Mary's Street (High Street - St John's Road)	1B.2	Walking	Cycling	St Martin's Street/ St Mary's Street between New Road and Church Lane	Reduce carriageway widths to widen footways along St Martin's Street and St Mary's Street between New Road and Church Lane to remove existing pinch points.			
	1B.3		Cycling	Market Place	New cycle parking at Market Place			
	1B.4	Walking		St Martin's Street/ St Mary's Street at access to St Mary-Le-More Church	Replace existing gates with droppable bollards and new uncontrolled pedestrian crossing at access to St Mary-le-More Church			
	1B.5	Walking		St Mary's Street at St Johns Road junction	Upgrade existing uncontrolled crossing to a controlled pedestrian crossing at the St Marys Road and St Johns Road junction			
	1B.6	Walking	Cycling	St Mary's Street at St Johns Road junction	New modal filter to reduce through traffic on St Martin's Street and St Mary's Street			
	1B.7	Walking	Cycling	Market Place	New Mobility Hub at Market Place			
<b>1C</b>  St John's Road/ Croft Road (St Mary's Street - High Street)	1C.1	Walking		Croft Road between Egerton Road and Croft Villas	Option A: Two new uncontrolled pedestrian crossings at both Egerton Road and Croft Villas accesses	3	Medium	1,450
		Walking			Option B: One new controlled pedestrian crossing located between Croft Villas and Egerton Road			
	1C.2	Walking		Croft Road between St Johns Road and Springdale	New controlled pedestrian crossing north of the mini roundabout on Croft Road to access Kine Croft Park			
	1C.3	Walking	Cycling	Croft Road/ High Street/ Station Road junction	Replace mini roundabout at Croft Road/ High Street/ Station Road junction with a staggered T-junction. Place new junction on a raised table			

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	1C.4	Walking		Croft Road between St Johns Road and High Street	Relay areas of uneven footway between St John's Road and High Street			
	1C.5	Walking		Croft Road between St Johns Road and High Street	Relay kerbs between No. 15 and No. 33 Croft Road to reduce level difference and widen the footway			
	1C.6	Walking		Croft Road between St Johns Road and High Street	Upgrade existing zebra crossing to a signal-controlled crossing near No. 15B St Johns Road			
	1C.7	Walking	Cycling	Croft Road/ St Johns Road junction	Replace mini roundabout at Croft Road/ St Johns Road with a priority-controlled junction, also includes road space reallocation to provide wider footways			
	1C.8	Walking	Cycling	St Johns Road between St Mary's Street and Croft Road	A study into the feasibility of enhancing the public realm and improving active travel links			
<b>1D</b> Hithercroft Road/ St John's Road (A4130 - Croft Road)	1D.1	Walking		Hithercroft Road and St Johns Road, between Borough Avenue and Moreton Avenue	New controlled pedestrian crossing over Hithercroft Road between Lidl and Wallingford Station	3	Medium	560
	1D.2	Walking		St Johns Road at Brookmead Drive junction	New uncontrolled pedestrian crossing over St Johns Road at Brookmead Drive junction			
	1D.3	Walking		St Johns Road between Croft Road and Brookmead Drive	Upgrade existing zebra crossing to a signal-controlled crossing near No. 18 St Johns Road			

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	1D.4	Walking		St Johns Road between Sovereign Place and Wallingford Sports Park	Reallocate carriageway and verge space to widen footways along St Johns Road between Sovereign Place and Wallingford Sports Park			
	1D.5	Walking	Cycling	St Johns Road between St Mary's Street and Croft Road	A study into the feasibility of enhancing the public realm and improving active travel links			
	1D.6	Walking	Cycling	St John's Road at access to Green Close	Junction improvements including continuous footway to improve connectivity to / from the west of Wallingford			
1E Brookmead Drive/ Wormald Road/ Paddock Road (St Johns Road - Paddock Road/ St	1E.1	Walking		Brookmead Drive and Wormald Road junction	New pedestrian uncontrolled crossing at Brookmead Drive/ Wormald Road junction	18	Medium	80
	1E.2	Walking		Trenchard Close at access to St Johns Primary School	Build out footway to prevent on-street parking within school keep clear. Supplementary measures to deter footway parking, such as planters shall be considered.			
	1E.3	Walking		Trenchard Close at access to St Johns Primary School	New uncontrolled pedestrian crossing over Trenchard Close to access St Johns Primary School			
	1E.4	Walking		Wormald Road at Trenchard Close junction	New uncontrolled pedestrian crossings over Wormald Close at Trenchard Close junction			
	1E.5	Walking	Cycling	Trenchard Close	Resurface the footway to provide a smooth, continuous footway surface along Trenchard Close			
	1E.6	Walking	Cycling	Trenchard Close	Introduce walking and cycling accessibility measures consistent with a school street environment along Oxford Road			

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<b>1F</b> St George's Road/ Wilding Road (Station Road - Wigod Way)	1F.1	Walking	Cycling	St Georges Road, between Station Road and Blackstone Road	Upgrade existing gateway feature at the start of the existing 20mph zone on St Georges Road and provide new traffic calming measures such as raised tables between Station Road junction and St Georges Green	3	Medium	340
	1F.2	Walking		St Georges Road between Station Road and Wilding Road	Widen footway to 2m by reallocating road space or grass verges along St Georges Road between Station Road and Wilding Road			
	1F.3	Walking		St Georges Road between Rowland Close and Clapcot Lane	New controlled pedestrian crossings over St Georges Road provided at the access to Wallingford School			
<b>1H</b> Egerton Road/ Croft Villas (Egerton Road - Croft Villas)	1H.1	Walking	Cycling	Croft Villas between Croft Road and Regency Close	Resurface carriageway to provide smooth flush surface for walkers and cyclists	23	Short	100
	1H.2	Walking	Cycling	Between Croft Villas and Regency Close	Upgrade existing modal filter at 7 Croft Villas to improve the permeability of the route for cyclists and pedestrians			
	1H.3	Walking	Cycling	Charter Way	Provide continuous footway crossings at Egerton Road and Croft Villas			
<b>1J</b> St Nicholas Road (Station Road - Wilding Road)	1J.1	Walking		St Nicholas Road between Clapcot Way and Station Road	New controlled pedestrian crossing across St Nicholas Road to access St Nicholas C.E Infants School and Nursery	32	Medium	260
	1J.2	Walking		St Nicholas Road between Station Road and Wilding Road	New pedestrian uncontrolled crossings at side road entrances along St Nicholas Road between Station Road and Wilding Road			
<b>1K</b>	1K.1	Walking		Wood Street between New	New pedestrian uncontrolled crossing across Wood Street to access Cattlemarket Car Park	33	Medium	90

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Wood Street (New Road - High Street)				Road and Hart Street				
	1K.2	Walking	Cycling	Wood Street	Provide continuous footway crossings at New Road and Hart Street			
<b>6A</b>  Reading Road/ Squire's Walk (St John's Road - Wallingford Road/ A4130 Bosley Way)	6A.1	Walking	Cycling	Reading Road, between St Johns Green and Wallingford Road	Realign carriageway to provide consistent shared use footway/ cycleway provision on the same side of the carriageway along Reading Road between St Johns Green and Wallingford Road. Where required reallocate road space to provide footway widths of 3m min and reduce design speed	14	Long	1,580
	6A.2	Walking	Cycling	Reading Road, between St Johns Green and Wallingford Road	Reduce width of all junction mouths and provide new blended crossings along Reading Road between St Johns Road and Wallingford Road			
	6A.3	Walking	Cycling	Squire's Walk between St John's Road and Reading Road	Improve lighting along the length of Squire's Walk between St John's Road and Reading Road			
	6A.4	Walking	Cycling	Reading Road at access to Wallingford Medical Practice and Thames Path	New toucan crossing along Reading Road at access to Wallingford Medical Practice and Thames Path			
<b>7A</b>  Station Road/ Wantage Road (Calvin Thomas Way)	7A.1	Walking	Cycling	Wantage Road between Slade End Roundabout and Sinodun Road	Speed reduction from 30mph to 20mph between Slade End Roundabout and Sinodun Road. New traffic calming measures such as chicanes or raised tables along Station Road and Wantage Road between Slade End Roundabout and Croft Road junction	18	Short	2,530

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- St Georges Road)	7A.2	Walking	Cycling	Station Road and Wantage Road	Narrow width of junction mouths and improve to blended crossings to increase pedestrian priority between Charter Way junction and Queens Avenue junction			
	7A.3	Walking	Cycling	Slade End Roundabout	Replace existing mini roundabout (Slade End Roundabout) at Wantage Road/ Calvin Thomas Way/ High Road junction with a priority T-junction			
	7A.4		Cycling	Station Road and Wantage Road	Two-way segregated cycle track between Croft Road and Fir Tree Avenue. Any proposals will need to be mindful of the significant levels difference in this area			
	7A.5	Walking	Cycling	PRoW (390/16/30) between Fir Tree Avenue and Queens Avenue	Resurface PRoW to provide a smooth and flush surface for walkers and cyclists			
	7A.6	Walking	Cycling	Calvin Thomas Way between Northumberland Lane and Platinum Way	New crossing over Calvin Thomas Way improving connectivity between the footpaths 141/31/20 and 390/16/20			
<b>Shillingford and Warborough</b>								
2D Thame Road (A4074 Henley Road - Thame Road/ Green Lane)	2D.1	Walking	Cycling	Thame Road between Warborough Road and Green Lane	Improved lighting on footway set-back from carriageway behind the stream on Thame Road between Warborough Road and Green Lane	27	Long	820
	2D.2	Walking	Cycling	Thame Road, between Warborough Road and the	Speed limit reduction along Thame Road from, 30mph to 20mph, Between Warborough Road and the Thame Road junction			

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				Thame Road junction				
	2D.3	Walking		Warborough Road and New Road junction	Remove vegetation and consider relocating existing uncontrolled crossing at Warborough Road and New Road junction			
	2D.4	Walking	Cycling	Warborough Road, from Henley Road to A329	Resurface carriageway to provide smooth flush surface for walkers and cyclists			
	2D.5	Walking	Cycling	Warborough Road, junction with Henley Road	At the Warborough Road/ Henley Road junction narrow the junction, as it is a one-way road with a weight restriction			
2E Thame Road (Green Road - Sinodun View)	2E.1	Walking		Thame Road, between St Laurence Primary School and The Green N	Junction improved to blended crossings to increase pedestrian priority at The Green South junction	36	Long	750
	2E.2	Walking		Thame Road, between The Green S and The Green N	Remove the refuge island at St Laurence Church to create a footway on the west side of Thames Road. Relocate parking adjacent to the new kerb and install a new uncontrolled crossing			
	2E.3	Walking		Thame Road, between The Green S and The Green N	Continuous footway over The Green N across junction and widen footways outside entrance to St Laurence Church			
	2E.4	Walking		Thame Road and Sinodun View junction	Formalise existing desire lines by providing a new footway along Thame Road at access to Sinodun View			
	2E.5		Cycling	Thames Road between The	New cycle parking located near St Laurence Church and Warborough Post Office			

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				Green North and the Green South				
2F Castle Street (High Street - Castle Street)	2F.1	Walking	Cycling	Castle Street, between High Street and Norries Drive	Widen footways to 2m along Castle Street between junction with High Street and Norries Drive	23	Medium	1,010
	2F.2	Walking		Castle Street, between Glyn Road and Norries Drive	Tighten junction widths and provide a continuous footway at Norries Drive junction			
	2F.3	Walking		Castle Street, between Glyn Road and Norries Drive	Tighten junction widths and provide a continuous footway at Glyn Road junction			
	2F.4		Cycling	Shillingford Bridge	New advanced cycle signal over Shillingford Bridge to allow cyclists a head start before vehicles. New sign ahead of bridge stating "Narrow lane Do not overtake cyclists"			
	2F.5	Walking		Shillingford Bridge	Narrow carriageway on northern side of Shillingford Bridge to widen western and eastern footways between Shillingford Bridge and 51 Wallingford Road			
	2F.6	Walking	Cycling	Shillingford Road between Beech Road and New Road	Speed limit reduction along Shillingford Road from 60mph to 30mph, between Beech Road and New Road			
	2F.7	Walking	Cycling	Castle Street between Norries Drive and Wallingford Cemetery	Speed limit reduction along Castle Street from 30mph to 20mph, between Norries Drive and Wallingford Cemetery			

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	2F.8	Walking		Castle Street between High Street and Bear Lane	New uncontrolled crossing across Castle Street at Bear Lane where the footway ends			
	2F.9		Cycling	Castle Street just at Bear Lane junction	New cycle parking located near the pay and display parking on Castle Street just north of the Bear Lane junction			
	2F.10	Walking	Cycling	Shillingford Roundabout	New toucan crossing at Shillingford Roundabout on the New Road junction			
	2F.11	Walking	Cycling	Shillingford Roundabout	Reduce junction widths at the roundabout to widen footways on all arms			
<b>Crowmarsh Gifford and Wallingford</b>								
3A The Street (Castle Lane - Benson Lane)	3A.1	Walking	Cycling	Wallingford Bridge	Reallocate road space to widen footway along Wallingford Bridge	9	Medium	590
	3A.2		Cycling	Wallingford Bridge	New advanced cycle signal over Wallingford Bridge to allow cyclists a head start before vehicles			
	3A.3	Walking	Cycling	The Street and Benson Lane junction	Replace existing mini roundabout at The Street/ Benson Lane junction with a T-junction, and narrow the width of the junction mouth, providing a continuous footway over Benson Lane			
	3A.4	Walking		The Street between Jethro Tull Gardens and Thames Mead	New uncontrolled pedestrian crossing over The Street at access to PRoW (181/1/10) west of St Mary Magdalene Church			
	3A.5	Walking		The Street between Wallingford Bridge and Jethro Tull Gardens	New uncontrolled pedestrian crossing over The Street at access to PRoWs (181/6/10 and 181/7/10) east of Stephen's Field			

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	3A.6	Walking	Cycling	The Street	Future study area for placemaking and active travel improvements			
<b>3B</b> Benson Lane (The Street - A4074 Benson Lane)	3B.1		Cycling	Benson Lane, between Howberry Park and The Street	Realign carriageway to upgrade existing uni-directional advisory cycle lanes to bi-directional segregated cycleway between A4074 and Howberry Park access. Carriageway realignment to provide new cycleway between Howberry Park access and The Street	6	Medium	3,190
	3B.2	Walking		Benson Lane at French Gardens junction	New controlled pedestrian crossing over Benson Lane at French Gardens junction providing access to the new development			
	3B.3	Walking	Cycling	Benson Lane between French Gardens and A4074	Speed limit reduction along Benson Lane from 60mph to 30mph between French Gardens and A4074			
<b>Benson and Preston Crowmarsh</b>								
<b>3C</b> Preston Crowmarsh (A4074 - Preston Crowmarsh/ A4074)	3C.1		Cycling	Preston Crowmarsh Road	Resurface carriageway to provide smooth flush surface for cyclists	12	Medium	310
<b>3D</b> Church Road (A4074 - B4009 Castle Square)	3D.1	Walking		Church Road between St Helen's Avenue and Castle Square	New controlled pedestrian crossing along Church Road at access to Saint Helen's Church	30	Long	470
	3D.2	Walking	Cycling	Church Road between St Helen's Avenue	New shared use footway/ cycleway along Church Road between A4074 and Castle Square, to tie in with			

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				and Castle Square	shared use facilities (Proposals 3H.2 and 3J.1B)			
<b>3E</b> High Street (B4009 Castle Square - Brook Street/ Crown Square)	3E.1	Walking		High Street, between Castle Square and Crown Lane	New side road entry treatment along High Street to provide pedestrian priority	18	Short	470
	3E.2	Walking	Cycling	High Street, between Castle Square and Crown Lane	Traffic calming measures such as chicanes or raised tables along High Street between Castle Square and Crown Lane			
	3E.3	Walking		Castle Square, between Church Road and B4009	New controlled pedestrian crossing at Castle Square to improve safety for pedestrians to school			
	3E.4		Cycling	High Street between Chapel Lane and Crown Lane	New cycle parking on High Street located near 23 High Street, Benson			
<b>3F</b> B4009 (Littleworth Road - Church Road)	3F.1	Walking	Cycling	Oxford Road, between Castle Square and Littleworth Road	Introduce walking and cycling accessibility measures consistent with a school street environment.	14	Short	450
	3F.2	Walking	Cycling	Oxford Road between Elm Bridge Avenue and Gerard Avenue	Upgrade the existing crossing at Elm Bridge roundabout from footpath 391/17/10 across the new Benson relief road			
<b>3H</b> A4074 (Elm Bridge Roundabout - Benson Lane)	3H.1	Walking	Cycling	A4074 between Church Road and Benson Lane	New controlled pedestrian and cycle crossing connection to access Public Rights of Way (PRoWs) (125/1/30 and 125/6/20)	2	Medium	890
	3H.2	Walking	Cycling	A4074 between Elm Bridge Roundabout and Benson Lane	Upgrade existing shared use footway/ cycleway along A4074 between Elm Bridge Roundabout and Benson Lane to be LTN 1/20 compliant. Extend			

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					shared use footway/ cycleway from Elm Bridge Roundabout to			
	3H.3	Walking	Cycling	A4074 between Elm Bridge Roundabout and Benson Lane	The existing speed limit along A4074 varies between 40mph and 50mph. Speed limit reduction to 30mph between Elm Bridge Roundabout and Benson Lane			
	3H.4	Walking	Cycling	PRoWs (125/6/20)	Upgrade existing PRoW (125/6/20) between A4074 and St Helen's Avenue to a bridleway			
<b>3J</b> St Helen's Avenue (Church Road - Old London Road)	3J.1	Walking	Cycling	St Helen's Avenue between Church Road and St Helen's Crescent	Widen footway to provide shared use footway/ cycleway between Church Road and St Helen's Crescent. To only be considered if 3D.2 is developed and tie in with shared use footway/ cycleway (Proposal 3D.2)	34	Long	1,320
	3J.2	Walking	Cycling	St Helen's Avenue between Church Road and St Helen's Crescent	New shared use footway/ cycleway on the southern side of the carriageway along St Helen's Avenue between the access to the two PRoWs (125/1/30 and 125/6/20)			
	3J.3	Walking	Cycling	St Helen's Avenue between Church Road and St Helen's Crescent	New parallel crossing over St Helen's Avenue between the access to the two PRoWs (125/1/30 and 125/6/20)			
<b>Crowmarsh Gifford</b>								
<b>4A</b> The Street/ Meadow Lane/ Old Reading Road (Benson Lane)	4A.1	Walking	Cycling	The Street between Benson Lane and Meadow Lane	Widen the southern footway to provide a 3m shared use footway/ cycleway on The Street between Benson Lane and Meadow Lane	6	Short	150
	4A.2	Walking		The Street between Benson Lane and Meadow Lane	Resurface uneven paving to create a smooth, continuous footway along The Street between Benson Lane and Meadow Lane			

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- A4074 Port Way)	4A.3	Walking	Cycling	Old Reading Road between High Street and Crowmarsh Gifford C of E Primary School	Introduce walking and cycling accessibility measures consistent with a school street environment along Old Reading Road			
<b>4B</b> A4074 Port Way/ Meadow Lane (The Street - Meadow Lane)	4B.1	Walking	Cycling	Port Way, between Crowmarsh Roundabout and Cox's Lane	Upgrade existing uncontrolled crossing over Port Way at Crowmarsh Roundabout by making it straight across and providing tactile paving	18	Long	190
	4B.2	Walking	Cycling	Port Way, between Crowmarsh Roundabout and Cox's Lane	Upgrade existing uncontrolled crossing over Port Way at Meadow Lane access to a controlled toucan crossing			
	4B.3	Walking	Cycling	Port Way, between Crowmarsh Roundabout and Cox's Lane	Widen footway to create a formalised shared use footway/ cycleway along Port Way between Cox's Lane and Crowmarsh Hill			
<b>5B</b> PRoW (The Street – Nosworthy Way / the Ridgeway)	5B.1	Walking	Cycling	Watery lane	Upgrade existing PRoW (181/6/30) to bridleway, including removing barriers to cycling and upgrading paving	36	Medium	210
	5B.2	Walking	Cycling	Watery Lane and Thames Mead	New shared cycleway / footway link to Watery Lane from Thames Mead, with associated cycle symbols on the carriageway on the approach			
<b>Benson and Ewelme</b>								
<b>4D</b> High Street (Green Lane - Parson's Lane)	4D.1	Walking	Cycling	High Street, between Green Lane and Parson's Lane	New traffic calming measures such as chicanes or raised tables along High Street	6	Short	40

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<b>4E</b> Benson Road/ Brook Street (High Street - Green Lane)	4E.1	Walking		Brook Street and Benson Road	Widen footways along Benson Road and Brook Street to improve pedestrian safety. This requires removal of vegetation/ trees with the issue of levels difference.	24	Long	420
	4E.2	Walking	Cycling	Brook Street and Benson Road	Improve lighting along Brook Street and Benson Road between Crown Lane and Braze Lane			
<b>Cholsey</b>								
<b>6B</b> Wallingford Road (A4130 Bosley Way - Caps Lane)	6B.1	Walking	Cycling	Wallingford Road between Winterbrook and Caps Lane	Realign carriageway to the south-east to widen the north-western shared use footway/ cycleway between Winterbrook and Caps Lane	12	Long	2,260
	6B.2	Walking	Cycling	A4130 (Bosley Way)/ Wallingford Road roundabout	Upgrade existing uncontrolled crossing to a toucan crossing at the A4130 (Bosley Way)/ Wallingford Road roundabout			
<b>6C</b> Wallingford Road (Church Road - Caps Lane)	6C.1	Walking	Cycling	Wallingford Road and Church Road junction	Replace mini-roundabout junction at Wallingford Road/ Church Road/ The Forty junction with a T-junction, and narrow the width of the junction mouth	14	Long	1,350
	6C.2	Walking		Wallingford Road at Rothwells Close junction	Reduce width of the junction mouth and provide an uncontrolled pedestrian crossing at Rothwells Close junction			
	6C.3	Walking		Wallingford Road between Rothwells Close and Cross Road	New controlled pedestrian crossing over Wallingford Road where the footway ends on the eastern side of the carriageway			
	6C.4	Walking	Cycling	Wallingford Road between Caps Lane and East End	Realign carriageway to the south-east to widen the existing north-western shared use footway/ cycleway between Caps Lane and 81 Wallingford Road. The route will continue southwest on carriageway to Church Road/ The Forty/ Wallingford Road			

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	6C.5	Walking	Cycling	Wallingford Road between Caps Lane and East End	Upgrade existing zebra crossing north of the East End junction to a toucan crossing			
<b>6D</b> Church Road (Wallingford Road - Church Road)	6D.1	Walking		Church Road, between railway bridge and Mary's Church	Narrow carriageway to provide new footway between Cholsey Primary School and St Mary's Church. Widening the footway just west of Cholsey Primary School may require some land take	27	Long	5,210
	6D.2		Cycling	PRoW between Reading Road and Church Road	Cycle route parallel to the Cholsey railway - complete connection alongside the railway up to the Wallingford station (with cycle parking at each station etc.)			
	6D.3		Cycling	Church Road railway bridge	New signage at the railway bridge on Church Road saying "Narrow do not overtake cycles"			
	6D.4	Walking		Church Road at access to Cholsey Primary School	New uncontrolled pedestrian crossing at the access to Cholsey Primary School			
<b>6E</b> Station Road (Ilges Lane - Westfield Road)	6E.1		Cycling	The Forty	Upgrade existing double mini roundabout at The Forty to two priority T-junctions and narrow the width of the junction mouth, providing a continuous footway	30	Medium	1,850
	6E.2	Walking		Station Road, between The Forty and Cholsey Station	Narrow junction mouths and create a continuous footway at side roads to emphasise pedestrian priority in line with highway code at Willow Close junction			
	6E.3	Walking		Station Road and Papist Road junction	New controlled pedestrian crossing over Station Road, north of Papist Road			

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	6E.4	Walking		Station Road, between The Forty and Cholsey Station	Widen western footway to minimum 2m along Station Road. Replace grass verge with footway from Station Road towards Cholsey Station			
	6E.5	Walking		Station Road, between The Forty and Cholsey Station	New controlled pedestrian crossing over Station Road at access to Cholsey Pavilion			
	6E.6		Cycling	Cholsey Station	New cycle parking located outside Cholsey Station			
	6E.7		Cycling	Cholsey Station	New Mobility Hub at Cholsey Station			
	6E.8		Cycling	The Forty	Future study area for active travel improvements and placemaking enhancements.			
<b>6F</b> Honey Lane (Ilges Lane - Papist Way)	6F.1	Walking		Honey Lane between Paternoster Lane and Brookside	New uncontrolled crossing over Honey Lane where the footway ends on the western	9	Short	20
	6F.2		Cycling	The Forty	New cycle parking located outside the shops at The Forty			
<b>6G</b> Papist Way (Station Road - A329 Reading Road)	6G.1	Walking		Papist Way between Station Road and Crescent Way	New uncontrolled crossing over Papist Way where the footway ends on the southern side	18	Short	40
	6G.2	Walking	Cycling	Papist Way between Station Road and Crescent Way	Improve lighting along Papist Way between Station Road and Crescent Way			
	6G.3	Walking	Cycling	Papist Way between Station Road and Crescent Way	Future study area for active travel improvements.			
<b>6I</b> Reading Road (A4130)	6I.1	Walking	Cycling	Reading Road (A329), between	Reallocate road space to provide shared use footway/ cycleway between Papist Way and Winterbrook	9	Medium	6,440

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Nosworth Way - Papist Way)				Papist Way and Winterbrook				
	6l.2	Walking	Cycling	Reading Road (A329), between Papist Way and PRow	Upgrade existing uncontrolled pedestrian crossing on Reading Road, at the access to PRow (167/13/20), to a toucan crossing			
	6l.3	Walking	Cycling	Reading Road (A329), between Papist Way and Nosworthy Way	Speed reduction from 30mph to 20mph along Reading Road between Papist Way and PRow (167/13/20). The speed limit along Reading Road varies from 40mph and 50mph between PRow (167/13/20) and Nosworthy Way. Reduce the speed limit to 30mph along Reading Road between PRow (167/13/20) and Nosworthy Way			
	6l.4	Walking	Cycling	A4130 between Quarry access and Port Way	Reduce speed limit from 60mph to 50mph along A4130 between Quarry access and Port Way			
	6l.5	Walking	Cycling	A4130 (Nosworthy Way)/ Reading Road/ Winterbrook roundabout	New toucan crossing to the east of the A4130 (Nosworthy Way)/ Reading Road/ Winterbrook roundabout			
	6l.1		Cycling	A4130 between Reading Road and the Ridgeway	New segregated cycle track between the underpass and the roundabouts leading towards Cholsey			
<b>Brightwell-cum-Sotwell</b>								
<b>7B</b> A4130 High Road (Wantage Road/ Calvin	7B.1	Walking	Cycling	High Road, between Slade End Roundabout and High Road junction	New shared use footway/ cycleway between Slade End Roundabout and High Road along the northern side of the carriageway. The shared use footway/ cycleway will connect to the NCN 5 route through Brightwell-cum-	23	Short	1,500

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Thomas Way - Sires Hill)					Sotwell using a new toucan crossing (proposal 7B.2)			
	7B.2	Walking	Cycling	High Road junction	New controlled toucan crossing near the High Road junction and access to Plymouth Brethren Christian Church connecting the existing NCN 5 route through Brightwell-cum-Sotwell and the proposed shared use footway/ cycleway (proposal 7B.1)			
<b>7C</b>  Sires Hill (A4130 High Road - Sires Hill)	7C.1	Walking	Cycling	High Road (A4130), between Sires Hill and High Road	Upgrade existing uncontrolled crossing on A4130 to a toucan crossing on the A4130 to access Sires Hill	36	Long	250
<b>7D</b>  Greenmere (King's Orchard - High Road)	7D.1	Walking		Greenmere, between Brightwell Pre School and High Road	New uncontrolled pedestrian crossings at Brightwell Pre School access	23	Short	30
<b>7E</b>  High Road (A4130 High Road - High Road)	7E.1	Walking		High Road between Bell Lane and Greenmere junction	New uncontrolled pedestrian crossings along High Road at Greenmere junction	27	Medium	60
	7E.2	Walking		High Road between at Greenmere junction	Reduce width of junction mouth and provide a new uncontrolled pedestrian crossing at Greenmere junction			

## 4. Integration and Application

### 4.1. Embedding the Wallingford Area LCWIP

#### 4.1.1. OCC Local Transport and Connectivity Plan and the Wallingford Movement and Place Plan

The Wallingford Area LCWIP will form a key component of the upcoming Movement and Place Plan that will cover the Wallingford area, which is a secondary document to the LTCP. This provides a granular look at how those aspirations in the LTCP are achieved in each area of the county through a series of actions. These actions will cover all types of movements around the county, such as public transport and movement corridor schemes as well as walking and cycling schemes. The improvements identified within this LCWIP are key actions that will enhance walking and cycling in the Wallingford area, contributing to healthy place shaping and addressing the climate emergency.

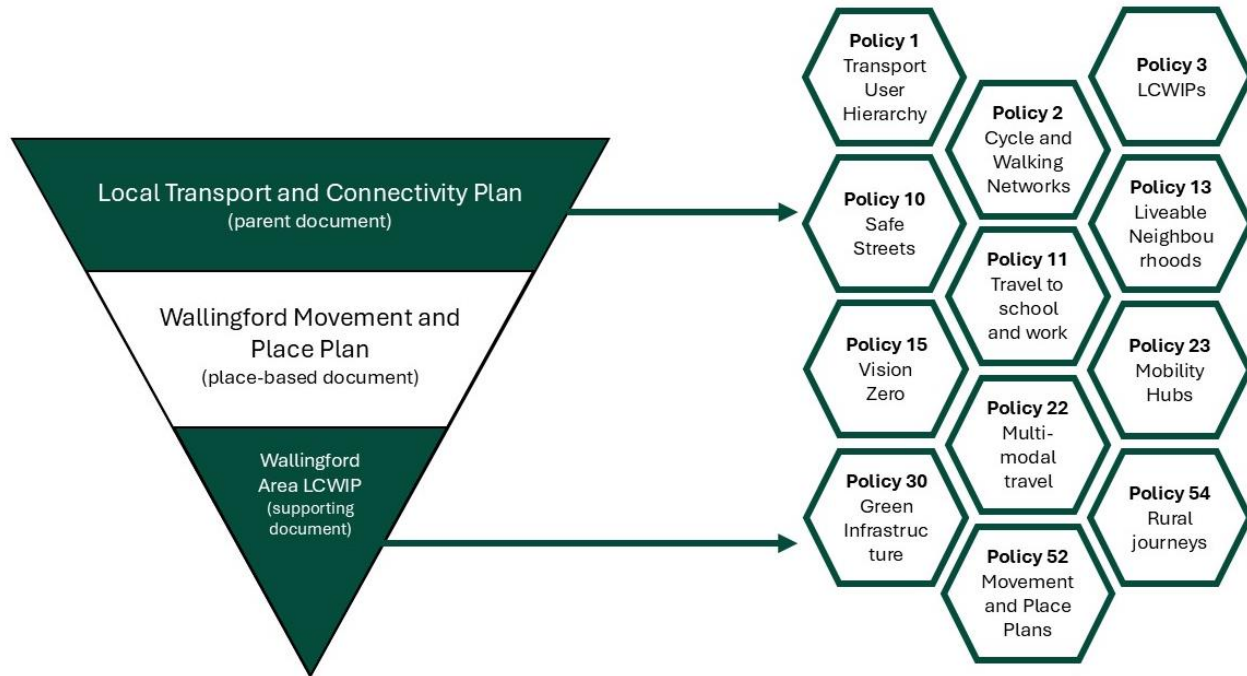


Figure 28: How the LCWIP supports current and future policy

**Figure 28** outlines how the Wallingford Area LCWIP supports the future MAP Plan which in turn supports the LTCP, with the key policies highlighted. With the delivery of interventions from the LCWIP, over time, this will help with the delivery of many more policies and targets within the LTCP

### 4.1.2. Strategic Active Travel Network (SATN)

The Wallingford Area LCWIP has picked up on linking routes between those identified in the Strategic Active Travel Network (SATN). An overview of which routes within the LCWIP were identified on SATN is provided in **Table 5** below, demonstrating the integration and application of this other OCC strategic policy.

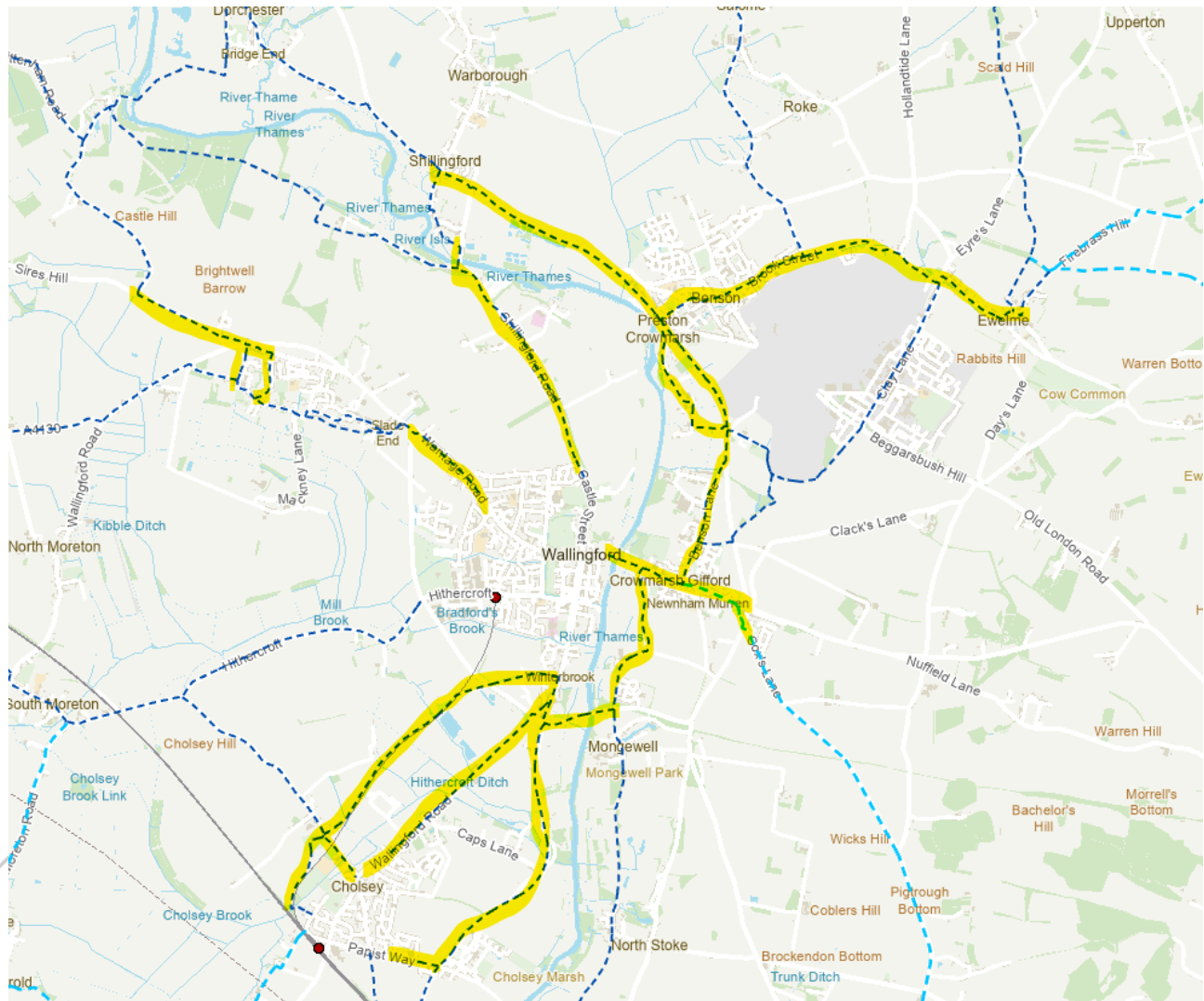


Figure 29: Strategic Active Travel Network audited routes

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The following routes that were audited were identified on the SATN:

Table 5: Routes which overlap with SATN

Route Number	Route Location	SATN Categorisation
2F	Castle Street (High Street - Castle Street)	Proposed Strategic Alignment
3A	The Street (Castle Lane - Benson Lane)	Proposed Strategic Alignment
3B	Benson Lane (The Street - A4074 Benson Lane)	Proposed Strategic Alignment
3C	Preston Crowmarsh (A4074 - Preston Crowmarsh/ A4074)	Proposed Strategic Alignment
3D	Church Road (A4074 - B4009 Castle Square)	Proposed Strategic Alignment
3E	High Street (B4009 Castle Square - Brook Street/ Crown Square)	Proposed Strategic Alignment
3H	A4074 (Elm Bridge Roundabout - Benson Lane)	Proposed Strategic Alignment
4A	The Street/Meadow Lane/Old Reading Road (Benson Lane – A4074 Port Way)	Proposed Complementary Alignment
4B	A4074 Port Way/Meadow Lane (The Street – Meadow Lane)	Proposed Complementary Alignment
4D	High Street (Green Lane - Parson’s Lane)	Proposed Strategic Alignment
4E	Benson Road/ Brook Street (High Street - Green Lane)	Proposed Strategic Alignment
5B	PRoW (The Street - Nosworthy Way/ The Ridgeway)	Proposed Strategic Alignment
6A	Reading Road/ Squire’s Walk (St John’s Road - Wallingford Road/ A4130 Bosley Way)	Proposed Strategic Alignment
6B	Wallingford Road (A4130 Bosley Way - Caps Lane)	Proposed Strategic Alignment
6C	Wallingford Road (Church Road - Caps Lane)	Proposed Strategic Alignment
6D	Church Road (Wallingford Road - Church Road)	Proposed Strategic Alignment
6I	Reading Road (A4130 Nosworth Way - Papist Way)	Proposed Strategic Alignment
7A	Station Road/ Wantage Road (Calvin Thomas Way - St Georges Road)	Proposed Strategic Alignment
7B	A4130 High Road (Wantage Road/ Calvin Thomas Way - Sires Hill)	Proposed Strategic Alignment
7E	High Road (A4130 High Road - High Road)	Proposed Strategic Alignment

## 4.2. Monitoring and Reviewing the LCWIP

This LCWIP will be regularly reviewed to ensure that progress is being made on improving the network for walking and cycling in the Wallingford area and that these reflect the needs of the community. This will be undertaken by the responsible Highway Authority that covers this area at any time over the next 10-year period.

Note that the omission of an infrastructure improvement from this first version of the LCWIP will not preclude Oxfordshire County Council from seeking that improvement in the event that it is deemed appropriate for the developer to do so.

To inform any updates to the LCWIP, a public consultation will be held alongside engagement with stakeholders. In the meantime, any suggestions for improvements to walking and cycling in any of the areas within this scope can be made by contacting [southandvale@oxfordshire.gov.uk](mailto:southandvale@oxfordshire.gov.uk). These suggestions will be added to the list of any additional schemes for evaluation and depending on the outcome of this, may be added to further iterations of the Wallingford Area LCWIP.

As part of the development of the LCWIP, as well as a wider interest in the movement of people around our market towns, continuous monitoring will take place in collaboration with the OCC iHub Data Collection team via the use of counters which have been installed in Wallingford Market Place to count the number of pedestrians, two-wheelers, small vehicles and large vehicles in the town centre. This will assist with informing the monitoring of schemes and provide future justifications for interventions. Where there are no current live data collectors, surveys will be undertaken before and after the implementation of any measure identified in this LCWIP.



## 5. Glossary

<b>Active Travel</b>	Making journeys in physically active ways – like walking, wheeling (using a wheelchair or mobility aid), cycling, or scooting’
<b>Air Quality Management Area (AQMA)</b>	Areas where air pollution levels exceed the accepted national air quality objectives.
<b>All bike types</b>	Refers to all forms of bicycle including standard bikes, cargo bikes, tandem bikes, and tricycles etc.
<b>Appraisal</b>	An assessment
<b>Areas of deprivation</b>	Areas that do not have something that is essential for day-to-day life and where there are less opportunities compared to other areas
<b>At-grade controlled crossing</b>	A signalised (traffic light) crossing across a road
<b>Audit</b>	The examination of something against set criteria
<b>Boardwalk</b>	An elevated path often made of wood
<b>Bridleway</b>	A path or track where horse riders have right of way which can also be used for walking and cycling
<b>Conservation Area</b>	An area of historic, architectural or rural significance that has been designated for protection. This places restrictions on the changes that can be made in the area.
<b>Contraflow cycle lane</b>	A cycle lane which allows people cycling to travel in the opposite direction to other traffic. Often used on one-way roads to allow people cycling a direct passage along the road. <sup>5</sup>
<b>Department for Transport (DfT)</b>	The government department responsible for the English transport network
<b>Desire lines</b>	The most direct route for people cycling or walking to travel; this may not be a formal path
<b>Dropped kerbs</b>	Features to facilitate non-stepped access to allow wheelchair/mobility aid users and people with pushchairs to cross the road unimpeded.
<b>Dutch-style roundabout</b>	As the name suggests, this type of roundabout has been inspired by the Dutch, with a priority lane for people cycling around the outside of the roundabout and controlled crossings on each arm of the junction for people walking. Vehicles are expected to give way to people cycling and walking crossing at the entry/exit arms of the roundabout.
<b>Feasibility</b>	How easy something is to do
<b>Footway buildout</b>	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.
<b>Formal pedestrian crossing</b>	A signal-controlled crossing for people walking across a road

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<b>Guard railing</b>	Safety features often made of metal that are placed on a path to slow down people cycling and walking to prevent conflict between different users and alert to hazards including a road.
<b>Highway boundary</b>	The extent of the highway and land owned, managed or controlled by the highway authority
<b>Isochrone</b>	A line on a map or diagram that connects places that take the same time to travel to from a specified point
<b>Killed or seriously injured (KSI)</b>	Standard metric used to measure road safety
<b>Kissing gate</b>	A gate that allows people but not livestock to pass through and has a standard gate and half-round or V-shape feature
<b>Land take</b>	An area of land required for infrastructure
<b>Link footway</b>	Linking local access footways through urban areas and busy rural footways
<b>Local access footways</b>	Footways associated with low usage, short estate roads to the main roads and cul-de-sacs
<b>Local cycling and walking infrastructure plan (LCWIP)</b>	Strategic policy documents that identify improvements to active travel infrastructure at the local level
<b>Local cycle connection</b>	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
<b>Local Transport and Connectivity Plan (LTCP)</b>	Oxfordshire County Council's new Local Transport Plan (2022)
<b>Long term</b>	Typically more than 5 years – more aspirational improvements or those awaiting a defined solution
<b>Lower Super Output Area (LSOA)</b>	A geographic area that has a population of approximately 1,500 and is based on Census data
<b>Medium term</b>	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.
<b>Network plan</b>	A map showing routes for cycling and walking and how these connect together between origins and destinations
<b>Non-committed</b>	Used to describe a proposed development site which does not yet have planning permission approved.
<b>Pegasus crossing</b>	A type of controlled crossing that caters to people riding horses as well as people walking and cycling.
<b>Pelican crossing</b>	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.
<b>Permanent cycle counters</b>	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.
<b>Place shaping</b>	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.
<b>Prestige/primary walking route</b>	Very busy areas of town, with high public space and street scene contribution and main walking routes

<b>Primary cycle connection</b>	High flows of people cycling are forecast along desire lines that link large residential areas to trip attractors such as town centre
<b>Propensity to Cycle Tool (PCT)</b>	A tool that shows routes where cycling is currently common and routes where there is the potential for cycling to increase
<b>Public Rights of Way (PRoW)</b>	Network of routes where public use is legally protected
<b>Public transport</b>	Transport that is available to the public for a set fare and includes buses and trains
<b>Puffin crossing</b>	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.
<b>Raised table</b>	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.
<b>Refuge island</b>	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.
<b>Route Selection Tool (RST)</b>	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
<b>Rural hinterland</b>	The rural area surrounding a town or city
<b>Secondary cycle connection</b>	Medium flows of people cycling are forecast along desire lines that link to trip attractors such as schools, colleges and employment sites
<b>Secondary walking route</b>	Medium, usage routes through local areas feeding into primary routes, local shopping centres, etc
<b>Service centre</b>	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
<b>Service road</b>	A road that runs parallel to the main road and provides access to properties
<b>Segregated cycle track</b>	A cycle facility physically segregated from vehicles and people walking
<b>Segregated shared footway/cycleway</b>	A footway that legally allows cycling, with separate spaces for people walking and cycling. Segregation is usually light and consists of signage and markings.
<b>Shared use footway/cycleway</b>	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. <sup>6</sup>
<b>Sheffield cycle stand</b>	A metal cycle stand that is inverted U shaped
<b>Short term</b>	Typically less than 3 years – improvements which can be implemented quickly or are under development

<sup>6</sup> Photo credit: TSRGD 2016, Diagram 956

<b>Sparrow crossing</b>	A sparrow crossing is the same as a tiger crossing; however, it is at a signal-controlled (traffic light) junction <sup>7</sup>
<b>Steering group</b>	A group of local stakeholders and council officers, which gathers to discuss progress and ideas and ensures that local views are represented
<b>Tactile paving</b>	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.
<b>Tiger crossing</b>	(Parallel crossing) – A tiger crossing consists of a zebra crossing with a parallel priority space for people cycling to cross.
<b>Topography</b>	The natural form and features of an area
<b>Toucan crossing</b>	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.
<b>Trip generator</b>	An area or place people travel from and to
<b>Uncontrolled pedestrian crossing</b>	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.
<b>Walking Route Audit Tool (WRAT)</b>	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.
<b>Wayfinding</b>	Signage to support people walking and cycling navigate their way around a place
<b>Wheeled users</b>	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.
<b>Zebra crossing</b>	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.

<sup>7</sup> Photo credit: <https://www.stockport.gov.uk/news/stockports-first-bee-network-scheme-which-will-be-part-of-greater>

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## 1. Policy Context Detail

Table 1: Policy, strategies and guidance detail

National Policies, Strategies and Guidance	
Future of Mobility Urban Strategy – Moving Britain Ahead (DfT, 2019) <sup>1</sup>	<p>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:</p> <ul style="list-style-type: none"> <li>ensuring cycling and walking are the first mode choice for short journeys;</li> <li>promoting innovation to reduce congestion and more efficiently use road space, such as through ride sharing;</li> <li>promoting transport modes that contribute to the zero-carbon emissions transition; and</li> <li>creating an integrated transport system combining public, private and multiple modes.</li> </ul>
The Transport Investment Strategy: Moving Britain Ahead (2017) <sup>2</sup>	<p>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.</p>
Inclusive Transport Strategy: Achieving equal access for disabled people (2018) <sup>3</sup>	<p>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.</p>
Inclusive Mobility: A guide to best practise on access to pedestrian and transport infrastructure (DfT, 2021) <sup>4</sup>	<p>Guidance is provided on how to make transport infrastructure suitable for people with disabilities. This in turn ensures that the public realm is accessible for these people.</p>
Cycling and Walking Investment Strategy (DfT, 2017) <sup>5</sup>	<p>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</p>

<sup>1</sup> Department for Transport, Future of Mobility: Urban Strategy, Moving Britain Ahead, 2019, [Future of mobility: urban strategy \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/424247/future-of-mobility-urban-strategy.pdf)

<sup>2</sup> Department for Transport, Transport Investment Strategy, Moving Britain Ahead, 2017, [Transport Investment Strategy.pdf \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/424247/transport-investment-strategy.pdf)

<sup>3</sup> Department for Transport, The Inclusive Transport Strategy: Achieving Equal Access for Disabled People, 2018, [The Inclusive Transport Strategy: Achieving Equal Access for Disabled People \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/424247/the-inclusive-transport-strategy-achieving-equal-access-for-disabled-people.pdf)

<sup>4</sup> Department for Transport, Inclusive Mobility – A Guide to Best Practise on Access to Pedestrian and Transport Infrastructure, 2021, [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/424247/inclusive-mobility-a-guide-to-best-practise-on-access-to-pedestrian-and-transport-infrastructure.pdf)

<sup>5</sup> Department for Transport, Cycling and Walking Investment Strategy, 2017, [Cycling and Walking Investment Strategy \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/424247/cycling-and-walking-investment-strategy.pdf)

	<p>the safety of streets for cycling and supporting more school children to cycle.</p>
<p>Gear Change: A bold vision for cycling and walking (DfT, 2020)<sup>6</sup></p>	<p>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:</p> <ul style="list-style-type: none"> <li>• cycling and walking becoming the natural choice for short journeys, with half of all journeys in towns and cities cycled or walked by 2030;</li> <li>• providing everybody with the opportunity to cycle or walk;</li> <li>• to address inequalities; and</li> <li>• creating safe streets where people feel confident to cycle.</li> </ul> <p>The following actions and design principles will help realise this ambition:</p> <ul style="list-style-type: none"> <li>• cycle infrastructure should be accessible for everyone;</li> <li>• cycle tracks that are physically separated from all other</li> <li>• modes of travel on roads and at junctions;</li> <li>• cyclists must be treated as vehicles, not pedestrians;</li> <li>• cycling, walking and bus corridors created through low traffic neighbourhoods</li> <li>• implement school streets;</li> <li>• create zero-emission zones;</li> <li>• removal of barriers on existing cycle routes</li> <li>• infrastructure that caters for a high number of people cycling;</li> <li>• connecting routes to produce a continuous, direct, logical and coherent network;</li> <li>• increase cycle parking and locate it where it is needed;</li> <li>• wayfinding to assist navigation of routes;</li> <li>• promotion of cycling for freight;</li> <li>• cycling and walking prescribed by GPs</li> <li>• improved cycle training opportunities for everybody; and</li> <li>• increased funding opportunities for local authorities for schemes that meet the strict criteria outlined in the plan.</li> </ul>
<p>Cycle Infrastructure Design, Local Transport Note 1/20 (DfT, 2020)<sup>7</sup></p>	<p>LTN 1/20 provides guidance for the design of cycle infrastructure. The key principles of the guidance include:</p> <ul style="list-style-type: none"> <li>• ensuring cycle infrastructure is accessible for everyone;</li> <li>• treating cycles as vehicles and providing space for people to cycle that is separate from people walking;</li> </ul>

<sup>6</sup> Department for Transport, Gear Change: A bold vision for cycling and walking, 2020, [Gear change: a bold vision for cycling and walking \(publishing.service.gov.uk\)](https://www.gov.uk/government/publications/gear-change-a-bold-vision-for-cycling-and-walking)

<sup>7</sup> Department for Transport, Cycle Infrastructure Design, Local Transport Note 1/20, 2020, [Cycle Infrastructure Design \(publishing.service.gov.uk\)](https://www.gov.uk/government/publications/cycle-infrastructure-design)

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	<ul style="list-style-type: none"> <li>• physically separating people cycling from motor vehicles at junctions and on roads;</li> <li>• designing cycle infrastructure for a high number of people cycling and for all types of cycles;</li> <li>• considering the closure of side streets as an alternative to main road routes for people cycling;</li> <li>• providing cycle parking in sufficient amounts at the places where people want to go; and</li> <li>• consistent, logical, direct and comfortable routes must be provided.</li> </ul> <p>Cycle networks and routes should be designed so that they are:</p> <ul style="list-style-type: none"> <li>• coherent;</li> <li>• direct;</li> <li>• safe;</li> <li>• comfortable; and</li> <li>• attractive.</li> </ul> <p>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.</p>
<p>Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities, (DfT, 2017)<sup>8</sup></p>	<p>Guidance for producing LCWIPs. This recommends an approach that follows six stages – determining the scope, gathering information, network planning of cycling, network planning for walking, prioritising improvements, and integration and application.</p>
<p>Decarbonising Transport: A Better, Greener Britain (DfT, 2021)<sup>9</sup></p>	<p>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:</p> <ul style="list-style-type: none"> <li>• half of all journeys in towns and cities will be cycled or walked by 2030</li> <li>• a world class cycling and walking network in England will be delivered by 2040.</li> </ul> <p>Emphasis is also placed on reallocating road space for sustainable modes, the opportunities Low Traffic Neighbourhoods provide for cycling and walking and the importance of soft measures to support infrastructure.</p>
<p>National Planning Policy Framework (2024)</p>	<p>Outlines planning policies when making decisions on land-uses, with a focus on sustainable development and travel. This makes reference to completed LCWIPs in Chapter 9, “Promoting sustainable transport”, Paragraph 111(d):  <i>“Planning polices should:</i></p>

<sup>8</sup> Department for Transport, Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities, 2017, [Local cycling and walking infrastructure plans technical guidance \(publishing.service.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/624212/local_cycling_and_walking_infrastructure_plans_technical_guidance.pdf)

<sup>9</sup> Department for Transport, Decarbonising Transport: A Better, Greener Britain, 2021, [Decarbonising Transport – A Better, Greener Britain \(publishing.service.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/978212/decarbonising_transport_a_better_greener_britain.pdf)

	<p><i>(d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)."</i></p> <p>Furthermore, the development and completion of a local area's LCWIP can support other aspects of the NPPF Chp 9, such as:</p> <p><b>P.109:</b> Transport issues should be considered from the earliest stages of planning and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:</p> <p><b>(d)</b> realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;</p> <p><b>(e)</b> identifying and pursuing opportunities to promote walking, cycling and public transport use</p> <p>Considering development proposals</p> <p><b>P 115:</b> In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:</p> <ul style="list-style-type: none"> <li>(a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;</li> <li>(b) safe and suitable access to the site can be achieved for all users</li> </ul> <p><b>P. 117:</b> Within this context, applications for developments should:</p> <p><b>(a)</b> give priority first to pedestrian and cycle movements both within the scheme and with neighbouring areas; and second - so far as possible – to facilitating access to high quality public transport services, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use"</p> <p>By having a completed LCWIP that has followed DfT guidance and undergone thorough engagement and consultation, this can support the NPPF policies for officers when considering and responding to planning applications.</p>
<b>Regional and Local Policies, Strategies and Guidance</b>	
<p>Oxfordshire County Council's Local Transport and Connectivity Plan (LTCP (2022) <sup>10</sup> and accompanying Active Travel Strategy (2022)<sup>11</sup></p>	<p>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.</p>

<sup>10</sup> Oxfordshire County Council, Local Transport and Connectivity Plan, 2022, [Local Transport and Connectivity Plan \(oxfordshire.gov.uk\)](https://www.oxfordshire.gov.uk)

<sup>11</sup> Oxfordshire County Council, Active Travel Strategy, 2022, [Oxfordshire County Council - Active Travel Strategy](#)

	<p>Key policies (condensed for inclusion in this document) to achieve the above objectives include:</p> <p><b>Policy 01:</b> Promote a transport user hierarchy that prioritises walking, followed by cycling and riding, public transport, motorcycles, shared vehicles and finally mortised modes in transport schemes, development proposals and policies.</p> <p><b>Policy 02:</b> Develop comprehensive walking and cycling networks.</p> <p><b>Policy 03:</b> Develop Local Cycling and Walking Infrastructure Plans... according to national guidance and best practice with the aim of increasing walking and cycling activity.</p> <p><b>Policy 07:</b> Oxfordshire County Council will ensure that improvements to cycling and walking networks and access to green infrastructure are supported by community activation measures.</p> <p><b>Policy 08:</b> Embed the Healthy Streets approach.</p> <p><b>Policy 13:</b> Develop 20-minute neighbourhood concept.</p> <p><b>Policy 15:</b> Adopt a vision zero approach, which seeks to eliminate all fatalities and severe injuries on Oxfordshire's roads and streets.</p> <p><b>Policy 22:</b> Consider multi-modal travel as a central option for transport planning.</p> <p><b>Policy 27:</b> Net-zero transport network by 2040.</p> <p><b>Policy 33:</b> Ensure the parking requirements of all modes of transport are considered.</p> <p><b>Active Travel Strategy</b> - 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.</p> <p>This document sets out how an increase in walking and cycling will be achieved through street and infrastructure design.</p>
<p>Oxfordshire Walking Design Standards, Oxfordshire County Council (2017)<sup>12</sup></p>	<p>Guidance is provided on the design of walking infrastructure to support a greater uptake of walking by all.</p>
<p>Oxfordshire Cycling Design Standards, Oxfordshire County Council (2017)<sup>13</sup></p>	<p>Guidance is provided on the design of cycling infrastructure to support a greater uptake of cycling by all, including cargo bikes.</p>

<sup>12</sup> Oxfordshire County Council, Oxfordshire Walking Design Standards, 2017, [walkingstandards](https://www.oxfordshire.gov.uk/walkingstandards) ([oxfordshire.gov.uk](https://www.oxfordshire.gov.uk))

<sup>13</sup> Oxfordshire County Council, Oxfordshire Cycling Design Standards, 2017, [cyclingstandards](https://www.oxfordshire.gov.uk/cyclingstandards) ([oxfordshire.gov.uk](https://www.oxfordshire.gov.uk))

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OCC Mobility Hub Strategy <sup>14</sup>	Guidance is provided on the concept of mobility hub, the types depending on the location of potential sites, and how these can be applied.
Climate Action Framework, OCC (2020) <sup>15</sup>	Objectives for Oxfordshire are identified in response to the climate crisis. These include: <ul style="list-style-type: none"> <li>• normalising active travel and making this accessible to all;</li> <li>• reducing emissions by 50% by 2030; and</li> <li>• achieving net-zero by 2050.</li> </ul>
Oxfordshire Strategic Vision for Long-Term Sustainable Development (2021) <sup>16</sup>	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 being carbon neutral, digital connectivity, and sustainable travel.
Oxfordshire Joint Health and Wellbeing Strategy (2018-2023) (2019) <sup>17</sup>	Sets out how residents' health and wellbeing can be improved and includes the following objectives/ aims relevant to transport: <ul style="list-style-type: none"> <li>• promoting physical activity including active; travel to prevent illness and improve health</li> <li>• tackling inequality, including by improving access to opportunities; and</li> <li>• promoting healthy place making.</li> </ul>
South Oxfordshire Local Plan (2035) <sup>18</sup>	The South Oxfordshire Local Plan sets out a strategy for sustainably delivering growth across the District while maintaining the natural and built environment. This is to be supported by core objectives that include: <p><b>OBJ4.2</b> – “Make sustainable transport, walking and cycling an attractive and viable choice for people, whilst recognising that car travel and parking provision will continue to be important in this predominantly rural district.”</p> <p><b>OBJ5.2</b> – “Support development that respects the scale and character of our towns and villages, enhancing the special character of our historic settlements and the surrounding countryside.”</p> <p><b>OBJ6.1</b> – “Champion neighbourhood planning, empowering local communities to direct development within their area and provide support to ensure Neighbourhood Development Plans are deliverable, achievable and sustainable.”</p> <p><b>OBJ7.1</b>- “Protect and enhance the natural environment, including biodiversity, the landscape, green infrastructure and our waterways, placing particular importance on the value of the Oxford Green Belt, our two Areas of Outstanding Natural Beauty and the River Thames.”</p>

<sup>14</sup> Oxfordshire County Council, Oxfordshire County Council Mobility Hub Strategy, 2023, <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/MobilityHubStrategy.pdf>

<sup>15</sup> Oxfordshire County Council, Climate Action Framework, 2020, [2020 Climate Action Framework \(oxfordshire.gov.uk\)](https://www.oxfordshire.gov.uk/sites/default/files/file/ClimateActionFramework2020.pdf)

<sup>16</sup> Oxfordshire County Council, Oxfordshire's Strategic Vision for Long-Term Sustainable Development, 2020,

<sup>17</sup> Oxfordshire County Council, Oxfordshire Joint Health and Wellbeing Strategy (2018-2023), 2019, [Health and wellbeing strategy - 2024-2030 \(oxfordshire.gov.uk\)](https://www.oxfordshire.gov.uk/sites/default/files/file/HealthandWellbeingStrategy2018-2023.pdf)

<sup>18</sup> South Oxfordshire District Council, South Oxfordshire Local Plan 2035, 2010, [SODC-LP2035-Publication-Feb-2021.pdf \(southoxon.gov.uk\)](https://www.southoxon.gov.uk/sites/default/files/file/SODC-LP2035-Publication-Feb-2021.pdf)

	<p><b>OBJ7.2</b> – “Conserve and enhance our rich and varied historic assets and their settings, celebrating these as some of our strongest attributes.”</p> <p><b>OBJ8.1</b> – “Minimise carbon emissions and other pollution such as water, air, noise and light, and increase our resilience to the likely impact of climate change, especially flooding. Lower energy use and support an increase in renewable energy use. Support growth in locations that help reduce the need to travel.”</p> <p>Further to this, the Local Plan sets out a strategy for Wallingford which details support for proposals that support the marketplace as a focal hub, and address air quality issues in the town centre.</p>
<p>Joint Local Plan (JLP) (2041) (emerging)<sup>19</sup></p>	<p>The JLP is currently emerging but those policies that have been consulted on will only strengthen the need for improvements to the active travel network in these areas. Such policies include a strong focus on planning applications only being approved if they deliver sustainable infrastructure. Part of this has an emphasis on those schemes identified within LCWIPs and therefore strengthens the need for this one to increase the likelihood of all those improvements identified at this stage being delivered in a timely manner. These policies include:</p> <p><b>Policy IN1 – Infrastructure and Service Provision:</b>  (2) Planning permission will only be granted for developments where the infrastructure and services needed to meet the needs of new developments are already in place or can be provided. Where appropriate, and agreed with the council, financial contributions payable to an agreed timetable will be sought to enable the delivery of infrastructure and/or services by another party. Alternatively, infrastructure and/or services may be required to be delivered by the developer to an agreed timetable. Infrastructure and/or services includes the requirements set out in the councils’ Infrastructure Delivery Plan, the Developer Contributions Supplementary Planning Document, the safeguarded schemes listed in Policy IN3 (Transport infrastructure and safeguarding), Housing Infrastructure Fund infrastructure, <b>Local Cycling and Walking Infrastructure Plans (LCWIPs)</b>, Leisure Facilities Assessment and Strategy and Playing Pitch Strategy, Green Infrastructure Strategy and Open Space Study, any relevant made neighbourhood plans, and/or infrastructure and services needed to mitigate the impact of the new development to make it acceptable in planning terms.</p> <p><b>Policy IN3 – Transport Infrastructure and safeguarding</b>  The council, working with OCC and relevant stakeholders, will support the following infrastructure schemes and transport priorities. Development should contribute to the delivery of these schemes and priorities where appropriate:</p> <ol style="list-style-type: none"> <li>1. Maintaining, improving and adding to walking and cycling infrastructure, including, for example, through</li> </ol>

<sup>19</sup> South Oxfordshire and Vale of the White Horse District Councils Joint Local Plan, Pre-submission publication version (Regulation 19), October 2024, [Joint-Local-Plan-2041-Publication-Version\\_October-2024.pdf](#)

	<p>development of further LCWIPs and delivery of schemes included in existing LCWIPs as well as delivering schemes included in the SATN.</p> <ol style="list-style-type: none"> <li>2. Protecting, enhancing and adding to the Public Right of Way network, National Cycle Routes, National Trails and recreational routes, and Open Access Areas</li> <li>3. (N/A)</li> <li>4. Delivery of mobility hubs to support transport interchanges</li> </ol>
<p>Wallingford Neighbourhood Plan Review (2025)<sup>20</sup></p>	<p>A community-led planning document that form part of the Government’s approached to give local people a greater say in the future development and growth of their local area. The plan puts sustainable development at the heart of its proposals, recognising the importance of social, economic and environmental objectives.</p> <p>The overall strategy details the declaration of a climate emergency in May 2020 and guidance for new developments to alleviate this and to balance the need for new development with the ability of the existing and planned infrastructure to support that development to enhance Wallingford’s role as a hub for surrounding villages. Part of this looks to reduce the amount of vehicular traffic and give priority to pedestrians in the town centre and provide the infrastructure to do so, including a network of recreational walking routes to link to the two National Landscapes that boarder the town, as well as to the Thames Path National Trail.</p> <p>There are policies in place to support this, including:</p> <p><b>Policy WS1: The Local Strategy for Wallingford</b></p> <p><b>WS1.1(e):</b> create a Wallingford Green Network that links public rights of way with the National Trails, Local green Spaces and public amenity green spaces enabling residents and visitors to easily access natural areas and to improve and extend biodiversity.</p> <p><b>WS1.1(i):</b> minimise the adverse effects of car travel, particularly air pollution in the town centre, congestion at peak times, discourteous parking and speeding, which makes our roads less attractive for other users, by:</p> <ul style="list-style-type: none"> <li>- supporting walking and cycling as the first choice for journeys within Wallingford and ensuring new developments bring existing routes up to a high standard making them more attractive and practical to use, and provide new well-lit footpaths and cycle paths or lanes and pedestrian crossing facilities;</li> <li>- supporting bus services to all key destinations including railway stations, and ensuring that new developments provide high quality bus stops and new bus services where required, as well as direct, safe and well-lit walking routes to the bus stops;</li> <li>- ensuring that any new development does not add to air pollution, traffic congestion and speeding on local roads through appropriately sited access arrangements and traffic calming measures, or if such</li> </ul>

<sup>20</sup> Wallingford Town Council, Wallingford Neighbourhood Plan 2025, [Wallingford Neighbourhood Plan - South Oxfordshire District Council](#)

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	impacts do result from new developments that these are mitigated properly.
Benson Neighbourhood Development Plan Review ( <i>Adopted March 2023 to replace the BNDP adopted in 2018</i> ). <sup>21</sup>	<p>Benson PC have a comprehensive understanding of the transport issues the village faces, as set out in their NDP which includes evidence gathering of speed limits, dangerous junctions and parking surveys. They include policies for new developments to provide sustainable transport infrastructure including 2m footways and 1.5m cycleways on every new road provided, as per that being delivered on the Benson Relief Road. There is a strong focus on the importance of sustainable transport developments and the need to improve the network within the village to accommodate the movements of those walking, wheeling and cycling.</p> <p><b>Policy NP9 – Pedestrians and Cyclists:</b> “Major housing developments should provide on-site footways &amp; pedestrian safety measures to facilitate pedestrian access to the village centre, to community facilities and to surrounding countryside and settlements. These footways should incorporate and link with existing footway networks and should be in accordance with principals H1-H6 of the Design Guidance.</p> <p>New development should provide on-site cycle paths both in general, and specifically to facilitate access to the village centre, to community facilities, and to surrounding countryside and settlements. They should also contribute where relevant to improvements to existing cycle facilities.</p>
Cholsey Neighbourhood Plan (2022) <sup>22</sup>	<p>Cholsey PC understand the importance of reducing congestion and the impact this has on their natural environment as well as the attractiveness of these spaces for active travel.</p> <p><b>Policy CNP1 – Development proposals</b> should take account of the role Cholsey as a Larger Village in the District’s settlement hierarchy in general, and its natural, heritage and environmental characteristics in particular. Development proposals will be supported, as appropriate to their scale and nature, where they positively:</p> <ul style="list-style-type: none"> <li>- minimise car travel, particularly congestion at peak times, discourteous parking, and speeding, which makes our roads less attractive for other users by making walking, cycling and public transport more attractive options for local journeys and ensuring new developments mitigate their impact by contributing to the network of routes available by adding new routes and making existing routes more attractive and practical. This may include new junction arrangements and pedestrian crossing facilities.</li> </ul>
Cholsey Strategic Plan (2024-2029) <sup>23</sup>	A community-led plan to improve the quality of life and local environment for the residents of Cholsey, detailing a vision for the parish and goals to achieve this. Key goals that are relevant to this LCWIP include:

<sup>21</sup> Benson Parish Council, Benson Neighbourhood Plan Revision 2022-2035, [Benson Neighbourhood Plan - South Oxfordshire District Council](#)

<sup>22</sup> Cholsey Parish Council, Cholsey Neighbourhood Development Plan, 2022 [Cholsey Neighbourhood Plan - South Oxfordshire District Council](#)

<sup>23</sup> Cholsey Strategic Plan (2024-2029), [Cholsey We Choose 5 Year Plan LowRes.pdf](#)

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	<p>Goal 1 – To protect [their] environment by taking action against climate change and biodiversity loss.</p> <ul style="list-style-type: none"> <li>- To increase active travel</li> <li>- Save energy and reduce use of fossil fuels</li> <li>- Increase biodiversity</li> <li>- Reduce waste</li> </ul> <p>Goal 2 – To support and improve the health, wellbeing and safety of Cholsey residents.</p> <ul style="list-style-type: none"> <li>- Improve health</li> <li>- Increase wellbeing</li> <li>- Increase safety</li> </ul> <p>Goal 3 – To help build a more resilient community.</p> <ul style="list-style-type: none"> <li>- Develop robust community plans</li> </ul> <p>Maintain strong, inclusive, caring communities.</p>
<p>Crowmarsh Parish Neighbourhood Plan Review (2024)<sup>24</sup></p>	<p>The review details community views, including those that express concern at with the current capabilities of sustaining present levels of traffic and the impact this has on the bus journey times. The response from the Parish is to promote alternative and sustainable forms of transport and thus demonstrates a focus from the community on the need for an LCWIP.</p> <p>Within each land-use policy there is detail to ensure that sustainable travel is considered when development comes forward, e.g., within Policy CRP3: Land at Howberry Park, Benson Lane, subsection H) sets out the need for any development is supported by a transport assessment that encourages and enables improvements to sustainable transport methods.</p>
<p>Warborough and Shillingford Neighbourhood Plan (2018) and Review (2024)<sup>25</sup></p>	<p>The plan addresses the need to mitigate the impacts of the climate emergency through sustainable development. The following policy has been created that aligns with the LCWIP.</p> <p><b>Policy H3 – Active Travel</b> specifies the need for new developments to provide the following:</p> <ul style="list-style-type: none"> <li>- Links to community facilities and services – should be provided on site and tie in with existing network</li> <li>- Cycle paths – should be provided and tie in with existing network</li> <li>- Footpaths – where possible, be separated from road traffic</li> <li>- Traffic Evidence</li> </ul>

<sup>24</sup> Crowmarsh Parish Neighbourhood Plan, 2021, [Crowmarsh Neighbourhood Plan - South Oxfordshire District Council](#)

<sup>25</sup> Warborough and Shillingford Neighbourhood Plan (2018) and Review (2024), [Warborough and Shillingford Neighbourhood Plan - South Oxfordshire District Council](#)

## 2. Demographics

### 2.1. Population

The town of Wallingford has a population of around 8,600 residents (2021 Census)<sup>26</sup> with an expected rise by 2035 of around 40% if current housing developments proceed, with the neighbouring villages of Benson, Crowmarsh Gifford and Cholsey set to experience a similar rate of growth. Therefore, the current population estimates in the area are around 22,500. This is based on the Census 2021 data and does not account for the predicted ~40% growth in Wallingford and Crowmarsh Gifford but does account for the growth in Benson.

Table 2: Population figures. Source: respective neighbourhood plans and ONS.

Area	Census 2021 data
Wallingford	8,600
Crowmarsh Gifford	1,327
Benson	5,000
Cholsey	3,000
Ewelme	1,000
Brightwell-cum-Sotwell	1,500
Warborough and Shillingford	1,200
Total	22,500

<sup>26</sup> [Census Maps - Census 2021 data interactive, ONS](#)

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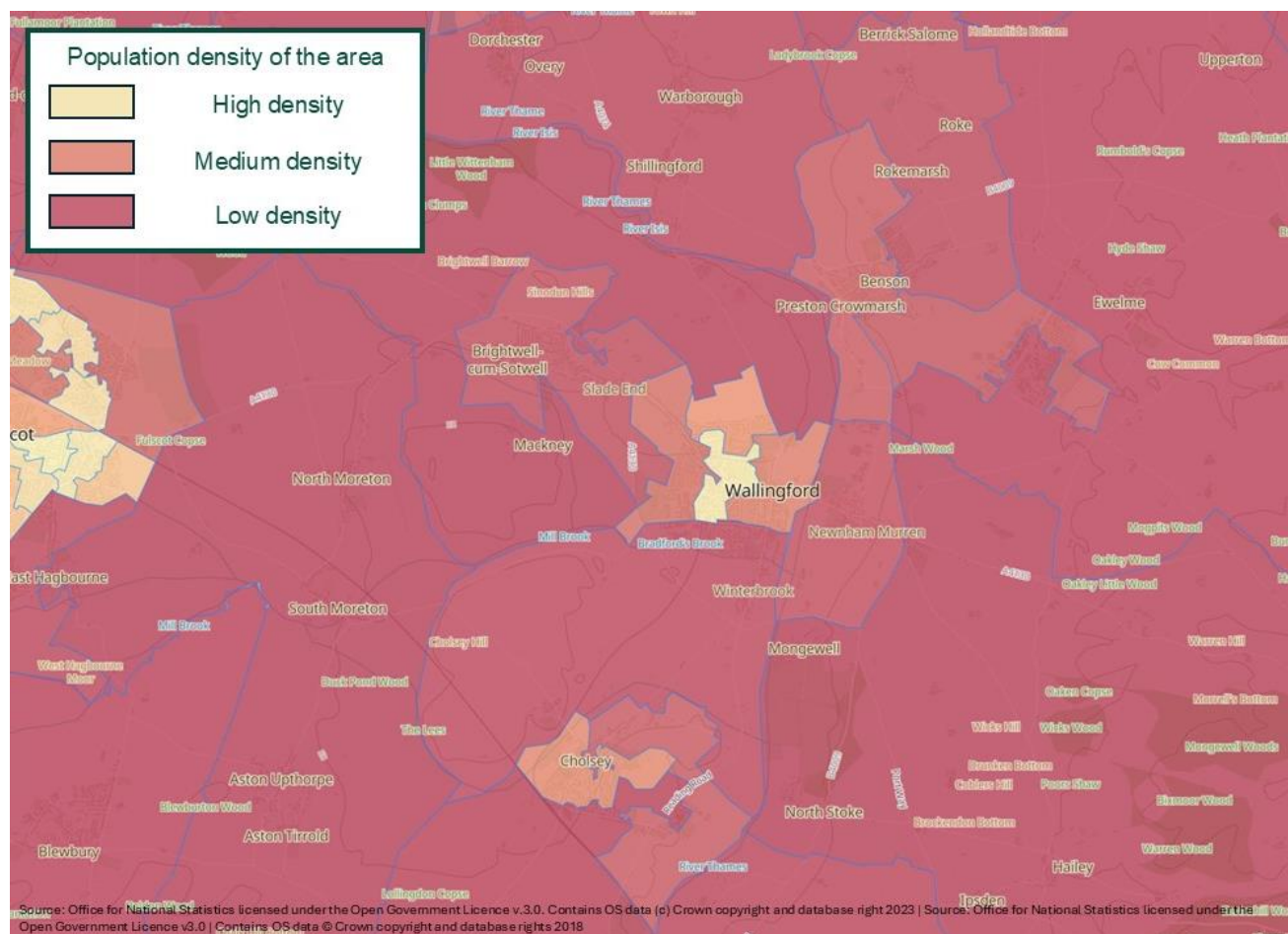


Figure 1: Population density, Source: Cadence, ONS

The spread of population is fairly even around the rural area with higher density levels found in central Wallingford and Cholsey.

Taken from the Oxfordshire County Council's Data Hub website, sourced from the Office of National Statistics (ONS), population data has been extracted. The output areas don't exclusively cover the areas looked at in this LCWIP and so most of the numbers are not wholly accurate to the specific settlement. Where this has happened, other sources have been referred to, such as the government-made parish websites which derive from their sources directly.

The map below shows the boundaries used to extract the population range data.<sup>27</sup>

<sup>27</sup> [Oxfordshire Data Hub – Population – Current Population](#)

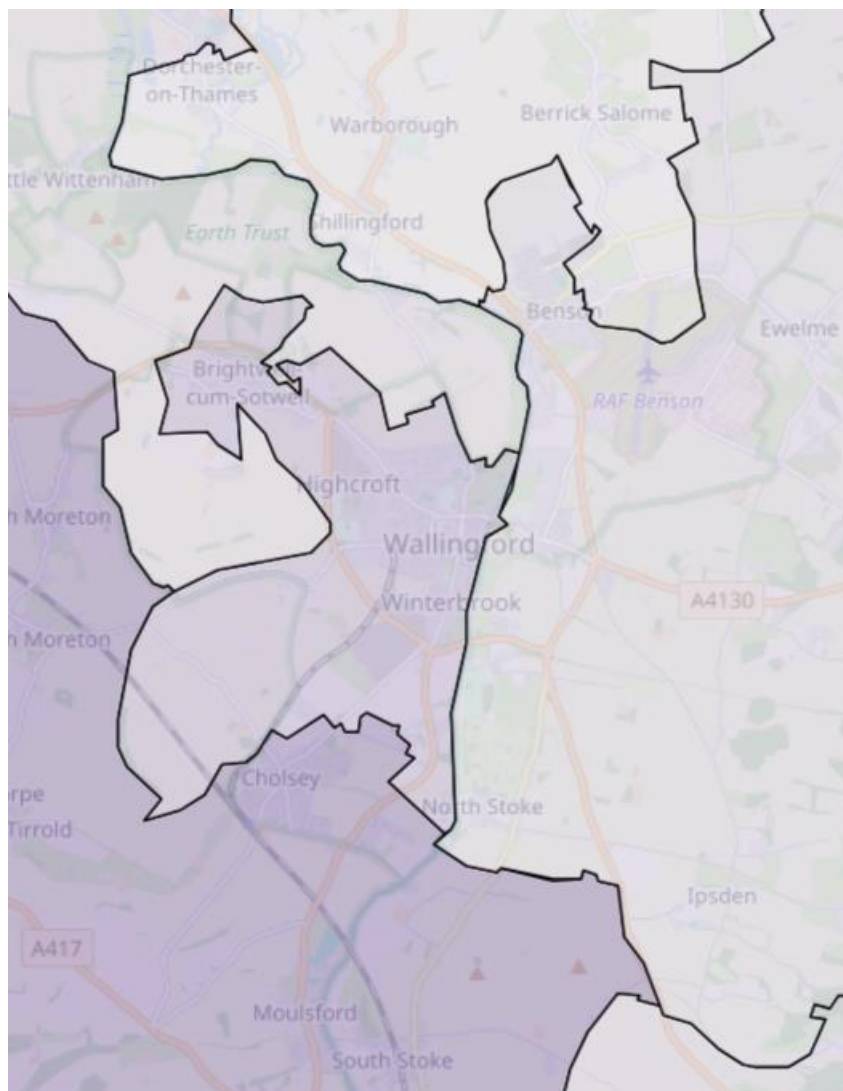


Figure 2: Population density

The age range of those living in Wallingford varies considerably, with the highest age band being 50-54 years, followed by 45-49 years. As noted in the Wallingford neighbourhood plan, Wallingford has more people over 50 than comparator groups for England.

Table 3: Population distribution for Wallingford, as per the NP (2025)

	Wallingford 2011	Wallingford 2021	England 2021
<b>Population</b>		8,500	58,490,000
<b>Aged 0 – 4</b>	7.2%	5.6%	5.4%
<b>Aged 5 – 9</b>	6.1	5.9	5.9
<b>Aged 10 – 14</b>	5.4	5.8	6
<b>Aged 15 – 19</b>	5.1	5.4	5.7
<b>Aged 20 – 24</b>	4.8	3.8	6
<b>Aged 25 – 29</b>	5.9	5.1	6.6
<b>Aged 30 – 44</b>	22.9	12.1	20
<b>Aged 45 – 59</b>	18.1	22.2	19.4
<b>Aged 60 – 64</b>	5.8	5.4	5.8
<b>Aged 65 – 74</b>	9.2	10.1	9.9

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<b>Aged 75 – 79</b>	6.3	7.7	3.6
<b>Aged 80 and over</b>	3	3.	3.9

Table 4: Population breakdown of each settlement, from ONS

<b>Population by age band</b>	<b>Wallingford and Brightwell-cum-Sotwell</b>	<b>Benson / Crowmarsh Gifford / Ewelme</b>	<b>Cholsey</b>
<b>90+</b>	148	64	98
<b>85 – 89</b>	216	125	187
<b>80 – 84</b>	326	197	305
<b>75 – 79</b>	440	298	426
<b>70 – 74</b>	516	367	535
<b>65 – 69</b>	507	339	528
<b>60 – 64</b>	547	395	561
<b>55 – 59</b>	645	497	687
<b>50 – 54</b>	787	468	820
<b>45 – 49</b>	729	510	815
<b>40 – 44</b>	614	601	813
<b>35 – 39</b>	610	619	874
<b>30 – 34</b>	563	621	992
<b>25 – 29</b>	472	633	826
<b>20 – 24</b>	367	621	470
<b>15 – 19</b>	528	351	536
<b>10 – 14</b>	570	423	827
<b>5 – 9</b>	576	536	872
<b>0 – 4</b>	527	495	837
<b>Totals</b>	9688	8160	12009

For Crowmarsh Gifford, Benson, Ewelme and Preston Crowmarsh, the age profile was a bit lower with the highest age band being 25-29. However, it is worth noting that this includes RAF Benson which may skew the data due to the young workforce here. This dataset also includes the nearby settlement of Nuffield, which is not included in the LCWIP scope.

For Cholsey, the age distribution is more varied, with a slightly younger population noted in the output area. However, it is worth noting that this output area includes nearby village of East and West Hagbourne, North and South Stoke, and Moulsoford and so the skew is considerable. According to the ONS and the Parish website, the population of Cholsey is 4,678 (2021)<sup>28</sup>.

<sup>28</sup> [CHOLSEY PARISH](#)

## 2.2. Deprivation

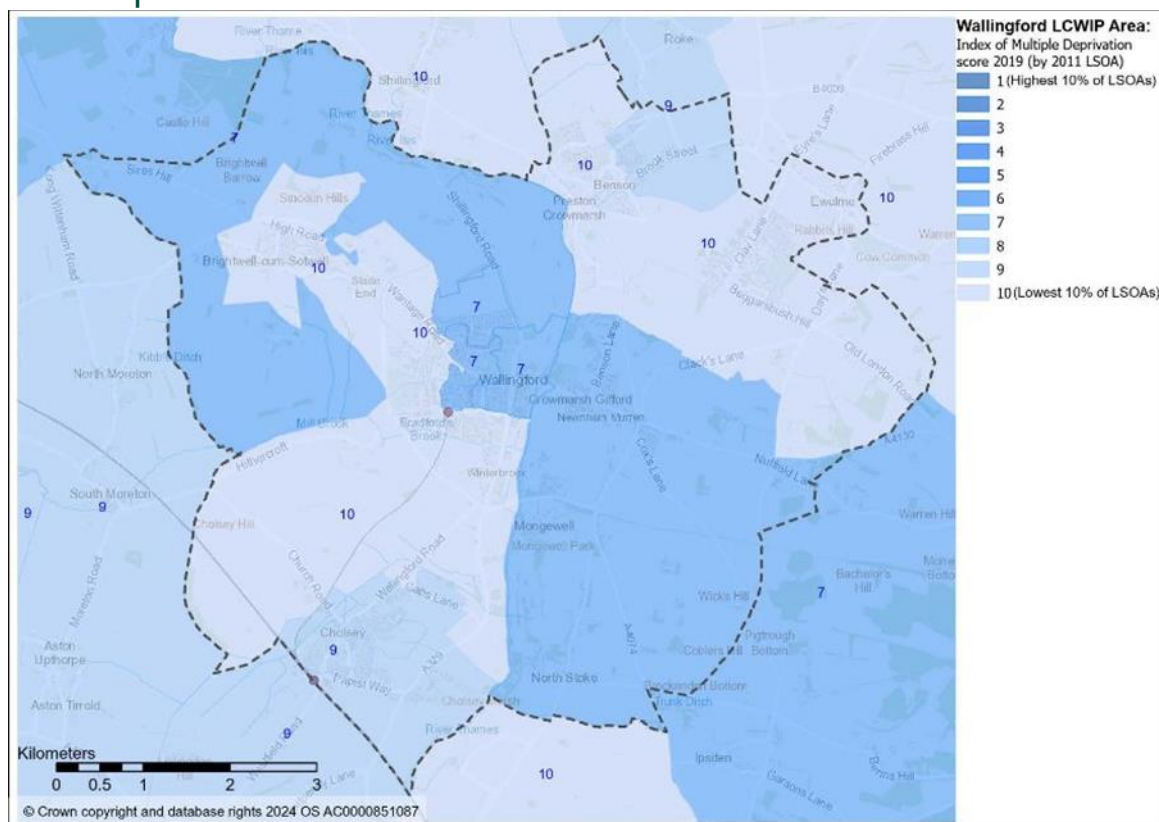


Figure 3: Index of Multiple Deprivation 2019 for the Wallingford Area <sup>29</sup>

The latest Indices of Multiple Deprivation (2019) showed that the Wallingford Area is un deprived in overall relative measures of deprivation. Many areas within the scope are in the lowest 10% for deprivation with the lowest score for the area being 7 in the 30% least deprived nationally. <sup>30</sup>

However, deprivation is present in the Wallingford Area when considering barriers to housing and services including distances to services. <sup>31</sup> Areas within the scope of this LCWIP score in the 10% most deprived nationally on this measure of deprivation.

<sup>29</sup> Indices of Deprivation. 2019. <https://www.gov.uk/guidance/english-indices-of-deprivation-2019-mapping-resources>

<sup>30</sup> Indices of Deprivation. 2019. (see notation 26)

<sup>31</sup> Ministry of Housing, Communities and Local Government, Index of Multiple Deprivation. 2019. [https://public.tableau.com/views/IMD2019Oxfordshire/IMD2019?:embed=y&:display\\_count=no&:show\\_VizHome=no#1](https://public.tableau.com/views/IMD2019Oxfordshire/IMD2019?:embed=y&:display_count=no&:show_VizHome=no#1)

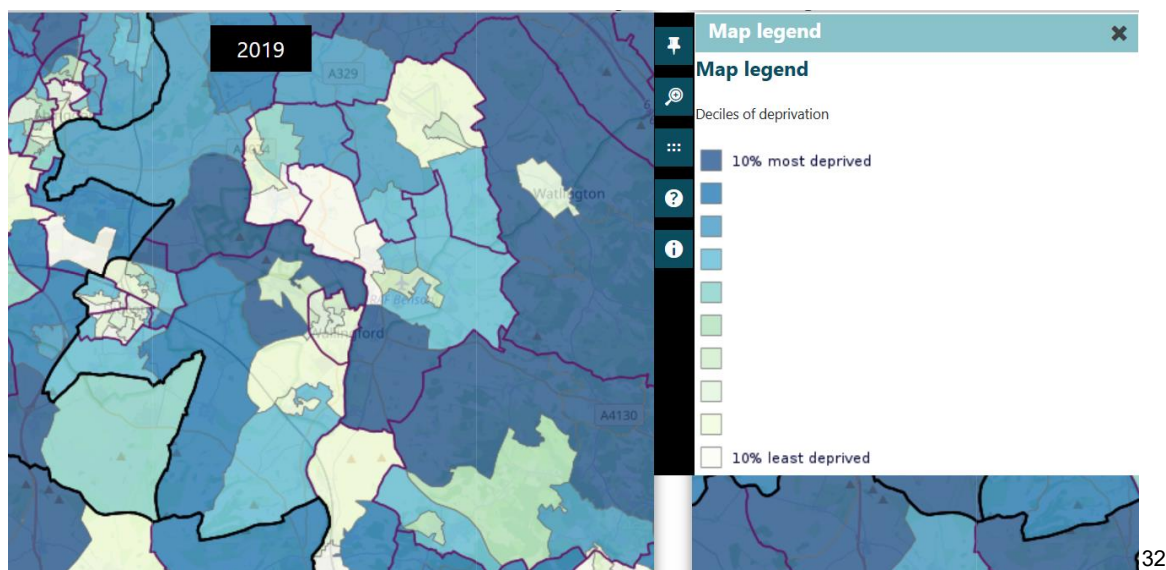


Figure 4: Index of Multiple Deprivation 2019 Barriers to Housing and Services Domain Score for the Wallingford Area <sup>33</sup>

<sup>32</sup> Ministry of Housing, Communities and Local Government, Index of Multiple Deprivation. 2019. [https://public.tableau.com/views/IMD2019Oxfordshire/IMD2019?:embed=y&:display\\_count=no&:showVizHome=no#1](https://public.tableau.com/views/IMD2019Oxfordshire/IMD2019?:embed=y&:display_count=no&:showVizHome=no#1)

<sup>33</sup> Index of Multiple Deprivation. 2019. Barriers to Housing and Services.

### 3. Health

Table 5: A summary of the health condition within the wards in the study area

Census Ward (2021)	Good and Very Good Health %	Fair Health %	Bad and Very Bad Health %
Wallingford	84	11.3	4
Benson and Crowmarsh (includes Ewelme, Warborough and Shillingford)	89	9	3
Cholsey	87	10	3

The Wallingford area shows high levels of general health in the 2021 census with those reporting Very Good Health and Good Health above 80% for all census wards in the study area.<sup>34</sup>

Levels of physical activity in the Wallingford area is also higher than average. With the proportion of people 16 or over who are physically active for at least 150 minutes a week being just above the district and county rates and above the national rate.<sup>35</sup>

The rate of childhood obesity at the end of primary school was lower than average. The National Child Measurement Programme data on child obesity shows that obesity rates for reception aged children (4-5 years) in the Wallingford area was similar to district and national averages. For year 6 children (10-11 years) the Wallingford area was significantly below (better than) the national average.<sup>36</sup>

High quality active travel provision is important in helping maintain and further improve these health, physical activity and childhood obesity levels.<sup>37</sup>

<sup>34</sup> Nomis Census, 2021, General Health TS037, <https://www.nomisweb.co.uk/datasets/c2021ts037>  
<https://www.nomisweb.co.uk/census/2011/qs701ew#:~:text=Get%20data%20from%20this%20table%20for%20a%20single,are%20as%20at%20census%20day%2C%2027%20March%202011.>

<sup>35</sup> Oxfordshire Data Hub. Wallingford Settlement Profile of Health and Wellbeing Evidence. 2020.  
<https://data.oxfordshire.gov.uk/health-and-social-care/community-insight-profiles/>

<sup>36</sup> Oxfordshire Data Hub. Wallingford Settlement Profile of Health and Wellbeing Evidence. 2020.  
<https://data.oxfordshire.gov.uk/health-and-social-care/community-insight-profiles/>

<sup>37</sup> Sustrans. Undated. The Role of Active Travel in Improving Health.  
<https://www.sustrans.org.uk/media/4471/4471.pdf>

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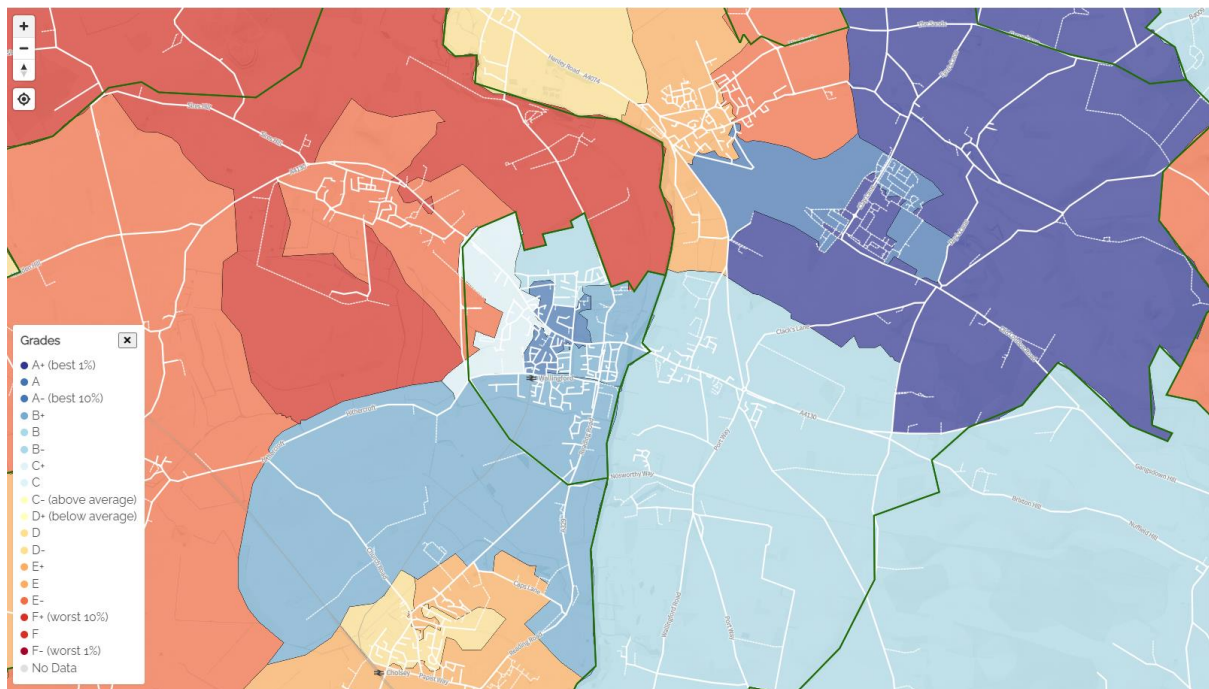


Figure 5: Levels of walking to work in the Wallingford area, Census 2021 data<sup>38</sup>

**Figure 5** shows the levels of walking to work in the Wallingford Area based on 2021 census data. Walking levels are highest in the central study area showing above average walking levels. Walking levels decrease in the outer areas of the study area with Brightwell-cum-Sotwell, South and North Moreton.

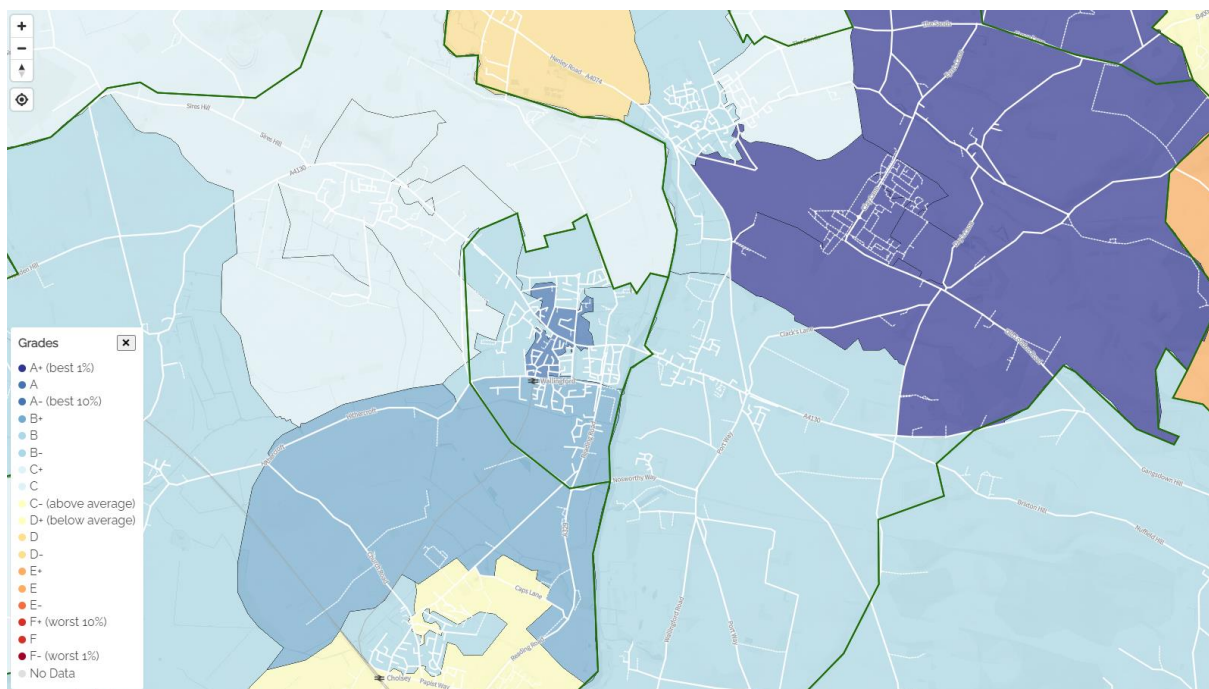


Figure 6: Levels of cycling to work in the Wallingford area, Census 2021 data<sup>39</sup>

<sup>38</sup> Creds. Carbon and Place. Place-based carbon calculator.

<https://www.carbon.place/legacy/#13.65/51.60085/-1.09041>

<sup>39</sup> Creds Carbon and Place. See notation 35

## Wallingford Area LCWIP Appendix A: Background Information

It is worth noting that **Figure 6** displays very high levels of cycling within the ward that contains RAF Benson. This is assumed to be due to internal trips being undertaken on a bike whilst on site and so isn't entirely representative of the study area.

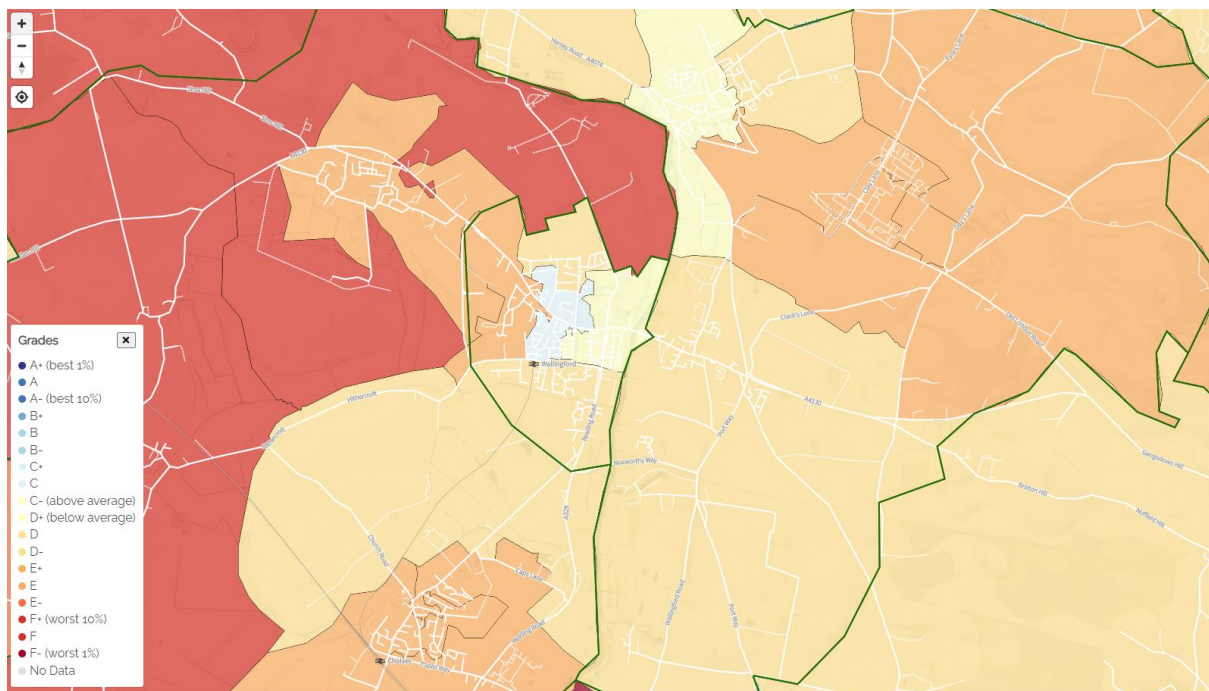


Figure 7: Levels of using buses for commuting in the Wallingford area, Census 2021 data<sup>40</sup>

**Figure 7** shows the level of bus use for commuting in the Wallingford Area. Levels are below average for the Wallingford area excluding central Wallingford which displayed above average levels of commuting by bus.

<sup>40</sup> Creds Carbon and Place. See notation 35

## Wallingford Area LCWIP Appendix A: Background Information

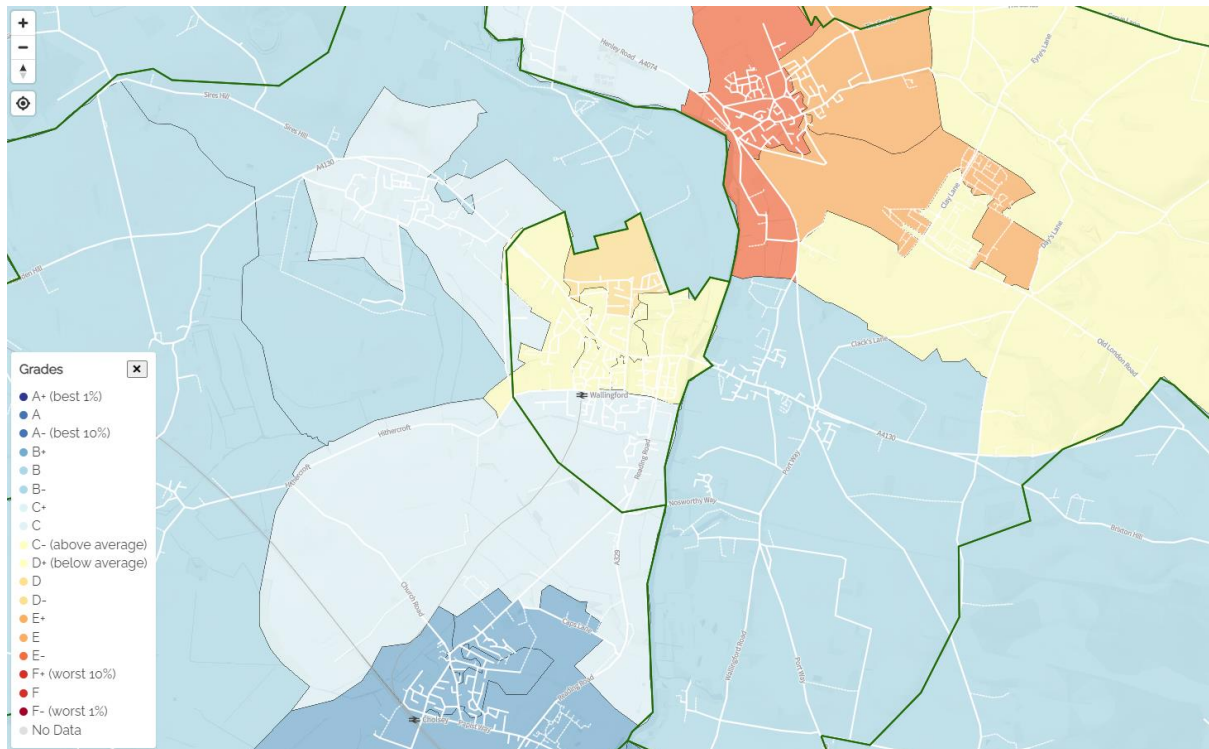


Figure 8: Levels of using the train for commuting in the Wallingford area, Census 2021 data<sup>41</sup>

Commuting by train in the Wallingford area (**Figure 8**) is shown to be above average for most of the study area. With the north of Wallingford and the town of Warborough displaying lower than average levels of train commuting.

<sup>41</sup> Creds Carbon and Place. See notation 35

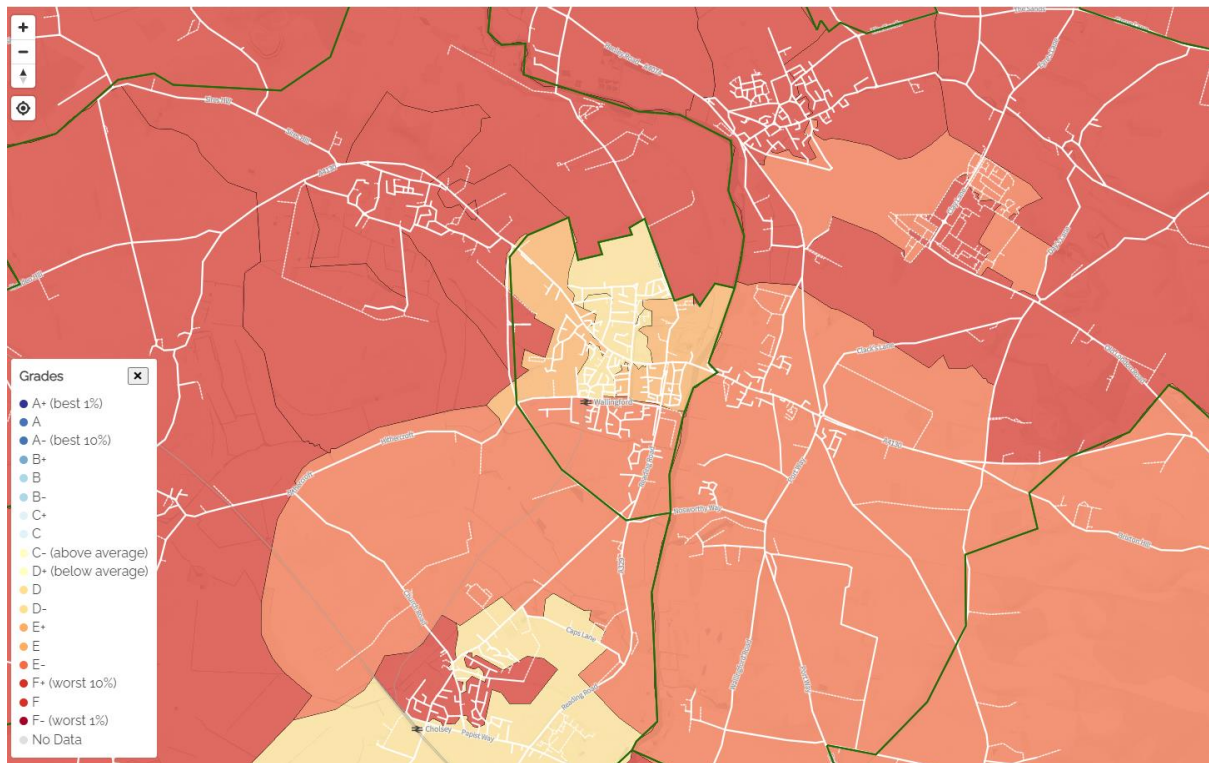
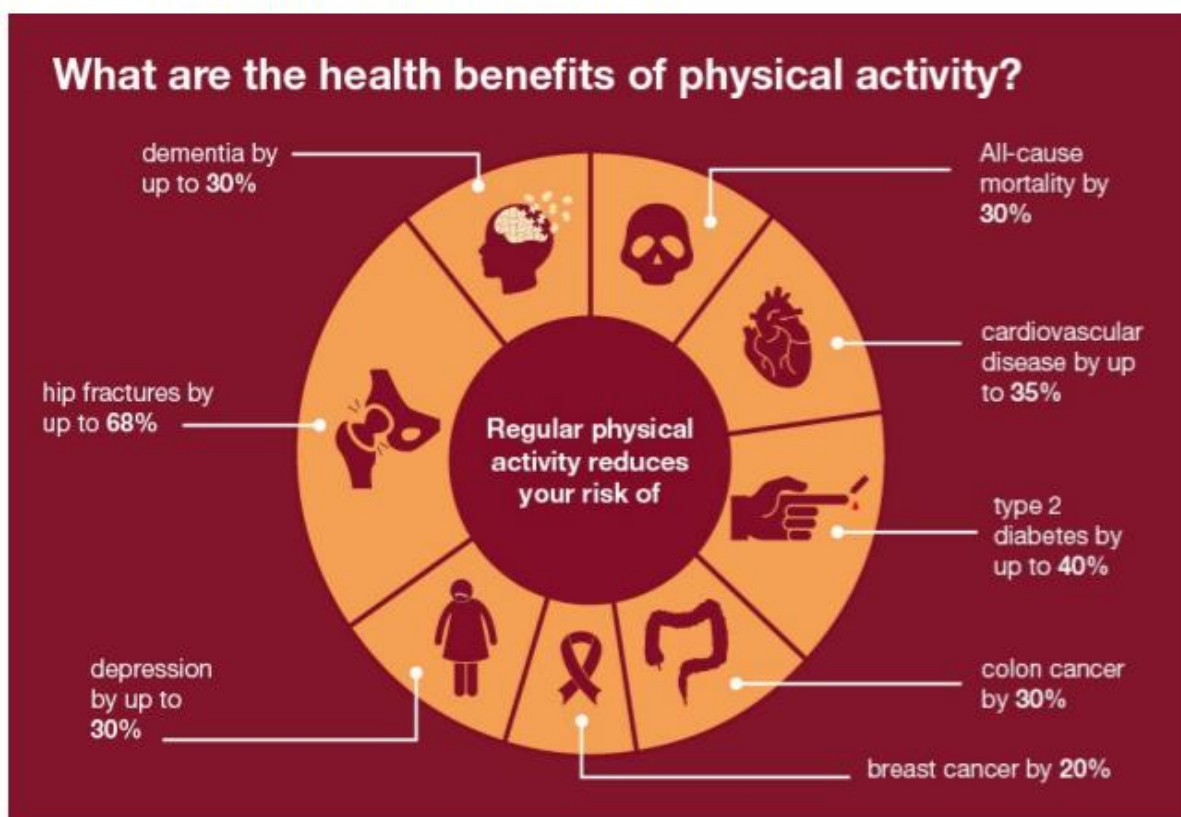


Figure 9: Level of car emissions in the Wallingford area, Census 2021 data<sup>42</sup>

**Figure 9** shows that the level of car emissions on the Wallingford area are poor with the majority of the study area displaying below average or 'worst' levels of emissions. Wallingford town centre and south Cholsey display C+ above average levels.

<sup>42</sup> Creds Carbon and Place. See notation 35

Figure 4.58: The health benefits of physical activity



Source: Office for Health Improvement and Disparities, Physical activity: applying All Our Health, 2022

Figure 10: Health benefits of physical activity

A report from the Office for Health Improvement and Disparities about Physical activity demonstrated the health benefits of physical activity<sup>43</sup>. As demonstrated in **Figure 10**, benefits include a reduction in dementia, depression, cardiovascular disease, type 2 diabetes, colon cancer, breast cancer, and all-cause mortality. This helps to justify the reasoning for investment in the walking and cycling infrastructure not just in Wallingford but across Oxfordshire, due to the ageing population and access to essential amenities within a 20-minute walk of the whole town.

<sup>43</sup> [Physical activity: applying All Our Health - GOV.UK](#)

## 4. Conservation Areas

Within the scope area, there are a variety of Conservation Areas<sup>44</sup> that have been identified as per the National Planning Policy Framework (paragraph 197)<sup>45</sup> by a local planning authority. As the Planning Authority, SODC have several designated conservation areas, of which three are included in the scope of works area. These include zones within Wallingford<sup>46</sup>, Benson<sup>47</sup>, Cholsey<sup>48</sup>, Preston Crowmarsh<sup>49</sup>, Ewelme<sup>50</sup>, Shillingford<sup>51</sup>, Warborough<sup>52</sup> and Brightwell-cum-Sotwell<sup>53</sup>. This limits the changes that can be made in some locations.

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<sup>44</sup> [Designated conservation areas, character appraisals, management plans and maps - South Oxfordshire District Council \(southoxon.gov.uk\)](#)

<sup>45</sup> Ministry of Housing, Communities & Local Government, National Planning Policy Framework, Para. 197, 2023, [National Planning Policy Framework \(publishing.service.gov.uk\)](#)

<sup>46</sup> SODC, [Wallingford-Conservation-Area-Appraisal.pdf \(southoxon.gov.uk\)](#) Wallingford Conservation Area Appraisal

<sup>47</sup> Benson Conservation Area, [Microsoft Word - benson ca study.doc \(southoxon.gov.uk\)](#), [Designated conservation areas, character appraisals, management plans and maps - South Oxfordshire District Council](#)

<sup>48</sup> Cholsey Conservation Area, SODC, [untitled, Designated conservation areas, character appraisals, management plans and maps - South Oxfordshire District Council](#)

<sup>49</sup> Preston Crowmarsh Conservation Area, SODC, [untitled, Designated conservation areas, character appraisals, management plans and maps - South Oxfordshire District Council](#)

<sup>50</sup> Ewelme Conservation Area, SODC, [untitled, Designated conservation areas, character appraisals, management plans and maps - South Oxfordshire District Council](#)

<sup>51</sup> Shillingford Conservation Area, SODC, [untitled, Designated conservation areas, character appraisals, management plans and maps - South Oxfordshire District Council](#)

<sup>52</sup> Warborough Conservation Area Character Study, [Microsoft Word - warborough ca study.doc, Designated conservation areas, character appraisals, management plans and maps - South Oxfordshire District Council](#)

<sup>53</sup> Brightwell-cum-Sotwell Conservation Area, SODC, [Brightwell-cum-Sotwell-Conservation-Area-Appraisal-and-Management-Plan.pdf](#)

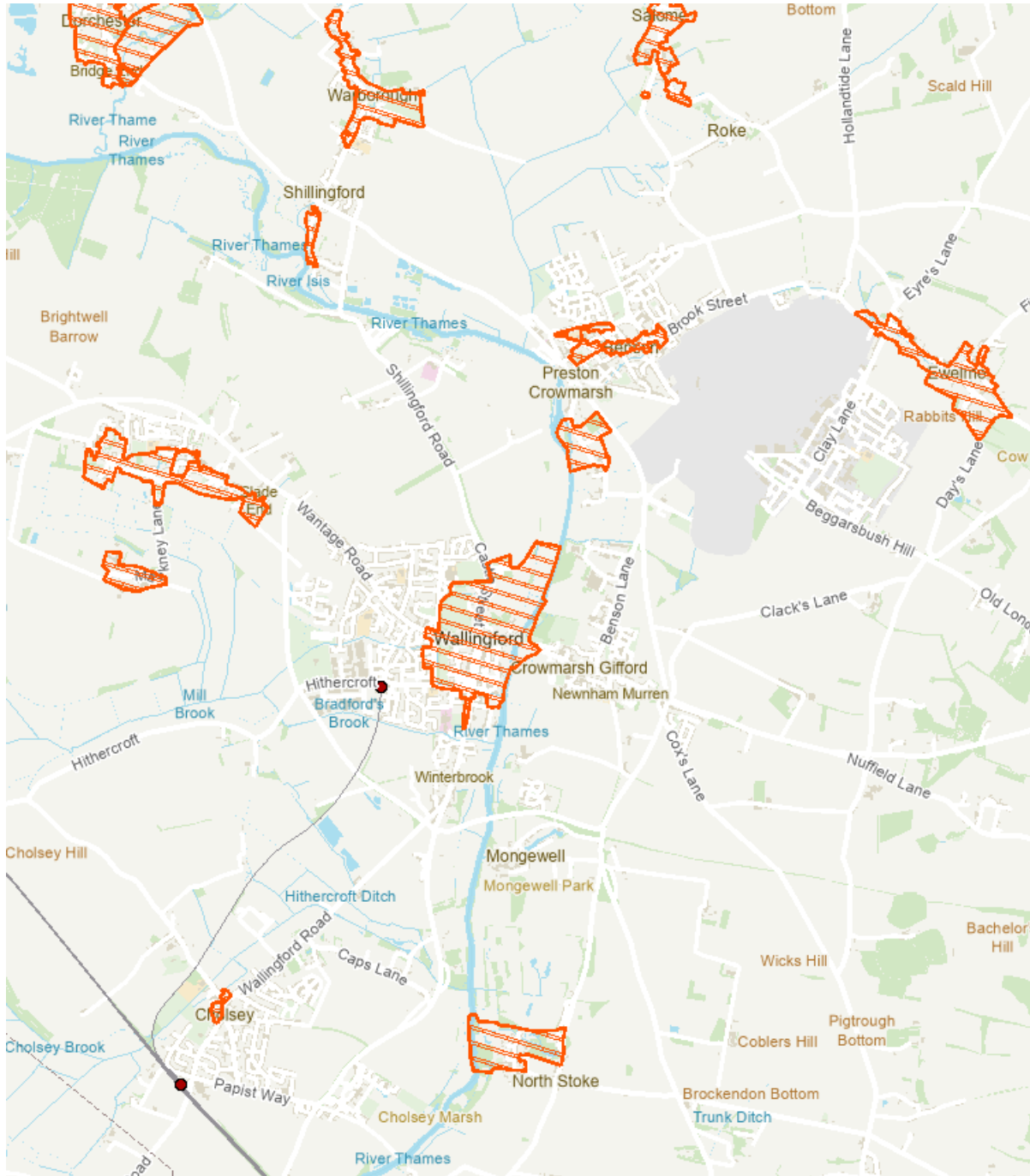


Figure 11: A zoomed-out map that shows the SODC Building Conservation Areas within the Wallingford area © Crown copyright [2025] OS [AC0000851087].

# Wallingford Area LCWIP Appendix A: Background Information



Figure 12: A map showing the SODC Building Conservation Areas in Benson, Preston Crowmarsh and Ewelme, © Crown copyright [2025] OS [AC0000851087].

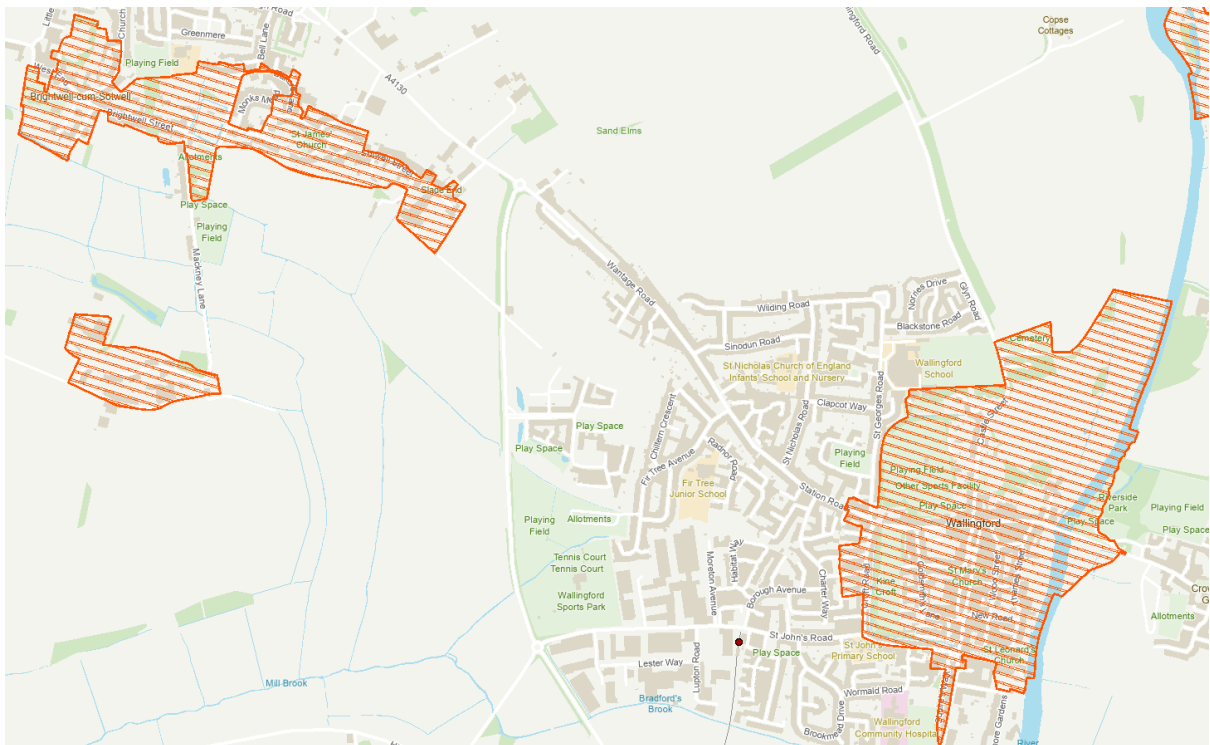


Figure 13: A map showing the SODC Building Conservation Areas in Wallingford, Brightwell-cum-Sotwell and Mackney, © Crown copyright [2025] OS [AC0000851087].

# Wallingford Area LCWIP Appendix A: Background Information



Figure 14: A map showing the SODC Building Conservation Areas in Cholsey, © Crown copyright [2025] OS [AC0000851087].

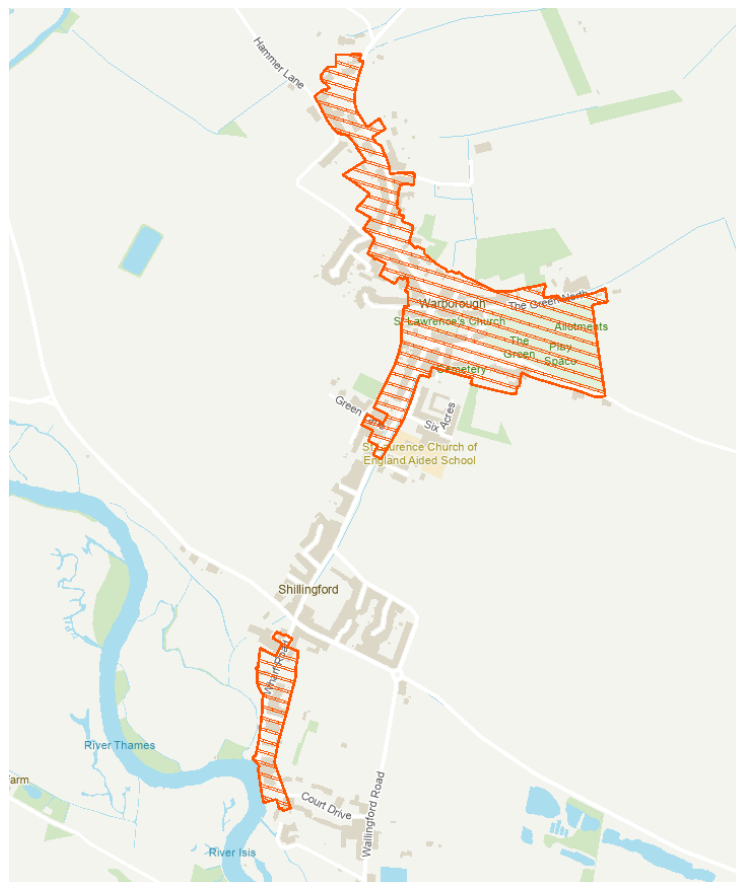


Figure 15: A map showing the SODC Building Conservation Areas in Shillingford and Warborough, © Crown copyright [2025] OS [AC0000851087].

## 5. Air Quality

In March 2006, central Wallingford had a designated Air Quality Management Area (AQMA) due to the annual mean NO<sub>2</sub> concentrations being higher than the legal limits<sup>54</sup>. See **Figure 16** for the extent of the AQMA.

A programme of measures / interventions were proposed in air quality action plans written by district councils, to reduce NO<sub>2</sub> concentrations in Wallingford. The AQMA was revoked in April 2025, following five consecutive years of compliance with the legal NO<sub>2</sub> limits.

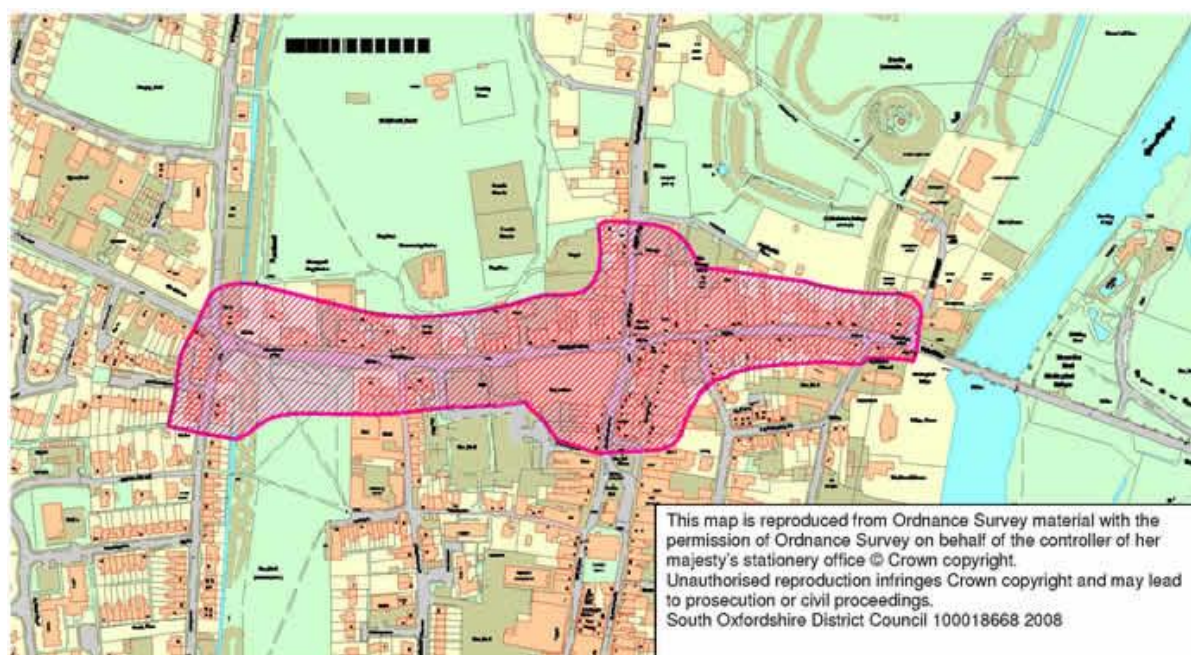


Figure 16: The Air Quality Management Area (AQMA) in Wallingford, consisting of the crossroad junction at the High Street, Castle Street and St Martin's Road, and up to the junction with Station Road and Wallingford Bridge, © Crown copyright. All rights reserved. DEFRA. Licence No. GD272361 2002

Measures in place to help lower NO<sub>2</sub> concentrations in Wallingford's AQMA are summarised in a table below, taken from the 2025 Annual Status Report from South Oxfordshire District Council<sup>55</sup>.

Table 6: AQMA measures

Measure No.	Measure Title	Progress to date
AW1	Promotion of cycling	Wallingford Area LCWIP in progress
AW2	Promotion of public transport uptake	Oxfordshire BSIP measures implemented since June 2024, such as £1 bus journeys on Sundays, a countywide bus ticket launch and upgraded bus infrastructure at stops,

<sup>54</sup> UK Air, DEFRA, [AQMA Details - DEFRA UK Air - GOV.UK](#)

<sup>55</sup> South Oxfordshire District Council and Vale of the White Horse District Council, 2025 Air Quality Annual Status Report (ASR), June 2025, [SOVOWH ASR 2025.pdf](#)

		such as real time information boards and electric buses.
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It is noted by the district councils<sup>56</sup> that the observed improvements in air quality can be attributed to air quality action plans (measures referenced in **Table 6**), behavioural change, specifically a change in work practices resulting in the option to work from home hence lowering emissions from road transport caused by commuting and the use of cleaner vehicles.

Despite the revocation of the AQMA, the current levels exceed those proposed by the World Health Organisation. The Royal College of Physicians state “there are no safe levels of air pollution”<sup>57</sup>. An air pollution modelling exercise was completed by air quality consultants CERC using a baseline year of 2023. Despite annual mean concentrations not exceeding the UK legal limits, there are still air pollution hotspots seen in Wallingford both inside the AQMA and outside.

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<sup>56</sup> South Oxfordshire District Council Press Release - [Have your say on air quality - South Oxfordshire District Council](#)

<sup>57</sup> Royal College of Physicians. A breath of fresh air: responding to the health challenges of modern air pollution. RCP, 2025. [rcp-summary-for-policymakers-a-breath-of-fresh-air-responding-to-the-health-challenges-of-modern-air-pollution.pdf](#)

## Wallingford Area LCWIP Appendix A: Background Information

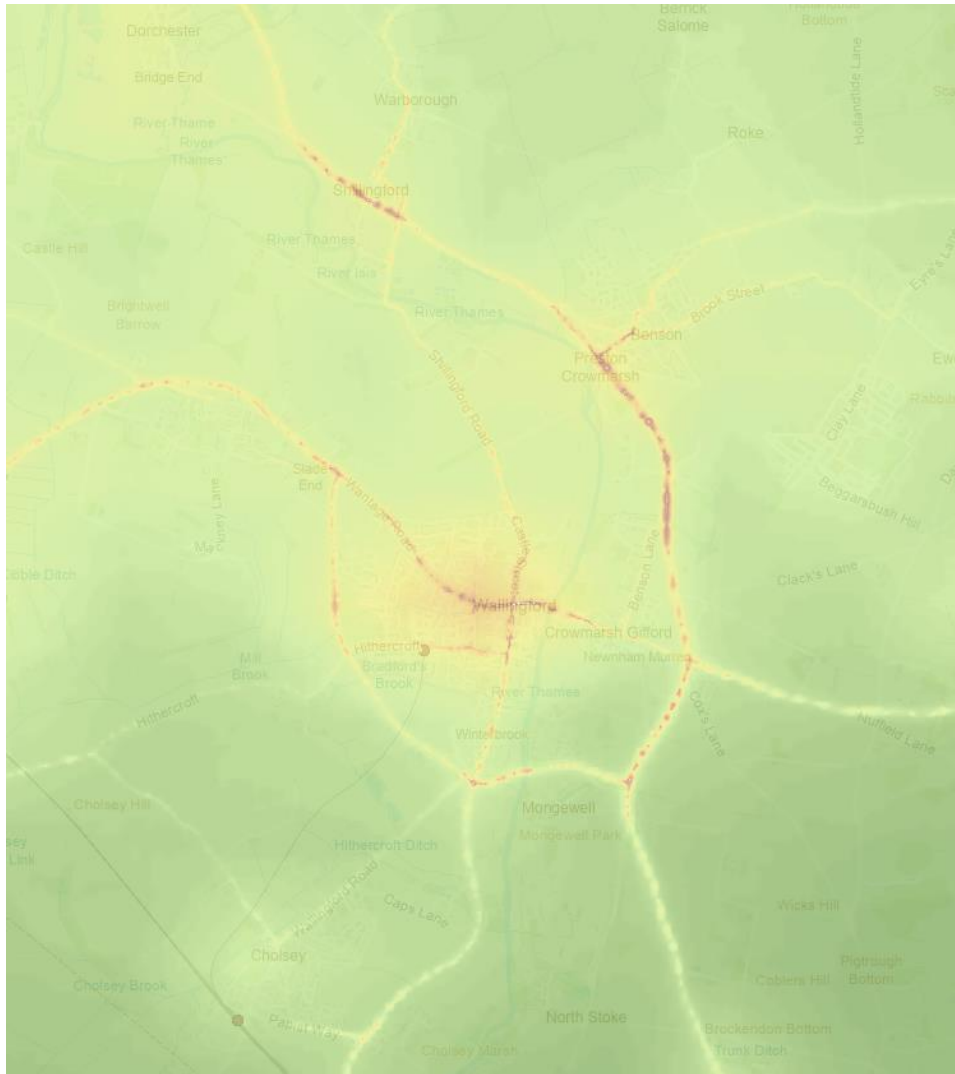


Figure 17: the NO<sub>2</sub> Annual Average for the Wallingford area, the green areas are showing low levels of NO<sub>2</sub> and the orange to red areas are showing higher levels of NO<sub>2</sub>. © Crown copyright [2025] OS [AC0000851087].

## Wallingford Area LCWIP Appendix A: Background Information



Figure 18: NO<sub>2</sub> levels for the A4074 passing Wallingford and going through Benson, Shillingford and Warborough, where they are relatively high along the corridor, as demonstrated by the orange to red areas on the map, compared with the rest of the area which are showing lower levels of NO<sub>2</sub> as shown by the green areas. © Crown copyright [2025] OS [AC0000851087].

## Wallingford Area LCWIP Appendix A: Background Information



Figure 19: NO<sub>2</sub> levels for Wallingford, demonstrating the localised clusters of high NO<sub>2</sub> levels as shown by the orange to red areas, compared with the lower levels of NO<sub>2</sub> as shown by the yellow to green areas. © Crown copyright [2025] OS [AC0000851087].

This demonstrates the need to continue working with colleagues in various organisations to ensure that air quality in these areas continues to improve, in the interest of public health and in accordance with OCC's policies.

## 6. Terrain and Natural Features

The scope area is home to two National Trails; the Thames Path running from north to south, and the Ridgeway which runs east to west. These correspond with the land features from which they are named after; the River Thames dissects the route from north to south, creating a severance due to the limited opportunities to cross; and the Ridgeway which runs along the Wessex Downs from the west through the flats of the Wallingford area and up towards the Chilterns. The Wessex Downs National Landscape sits just beyond the scope boundary; however, it transitions into the Chilterns National Landscape which runs along the very southern section. None of the routes that have been audited are part of these landscapes. These are all shown in **Figure 20** through to **Figure 23**.

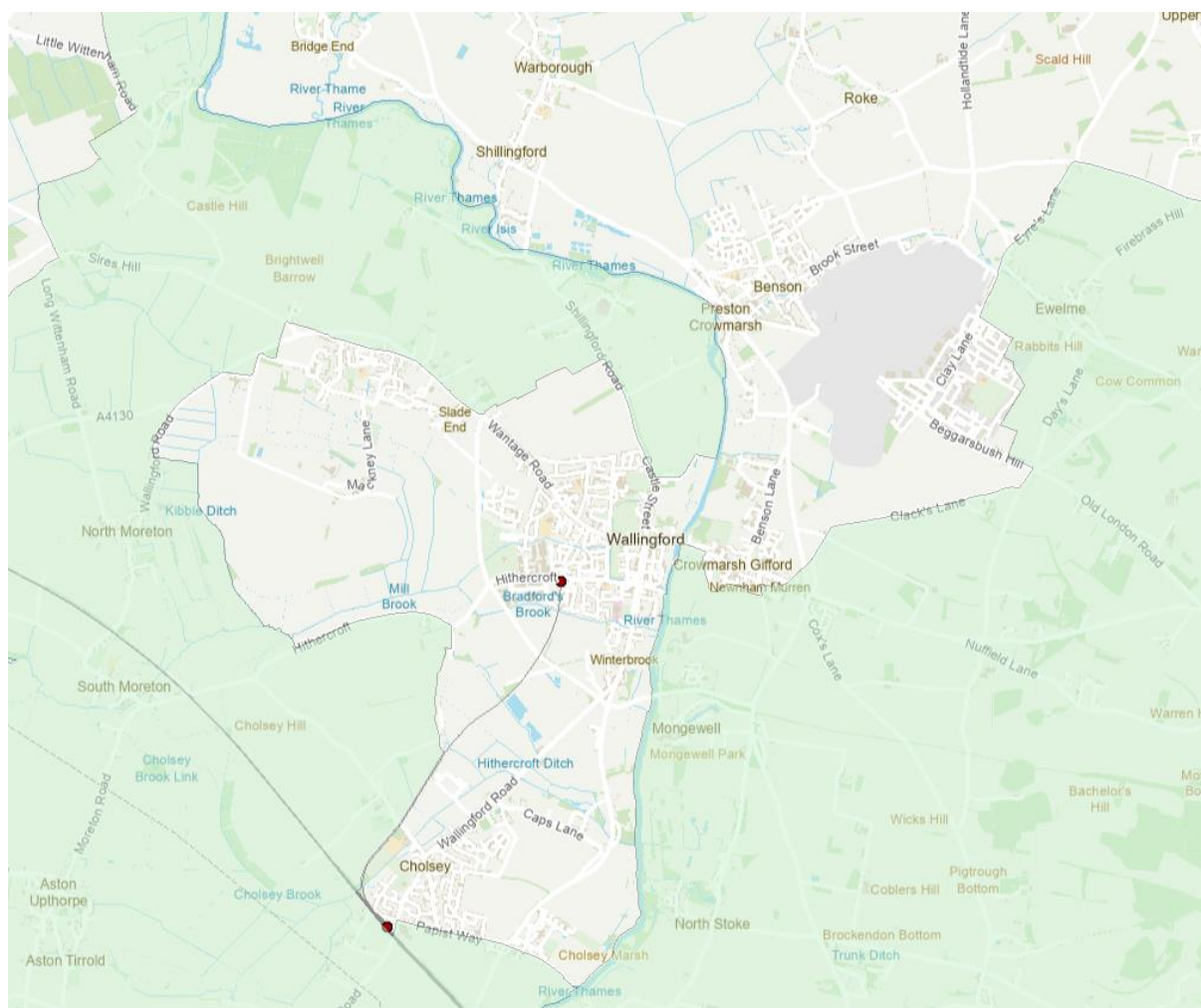


Figure 20: A map showing the National Landscapes in the Wallingford area, including the Wessex Downs to the west and the Chilterns to the east, © Crown copyright [2025] OS [AC0000851087].

Where the scope area sits within the River Thames floodplain, the land immediately surrounding is relatively flat besides Shillingford Hill and the hill which Brightwell-cum-Sotwell sits on, both quite localised. This includes Wallingford, Crowmarsh Gifford, Benson and Shillingford which are all immediately adjacent to the river. There are a series of smaller brooks and tributaries that run between and within the settlements too, causing localised severances, e.g., Cholsey Brook at Church Lane, Cholsey and Bradford Brook in southern Wallingford, which cause pinch points on the network due

## Wallingford Area LCWIP Appendix A: Background Information

to the limited opportunities to cross. The mostly flat terrain lends itself to less barriers to active travel due to the less challenging gradient to contend with. This is especially true where there are alternative routes which means avoiding hills, such as travelling via the A4074 to access Wallingford from Shillingford and Warborough rather than travelling over Shillingford Hill.



Figure 21: A terrain map showing the difference in metres around the scope area, OpenStreetMap, 2025<sup>58</sup>

<sup>58</sup> Wallingford topography, [England topographic map, elevation, terrain](#)

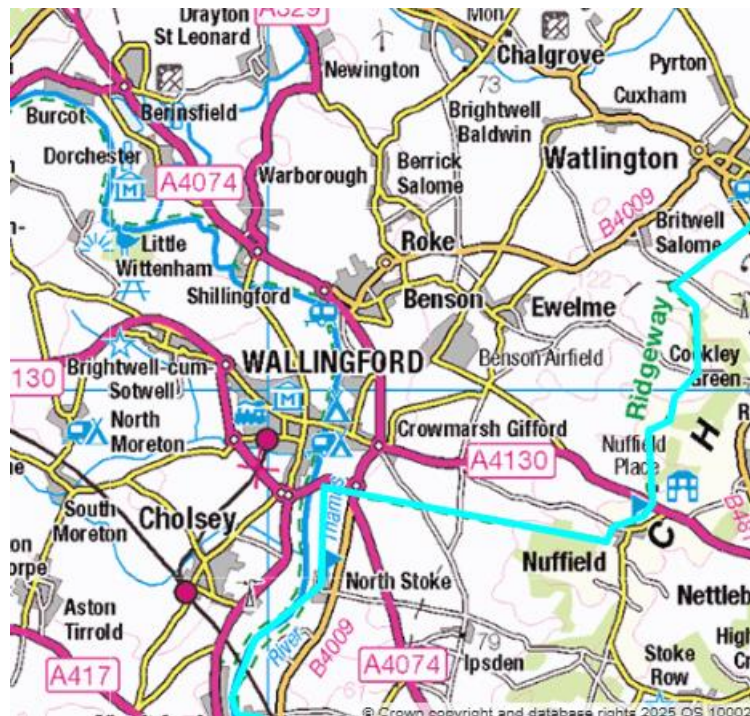


Figure 22: A map showing The Ridgeway National Trail that runs through the scope area<sup>59</sup>



Figure 23: A map showing the Thames Path National Trail that runs through the scope area, as demonstrated by the bright blue line running north / south adjacent to the River Thames<sup>60</sup>

<sup>59</sup> National Trails Webpage, The Ridgeway, [The Ridgeway Map and Trail Information - National Trails](#)

<sup>60</sup> National Trails Webpage, Thames Path, [Thames Path Map and Trail Information - National Trails](#)

## 7. Flood risk

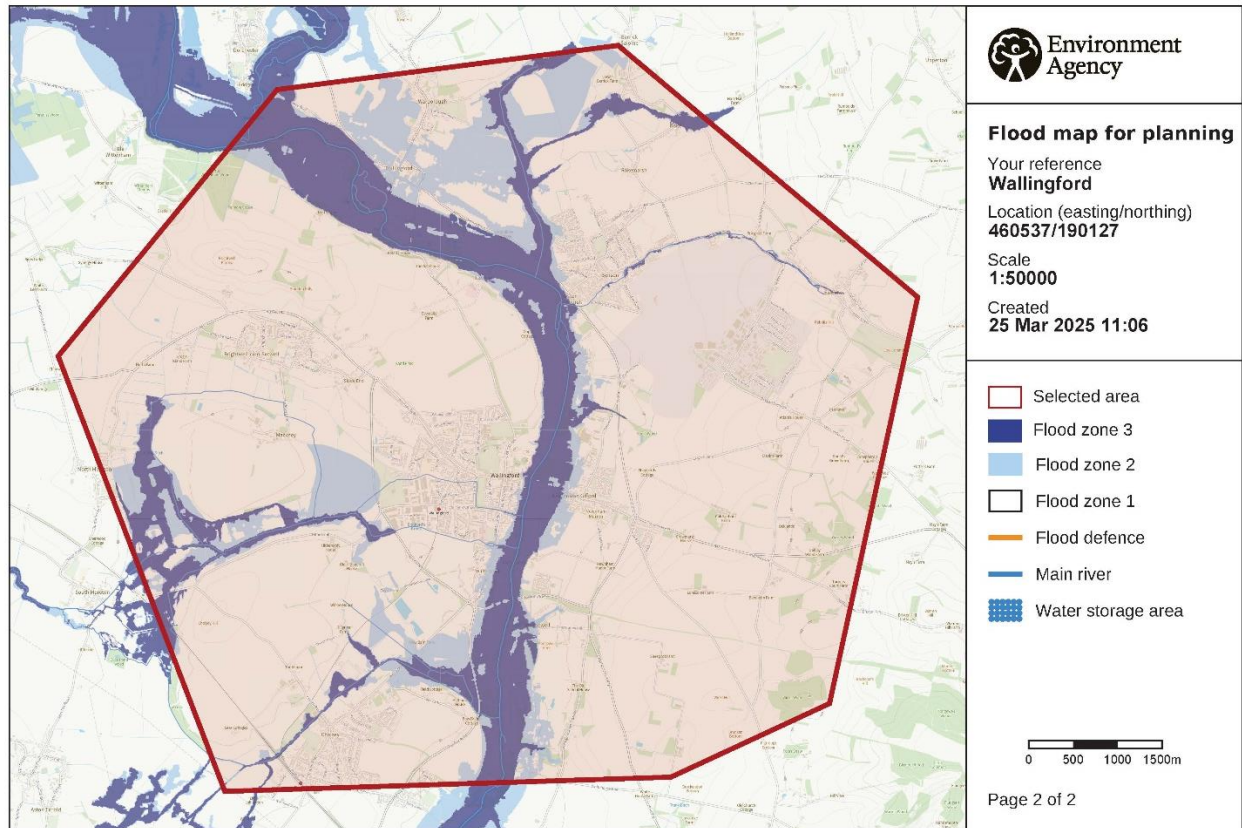
Due to the presence of the River Thames between Wallingford and Crowmarsh Gifford, there is a risk of flooding in this area. There is a high risk of flooding, of which the exact areas are listed in **Table 7**. Almost all the areas within the scope are at risk and when flooding occurs, it can cause a severance between Wallingford and its neighbouring villages, rendering those residents outside of the town isolated from the services and community within. Repeated flooding issues will cause long-term damage to infrastructure and poses a risk to the conservation area and its assets here too.

Table 7: Flood risk in the Wallingford area

Area	Place	Flood Zone 2 or 3
Wallingford	Thames Path National Trail	3
Wallingford	Wallingford Bridge	3
Wallingford	A4130 High Street to the junction with but not including Thames Street, its junction with and inclusive of Castle Lane	3 and 2
Wallingford	Riverside Jubilee Splash Park and Pool	
Wallingford	Lower Whard	3
Wallingford	Chalmore Gardens	2 and 3
Cholsey	Reading Road	2
Cholsey	Cholsey Primary School and playing field	3 and 2
Cholsey	School Cholsey bridge, Church Road	3
Cholsey	Wallingford Road at Brook Farm	3 and 2
Cholsey	Land between Wallingford Road and Reading Road north of Caps Lane	3
Crowmarsh	Mongewell (almost all of it up to Carmel Terrace right turn)	3 and 2
Crowmarsh	Winterbrook Bridge, A4130 (Wallingford ring road), Norsworthy Way up to Reading Road roundabout	3
Crowmarsh	Watermead Nature Reserve	3
Crowmarsh	The Street and its junctions with Stephen's Field (inclusive and Bellamy Way), Jericho Tull Gardens (inclusive), Retreat Gardens (inclusive), Thames Mead, The Limes,	3 and 2
Benson	Small employment cluster west of Benson Lane	3 and 2
Benson	Preston Crowmarsh	3
Benson	A4074 and Elm Bridge Roundabout and B4009, inclusive of the businesses within this junction	3
Benson	Great Mead and Sewage Pumping Station	3 and 2
Brightwell-cum-Sotwell	Mill Brook, in Winterbrook area	3 and 2
Shillingford	Shillingford Bridge to the Wallingford Road roundabout with the A4074	3 and 2

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Shillingford	Henley Road/A4130 and settlements north and south of this, alongside Wharf Road	3 and 2
Shillingford / Warborough	Thame Road	2



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Figure 24: Environment Agency’s Flood Risk Map<sup>61</sup> in the scope area, demonstrating the Flood Zone areas at Wallingford, Crowmarsh Gifford and Preston Crowmarsh

<sup>61</sup> Environment Agency

## 8. Current Travel Patterns

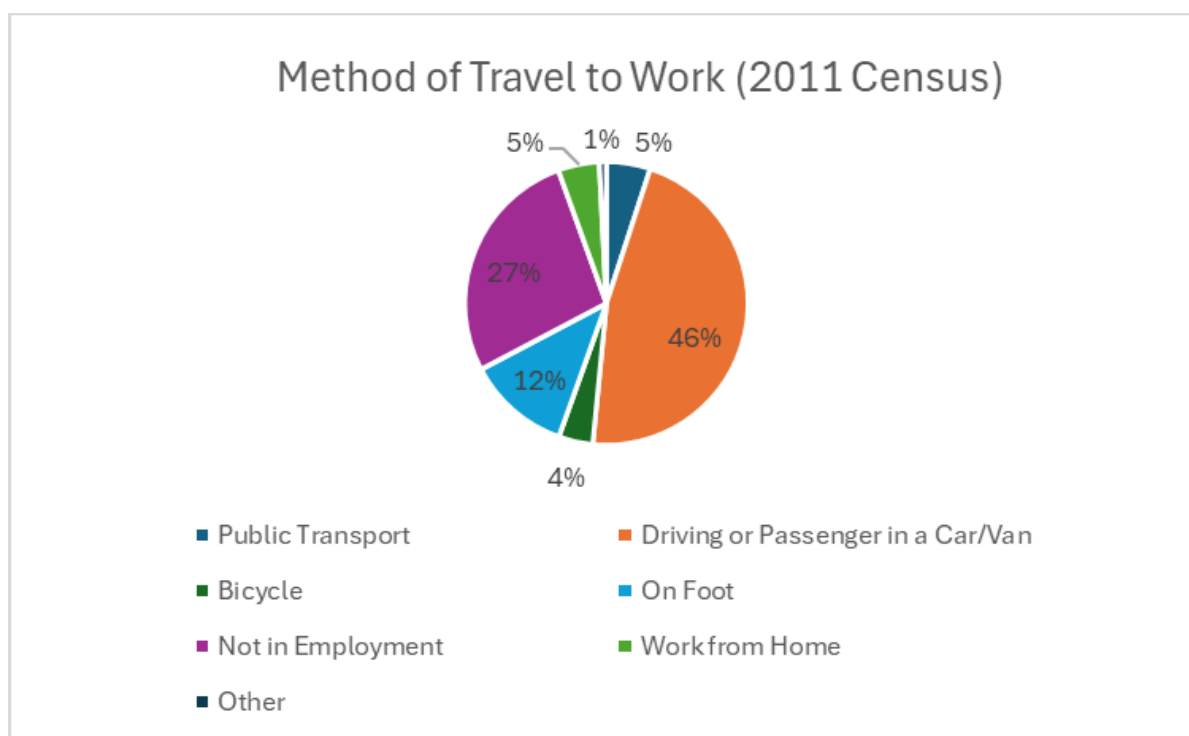


Figure 25: Wallingford Area Primary modes of transport for travel to work, Census 2011<sup>62</sup>

Pre Covid figures (2011 census) showed that 46% of working people travelled to their workplace by car, this is slightly below the Oxfordshire County level of 54%. Only 16% of journeys were cycled or walked which is slightly below the Oxfordshire level (18%) (see **Figure 25** for modal breakdown). Although commuting to work by car is below the Oxfordshire average the number is still significant. There is likely a reduction in commuting trips because of an increase in homeworking resulting from the COVID pandemic although the preference for the private vehicle cannot be ignored.

Whilst there is no direct commercial rail service for Wallingford, it is served by a heritage line known locally as the ‘Bunk line’ which connects into Cholsey Railway Station approximately 3.8km from the station in Wallingford, which falls within the accepted cycle distance of 8km. This does not act as a severance within the scope due to the route it follows – the only one along it and the correlating right of way being where it crosses over the A4130 assisted by a level crossing. The Cholsey Railway line provides Great Western Railway (GWR) services to Didcot (west), Reading and onto Ealing Broadway in London (east), operating in both directions up to 4 services an hour Monday to Saturday, and twice an hour on Sundays with a net usage of ~240,000 passengers in 2023-24<sup>63</sup> Providing walking and cycling links directly to this station from each respective settlement in the scope area is a key priority for the Steering Group.

There are the following Thames Travel / Oxford Bus Company services in the scope area.

<sup>62</sup> Nomis Census, 2011, Method of Travel to Work QS701EW. Nomis.

<sup>63</sup> Office for Rail and Road, Estimates of Station Usage April 2023 – March 2024, <https://dataportal.orr.gov.uk/media/lvscie3h/station-usage-2023-24-statistical-release.pdf>

## Wallingford Area LCWIP Appendix A: Background Information

Table 8: The Thames Travel / Oxford Bus Company services which operate around the scope area.

<b>Bus Number</b>	<b>Route</b>	<b>Frequency (in one direction)</b>
X40 River Rapids	Oxford to Reading via Wallingford	3 per hour
33 / 33A	Abingdon to Henley via Didcot, Wallingford and Benson	1ph, collectively 2ph
134	Goring to Wallingford	1ph
136	Wallingford – Cholsey – Wallingford	1ph

## 9. Public Right of Way Network

The study area is served by an extensive and well-used Public Right of Way (PRoW) network.<sup>64</sup> These are mainly made up of a footpath network including those from the National Trails, such as the Thames Path and The Ridgeway. There are a small number of bridleways that serve Crowmarsh Gifford which connects the village with the Ridgeway at Mongewell, and smaller connections within Cholsey, Brightwell-cum-Sotwell, Benson and Ewelme, and a small number of Byways Open to All Traffic (BOAT) in Cholsey.

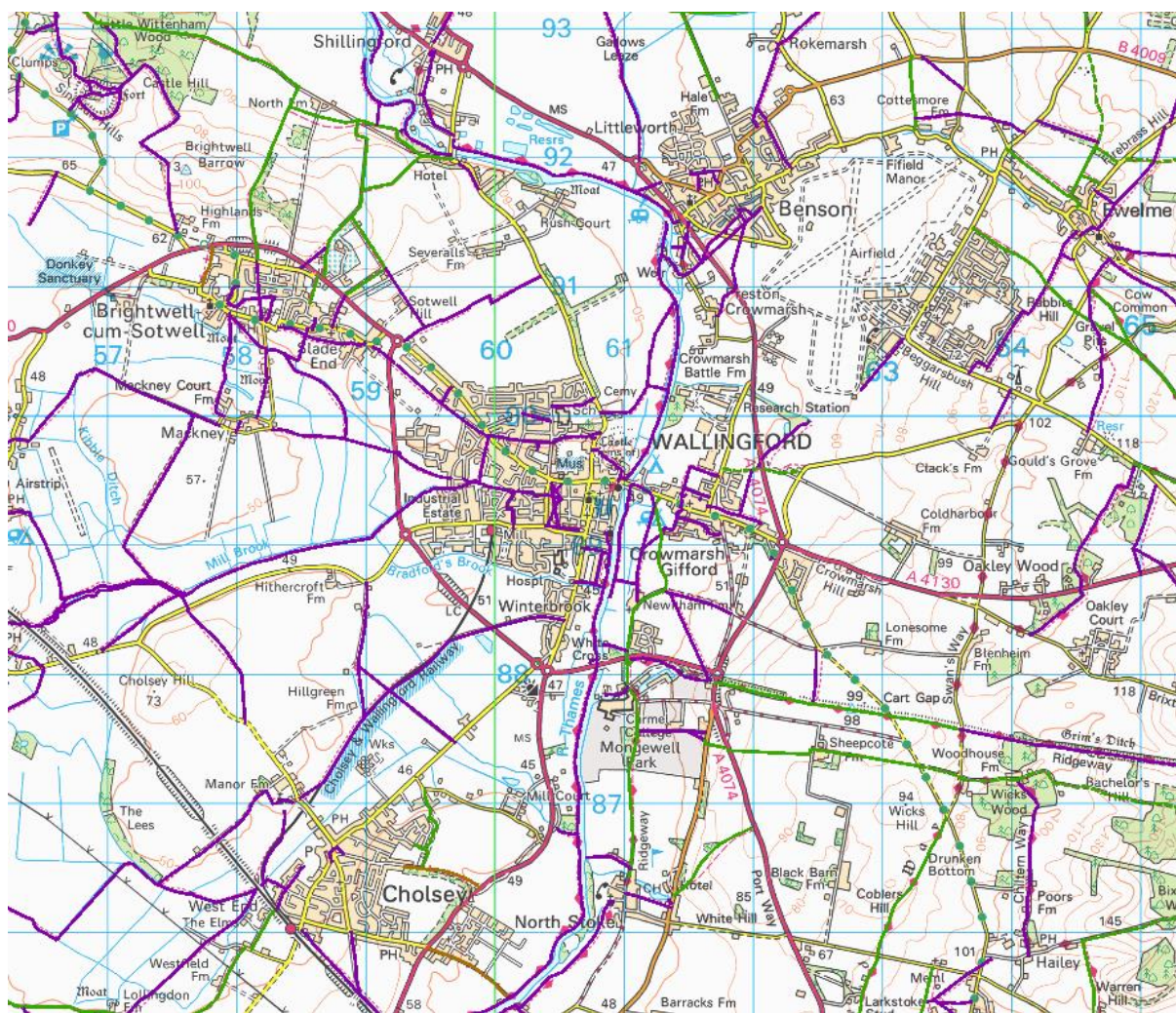


Figure 26: the Definitive Map of the Public Rights of Way in the Wallingford area. This includes footpaths in purple and bridleways in green. © Crown copyright [2025] OS [AC0000851087].

<sup>64</sup> Oxfordshire County Council's Countryside Access Map, <https://publicrightsofway.oxfordshire.gov.uk/standardmap.aspx>

## 10. Traffic Flows

The Wallingford area’s high car dependency means that significant congestion at peak times is experienced in hotspot areas. Google Maps ‘typical traffic’ mapping service<sup>65</sup> was used to analyse weekday and weekend congestion (See **Figure 27** for example). This showed where overall congestion hotspots are located throughout the day and week. Congestion remains constant at a moderate level during the weekday AM peak (08:30), inter peak (weekend) (12:30) and PM peak (17:30) periods. Moderate levels of congestion (resulting in slow moving traffic) are evident along the High Street, in particular the crossroad at High Street with Castle Street and St Martin’s Road. North of the junction on Castle Street towards Wallingford Castle is also shown to have significant congestion with very slow-moving traffic.

These hotspots are also reflected during the weekend peak (Saturday, 12:30pm) with significant congestion along High Street from Cross Keys mini roundabout to Wood Street.

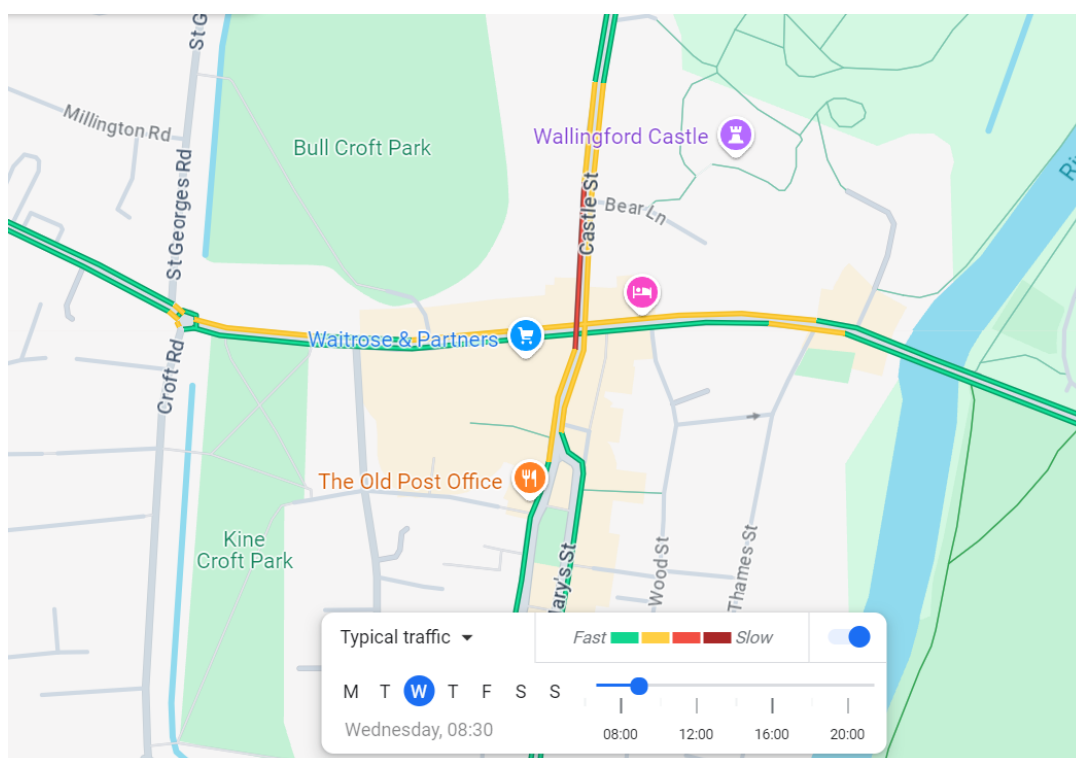


Figure 27: Example congestion map - central Wallingford, a typical weekday AM peak (08:30)

<sup>65</sup> Google Maps, Traffic Map, 2024, <https://www.google.co.uk/maps/@51.6009457,->

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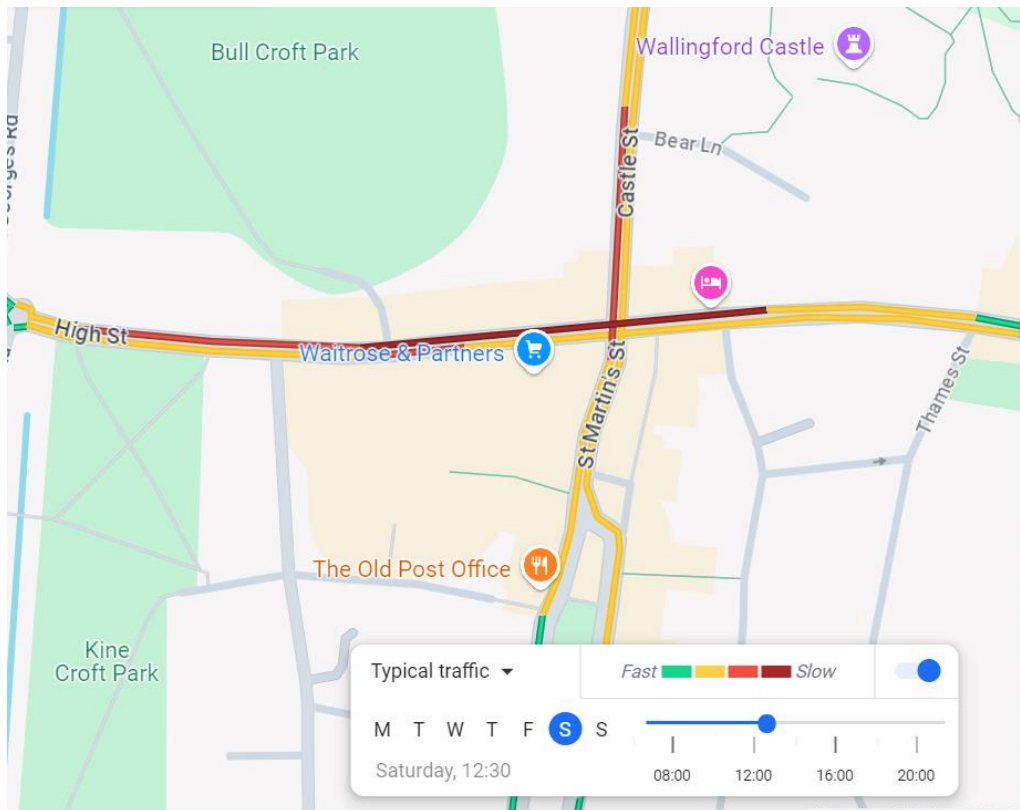


Figure 28: Example congestion map - central Wallingford, weekend peak hour (12:30)

**Table 9** provides a summary of vehicular traffic flow levels on key roads in the scope area. This data comes from all surveys commissioned by OCC between 2019-2024. Flows have been separated into three categories: fewer than 2,500; 2,500-5,000 and greater than 5,000.

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Figure 29: A map showing the locations of the traffic counters in the Wallingford area

Table 9: Traffic flows in the Wallingford area

	Link	Survey Type	Year of Data	24 hr flow	7am-7pm flow
1	A329 Shillingford Bridge	Average Traffic Count	2024	Greater than 5,000 (~6,300)	Greater than 5,000 (~5,300)
3	A4074 South of Preston Crowmarsh turn	Turning Count	2019	Fewer than 2,500 (~50-150)	Fewer than 2,500 (~50-150)
4	A4074 North of Crowmarsh	Average Traffic Count	2022	Greater than 5,000 (~17,000)	Greater than 5,000 (~14,000)
5	A4130 Crowmarsh Hill	Average Traffic Count	2024	Greater than 5,000 (~10,000)	Greater than 5,000 (~8,000)
6	A4074 South of A4130 (Port Way)	Average Traffic Count	2023	Greater than 5,000 (~21,000)	Greater than 5,000 (~18,000)
7	A4074 South of Wallingford Bypass	Average Traffic Count	2024	Greater than 5,000 (~16,000)	Greater than 5,000 (~12,000)

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9	B4009 South of A4074	Average Traffic Count	2023	2,500-5,000 (~3,000)	2,500-5,000 (~2,600)
10	A329 North of Moulsoford	Average traffic Count	2024	Greater than 5,000 (~7,000)	Greater than 5,000 (~6,000)
11	A4130 Wallingford Bypass River Bridge	Average Traffic Count	2024	Greater than 5,000 (~19,000)	Greater than 5,000 (~14,000)
12	A329 North of A4130 Winterbrook	Average Traffic Count	2023	Greater than 5,000 (~5,900)	Greater than 5,000 (~5,100)
13	A4130 Wallingford Bypass South of Hithercroft	Average Traffic Count	2022	Greater than 5,000 (~11,000)	Greater than 5,000 (~10,000)
14	A4130 Wallingford Bypass North of Hithercroft	Average Traffic Count	2022	Greater than 5,000 (~10,000)	Greater than 5,000 (~8,700)
15	A4130 West of Wallingford	Average Traffic Count	2024	Greater than 5,000 (~15,000)	Greater than 5,000 (~13,000)
16	UC Wallingford Bridge	Average Traffic Count	2024	Greater than 5,000 (~6,000)	Greater than 5,000 (~5,100)
Counts listed but have inconclusive or no data					
2	A4074 South of A329	Average Traffic Count	2024 (1 <sup>st</sup> week)	No data available	No data available
8	A4074 South of B4009	Average Traffic Count	2024 (1 <sup>st</sup> week)	Greater than 5,000 (~9,000)	Greater than 5,000 (~7,000)
	Oakley Wood Waste Recycling Centre Outbound	Average Traffic Count	2024	Fewer than 2,500	Fewer than 2,500

## 11. Collision Statistics

There have been a number of collisions reported involving people cycling and walking in the LCWIP study area in the period 2019 – 2023<sup>66</sup>. These include:

- 30 Slight
- 8 Serious
- 2 Fatal

These have been the result both of driver / passenger error and error by the person cycling. Most commonly, incidents occur when cars are reversing, failing to give way or slow down.

Most collisions have occurred where there is high footfall and trip generators such as the central shopping area. Pedestrian collisions are concentrated around the junction of St Martin's Street and the High Street. Cycle collisions are more frequent than pedestrian with a cluster located in Wallingford town.

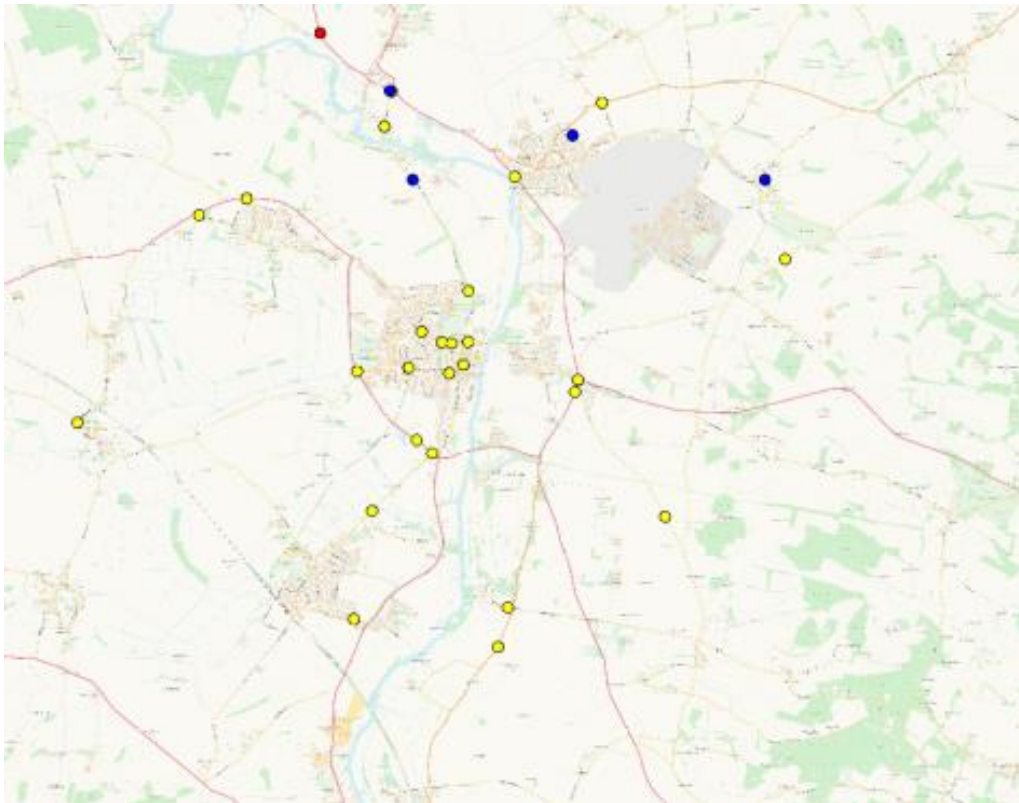


Figure 30: Cycle collisions locations in the Wallingford Area (yellow: slight, blue: serious, red: fatal) 2019-2023 <sup>67</sup>

<sup>66</sup> Collision Statistics. Oxfordshire County Council. Highways and Transport Service.

<sup>67</sup> Oxfordshire County Council. Highways and Transport Service; Map: Ordnance Survey, 2014



68

Figure 31: Collisions involving pedestrians in the Wallingford Area (yellow: slight, blue: serious, red: fatal) 2019-2023

<sup>68</sup> Oxfordshire County Council. Highways and Transport Service; Map: Ordnance Survey, 2014

## 12. Propensity to Cycle Tool

The Propensity to Cycle Tool (PCT) is a tool that focuses explicitly on where to build cycling infrastructure, rather than what to build<sup>69</sup>. It has been developed by the Department for Transport (DfT) and is a web-based tool used to assist with estimations of the potential number of cycles trips and helps to provide an evidence base for planning for cycling based on Census 2011 origin destination data<sup>70</sup>. It estimates the potential increase in cycling under different scenarios, such as if cycling infrastructure is improved or if cycling becomes more popular due to the growing evidence that links cycling infrastructure to higher rates of cycling<sup>71</sup>. It can also provide information on specific routes, including the number of cyclists currently using them and the potential number if improvements are made. They are calculated based on trip distance and hilliness as these are the two most influential factors in determining cycle trips.

The PCT shows baseline data from the 2011 Census data and future targets to estimate how cycling could change under differing future scenarios. However, it should be noted that this data is based on the 2011 travel to work data and does not consider trips for any other purposes, e.g., leisure or travel. It does not account for developments that have been built since 2011 or those allocations for future developments. It is also limited by its lack of local knowledge of routes and so this must be applied as and when depending on the outputs and how closely they align to the existing situation.

Four scenarios have been developed alongside the PCT to explore a range of cycling futures, framed in terms of different infrastructural, cultural and technological barriers that currently are a barrier to cycling being the natural first choice for trips<sup>72</sup>. These have been informed by the government target to double cycle trips.

- 1) **Government target** – to double cycle trips by 2025.
- 2) **Gender equality** – illustrates the increase in cycling that would result if women were as likely as men to cycle a given trip and sets the proportion of female cycle commuters to be equal to the current proportion of males in each area.
- 3) **Go Dutch** – represents what would happen if English people were as likely as Dutch people to cycle a trip of a given distance and level of hilliness. This then captures the proportion of commuters that would be expected to cycle if all areas of England had the same infrastructure and cycling culture as the Netherlands whilst retaining their hilliness and commute distance patterns.
- 4) **E-bikes** – additional increase in cycling that would be achieved through the widespread uptake of electric cycles. It builds on the Dutch scenario.

### PCT Commuting data

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<sup>69</sup> Robin Lovelace, Anna Goodman, Rachel Aldred, Nikolai Berkoff, Ali Abbas, James Woodstock, "[The Propensity to Cycle Tool: An open source online system for sustainable transport planning](#)" (2017)

<sup>70</sup> Propensity to Cycle Tool Manual, [pct-bike-eng-user-manual-a.pdf](#)

<sup>71</sup> Buehler, R., Dill, J., 2016. Bikeway Networks: A Review of Effects on Cycling. *Transport Reviews* 36, 9–27.

<sup>72</sup> Robin Lovelace, Anna Goodman, Rachel Aldred, Nikolai Berkoff, Ali Abbas, James Woodstock, "[The Propensity to Cycle Tool: An open source online system for sustainable transport planning](#)" (2017)

The baseline cycling flows in the Wallingford Area from the 2011 Census (**Figure 32**) are useful in identifying many of the routes which make up the existing cycling network within the town and connecting to the rural villages around, e.g., along Wallingford Road from Cholsey and most notably, the NCN5 route that runs from east to west through Wallingford and Crowmarsh Gifford via Wallingford Bridge. However, it does not highlight some key routes, such as Benson Lane connecting off the A4074 into Crowmarsh Gifford which acts as a key link between Benson and Wallingford. There are also some gaps in the network, such as Reading Road which connects Wallingford Road, Cholsey, users into the town centre and onto the NCN5, as this shows as having between 1-9 users while the southern bypass, which has vehicular flows of >10,000 and fast flowing traffic with no cycle provision, shows as having the same number as thus suggests that those cycling up Wallingford Road are using this route when this is highly unlikely.

It's worth noting that there are unusually high flows of cycling in the area around the RAF base in Benson/Ewelme. This is due to the residents living on site travelling to work via bike due to the nature of the base and is a largely localised behaviour due to their origin and destination being located within the RAF base site.

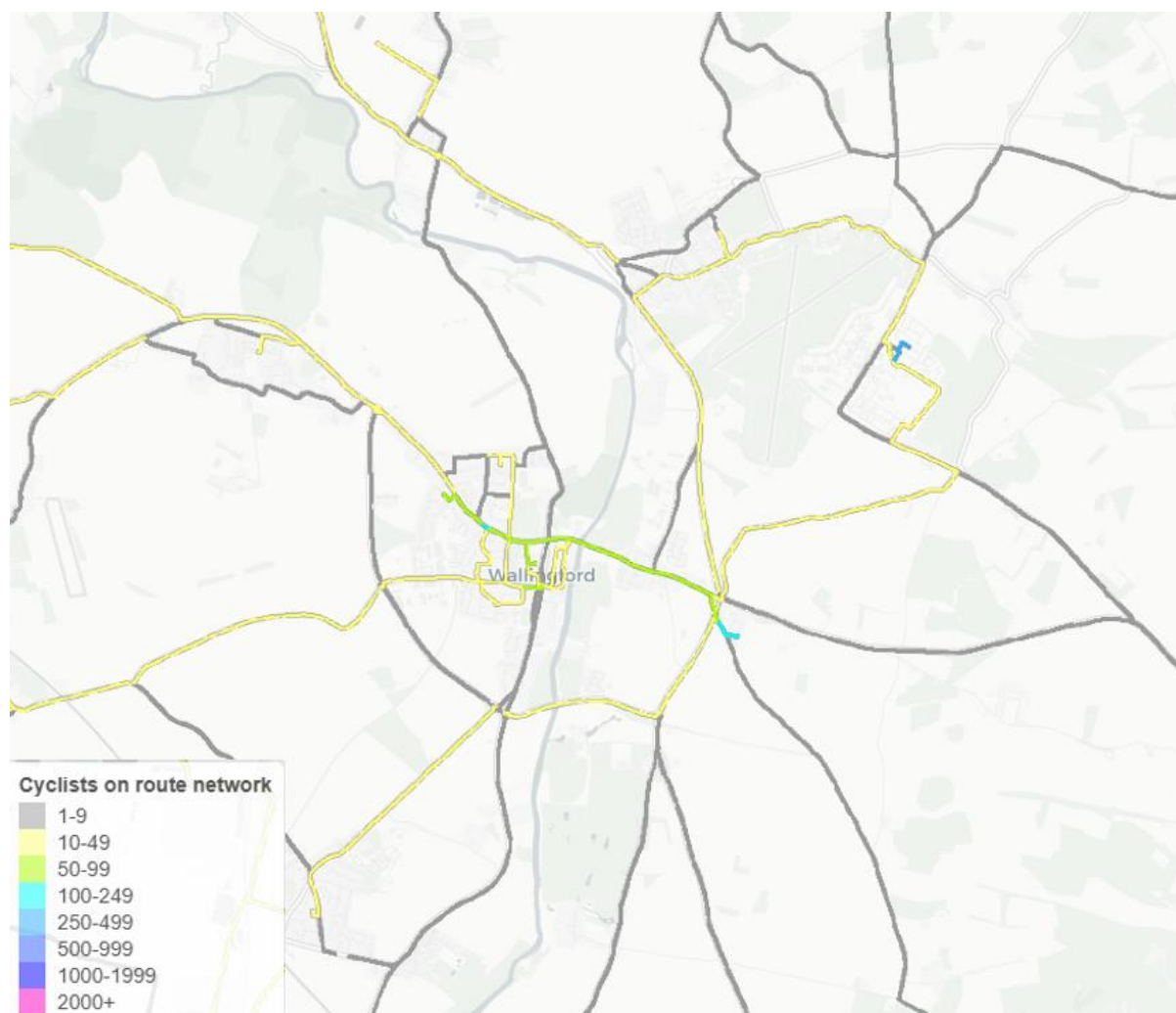


Figure 32: PCT Commuting Map, Census 2011

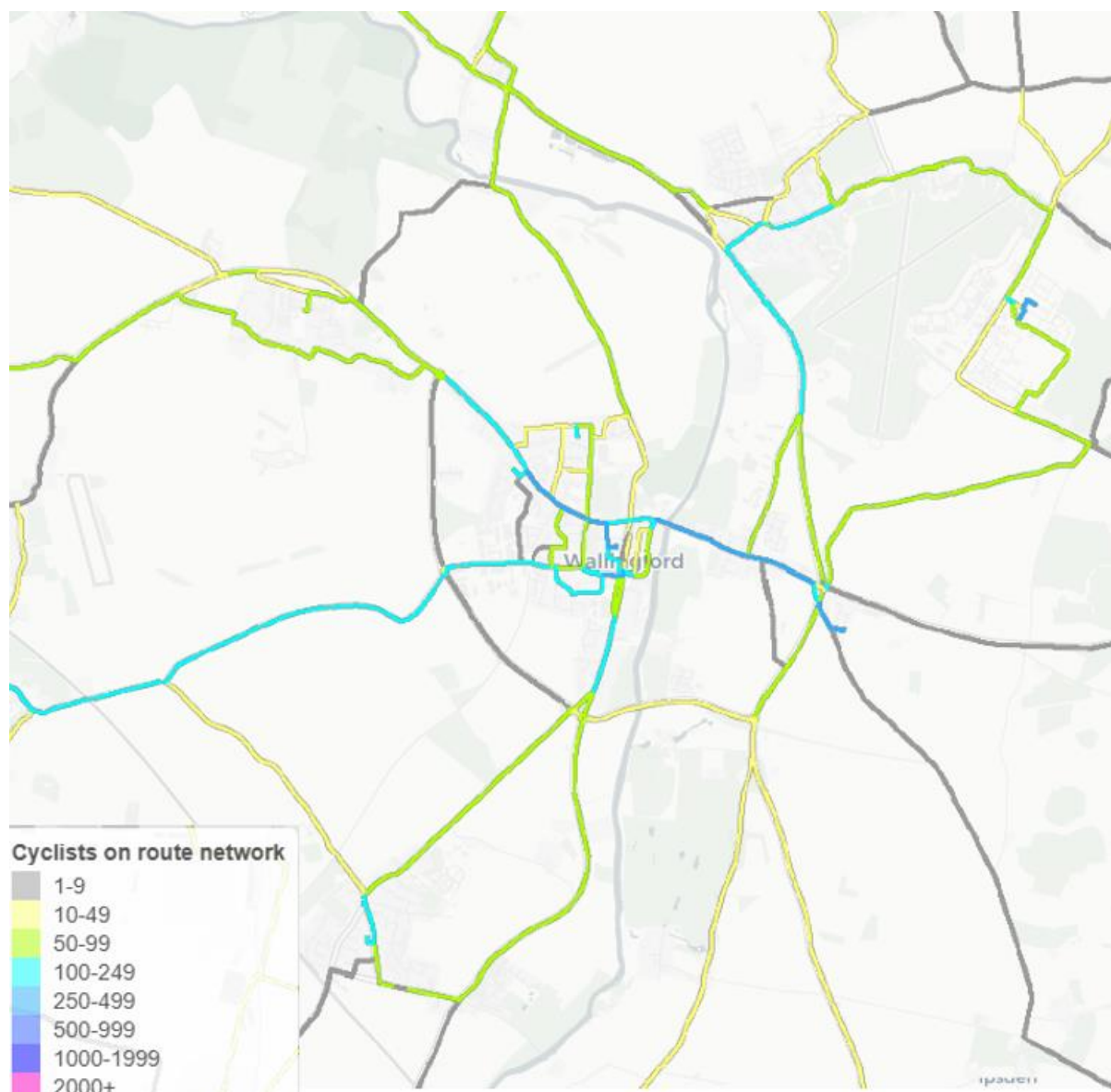


Figure 33: PCT - Go Dutch scenario for commuting

When applying the Go Dutch scenario, this enhances the existing routes that would be expected, such as the aforementioned Wallingford Road, High Street/The Street (NCN5) as well as Benson Lane. However, it remains unlikely that any user would use the bypass, especially at the A4074 running parallel to Benson Lane, due to the high speed at which vehicles are travelling and the volume of them (>10,000). Furthermore, there is currently no development planned here and no residential areas sit west of here and so the route residents would use is Benson Lane.

This scenario suggests that the Go Dutch approach would address barriers to cycling and make it more attractive and accessible in this area, a key importance when connecting the villages of Benson, Preston Crowmarsh and Warborough to Wallingford. Local knowledge has suggested that for those living in Warborough and Shillingford would opt to use this route rather than the direct link into Wallingford via Shillingford Road due to the hill that is encountered just after passing over the bridge. Furthermore, as mentioned in **Section 6**, the area is largely quite flat, and distances between trip attractors aren't so great that this scenario is unachievable here.

## PCT Travel to School

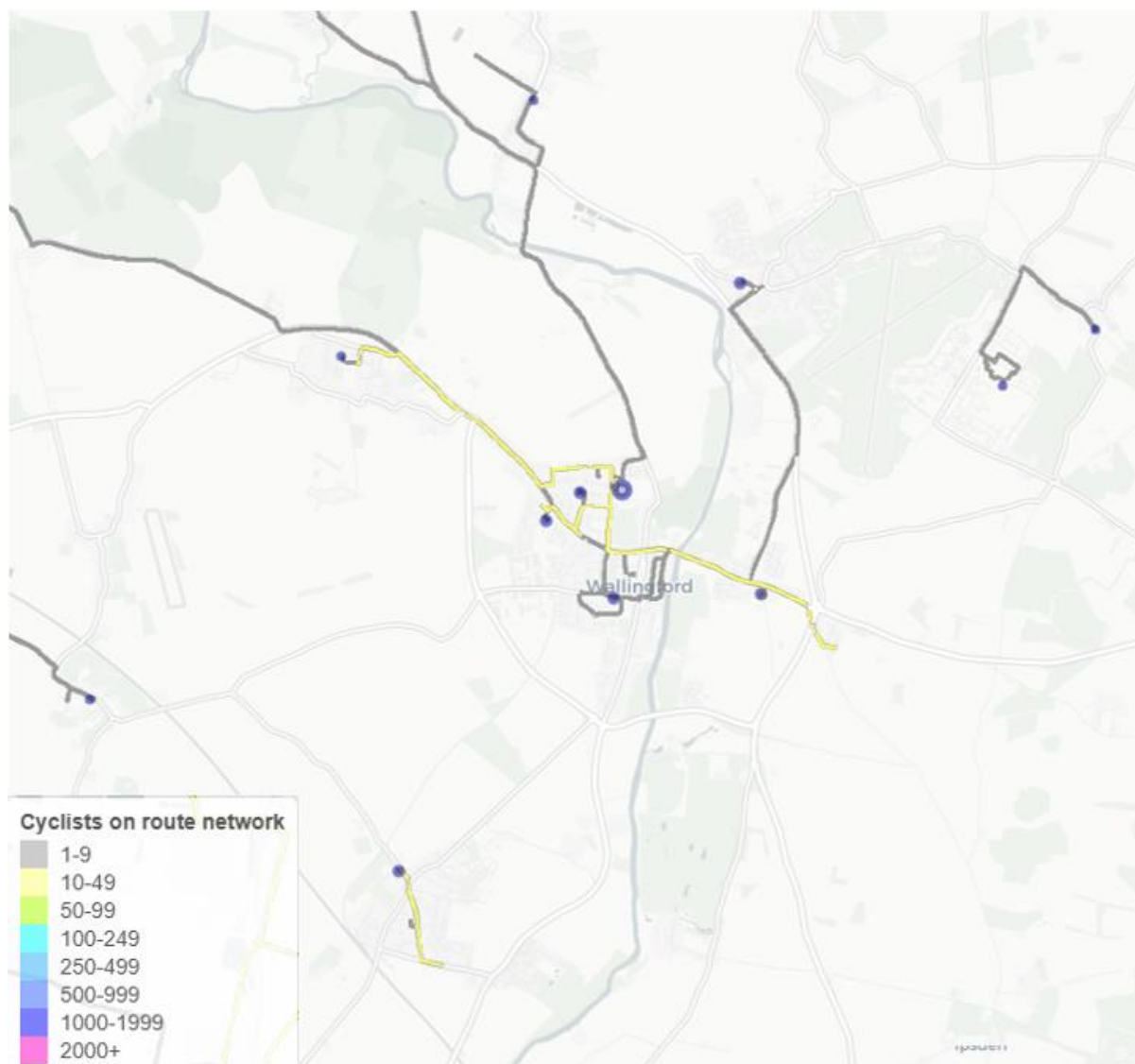


Figure 34: PCT - Travel to School, Census 2011

The tool also provides some data on travel to school – **Figure 34** above shows the cycling flows for school based on the School Census 2011 scenario. This looks at travel to state schools in the area. In the Wallingford area, there is only one secondary school and nine primary schools.

The data can be used to highlight parts of the walking and cycling network where demand (especially peak hour demand) is higher than the commuting data due to the additional requirement to carry school traffic. Additionally, it can identify where there may be extra demand for segregation from motor traffic to facilitate safe opportunities for children to travel to and from schools by active travel modes.

As demonstrated in the Census 2011 data vs the Go Dutch scenario, there is significant potential to connect children in the Wallingford area to their respective schools. Current flows see minimal movements from even within Wallingford to either of the schools, let alone any interconnectivity from nearby villages.



Figure 35: PCT - Go Dutch Scenario for Travel to School

The Go Dutch scenario for travelling to school has a lot of overlap with the Go Dutch scenario for commuting, suggesting that these routes are the key connectors for almost all users, including Wallingford Road, Reading Road, NCN5 and Benson Lane/A4074. St George's Road, where Wallingford Secondary School is, shows the highest potential for cycle flows and indicates the potential for harder measures to be implemented, such as a school street.

# Wallingford Area LCWIP Appendix A: Background Information



Figure 36: Straight Line Network covering south Wallingford, Crowmarsh Gifford and Cholsey

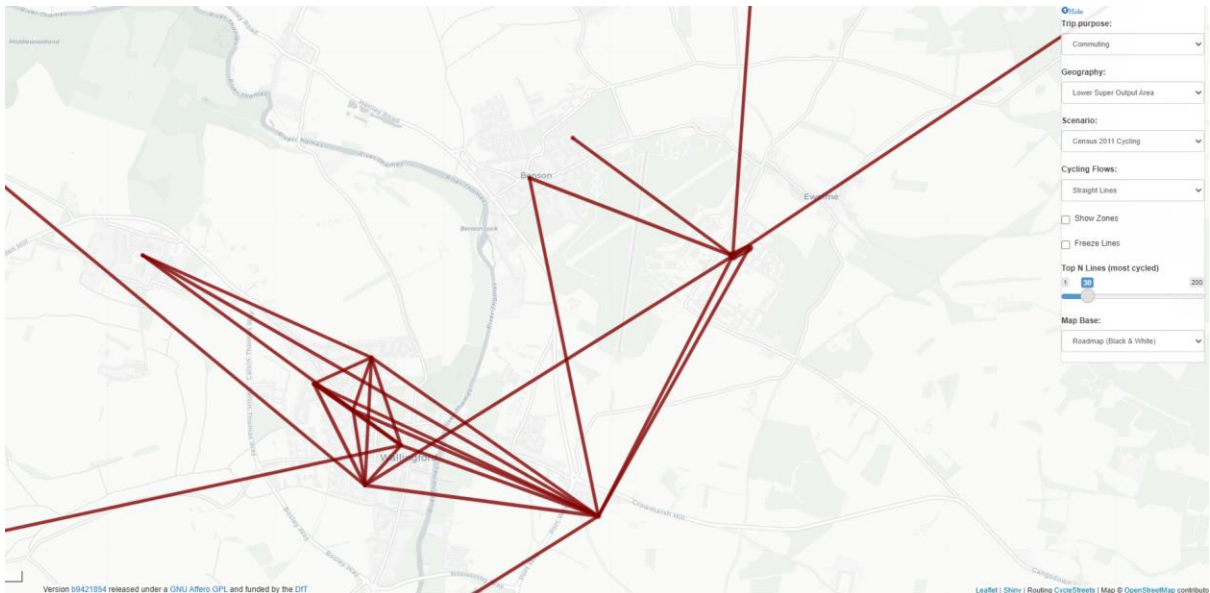


Figure 37: Straight Line Network covering northern Wallingford, Crowmarsh Gifford and Benson

### 13. Trip Generators

There are many trip generators in and around Wallingford, with each community consisting of their own internal trip generators as well as those interacting with each other. These can be found at neighbourhood level/core walking zone level and include shops, parks and primary schools and at a wider level encompassing the whole area, medical facilities, public transport interchanges, secondary schools and employment. Those facilities across the scope cover the rural areas between each settlement and so it's important to ensure high quality walking and cycling provisions are made to connect the communities.

Key employment sites at the Wallingford neighbourhood level include Verda Park and Hithercroft Industrial Estate to the west and Ayre's yard to the north. These are significant trip generators through commuting. Commuting destinations can also be found outside of the Wallingford neighbourhood level such as Howbery Park in Crowmarsh Gifford and RAF Benson (for any who don't live on the base camp).

Wallingford has a key role as a facilities and services hub for the surrounding villages including Benson, Brightwell-cum-Sotwell, Cholsey and Crowmarsh Gifford and many villages in a larger catchment area.<sup>73</sup> It is important that people can travel to these trip generators by cycling and walking; this improves a person's health as well as lowering their carbon impact. Bus stops in Wallingford are also key trip generators providing links to the surrounding areas as well as central Oxford. These must be accessible by cycling and walking and include appropriate resting and bicycle parking facilities to facilitate longer multimodal journeys. However, the nearest commercial railway station in the area is in Cholsey, to the south of the study area and, due to the links direct to London, Reading and Didcot, is a key trip generator in the area which provides ample opportunity for modal shift.

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<sup>73</sup> Wallingford Neighbourhood Plan. 2024 ([https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2024/06/WNP24-v19\\_FINAL.pdf](https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2024/06/WNP24-v19_FINAL.pdf))

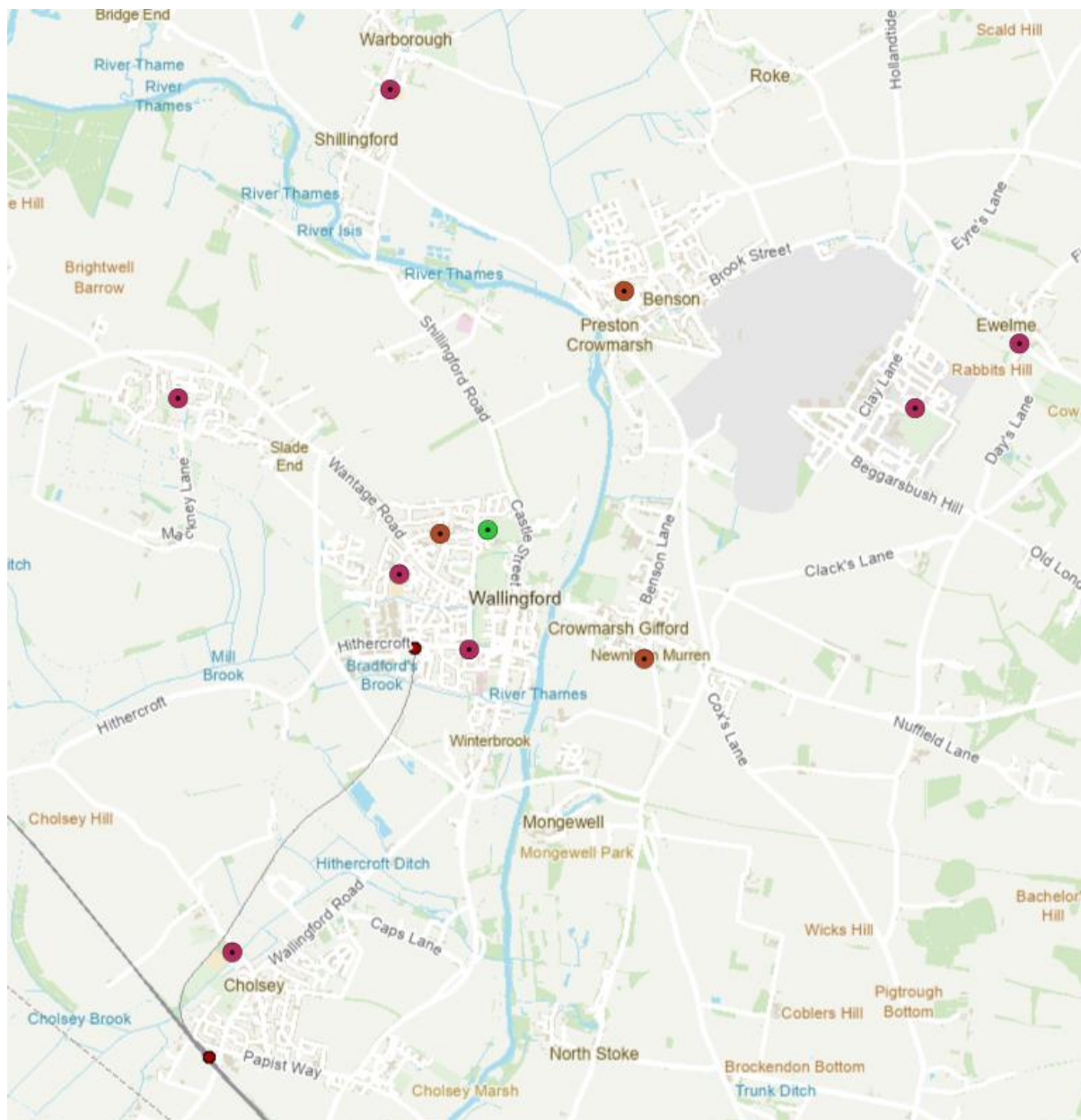


Figure 38: A map showing the schools within the scope area – green for secondary schools, red for primary schools

An example of some of the key trip generators is shown in **Figure 38**, and a detailed list provided below – **this is not an exhaustive list.**

1. Wallingford Medical Centre
2. Wallingford Secondary School
3. St Nicholas Primary School, Wallingford
4. Fir Tree Junior School, Wallingford
5. St John's Primary School, Wallingford
6. Market Place Shops, Wallingford, including a variety of shops, cafes and medical practises such as dentists
7. Market Place bus stops for services
8. Hithercroft Road Employment site
9. Hithercroft Road shops
10. Bunkfest, Annual Festival in Wallingford

## Wallingford Area LCWIP Appendix A: Background Information

11. Kine Croft Park
12. Bull Croft Park
13. Wallingford Castle
14. Wallingford Splash Park
15. Wallingford Library
16. Wallingford & Crowmarsh FC
17. Agatha Christie Trail, including grave in Cholsey and statue in Wallingford
18. Cholsey & Wallingford Heritage Railway – Wallingford Station
19. Cholsey Railway Station
20. Cholsey Primary School
21. Cholsey Pavilion, including library services
22. Cholsey Recreation Ground
23. Larkmead Vets, Cholsey
24. The Forty shops, Cholsey, including Tesco
25. Cholsey Meadows
26. Cholsey Football Tournament (yearly event)
27. Howbery Park employment site, Crowmarsh Gifford
28. Crowmarsh Gifford C of E Primary School
29. CABI Employment site, Crowmarsh Gifford
30. Bridge Villa Camping and Caravan Park, Crowmarsh Gifford
31. The Ridgeway National Trail
32. Thames Path National Trail
33. Benson C of E Primary School
34. Benson Marina
35. Benson Paddling Pool
36. Benson Library
37. Local shop centre at High Street, Benson
38. Benson allotments
39. Faye Elizabeth Recreation Ground, Benson
40. A4074 services, Benson
41. St Laurence C of E Primary School, Warborough
42. Warborough Recreation Ground and allotments
43. The Springs Resort and Golf Club, North Stoke
44. Ewelme C of E Primary School
45. Brightwell-cum-Sotwell Pre-School
46. Earth Trust Centre at Wittenham Clumps, Long Wittenham
47. Root One Garden Centre, A4130, Brightwell-cum-Sotwell

## 14. Developments

There is currently a lot of planned growth around the area, including the following key sites:

Table 10: Housing and employment developments in the scope area.

Allocated Sites	Area	Status at the time of writing this LCWIP
Highcroft, Wallingford, approx. 555 homes (South Oxfordshire Local Plan allocation) <sup>74</sup>	Wallingford	Currently building out
Winterbrook, Wallingford, approx. 502 homes (Wallingford Neighbourhood Plan allocation) <sup>75</sup>	Wallingford	Outline planning permission granted August 2019.
BEN Phase 1 and 2, BEN2, BEN3/4, together delivers 559 (Benson Neighbourhood Plan allocations) <sup>76</sup>	Benson	BEN1 Phase 1 has been completed at the time of writing the NP. Phase 2 has been built out. BEN2 is being built out. BEN3/4 expected to be completed end of 2024.
East End Farm, Boshers Builders Yard, Fairmile and other development to provide 216 new houses (Cholsey Neighbourhood Plan allocations) <sup>77</sup>	Cholsey	All have been completed at the time of the Cholsey NP review (2022).
Benson Lane, CABl site near Mongewell, Carmel Cottage, 100 houses at Crowmarsh <sup>78</sup> , total ~266 houses to be expected	Crowmarsh Gifford	Benson Lane completed in 2023. Carmel Cottage, Mongewell, due to build out.

<sup>74</sup> Made Wallingford Neighbourhood Plan Review, 2025, [Wallingford Neighbourhood Plan - South Oxfordshire District Council](#)

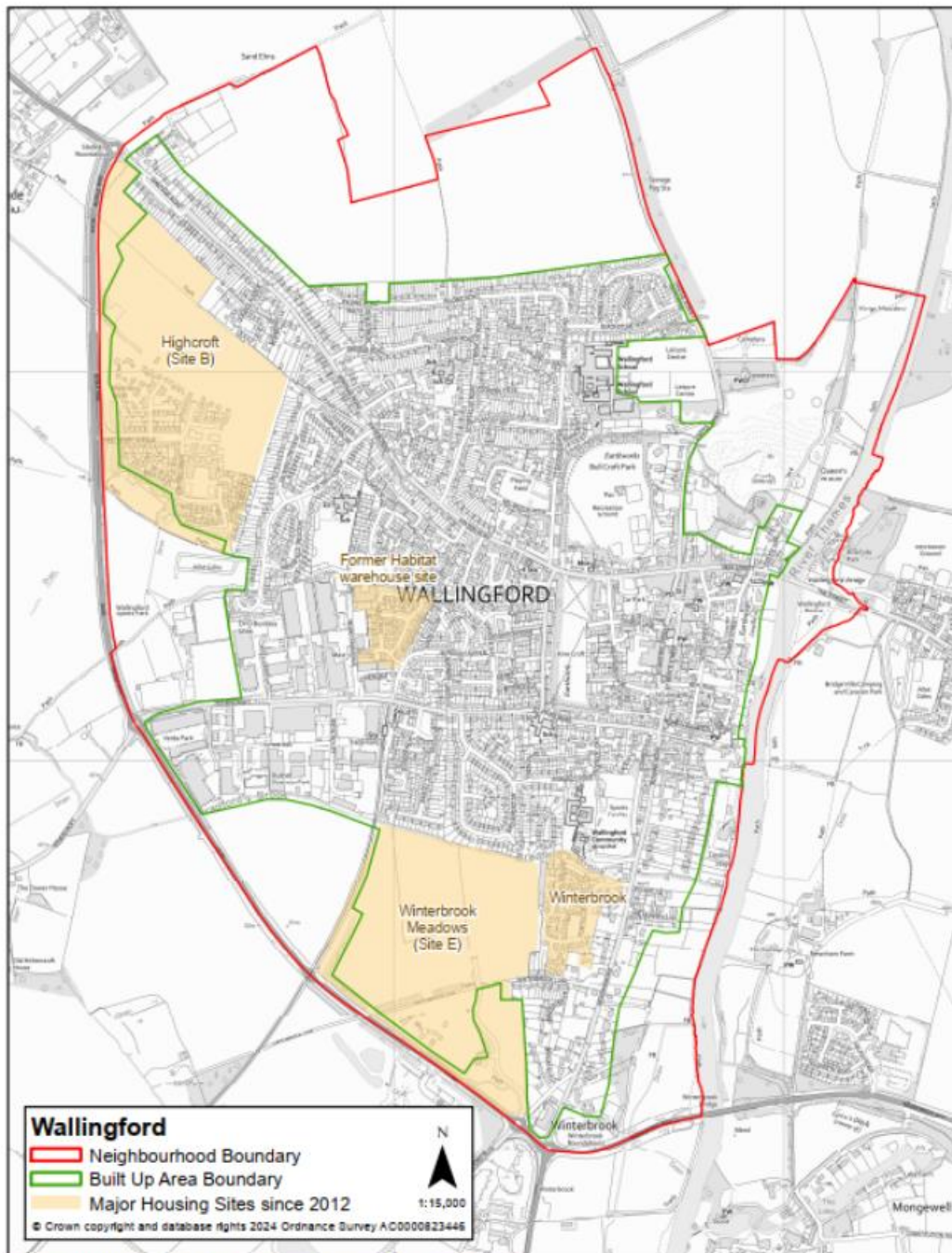
<sup>75</sup> Made Wallingford Neighbourhood Plan Review, 2025, [Wallingford Neighbourhood Plan - South Oxfordshire District Council](#)

<sup>76</sup> Benson Neighbourhood Plan Review, 2023, [Benson Neighbourhood Plan - South Oxfordshire District Council](#)

<sup>77</sup> Made Cholsey Neighbourhood Plan, 2022, [Cholsey Neighbourhood Plan - South Oxfordshire District Council](#)

<sup>78</sup> Crowmarsh Gifford Neighbourhood Plan, 2022

2.7 WALLINGFORD BUILT-UP AREA BOUNDARY



Map 4. Built-up Area Boundary and recent Housing sites

Figure 39: An extract of the map from the Wallingford Neighbourhood Plan which shows the built-up area boundary and recent housing sites

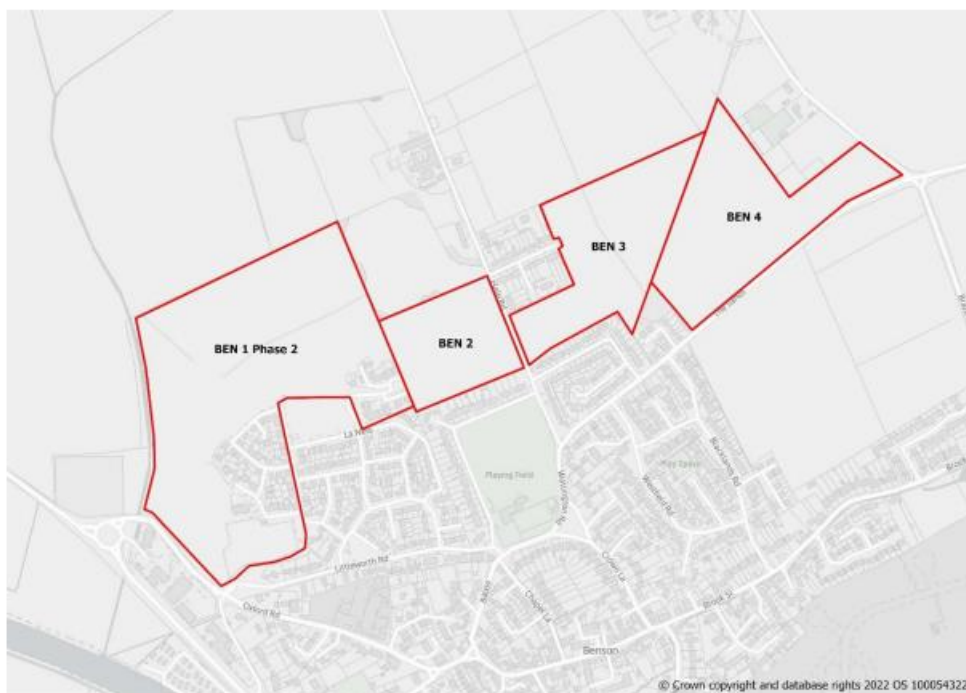


Figure 4 – Map of Allocated Sites (with adjustment to BEN 3/4)

Figure 40: An extract from the Benson Neighbourhood Plan to show the development sites.

The following infrastructure schemes are proposed and will have a positive impact within the scope area:

Table 11: Infrastructure schemes that are proposed or have been recently completed in the area

Scheme	Description
<b>Benson Mobility Hub</b>	this will create an interchange for active travel just north of Wallingford on the A4074 which addresses the first and last mile in journeys. Secured cycle parking and live bus journey times will make for more seamless usage of the services here, especially the X40 to Oxford and Reading.
<b>Benson Relief Road</b>	This aims to redirect vehicular traffic out of the centre of Benson and free up carriageway space for safer travels within the village. High quality pedestrian and cycle infrastructure has also been provided along the route, with the first half of the works already completed by OCC in December 2024 and the housing development planned to build the rest from around 2026.
<b>20mph implementation</b>	As part of the OCC’s commitment to ‘Vision Zero’, a scheme began in which communities were able to request the introduction of 20mph in their areas. The following areas within the scope have been approved: <ul style="list-style-type: none"> <li>• Wallingford – approved in September 2024, awaiting implementation (March 2025)</li> <li>• Crowmarsh Gifford – scheme completed in August 2023</li> </ul>

## Wallingford Area LCWIP Appendix A: Background Information

	<ul style="list-style-type: none"> <li>• Cholsey – approved in October 2024, awaiting implementation (March 2025)</li> <li>• Brightwell-cum-Sotwell – scheme completed in December 2023</li> <li>• Benson – scheme completed in May 2023, RAF Benson in October 2024 and Preston Crowmarsh in October 2024</li> <li>• Ewelme – completed in February 2024</li> </ul>
<b>A4074 speed limit review / Vision Zero</b>	The Wallingford bypass at the A4074 and A4130 received Cabinet Member Approval in October 2025 for a reduction from national speed limit to 50mph <sup>79</sup> .
<b>Benson Lane BSIP</b>	The delivery of the bus improvement measures as identified in the Oxfordshire Bus Service Improvement Plan <sup>80</sup> , as well as other localised active travel measures.
<b>Northern Perimeter Road 3, Didcot</b>	The final section of the bypass around the north of Didcot. This will provide cycling and walking infrastructure that ties into the housing estate of Ladygrove and onto the schools and facilities within here.
<b>Didcot LCWIP</b>	This identified a network of walking and cycling routes that can be put forward for upgrades as and when the opportunities arise. This will create an abundance of safe routes for those travelling from Wallingford and the surrounding areas into Didcot and beyond, e.g., to access the schools or employment sites.





<sup>79</sup> Oxfordshire County Council Cabinet Decision Meeting Minutes, Thursday 9<sup>th</sup> October 2025, [Agenda for Delegated Decisions by Cabinet Member for Transport Management on Thursday, 9 October 2025, 10.00 am | Oxfordshire County Council](#)







<sup>80</sup> Bus Service Improvement Plan and Enhanced Partnership, [Bus Service Improvement Plan and Enhanced Partnership | Oxfordshire County Council](#)







## 15. Walking and Cycling Improvements Toolkit

Pell Frischman have put together an improvements toolkit, one for cycling and one for walking. These can be found below.

Table 12: Improvements Toolkit

Types of Improvements	
<b>Walking</b>	
 <p>(Source: Pell Frischmann)</p>	<p><b>Dropped kerbs</b> – Features to facilitate non-stepped access to allow wheelchair users and people with pushchairs to cross the road unimpeded</p>
 <p>(Source: Pell Frischmann)</p>	<p><b>Tactile paving</b> – There are different types of tactile paving with the purpose providing a warning to people who are visually impaired who would otherwise find it difficult to differentiate between where the footway ends, and the carriageway begins.</p>
 <p>(Source: Pell Frischmann)</p>	<p><b>Controlled pedestrian crossings</b> – There are six types of controlled pedestrian crossings:</p> <p><b>Zebra</b> – These crossings are marked out by black and white stripes across the road with flashing beacons and zig zag markings.</p> <p><b>Pelican</b> – These require pedestrians to press the button and wait for the green man to appear before crossing the road.</p> <p><b>Puffin</b> – 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.</p> <p><b>Toucan</b> – These allow both pedestrians and cyclists to cross the road together, typically featuring push-button controls and cycle-specific signals.</p> <p><b>Parallel</b> – combines a zebra crossing for pedestrians with a dedicated cycle crossing, maintaining clear segregation. A parallel crossing would be preferred over a toucan crossing where pedestrians and cyclists need to be separated.</p> <p><b>Sparrow</b> – These bring together the signal-controlled element from the toucan crossing, and the priority for walking and cycling from the sparrow crossing to create a fully segregated space for pedestrians and cyclists.</p>
 <p>(Source: Pell Frischmann)</p>	<p><b>Uncontrolled pedestrian crossings</b> – These crossings assist pedestrians in crossing roads. 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.</p>

	<p><b>Raised table</b> – 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.</p>
	<p><b>New footway</b> – A new footway to be built adjacent to the carriageway, with a minimum desirable width of 2m to be fully accessible. The width of the footway will be determined by its function. A wider provision is preferred in high-footfall areas, while connector routes may be shaped by other constraints.</p>
<p>(Source: Pell Frischmann)</p>	<p><b>Footway widening</b> – Widening of footways that runs beside a carriageway to provide greater space for pedestrians to wait, to reduce the crossing distances or to improve the visibility between pedestrians and other road users.</p>
	<p><b>Relay footway</b> – Relay existing cobbled paving to provide a smooth and level footway, with a minimum desired width of 2m to be fully accessible.</p>
<p>(Source: Pell Frischmann)</p>	<p><b>Shared use footway/ cycleway</b> – Shared use footway/ cycleway allows pedestrians and cyclists to share the space, although pedestrians have priority. These paths are identified by a blue circle with a white symbol of a pedestrian and cyclist. when connecting smaller rural towns and villages, a shared use path can be considered appropriate and acceptable, where cycle flows and pedestrian footfall is higher, a segregated cycleway may be more suitable.</p>
	
<p>(Source: Pell Frischmann)</p>	
	<p><b>Lighting</b> – Installing new or upgraded lighting can provide greater encouragement for walking after-dark. It can improve the visibility of hazards, as well as increase reassurance and reducing fear of crime.</p>
<p>(Source: VeeLite)</p>	
	<p><b>Side Road Entry Treatment</b> – Side-road entry treatment gives priority to pedestrians and cyclists crossing a side road, by continuing the footway and/or cycle track on a raised table</p>
<p>(Source: Pell Frischmann)</p>	

	<p><b>Modal filter</b> – A feature used to restrict through-traffic of certain vehicles, while maintaining access for walking and cycling. A modal filter may limit access to walking and cycling only. Modal filters are used to improve safety, reduce traffic volumes, and create quieter, more liveable streets.</p>
	<p><b>School street – School zone</b> – A school street is 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. A school zone utilises area-wide measures, such as traffic calming, reduction in speed limits, new/ improved crossings to improve safety and accessibility around schools.</p>
	<p><b>Mobility Hub</b> – Mobility hubs bring together shared transport with public transport and active travel in spaces designed to improve the place-making for all. Mobility hubs have three key characteristics: co-location of modes; reallocate road space/ placemaking; and clearly identifiable travel information.</p>
<p><b>Cycling</b></p>	
	<p><b>Cycle Parking</b> - 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. There are other types of cycle parking, and the specific type should be determined as per OCC guidance. All cycle parking installed should be covered, and include repair stands with tyre pumps.</p>
	<p><b>Controlled crossings</b> – There are six types of controlled crossings:</p> <p><b>Toucan</b> – These allow both pedestrians and cyclists to cross the road together, typically featuring push-button controls and cycle-specific signals.</p> <p><b>Parallel</b> – combines a zebra crossing for pedestrians with a dedicated cycle crossing, maintaining clear segregation. A parallel crossing would be preferred over a toucan crossing where pedestrians and cyclists need to be separated.</p> <p><b>Sparrow</b> – These bring together the signal-controlled element from the toucan crossing, and the priority for walking and cycling from the sparrow crossing to create a fully segregated space for pedestrians and cyclists.</p>
	<p><b>Shared use footway/ cycleway</b> – Shared use footway/ cycleway allows pedestrians and cyclists to share the space, although pedestrians have priority. These paths are identified by a blue circle with a white symbol of a pedestrian and cyclist. Although shared use is not recommended in LTN 1/20 for streets with high pedestrian or cyclist flows, it can be considered appropriate and acceptable to connect smaller, rural towns and villages.</p>

	<p><b>Lightly segregated shared use footway/ cycleway</b> – A shared use path, where pedestrians and cyclists are separated by a white line, with pedestrian and cycle symbols painted on the surface. Although shared use is not recommended in LTN 1/20 for streets with high pedestrian or cyclist flows, it can be used in cases where available width and space is limited.</p>
	<p><b>Segregated cycleway (one or two way)</b> – Pedestrians and cyclists 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.</p>
	<p><b>Uphill only cycleways</b> – One-directional cycleway that is separated from general traffic to allow cyclists 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.</p>
	<p><b>Quiet mixed traffic street</b> – A road where both motor vehicles and cyclists share the same space; however, the volume and speed of traffic are low. Cyclists 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.</p>
	<p><b>Junction improvements</b> – 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.</p>
	<p><b>Wayfinding</b> – Signage to support pedestrians and cyclists to navigate their way around an area such as Wallingford town centre and the connections to the surrounding areas.</p>
	<p><b>Traffic calming (cycle bypasses at chicanes)</b> – Where chicanes are used as a traffic calming measure, integrating cycle bypass lanes provide cyclists a safe route through without having to move out in front of motor vehicles to navigate the chicane.</p>
	<p><b>Modal filter</b> – A feature used to restrict through-traffic of certain vehicles, while maintaining access for walking and cycling. A modal filter may limit access to walking and cycling only. Modal filters are used to improve safety, reduce traffic volumes, and create quieter, more liveable streets.</p>

<p>(Source: Cycling Embassy of Great Britain)</p>	
 <p>(Source: School Streets)</p>	<p><b>School street/ School zone</b> – A school street is 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. A school zone utilises area-wide measures, such as traffic calming, reduction in speed limits, new/ improved crossings to improve safety and accessibility around schools</p>
 <p>(Source: VeeLite)</p>	<p><b>Lighting</b> – Installing new or upgraded lighting can provide greater encouragement for cycling after-dark. It can improve the visibility of hazards, as well as increase reassurance and reducing fear of crime.</p>
 <p>(Source: Pell Frischmann)</p>	<p><b>Advisory Signage</b> – enhance cyclist safety by informing drivers not to attempt to overtake cyclists where there is restricted lane width.</p>
 <p>(Source: Pell Frischmann)</p>	<p><b>Side Road Entry Treatment</b> – side road entry treatment gives priority to pedestrians and cyclists crossing a side road, by continuing the footway and/or cycle track on a raised table.</p>
 <p>(Source: Pell Frischmann)</p>	<p><b>Mobility Hub</b> – Mobility hubs bring together shared transport with public transport and active travel in spaces designed to improve the place-making for all. Mobility hubs have three key characteristics: co-location of modes; reallocate road space/ placemaking; and clearly identifiable travel information.</p>

## 16. Engagement and Let's Talk Consultation Findings

Site visits to each area in the scope were carried out in anticipation of the works beginning to inform the background information gathering. These were opportunities for the potential steering group to meet officers and engage with the concept of an LCWIP before agreeing to take part. This also provided an opportunity for a walk and talk whereby the members of the community were encouraged to show officers their areas of opportunity for improving active travel.

### Wallingford – October 2024

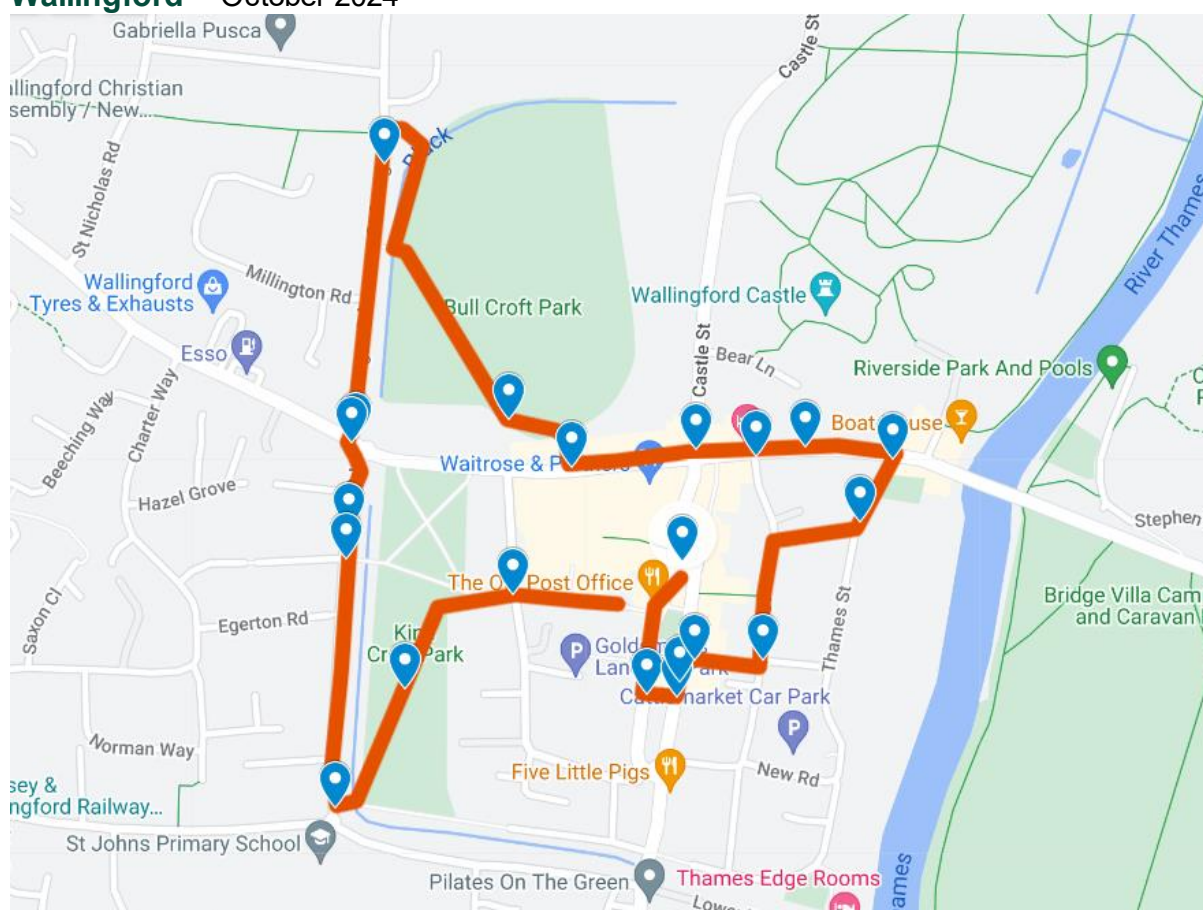


Figure 41: Route walked on Oct 2024 site visit in Wallingford, starting and ending in the town centre

Table 13: Discussion points on the Wallingford site visit in October 2024

Where (blue pins)	What
Town centre	No cycle parking within the immediate town centre (preference for covered cycle parking); uneven pavements have led to trips and falls, at least two of which have led to hospital visits; throughout town: camber sometimes too steep for wheelers
St Martin's Street informal crossing	Crossing build outs are in poor repair for pedestrians using it, while the approach on the carriageway is poorly aligned and causes conflict between cyclist and vehicles where cyclists follow the kerb line and drivers don't always see their movements

Wallingford Area LCWIP Appendix A: Background Information

St Mary's Street	Delivery drivers mount the pavement on the double yellows to access the pizza shop, restricting access on the footway. Same issue (as above) with the approach to this crossing for cyclists and the kerb alignment/road markings.
Hart Street	Cycle parking provided here but shared space with bins, no lighting, no CCTV, not attractive to use as its out the way
Hart Street junction with Wood Street	Poor visibility, confusion over the 2-way system on Wood Street causes conflict between cyclists and drivers
Thames Street	Narrow carriageway but 2-way, not enough space on the pavements for mobility scooter/push chair use
Thames Street junction with High Street	Narrow junction, poor visibility, minimal footway provision
High Street	Pinch point at the traffic lights means the footway narrows and there's not enough room for two pedestrians to pass, just about enough space for a single buggy to get through. The southern extent of carriageway is extremely narrow too. Advisory cycle lanes are extremely narrow and direct cyclists down the road – due to its width, would be safer to remain more centrally within the carriageway
Wood Street junction with High Street	Extremely narrow, vehicles mount the pavement, very poor visibility for pedestrians crossing here
Castle Street arm of crossroad, High Street arm of crossroad	No pedestrian crossing here, but they're provided on the western extent of High Street and on St martin's Street
Bull Croft Park entrance onto High Street	Lack of crossing here despite it being a key, well-used route to the schools from the town centre where many get the bus to / from surrounding villages
Bull Croft Park pavements through park	The section of pavement under the trees is in poor repair, uneven surfacing does not allow for easy movement across as a person using a mobility aid, someone using a pushchair etc. and there's no lighting so in winter there is a higher risk to slips trips and falls
Bull Croft Park access	Well used access point for school children crossing the park to the High Street and beyond is incredibly steep and muddy, links to a perimeter path to Castle Street where there is no crossing
St George's Road	Provision of speed humps/traffic calming here is inconsistent and of a poor quality, makes for difficult cycling
St George's Road junction with Station Road	Poor visibility for cyclists using the NCN5 along Station Road
Station Road informal crossing	In poor repair

## Wallingford Area LCWIP Appendix A: Background Information

Croft Road	Narrow pavements mounted with heightened kerbs restrict movements along, don't allow for easy passing especially for those with mobility aids, on scooters, or using a push chair. Entrance to Kine Croft Park via narrow alley and narrow bridge, no crossing over Croft Park to access from Croft Villas (privately owned) despite it being a key route into the town centre from the west. Barriers in place are restrictive and there's no dropped kerb to allow those coming from the west via Croft Villas to easily access this alleyway.
Croft Road mini roundabout with St John's Road	Missing pedestrian crossing here despite there being one on both arms of the St John's Road
Access up the moat/rampard into Kine Croft Park	Stairs are provided alongside a ramp/slope but are narrow and steep, mobility aids/scooters, pushchairs would struggle to access this
Kine Croft Park	No lighting
Kinecroft (road) junction with Goldsmith's Lane, connecting to Church Lane	Narrow carriageway, 2-way access to the car park, relatively high volume of traffic, no formal crossing despite Church Lane being the key connecting route into the town centre from the west/Kine Croft, minimal footway provision that isn't wide enough for mobility scooters
Wallingford Road	Excellent route for cyclists but currently road speeds, and lack of cycle infrastructure make it unattractive. The current provision should meet LTN1/20 standards or be removed entirely.

### Wallingford – February 2025

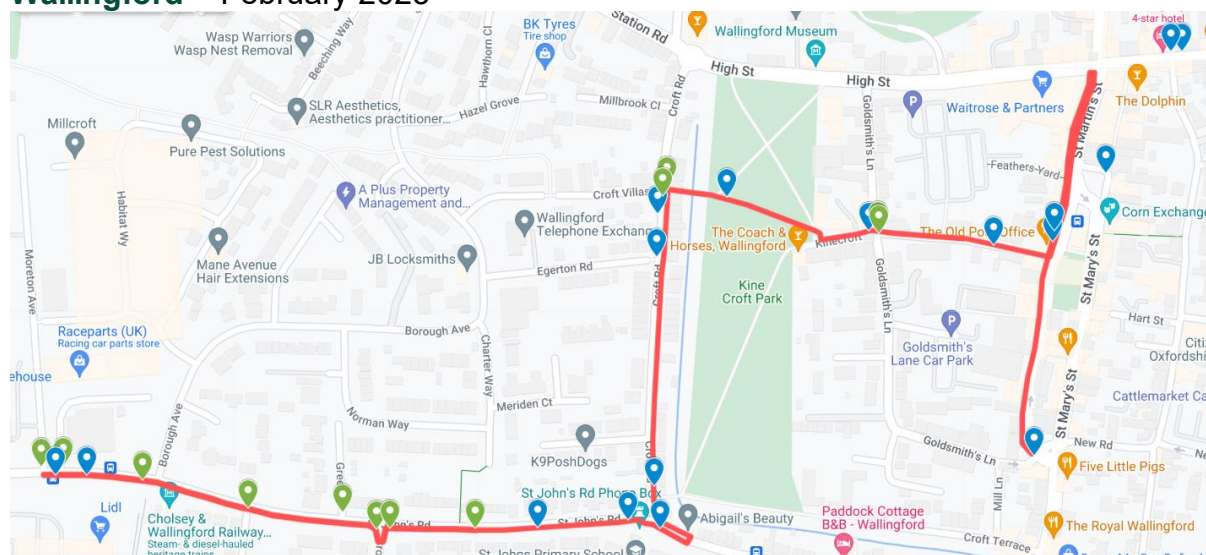


Figure 42: Route taken on February 2025 site visit, starting on Hithercroft Road and ending at the end of Goldsmiths Lane

## Wallingford Area LCWIP Appendix A: Background Information

Table 14: Discussion points on the Wallingford site visit in February 2025

Where (blue pins)	What
Hithercroft Road – Lidl	No formal crossing points at all, especially at the junctions with Moreton Avenue and Borough Avenue, where people travel down here from the northern part of the town via the PRow linking the parts of town together. Bus stop provision could be improved and there is only one pedestrian access into Lidl. No dropped kerbs
Hithercroft Road – footpath travelling east towards railway station	Uneven footpath with lots of potholes and covered in mud – poorly maintained and makes for rough travelling on wheels.
Green Close – St John’s Road	Footpath is in poor repair, no dropped kerbs along this section so anyone wheeling from Green Close has to use the spaces where there are people’s driveways, sometimes diverting down residential streets to get to the first available dropped kerb.
St John’s Road	Footpath narrows considerably, cluttered with streetlights. No crossing on the western arm of the roundabout despite there being one on the eastern arm outside the school and on Croft Road – as these are the only locations for dropped kerbs and safe crossing, it adds on to the journey for those who wheel
Croft Road	Raised kerb running along the edge of the footpath is problematic due to the restraint in the space. Limited opportunities to cross due to no dropped kerbs unless it’s a driveway, meaning access into the town centre via the Croft Road alleyway through to Kine Croft is limited.
Kine Croft Park Footpaths	They are in good repair, however, could be wider as for someone in a wheelchair to travel in one direction means anyone travelling in the opposite direction has to walk onto the grass – in the winter, this means it gets muddy and slippery, creating pools of water adjacent to the footpath. Also means that two people in wheelchairs can’t safely pass one another.
Kinecroft (Road)	Access to the community centre and dance schools but the footpath provision is quite narrow where it bends around the building.
Kinecroft – Church Lane crossing over Goldsmith’s Lane	The crossing is problematic due to the high-speed that the vehicles travel at. There is one pair of dropped kerbs on the footpath, however, once on the Church Lane side, there aren’t any that allow access onto Church Lane. This renders this section of the footpath here unusable – a person in a wheelchair can get on the footpath, but where will they go?
Church Lane	Camber of the footpath is questionable and the slight incline on the approach to the town centre can make for a

## Wallingford Area LCWIP Appendix A: Background Information

	difficult journey for those without power-assisted mobility aids.
St Martin's St outside The Old Post Office	The block paving on the footpath makes for a bumpy journey and poses a risk of wheels getting caught in the cracks and falling. The block paving is also difficult to navigate in poor weather conditions, such as in rain or freezing conditions.
St Martin's St delivery access / dropped kerbs	The dropped kerbs here to cross over the access to the delivery bay behind the shops are not flush and so make for a difficult transition for people in wheelchairs travelling down. They are also difficult to mount on the other side.
High Street – outside The George Hotel	Footpath narrows to the width of a wheelchair, meaning that oncoming pedestrians have to walk into the carriageway when passing a person in a wheelchair. Especially difficult due to this being the only dentist in Wallingford with wheelchair access until last year.
Southern extent of Goldsmith's Lane at junction with St Martin's St	When coming from the north to cross over the one-way access, the visibility for pedestrians is very poor and vehicles travelling out of Goldsmith's Lane aren't visible until they approach the pinch point.
Green pins	Missing dropped kerbs in Wallingford

### Benson – September 2024

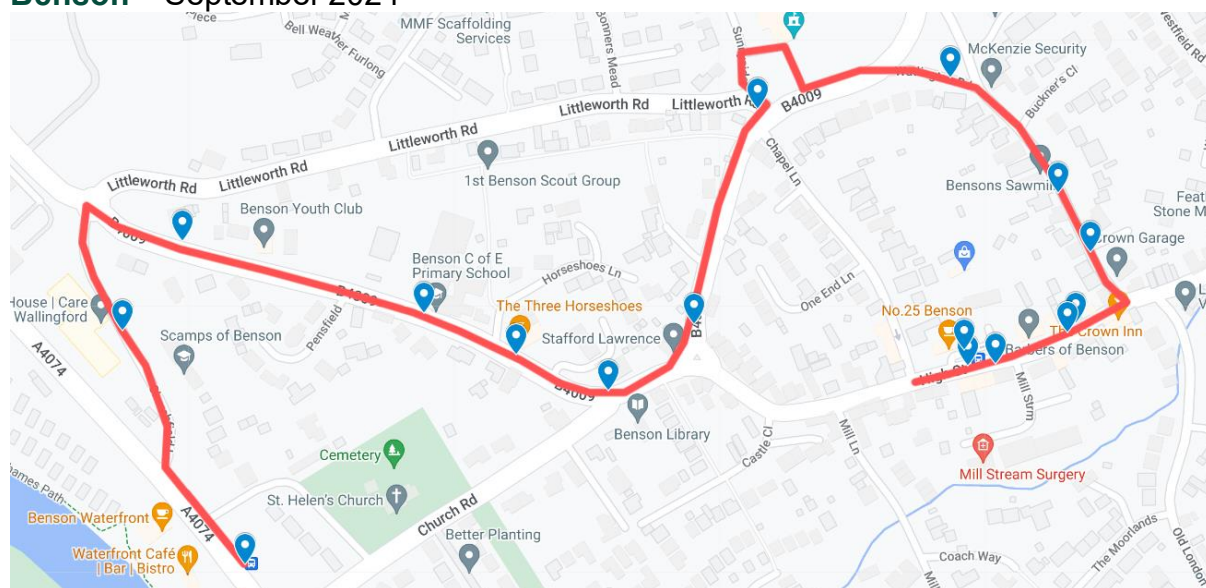


Figure 43: Route taken in Benson on the October 2024 visit, starting at the bus stop on the A4074 and ending on High Street

Table 15: Discussion points on the Benson site visit in October 2024.

Where (blue pins)	What
A4074 bus stop	Very high volumes of traffic, air and noise pollution, bus stop provision does not reflect its usage or importance, however, this is the site for the upcoming mobility hub
Churchfield Lane	Access to/from here to the bus stop is a very narrow footpath, not wide enough for someone with a mobility

Wallingford Area LCWIP Appendix A: Background Information

	aid to comfortably travel down despite Churchfield Lane having a recently delivered care facility. Churchfield Lane itself is quite narrow with a footpath along one side of the carriageway, is a frequent use for vehicles hoping to access the school on Oxford Road
Oxford Road/B4009	The access on the B4009 from the A4074/Elm Bridge roundabout was closed, so there was not as much through traffic as normal, however, it was still evident that along Oxford Road at the school there are vehicles travelling at high speeds due to no traffic calming, despite the 20mph. Footpath along here is narrow and only on one side of carriageway.
Benson C of E Primary, Oxford Road	Good links to the school from a network of paths, however, access from Oxford Road is poor due to congestion at drop off/pick up times, limited cycle parking on site, narrow footpaths and on street parking to the east.
The Three Horseshoes, Oxford Road	Pavement parking is frequent here due to those wanting to access the pub – at the time of visit, there were two vans on the wide footpath, completely blocking the route for anyone on foot.
B4009, Castle Square	Poor visibility at junction, blind bend, high speed traffic, especially those travelling westbound to Church Road to access the A4074. Narrow footpaths discourage use, poor access to the Benson Library
B4009, Watlington Road	Blind bend, narrow footpath, LGV/HGVs passing through from waste centres outside Benson.
Littleworth Road/B4009 access to Benson Village Hall	No crossing here
Watlington Road/Crown Lane junction	Narrow footpaths
Crown Lane	Narrow footpaths, on-street parking restricting cyclist movements on the approach to Brook Street/High Street
High Street	Bollards outside old post office restrict movement, especially for those with mobility aids or pushchairs/young children No crossing at any points Bus stop amenity provision could be improved, no place to stop and rest Limited cycle parking on High Street, only available spots are behind the shops at the toilets.

## Wallingford Area LCWIP Appendix A: Background Information

Additional comments following engagement with wider group:

Table 16: Additional points to add following feedback from the group. These were not accounted for in Figure 43.

Where (blue pins)	What
Preston Crowmarsh junction with A4074 (one way entry at the new crossing)	Pedestrians are at risk of collision due to a sharp turn into Preston Crowmarsh via the one-way junction at the location of the new crossing.
B4009	HGVs occupying most of the carriageway space and, in instances where there is not enough space to safely pass, they mount the footpath which poses a road safety issue. The opening of the relief road/newly aligned B4009 should alleviate this problem.

### Crowmarsh Gifford – October 2024

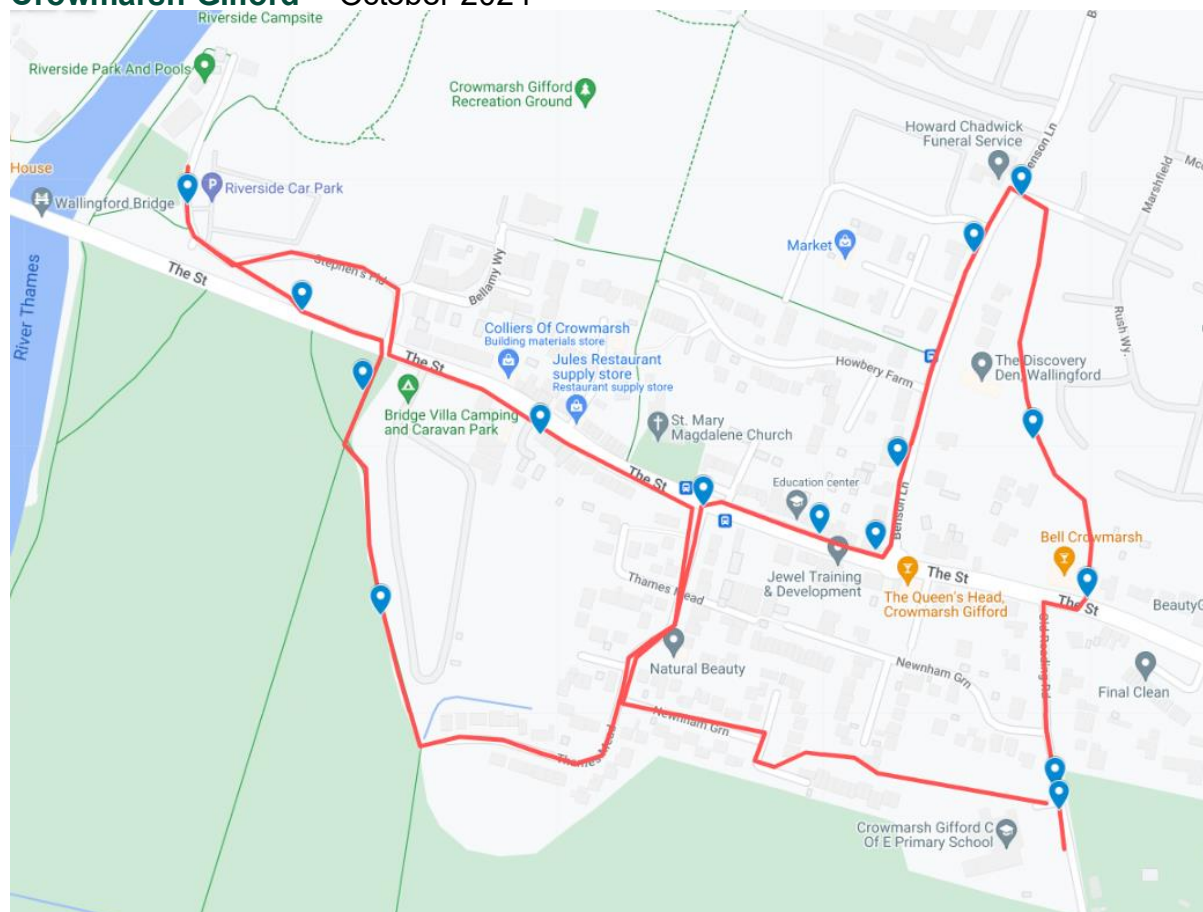


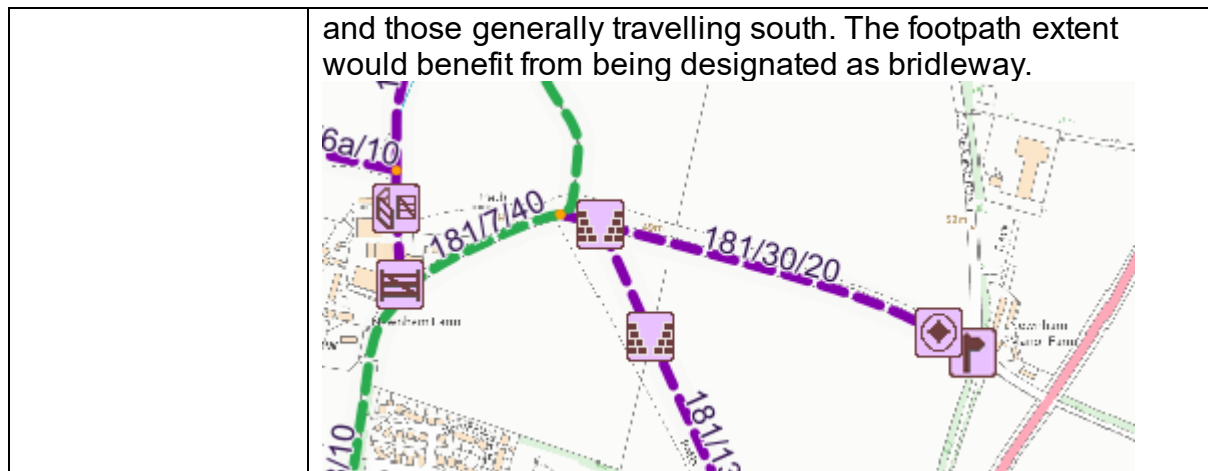
Figure 44: Route taken by the group in Crowmarsh Gifford, starting and ending at the Riverside car park

Table 17: Discussion points around Crowmarsh Gifford

Where (blue pins)	What
Riverside car park	Installation of an accessible mooring spot for the ferry from Benson Marina to Wallingford, really good development in the area Opportunity for cycle parking near the car park (for bankside / beach visitors) as there is none

## Wallingford Area LCWIP Appendix A: Background Information

The Street traffic signals with Wallingford Bridge	Opportunity for an advanced stop line at the lights to enhance the safety and visibility of cyclists. The installation of the green signs has helped with the attitude towards cyclists; however, the vegetation has grown around it so needs clearing.
Watery Lane Path /PRoW 181/7/20	Extremely narrow despite being a bridleway with several drains that are protruding, as the mud has been eroded away and exposing the metal. Resurfacing and vegetation clearance needed.
The Street	Advisory cycle lanes currently in place are not wide enough. They run alongside lay-bys which provide residential parking for the houses along The Street but increase the risk of car doors opening on cyclists. Promoted via wayfinding as Sustrans' NCN5 but is not particularly attractive. A lot of the existing footways either side of The Street are not wide enough for those in wheelchairs and so it's difficult to travel down.
The Street mini roundabout with Benson Lane	Benson Lane approach is unhelpful for cyclists due to the layout of junction meaning the eastern corner is set too far forward for vehicular drivers to spot cyclists. There are informal crossings on Benson Lane and The Street (east) but none on The Street (west). Missing infrastructure makes it difficult for pedestrians to know where and when to safely cross.
Benson Lane	Key route to employment sites but no cycle lanes leading up to here. Once past the new development site the road becomes derestricted and thus vehicle speeds are observed to be quite high, especially on the approach to the national speed limit sign. Speed Indicator Devices in place as light traffic calming measures. No convenient crossing over Benson Lane into the new development – an informal crossing has been delivered to the north of French Gardens which provides a link for those travelling north (onto the employment sites) but none going south, which is the more likely journey.
The Street/Old Reading Road	Route to school which has a recently delivered zebra crossing installed to allow for safer walking.
Old Reading Road	Extensive pavement parking during school times, increasing the risk of collision between cyclists and those exiting their vehicles. Cycle parking in place is of unsuitable design, damaged and, when in use a bicycle would infringe onto the footpath, causing an obstruction for those wheeling (no cycles parked during visit).
PRoW 181/30/20 to 181/7/40	Currently the eastern extent of the PRoW is designated as a footpath. This forms a popular and high-quality route for those travelling between Benson, north Wallingford and Cholsey



**Cholsey – October 2024**

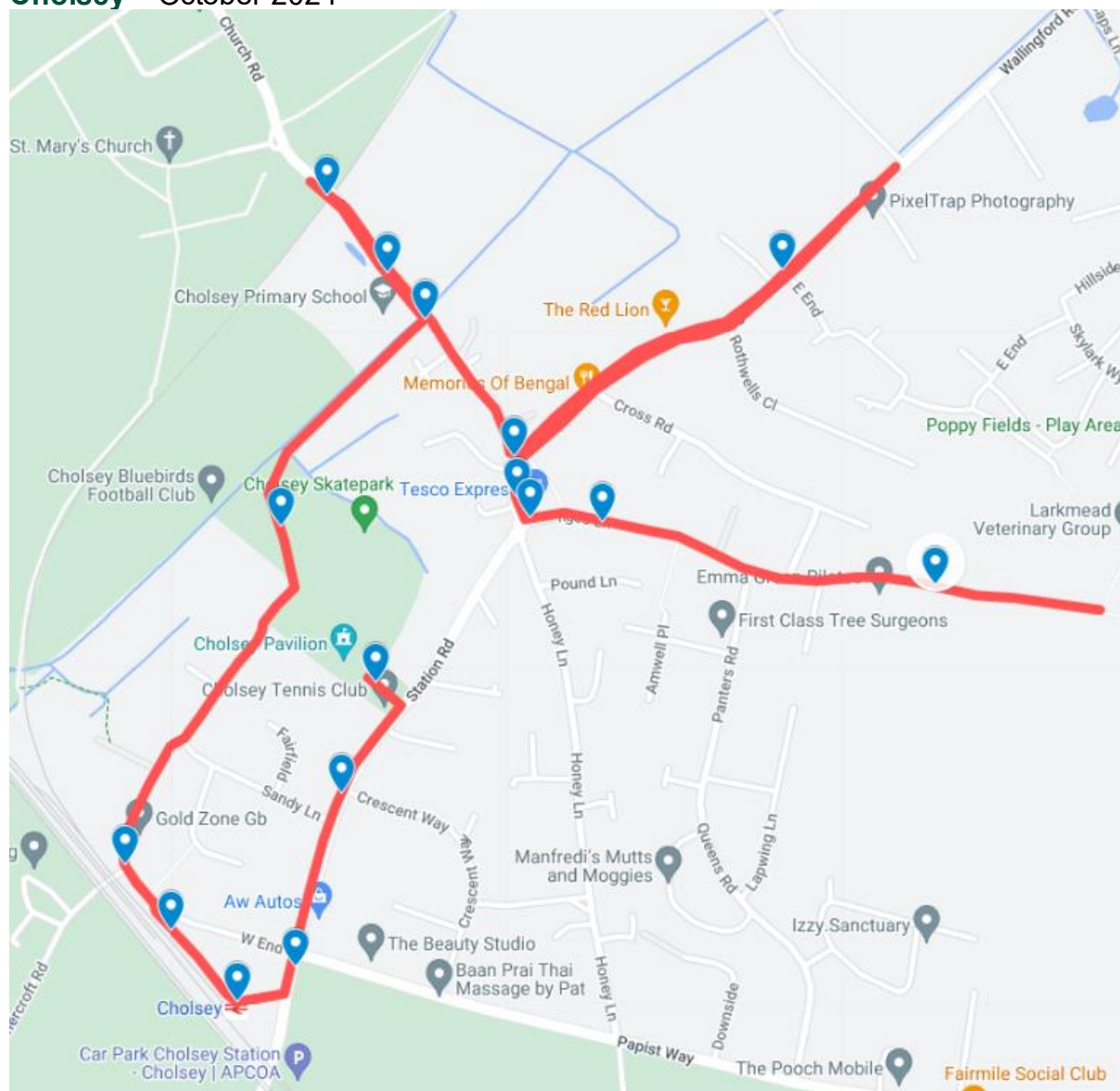


Figure 45: A map to show the route taken on the site visit around Cholsey.

Table 18: Discussion points on the Cholsey site visit

Where (blue pins)	What
Cholsey Pavilion	Limited cycle parking, lots of vehicular parking on football days and not enough space to accommodate, spills onto the roads
Station Road	On the walk to the station, the footpath width varies and has potholes across driveways, causes disruption to walking and wheeling. Carriageway narrows and cyclists have less space to navigate into the station car park, with oncoming vehicular traffic having come from a derestricted road and still slowing down/at speed.
West Field Road/Cholsey Railway Station	Poor drainage facilities, little footpath provision and no dropped kerbs on the footpath leading into the station meaning restricted access for those with wheels. Overgrown vegetation.
Cholsey Railway Station	Half of the cycle parking is uncovered, little provisions to make the station accessible. Dropped kerb is blocked by car parking space. No space for drop offs means that cars idle and turn around in the centre of the space where people are approaching on foot/on wheels. On the approach to the station, the camber and the drainage are challenging for people on wheels to navigate through due to large puddles and limited carriageway space for vehicles to avoid the puddles.
Connecting alleyway to West End	Quite narrow, covered in leaves but unknown owner. Build-up of leaves means for slippery ground when cycling. Muddy in the wet.
West End	Extensive parking from people accessing the station, causes a hazard for cyclists with potential opening doors and takes up the available space. Problem persists along Brentford Close, Sandy Lane, Station Road and Papist Way.
Cholsey Recreational Ground	Potential to put a shared footway/cycle way here but need to consider the football matches that take place. Can run along the avenue of trees near the school but the trees are protected (TPOs).
Cholsey Primary School, Church Road	Congested in peak hours with minimal provisions for drop offs, lots of street parking and high vehicle flows. Car park at St. Mary's Church is well used, however, bridge over the "Bunk Line" is extremely narrow with an informal footpath for parents with young children/push chairs. High volume of street parking means poor visibility for those cycling and risk of run-ins with opening car doors.
Church Road/The Forty/Wallingford Road roundabout	No formal crossing point, very narrow pavements despite being a key route to school and poor visibility for cyclists coming up Church Road or Wallingford Road. Overgrown trees/vegetation from private gardens make

	for less available space and pedestrians unable to cross each other without entering the carriageway.
Wallingford Road	Narrow uneven pavements with large vehicles passing fast and near. Pavement only on one side along majority of the road. Shared use path signage is limited / local residents are not clear where it starts and finishes. Shared use path not wide enough to accommodate both pedestrians and cyclists travelling in opposite directions leading to people stepping out into road.
The Forty	Lots of on-street parking in a controlled zone, blocking the dropped kerbs and creating difficulties for those with wheels to cross. No formal parking provisions for this area mean those travelling in a car are parking where there's available space. Lots of potential for increased cycle parking outside Tesco but issues with the landlord. Current Tesco cycle parking is not well placed.
Ilges Lane	Busy through road to access the Larkmead Vets at the end of the street and the footpath disappears as the road becomes private. Route connects with the A329 Reading Road where a crossing to link the main village to the Cholsey Meadows development is needed.

### 16.1. Let's Talk Map and Pin Exercise

An online public consultation was held between February 2025 and March 2025 on OCC's Let's Talk Oxfordshire platform. The engagement took the form of a "Map and Pin" exercise, where people could drop pins on a digital map to identify specific locations for comments. Respondents were able to identify where infrastructure is missing or needs improving within the scope area. They could also pin other comments they felt were important to the exercise.

The engagement was promoted via targeted social media posts on NextDoor and inclusion in two digital newsletters from the council – the Travel Bulletin and Your Oxfordshire. A link to the exercise was also shared with members of a stakeholder steering group which included local active travel and mobility groups, with a request to share the link with their wider networks.

There was a total of **534** responses across the scope. They fell into the following categories:

Table 19: Map and pin results breakdown

Category	Number	Percentage
Safety concern	212	40%
Infrastructure is needed or missing	141	26%
Infrastructure needs improving	132	25%
Infrastructure is damaged	26	5%
Other issue	23	4%

## Wallingford Area LCWIP Appendix A: Background Information

Most comments raised were safety concerns, mainly relating to inability to cross safely at key areas, such as schools and on major roads; insufficient provision for cycling between settlements and within the main town of Wallingford; and lack of secure cycle parking.

The area which received the greatest number of comments was Wallingford, with 197 comments, followed by Cholsey with 142. A breakdown is provided in the table below.

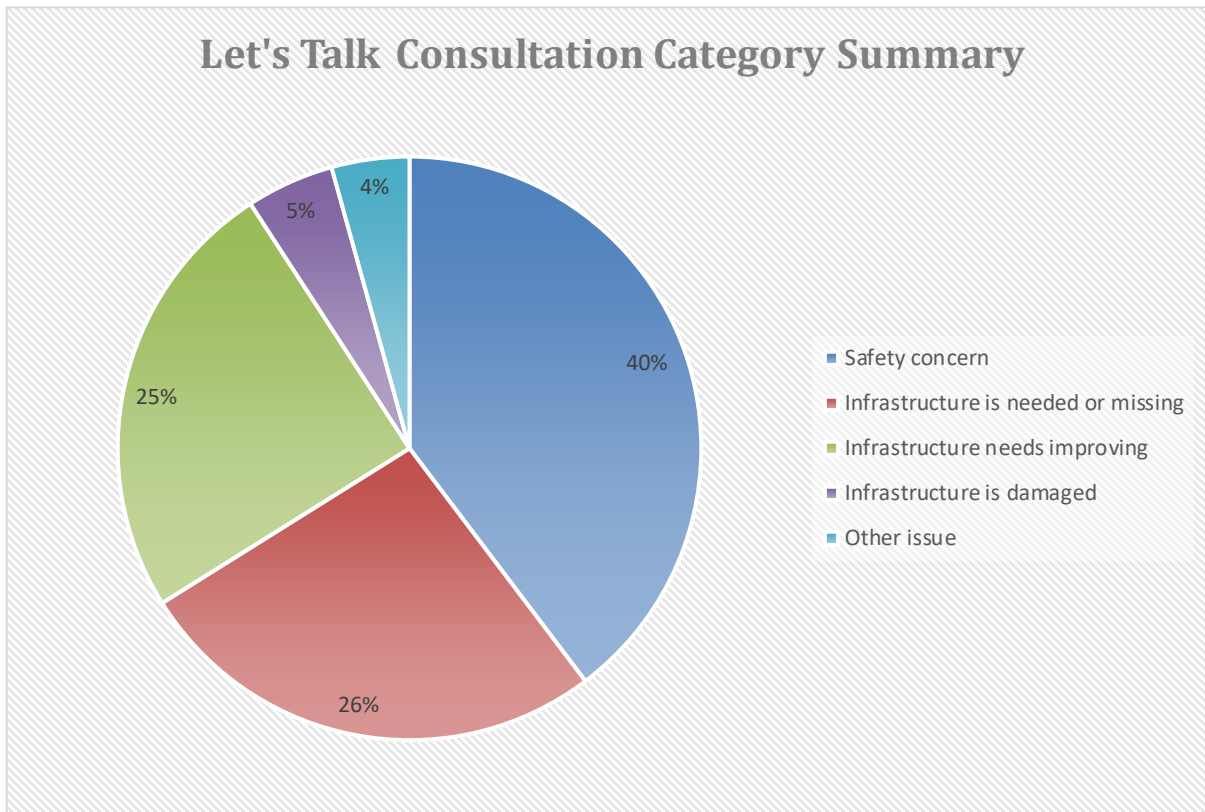
Table 20: Summary of location-based responses

Location	Number	Percentage
Wallingford	197	37%
Cholsey	142	27%
Benson, Preston Crowmarsh and Ewelme	74	14%
Crowmarsh Gifford	44	8%
Other, including links to Goring and links beyond Shillingford and Warborough	28	5%
Brightwell-cum-Sotwell	22	4%
Warborough and Shillingford	15	3%
North Stoke / Little Stoke	12	2%

Comments included:

- Access to schools: Safe walking routes, pedestrian crossings, dangerous vehicle parking at school pick up times
- Crossing points: Pedestrian priority crossing points with shorter wait times for pedestrians, no safe pedestrian crossing points
- Pavements: too narrow for flow of pedestrians, poor drainage
- Cycle parking: Limited cycle parking in the town centre
- Cycle infrastructure – limited cycle lanes, badly designed, unusable due to vehicle parking and maintenance of vegetation

Figure 46: Let's Talk Oxfordshire Consultation - Summary of categories.



## 17. Consultant Outputs

The below tables were provided by the consultant Pell Frischmann and were consolidated into one table for the purpose of the LCWIP. They are found below in full. Please note that the grey rows are the same for both Table 19 and Table 20; the only differences are the cycling and walking specific improvements, highlighted in red and purple respectively.

Table 21: Pell Frischmann's original table of improvements for walking and cycling, with red for cycling

Ref no.	Benefit to	Town	Location	Description
1A.1	Walking & Cycling	Wallingford	High Street between Wallingford Museum and Wallingford Bridge	Remove the existing substandard cycleways and widen the footways along High Street between Wallingford Museum and Castle Street. East of Castle Street, widen the footway by narrowing the carriageway to Wallingford Bridge
1A.4	Walking & Cycling	Wallingford	High Street/ Croft Road/ St George's Rd junction	New modal filter to reduce through traffic on High Street. Supplementary measures, such as turning restrictions at St Martin's Street/ High Street junction to be considered separately
1A.5	Walking & Cycling	Wallingford	High Street/ Goldsmith's Lane junction	Tighten junction widths and provide a continuous footway at Goldsmith's Lane junction
1B.2	Walking & Cycling	Wallingford	St Martin's Street/ St Mary's Street between New Road and Church Lane	Reduce carriageway widths to widen footways along St Martin's Street and St Mary's Street between New Road and Church Lane. As part of this, existing pinch points will be removed or reconfigured to provide a safer route for cyclists.
1B.3	Cycling	Wallingford	Market Place	New cycle parking at Market Place
1B.6	Walking & Cycling	Wallingford	St Mary's Street at St Johns Road junction	New modal filter to reduce through traffic on St Martin's Street and St Mary's Street
1B.7	Walking & Cycling	Wallingford	Market Place	New Mobility Hub at Market Place
1C.3	Walking & Cycling	Wallingford	Croft Road/ High Street/ Station Road junction	Replace mini roundabout at Croft Road/ High Street/ Station Road junction with a staggered T-junction. Place new junction on a raised table
1C.7	Walking & Cycling	Wallingford	Croft Road/ St Johns Road junction	Replace mini roundabout at Croft Road/ St Johns Road with a priority-controlled junction, also includes road space reallocation to provide wider footways
1C.8	Walking & Cycling	Wallingford	St Johns Road between St Mary's Street and Croft Road	A study into the feasibility of enhancing the public realm and improving active travel links
1D.5	Walking & Cycling	Wallingford	St Johns Road between St Mary's Street and Croft Road	A study into the feasibility of enhancing the public realm and improving active travel links
1E.5	Walking & Cycling	Wallingford	Trenchard Close	Resurface the footway to provide a smooth, continuous footway surface along Trenchard Close

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Ref no.	Benefit to	Town	Location	Description
1E.6	Walking & Cycling	Wallingford	Trenchard Close	Introduce walking and cycling accessibility measures consistent with a school street environment along Oxford Road
1F.1	Walking & Cycling	Wallingford	St Georges Road, between Station Road and Blackstone Road	Upgrade existing gateway feature at the start of the existing 20mph zone on St Georges Road and provide new traffic calming measures such as raised tables between Station Road junction and St Georges Green
1H.1	Walking & Cycling	Wallingford	Croft Villas between Croft Road and Regency Close	Resurface carriageway to provide smooth flush surface for walkers and cyclists
1H.2	Walking & Cycling	Wallingford	Between Croft Villas and Regency Close	Upgrade existing modal filter at 7 Croft Villas to improve the permeability of the route for cyclists and pedestrians
2D.1	Walking & Cycling	Warborough	Thame Road between Warborough Road and Green Lane	Improved lighting on footway set-back from carriageway behind the stream on Thame Road between Warborough Road and Green Lane
2D.2	Walking & Cycling	Warborough	Thame Road, between Warborough Road and the Thame Road junction	Speed limit reduction along Thame Road from, 30mph to 20mph, Between Warborough Road and the Thame Road junction
2D.4	Walking & Cycling	Warborough	Warborough Road, from Henley Road to A329	Resurface carriageway to provide smooth flush surface for walkers and cyclists
2D.5	Walking & Cycling	Warborough	Warborough Road, junction with Henley Road	At the Warborough Road/ Henley Road junction narrow the junction, as it is a one-way road with a weight restriction
2E.5	Cycling	Warborough	Thames Road between The Green North and the Green South	New cycle parking located near St Laurence Church and Warborough Post Office
2F.1	Walking & Cycling	Wallingford	Castle Street, between High Street and Norries Drive	Widen footways to 2m along Castle Street between junction with High Street and Norries Drive
2F.4	Cycling	Shillingford	Shillingford Bridge	New advanced cycle signal over Shillingford Bridge to allow cyclists a head start before vehicles. New sign ahead of bridge stating "Narrow lane Do not overtake cyclists"
2F.6	Walking & Cycling	Shillingford	Shillingford Road between Beech Road and New Road	Speed limit reduction along Shillingford Road from 60mph to 30mph, between Beech Road and New Road
2F.7	Walking & Cycling	Wallingford	Castle Street between Norries Drive and Wallingford Cemetery	Speed limit reduction along Castle Street from 30mph to 20mph, between Norries Drive and Wallingford Cemetery

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Ref no.	Benefit to	Town	Location	Description
2F.9	Cycling	Wallingford	Castle Street just at Bear Lane junction	New cycle parking located near the pay and display parking on Castle Street just north of the Bear Lane junction
2F.10	Walking & Cycling	Shillingford	Shillingford Roundabout	New toucan crossing at Shillingford Roundabout on the New Road junction
2F.11	Walking & Cycling	Shillingford	Shillingford Roundabout	Reduce junction widths at the roundabout to widen footways on all arms
3A.1	Walking & Cycling	Wallingford	Wallingford Bridge	Reallocate road space to widen footway along Wallingford Bridge
3A.2	Cycling	Wallingford	Wallingford Bridge	New advanced cycle signal over Wallingford Bridge to allow cyclists a head start before vehicles
3A.3	Walking & Cycling	Crowmarsh Gifford	The Street and Benson Lane junction	Replace existing mini-roundabout at The Street/ Benson Lane junction with a T-junction, and narrow the width of the junction mouth, providing a continuous footway over Benson Lane
3A.6	Walking & Cycling	Crowmarsh Gifford	The Street	The Street is a strategically important link between Wallingford and Crowmarsh Gifford. While further feasibility and design work is required before proposals can be developed, their inclusion ensures they are recognised within the LCWIP framework and can inform future strategies and funding opportunities.
3B.1	Cycling	Crowmarsh Gifford	Benson Lane, between Howberry Park and The Street	Realign carriageway to upgrade existing uni-directional advisory cycle lanes to bi-directional segregated cycleway between A4074 and Howberry Park access. Carriageway realignment to provide new cycleway between Howberry Park access and The Street
3B.3	Walking & Cycling	Crowmarsh Gifford	Benson Lane between French Gardens and A4074	Speed limit reduction along Benson Lane from 60mph to 30mph between French Gardens and A4074
3C.1	Cycling	Preston Crowmarsh	Preston Crowmarsh Road	Resurface carriageway to provide smooth flush surface for cyclists
3D.2	Walking & Cycling	Benson	Church Road between St Helen's Avenue and Castle Square	New shared use footway/ cycleway along Church Road between A4074 and Castle Square, to tie in with shared use facilities (Proposals 3H.2 and 3J.1B)
3E.2	Walking & Cycling	Benson	High Street, between Castle Square and Crown Lane	Traffic calming measures such as chicanes or raised tables along High Street between Castle Square and Crown Lane
3E.4	Cycling	Benson	High Street between Chapel Lane and Crown Lane	New cycle parking on High Street located near 23 High Street, Benson
3F.1	Walking & Cycling	Benson	Oxford Road, between Castle Square and Littleworth Road	Introduce walking and cycling accessibility measures consistent with a school street environment.

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Ref no.	Benefit to	Town	Location	Description
3H.1	Walking & Cycling	Benson	A4074 between Church Road and Benson Lane	New controlled pedestrian and cycle crossing connection to access Public Rights of Way (PRoWs) (125/1/30 and 125/6/20)
3H.2	Walking & Cycling	Benson	A4074 between Elm Bridge Roundabout and Benson Lane	Upgrade existing shared use footway/ cycleway along A4074 between Elm Bridge Roundabout and Benson Lane to be LTN 1/20 compliant. Extend shared use footway/ cycleway from Elm Bridge Roundabout to
3H.3	Walking & Cycling	Benson	A4074 between Elm Bridge Roundabout and Benson Lane	The existing speed limit along A4074 varies between 40mph and 50mph. Speed limit reduction to 30mph between Elm Bridge Roundabout and Benson Lane
3H.4	Walking & Cycling	Benson	PRoWs (125/6/20)	Upgrade existing PRoW (125/6/20) between A4074 and St Helen's Avenue to a bridleway
3J.1	Walking & Cycling	Benson	St Helen's Avenue between Church Road and St Helen's Crescent	Widen footway to provide shared use footway/ cycleway between Church Road and St Helen's Crescent. To only be considered if 3D.2 is developed and tie in with shared use footway/ cycleway (Proposal 3D.2)
3J.2	Walking & Cycling	Benson	St Helen's Avenue between Church Road and St Helen's Crescent	New shared use footway/ cycleway on the southern side of the carriageway along St Helen's Avenue between the access to the two PRoWs (125/1/30 and 125/6/20)
3J.3	Walking & Cycling	Benson	St Helen's Avenue between Church Road and St Helen's Crescent	New parallel crossing over St Helen's Avenue between the access to the two PRoWs (125/1/30 and 125/6/20)
4A.1	Walking & Cycling	Crowmarsh Gifford	The Street between Benson Lane and Meadow Lane	Widen the southern footway to provide a 3m shared use footway/ cycleway on The Street between Benson Lane and Meadow Lane
4A.3	Walking & Cycling	Crowmarsh Gifford	Old Reading Road between High Street and Crowmarsh Gifford C of E Primary School	Introduce walking and cycling accessibility measures consistent with a school street environment along Old Reading Road
4B.1	Walking & Cycling	Crowmarsh Gifford	Port Way, between Crowmarsh Roundabout and Cox's Lane	Upgrade existing uncontrolled crossing over Port Way at Crowmarsh Roundabout by making it straight across and providing tactile paving
4B.2	Walking & Cycling	Crowmarsh Gifford	Port Way, between Crowmarsh Roundabout and Cox's Lane	Upgrade existing uncontrolled crossing over Port Way at Meadow Lane access to a controlled toucan crossing

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Ref no.	Benefit to	Town	Location	Description
4B.3	Walking & Cycling	Crowmarsh Gifford	Port Way, between Crowmarsh Roundabout and Cox's Lane	Widen footway to create a formalised shared use footway/ cycleway along Port Way between Cox's Lane and Crowmarsh Hill
4E.2	Walking & Cycling	Benson	Brook Street and Benson Road	Improve lighting along Brook Street and Benson Road between Crown Lane and Braze Lane
4D.1	Walking & Cycling	Ewelme	High Street, between Green Lane and Parson's Lane	New traffic calming measures such as chicanes or raised tables along High Street
5B.1	Walking & Cycling	Crowmarsh Gifford	Watery Lane	Upgrade existing PRoW (181/6/30) to bridleway, including removing barriers to cycling and upgrading paving
6A.1	Walking & Cycling	Wallingford	Reading Road, between St Johns Green and Wallingford Road	Realign carriageway to provide consistent shared use footway/ cycleway provision on the same side of the carriageway along Reading Road between St Johns Green and Wallingford Road. Where required reallocate road space to provide footway widths of 3m min and reduce design speed
6A.2	Walking & Cycling	Wallingford	Reading Road, between St Johns Green and Wallingford Road	Reduce width of all junction mouths and provide new blended crossings along Reading Road between St Johns Road and Wallingford Road
6A.3	Walking & Cycling	Wallingford	Squire's Walk between St John's Road and Reading Road	Improve lighting along the length of Squire's Walk between St John's Road and Reading Road
6A.4	Walking & Cycling	Wallingford	Reading Road at access to Wallingford Medical Practice and Thames Path	New toucan crossing along Reading Road at access to Wallingford Medical Practice and Thames Path
6B.1	Walking & Cycling	Cholsey	Wallingford Road between Winterbrook and Caps Lane	Realign carriageway to the south-east to widen the north-western shared use footway/ cycleway between Winterbrook and Caps Lane
6B.2	Walking & Cycling	Cholsey	A4130 (Bosley Way)/ Wallingford Road roundabout	Upgrade existing uncontrolled crossing to a toucan crossing at the A4130 (Bosley Way)/ Wallingford Road roundabout
6C.1	Walking & Cycling	Cholsey	Wallingford Road and Church Road junction	Replace mini-roundabout junction at Wallingford Road/ Church Road/ The Forty junction with a T-junction, and narrow the width of the junction mouth
6C.4	Walking & Cycling	Cholsey	Wallingford Road between Caps Lane and East End	Realign carriageway to the south-east to widen the existing north-western shared use footway/ cycleway between Caps Lane and 81 Wallingford Road. The route will continue southwest on carriageway to Church Road/ The Forty/ Wallingford Road

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Ref no.	Benefit to	Town	Location	Description
6C.5	Walking & Cycling	Cholsey	Wallingford Road between Caps Lane and East End	Upgrade existing zebra crossing north of the East End junction to a toucan crossing
6D.2	Cycling	Cholsey	PRoW between Reading Road and Church Road	Cycle route parallel to the Cholsey railway - complete connection alongside the railway up to the Wallingford station (with cycle parking at each station etc.)
6D.3	Cycling	Cholsey	Church Road railway bridge	New signage at the railway bridge on Church Road saying "Narrow do not overtake cycles"
6E.1	Walking & Cycling	Cholsey	The Forty	Upgrade existing double mini-roundabout at The Forty to two priority T-junctions and narrow the width of the junction mouth, providing a continuous footway
6E.6	Cycling	Cholsey	Cholsey Station	New cycle parking located outside Cholsey Station
6E.7	Walking & Cycling	Cholsey	Cholsey Station	New Mobility Hub at Cholsey Station
6E.8	Walking & Cycling	Cholsey	The Forty	A study into the feasibility of enhancing the public realm and improving active travel links
6F.2	Cycling	Cholsey	The Forty	New cycle parking located outside the shops at The Forty
6G.2	Walking & Cycling	Cholsey	Papist Way between Station Road and Crescent Way	Improve lighting along Papist Way between Station Road and Crescent Way
6G.3	Walking & Cycling	Cholsey	Papist Way between Station Road and Crescent Way	Papist Way links Cholsey and A329. While further feasibility and design work is required before proposals can be developed, their inclusion ensures they are recognised within the LCWIP framework and can inform future strategies and funding opportunities.
6I.1	Walking & Cycling	Cholsey	Reading Road (A329), between Papist Way and Winterbrook	Reallocate road space to provide shared use footway/ cycleway between Papist Way and Winterbrook
6I.2	Walking & Cycling	Cholsey	Reading Road (A329), between Papist Way and PRoW	Upgrade existing uncontrolled pedestrian crossing on Reading Road, at the access to PRoW (167/13/20), to a toucan crossing
6I.3	Walking & Cycling	Cholsey	Reading Road (A329), between Papist Way and Nosworthy Way	Speed reduction from 30mph to 20mph along Reading Road between Papist Way and PRoW (167/13/20). The speed limit along Reading Road varies from 40mph and 50mph between PRoW (167/13/20) and Nosworthy Way. Reduce the speed limit to 30mph along Reading Road between PRoW (167/13/20) and Nosworthy Way
6I.4	Walking & Cycling	Cholsey	A4130 between Quarry access and Port Way	Reduce speed limit from 60mph to 50mph along A4130 between Quarry access and Port Way
6I.5	Walking & Cycling	Cholsey	A4130 (Nosworthy Way)/ Reading Road/	New toucan crossing to the east of the A4130 (Nosworthy Way)/ Reading Road/ Winterbrook roundabout

## Wallingford Area LCWIP Appendix A: Background Information

Ref no.	Benefit to	Town	Location	Description
			Winterbrook roundabout	
7A.1	Walking & Cycling	Wallingford	Wantage Road between Slade End Roundabout and Sinodun Road	Speed reduction from 30mph to 20mph between Slade End Roundabout and Sinodun Road. New traffic calming measures such as chicanes or raised tables along Station Road and Wantage Road between Slade End Roundabout and Croft Road junction
7A.2	Walking & Cycling	Wallingford	Station Road and Wantage Road	Narrow width of junction mouths and improve to blended crossings to increase pedestrian priority between Charter Way junction and Queens Avenue junction
7A.3	Walking & Cycling	Wallingford	Slade End Roundabout	Replace existing mini roundabout (Slade End Roundabout) at Wantage Road/ Calvin Thomas Way/ High Road junction with a priority T-junction
7A.4	Cycling	Wallingford	Station Road and Wantage Road	Two-way segregated cycle track between Croft Road and Fir Tree Avenue. Any proposals will need to be mindful of the significant levels difference in this area
7A.5	Walking & Cycling	Wallingford	PRoW (390/16/30) between Fir Tree Avenue and Queens Avenue	Resurface PRoW to provide a smooth and flush surface for walkers and cyclists
7B.1	Walking & Cycling	Brightwell-cum-Sotwell	High Road, between Slade End Roundabout and High Road junction	New shared use footway/ cycleway between Slade End Roundabout and High Road along the northern side of the carriageway. The shared use footway/ cycleway will connect to the NCN 5 route through Brightwell-cum-Sotwell using a new toucan crossing (proposal 7B.2)
7B.2	Walking & Cycling	Brightwell-cum-Sotwell	High Road junction	New controlled toucan crossing near the High Road junction and access to Plymouth Brethren Christian Church connecting the existing NCN 5 route through Brightwell-cum-Sotwell and the proposed shared use footway/ cycleway (proposal 7B.1)
7C.1	Walking & Cycling	Brightwell-cum-Sotwell	High Road (A4130), between Sires Hill and High Road	Upgrade existing uncontrolled crossing on A4130 to a toucan crossing on the A4130 to access Sires Hill

Table 22: Pell Frischmann's table of improvements for walking and cycling, with walking improvements in purple. Please note that those improvements shaded in grey are duplicated from Table 21.

Ref no.	Benefit to	Town	Location	Description
1A.1	Walking & Cycling	Wallingford	High Street between Wallingford Museum and Wallingford Bridge	Remove the existing substandard cycleways and widen the footways along High Street between Wallingford Museum and Castle Street. East of Castle Street, widen the footway by narrowing the carriageway to Wallingford Bridge

## Wallingford Area LCWIP Appendix A: Background Information

Ref no.	Benefit to	Town	Location	Description
1A.2	Walking	Wallingford	High Street between Station Road and Goldsmith's Lane	New controlled pedestrian crossing over High Street to access Kine Croft Park and Bull Croft Park
1A.3	Walking	Wallingford	High Street/ Castle Street/ St Martin's Street junction	Improve pedestrian crossings on all arms and reduce waiting times for pedestrians of the High Street/ Castle Street/ St Martin's Street junction
1A.4	Walking & Cycling	Wallingford	High Street/ Croft Road/ St George's Rd junction	New modal filter to reduce through traffic on High Street. Supplementary measures, such as turning restrictions at St Martin's Street/ High Street junction to be considered separately
1A.5	Walking & Cycling	Wallingford	High Street/ Goldsmith's Lane junction	Tighten junction widths and provide a continuous footway at Goldsmith's Lane junction
1B.1	Walking	Wallingford	St Martin's Street/ St Mary's Street between High Street and Church Lane	Relay areas of uneven paving in the vicinity of Saint Mary-le-More Church to provide a smooth flush footway
1B.2	Walking & Cycling	Wallingford	St Martin's Street/ St Mary's Street between New Road and Church Lane	Reduce carriageway widths to widen footways along St Martin's Street and St Mary's Street between New Road and Church Lane. As part of this, existing pinch points will be removed or reconfigured to provide a safer route for cyclists.
1B.4	Walking	Wallingford	St Martin's Street/ St Mary's Street at access to St Mary-Le-More Church	Replace existing gates with droppable bollards and new uncontrolled pedestrian crossing at access to St Mary-le-More Church
1B.5	Walking	Wallingford	St Mary's Street at St Johns Road junction	Upgrade existing uncontrolled crossing to a controlled pedestrian crossing at the St Marys Road and St Johns Road junction
1B.6	Walking & Cycling	Wallingford	St Mary's Street at St Johns Road junction	New modal filter to reduce through traffic on St Martin's Street and St Mary's Street
1B.7	Walking & Cycling	Wallingford	Market Place	New Mobility Hub at Market Place
1C.1	Walking	Wallingford	Croft Road between Egerton Road and Croft Villas	Option A: Two new uncontrolled pedestrian crossings at both Egerton Road and Croft Villas accesses
				Option B: One new controlled pedestrian crossing located between Croft Villas and Egerton Road
1C.2	Walking	Wallingford	Croft Road between St Johns Road and Springdale	New controlled pedestrian crossing north of the mini roundabout on Croft Road to access Kine Croft Park
1C.3	Walking & Cycling	Wallingford	Croft Road/ High Street/ Station Road junction	Replace mini roundabout at Croft Road/ High Street/ Station Road junction with a staggered T-junction. Place new junction on a raised table
1C.4	Walking	Wallingford	Croft Road between St Johns Road and High Street	Relay areas of uneven footway between St John's Road and High Street
1C.5	Walking	Wallingford	Croft Road between St Johns	Relay kerbs between No. 15 and No. 33 Croft Road to reduce level difference and widen the footway

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Ref no.	Benefit to	Town	Location	Description
			Road and High Street	
1C.6	Walking	Wallingford	Croft Road between St Johns Road and High Street	Upgrade existing zebra crossing to a signal-controlled crossing near No. 15B St Johns Road
1C.7	Walking & Cycling	Wallingford	Croft Road/ St Johns Road junction	Replace mini roundabout at Croft Road/ St Johns Road with a priority-controlled junction, also includes road space reallocation to provide wider footways
1C.8	Walking & Cycling	Wallingford	St Johns Road between St Mary's Street and Croft Road	A study into the feasibility of enhancing the public realm and improving active travel links
1D.1	Walking	Wallingford	Hithercroft Road and St Johns Road, between Borough Avenue and Moreton Avenue	New controlled pedestrian crossing over Hithercroft Road between Lidl and Wallingford Station
1D.2	Walking	Wallingford	St Johns Road at Brookmead Drive junction	New uncontrolled pedestrian crossing over St Johns Road at Brookmead Drive junction
1D.3	Walking	Wallingford	St Johns Road between Croft Road and Brookmead Drive	Upgrade existing zebra crossing to a signal-controlled crossing near No.18 St Johns Road
1D.4	Walking	Wallingford	St Johns Road between Sovereign Place and Wallingford Sports Park	Reallocate carriageway and verge space to widen footways along St Johns Road between Sovereign Place and Wallingford Sports Park
1D.5	Walking & Cycling	Wallingford	St Johns Road between St Mary's Street and Croft Road	A study into the feasibility of enhancing the public realm and improving active travel links
1E.1	Walking	Wallingford	Brookmead Drive and Wormald Road junction	New pedestrian uncontrolled crossing at Brookmead Drive/ Wormald Road junction
1E.2	Walking	Wallingford	Trenchard Close at access to St Johns Primary School	Build out footway to prevent on-street parking within school keep clear. Supplementary measures to deter footway parking, such as planters shall be considered.
1E.3	Walking	Wallingford	Trenchard Close at access to St Johns Primary School	New uncontrolled pedestrian crossing over Trenchard Close to access St Johns Primary School
1E.4	Walking	Wallingford	Wormald Road at Trenchard Close junction	New uncontrolled pedestrian crossings over Wormald Close at Trenchard Close junction
1E.5	Walking & Cycling	Wallingford	Trenchard Close	Resurface the footway to provide a smooth, continuous footway surface along Trenchard Close
1E.6	Walking & Cycling	Wallingford	Trenchard Close	Introduce walking and cycling accessibility measures consistent with a school street environment along Trenchard Close

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Ref no.	Benefit to	Town	Location	Description
1F.1	Walking & Cycling	Wallingford	St George's Road, between Station Road and Blackstone Road	Upgrade existing gateway feature at the start of the existing 20mph zone on St Georges Road and provide new traffic calming measures such as raised tables between Station Road junction and St Georges Green
1F.2	Walking	Wallingford	St Georges Road between Station Road and Wilding Road	Widen footway by reallocating road space or grass verges along St Georges Road between Station Road and Wilding Road
1F.3	Walking	Wallingford	St Georges Road between Rowland Close and Clapcot Lane	New controlled pedestrian crossings over St Georges Road provided at the access to Wallingford School
1H.1	Walking & Cycling	Wallingford	Croft Villas between Croft Road and Regency Close	Resurface carriageway to provide smooth flush surface for walkers and cyclists
1H.2	Walking & Cycling	Wallingford	Between Croft Villas and Regency Close	Upgrade existing modal filter at 7 Croft Villas to improve the permeability of the route for cyclists and pedestrians
1J.1	Walking	Wallingford	St Nicholas Road between Clapcot Way and Station Road	New controlled pedestrian crossing across St Nicholas Road to access St Nicholas C.E Infants School and Nursery
1J.2	Walking	Wallingford	St Nicholas Road between Station Road and Wilding Road	New pedestrian uncontrolled crossings at side road entrances along St Nicholas Road between Station Road and Wilding Road
1K.1	Walking	Wallingford	Wood Street between New Road and Hart Street	New pedestrian uncontrolled crossing across Wood Street to access Cattlemarket Car Park
2D.1	Walking & Cycling	Warborough	Thame Road between Warborough Road and Green Lane	Improved lighting on footway set-back from carriageway behind the stream on Thame Road between Warborough Road and Green Lane
2D.2	Walking & Cycling	Warborough	Thame Road between Warborough Road and the Thame Road junction	Speed limit reduction along Thame Road from 30mph to 20mph, Between Warborough Road and the Thame Road junction
2D.3	Walking	Warborough	Warborough Road and New Road junction	Remove vegetation and consider relocating existing uncontrolled crossing at Warborough Road and New Road junction
2D.4	Walking & Cycling	Warborough	Warborough Road, from Henley Road to A329	Resurface carriageway to provide smooth flush surface for walkers and cyclists
2D.5	Walking & Cycling	Warborough	Warborough Road, junction with Henley Road	At the Warborough Road/ Henley Road junction narrow the junction, as it is a one-way road with a weight restriction
2E.1	Walking	Warborough	Thame Road, between St Laurence Primary	Junction improved to blended crossings to increase pedestrian priority at The Green South junction

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Ref no.	Benefit to	Town	Location	Description
			School and The Green N	
2E.2	Walking	Warborough	Thame Road, between The Green S and The Green N	Remove the refuge island at St Laurence Church to create a footway on the west side of Thames Road. Relocate parking adjacent to the new kerb and install a new uncontrolled crossing
2E.3	Walking	Warborough	Thame Road, between The Green S and The Green N	Continuous footway over The Green N across junction and widen footways outside entrance to St Laurence Church
2E.4	Walking	Warborough	Thame Road and Sinodun View junction	Formalise existing desire lines by providing a new footway along Thame Road at access to Sinodun View
2F.1	Walking & Cycling	Wallingford	Castle Street, between High Street and Norries Drive	Widen footways to 2m along Castle Street between junction with High Street and Norries Drive
2F.2	Walking	Wallingford	Castle Street, between Glyn Road and Norries Drive	Tighten junction widths and provide a continuous footway at Norries Drive junction
2F.3	Walking	Wallingford	Castle Street, between Glyn Road and Norries Drive	Tighten junction widths and provide a continuous footway at Glyn Road junction
2F.5	Walking	Shillingford	Shillingford Bridge	Narrow carriageway on northern side of Shillingford Bridge to widen western and eastern footways between Shillingford Bridge and 51 Wallingford Road
2F.6	Walking & Cycling	Shillingford	Shillingford Road between Beech Road and New Road	Speed limit reduction along Shillingford Road from 60mph to 30mph, between Beech Road and New Road
2F.7	Walking & Cycling	Wallingford	Castle Street between Norries Drive and Wallingford Cemetery	Speed limit reduction along Castle Street from 30mph to 20mph, between Norries Drive and Wallingford Cemetery
2F.8	Walking	Wallingford	Castle Street between High Street and Bear Lane	New uncontrolled crossing across Castle Street at Bear Lane where the footway ends
2F.10	Walking & Cycling	Shillingford	Shillingford Roundabout	New toucan crossing at Shillingford Roundabout on the New Road junction
2F.11	Walking & Cycling	Shillingford	Shillingford Roundabout	Reduce junction widths at the roundabout to widen footways on all arms
3A.1	Walking & Cycling	Wallingford	Wallingford Bridge	Reallocate road space to widen footway along Wallingford Bridge
3A.3	Walking & Cycling	Crowmarsh Gifford	The Street and Benson Lane junction	Replace existing mini-roundabout at The Street/ Benson Lane junction with a T-junction, and narrow the width of the junction mouth, providing a continuous footway over Benson Lane
3A.4	Walking	Crowmarsh Gifford	The Street between Jethro Tull Gardens and Thames Mead	New uncontrolled pedestrian crossing over The Street at access to PRoW (181/1/10) west of St Mary Magdalene Church

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Ref no.	Benefit to	Town	Location	Description
3A.5	Walking	Crowmarsh Gifford	The Street between Wallingford Bridge and Jethro Tull Gardens	New uncontrolled pedestrian crossing over The Street at access to PRowS (181/6/10 and 181/7/10) east of Stephen's Field
3A.6	Walking & Cycling	Crowmarsh Gifford	The Street	The Street is a strategically important link between Wallingford and Crowmarsh Gifford. While further feasibility and design work is required before proposals can be developed, their inclusion ensures they are recognised within the LCWIP framework and can inform future strategies and funding opportunities.
3B.2	Walking	Crowmarsh Gifford	Benson Lane at French Gardens junction	New controlled pedestrian crossing over Benson Lane at French Gardens junction providing access to the new development
3B.3	Walking & Cycling	Crowmarsh Gifford	Benson Lane between French Gardens and A4074	Speed limit reduction from 60mph to 30mph between French Gardens and A4074
3D.1	Walking	Benson	Church Road between St Helen's Avenue and Castle Square	New controlled pedestrian crossing along Church Road at access to Saint Helen's Church
3D.2	Walking & Cycling	Benson	Church Road between St Helen's Avenue and Castle Square	New shared use footway/ cycleway along Church Road between A4074 and Castle Square, to tie in with other shared use footway/ cycleways (Proposals 3H.2 and 3J.1B)
3E.1	Walking	Benson	High Street, between Castle Square and Crown Lane	New side road entry treatment along High Street to provide pedestrian priority
3E.2	Walking & Cycling	Benson	High Street, between Castle Square and Crown Lane	Traffic calming measures such as chicanes or raised tables along High Street between Castle Square and Crown Lane
3E.3	Walking	Benson	Castle Square, between Church Road and B4009	New controlled pedestrian crossing at Castle Square to improve safety for pedestrians to school
3F.1	Walking & Cycling	Benson	Oxford Road, between Castle Square and Littleworth Road	Introduce walking and cycling accessibility measures consistent with a school street environment along Oxford Road
3H.1	Walking & Cycling	Benson	A4074 between Church Road and Benson Lane	New controlled pedestrian and cycle crossing connection to access PRowS (125/1/30 and 125/6/20)
3H.2	Walking & Cycling	Benson	A4074 between Elm Bridge Roundabout and Benson Lane	Upgrade existing shared use footway/ cycleway along A4074 between Elm Bridge Roundabout and Benson Lane to be LTN 1/20 compliant
3H.3	Walking & Cycling	Benson	A4074 between Elm Bridge Roundabout and Benson Lane	The existing speed limit along A4074 varies between 40mph and 50mph. Speed limit reduction to 30mph between Elm Bridge Roundabout and Benson Lane
3H.4	Walking & Cycling	Benson	PRowS (125/6/20)	Upgrade existing PRow (125/6/20) between A4074 and St Helen's Avenue to a bridleway

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Ref no.	Benefit to	Town	Location	Description
3J.1	Walking & Cycling	Benson	St Helen's Avenue between Church Road and St Helen's Crescent	Widen footway to provide shared use footway/ cycleway between Church Road and St Helen's Crescent. To only be considered if 3D.2 is developed and tie in with shared use footway/ cycleway (Proposal 3D.2)
3J.2	Walking & Cycling	Benson	St Helen's Avenue between Church Road and St Helen's Crescent	New shared use footway/ cycleway on the southern side of the carriageway along St Helen's Avenue between the access to the two PRow's (125/1/30 and 125/6/20)
3J.3	Walking & Cycling	Benson	St Helen's Avenue between Church Road and St Helen's Crescent	New parallel crossing over St Helen's Avenue between the access to the two PRow's (125/1/30 and 125/6/20)
4A.1	Walking & Cycling	Crowmarsh Gifford	The Street between Benson Lane and Meadow Lane	Widen the southern footway to provide a 3m shared use footway/ cycleway on The Street between Benson Lane and Meadow Lane
4A.2	Walking	Crowmarsh Gifford	The Street between Benson Lane and Meadow Lane	Resurface uneven paving to create a smooth, continuous footway along The Street between Benson Lane and Meadow Lane
4A.3	Walking & Cycling	Crowmarsh Gifford	Old Reading Road between High Street and Crowmarsh Gifford C of E Primary School	Introduce walking and cycling accessibility measures consistent with a school street environment along Old Reading Road
4B.1	Walking & Cycling	Crowmarsh Gifford	Port Way, between Crowmarsh Roundabout and Cox's Lane	Upgrade existing uncontrolled crossing over Port Way at Crowmarsh Roundabout by making it straight across and providing tactile paving
4B.2	Walking & Cycling	Crowmarsh Gifford	Port Way, between Crowmarsh Roundabout and Cox's Lane	Upgrade existing uncontrolled crossing over Port Way at Meadow Lane access to a controlled toucan crossing
4B.3	Walking & Cycling	Crowmarsh Gifford	Port Way, between Crowmarsh Roundabout and Cox's Lane	Widen footway to create a formalised shared use footway/ cycleway along Port Way between Cox's Lane and Crowmarsh Hill
4D.1	Walking & Cycling	Ewelme	High Street, between Green Lane and Parson's Lane	New traffic calming measures such as chicanes or raised tables along High Street
4E.1	Walking	Benson & Ewelme	Brook Street and Benson Road	Widen footways along Benson Road and Brook Street to improve pedestrian safety. This requires removal of vegetation/ trees with the issue of levels difference.
4E.2	Walking & Cycling	Benson	Brook Street and Benson Road	Improve lighting along Brook Street and Benson Road between Crown Lane and Braze Lane

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Ref no.	Benefit to	Town	Location	Description
5B.1	Walking & Cycling	Crowmarsh Gifford	Watery Lane	Upgrade existing PRoW (181/6/30) to bridleway, including removing barriers to cycling and upgrading paving
6A.1	Walking & Cycling	Wallingford	Reading Road, between St Johns Green and Wallingford Road	Realign carriageway to provide consistent shared use footway/ cycleway provision on the same side of the carriageway along Reading Road between St Johns Green and Wallingford Road. Where required reallocate road space to provide footway widths of 3m min and reduce design speed
6A.2	Walking	Wallingford	Reading Road, between St Johns Green and Wallingford Road	Reduce width of all junction mouths and provide new blended crossings along Reading Road between St Johns Road and Wallingford Road
6A.3	Walking & Cycling	Wallingford	Squire's Walk between St John's Road and Reading Road	Improve lighting along the length of Squire's Walk between St John's Road and Reading Road
6A.4	Walking	Wallingford	Reading Road at access to Wallingford Medical Practice and Thames Path	New toucan crossing along Reading Road at access to Wallingford Medical Practice and Thames Path
6B.1	Walking & Cycling	Cholsey	Wallingford Road between Winterbrook and Caps Lane	Realign carriageway to the south-east to widen the north-western shared use footway/ cycleway between Winterbrook and Caps Lane
6B.2	Walking & Cycling	Cholsey	A4130 (Bosley Way)/ Wallingford Road roundabout	Upgrade existing uncontrolled crossing to a toucan crossing at the A4130 (Bosley Way)/ Wallingford Road roundabout
6C.1	Walking & Cycling	Cholsey	Wallingford Road and Church Road junction	Replace mini-roundabout with a T-junction at Wallingford Road/ Church Road/ The Forty junction, and narrow the width of the junction mouth
6C.2	Walking	Cholsey	Wallingford Road at Rothwells Close junction	Reduce width of the junction mouth and provide an uncontrolled pedestrian crossing at Rothwells Close junction
6C.3	Walking	Cholsey	Wallingford Road between Rothwells Close and Cross Road	New controlled pedestrian crossing over Wallingford Road where the footway ends on the eastern side of the carriageway
6C.4	Walking & Cycling	Cholsey	Wallingford Road between Caps Lane and East End	Realign carriageway to the south-east to widen the existing north-western shared use footway/ cycleway between Caps Lane and 81 Wallingford Road. The route will continue southwest on carriageway to Church Road/ The Forty/ Wallingford Road
6C.5	Walking & Cycling	Cholsey	Wallingford Road between Caps Lane and East End	Upgrade existing zebra crossing north of the East End junction to a toucan crossing
6D.1	Walking	Cholsey	Church Road, between railway bridge and Mary's Church	Narrow carriageway to provide new footway between Cholsey Primary School and St Mary's Church. Widening the footway just west of Cholsey Primary School may require some land take

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Ref no.	Benefit to	Town	Location	Description
6D.4	Walking	Cholsey	Church Road at access to Cholsey Primary School	New uncontrolled pedestrian crossing at the access to Cholsey Primary School
6E.1	Walking & Cycling	Cholsey	The Forty	Replace existing double mini-roundabout at The Forty to two priority T-junctions and narrow the width of the junction mouth, providing a continuous footway
6E.2	Walking	Cholsey	Station Road, between The Forty and Cholsey Station	Narrow junction mouths and create a continuous footway at side roads to emphasise pedestrian priority in line with highway code at Willow Close junction
6E.3	Walking	Cholsey	Station Road and Papist Road junction	New controlled pedestrian crossing over Station Road, north of Papist Road
6E.4	Walking	Cholsey	Station Road, between The Forty and Cholsey Station	Widen western footway to minimum 2m along Station Road. Replace grass verge with footway from Station Road towards Cholsey Station
6E.5	Walking	Cholsey	Station Road, between The Forty and Cholsey Station	New controlled pedestrian crossing over Station Road at access to Cholsey Pavilion
6E.7	Walking & Cycling	Cholsey	Cholsey Station	New Mobility Hub at Cholsey Station
6E.8	Walking & Cycling	Cholsey	The Forty	A study into the feasibility of enhancing the public realm and improving active travel links
6F.1	Walking	Cholsey	Honey Lane between Paternoster Lane and Brookside	New uncontrolled crossing over Honey Lane where the footway ends on the western
6G.1	Walking	Cholsey	Papist Way between Station Road and Crescent Way	New uncontrolled crossing over Papist Way where the footway ends on the southern side
6G.2	Walking & Cycling	Cholsey	Papist Way between Station Road and Crescent Way	Improve lighting along Papist Way between Station Road and Crescent Way
6G.3	Walking & Cycling	Cholsey	Papist Way between Station Road and Crescent Way	Papist Way links Cholsey and A329. While further feasibility and design work is required before proposals can be developed, their inclusion ensures they are recognised within the LCWIP framework and can inform future strategies and funding opportunities.
6I.1	Walking & Cycling	Cholsey	Reading Road (A329), between Papist Way and Winterbrook	Reallocate road space to provide shared use footway/ cycleway between Papist Way and Winterbrook
6I.2	Walking & Cycling	Cholsey	Reading Road (A329), between Papist Way and PRow	Upgrade existing uncontrolled pedestrian crossing to a toucan crossing at the access to PRow (167/13/20)
6I.3	Walking & Cycling	Cholsey	Reading Road (A329), between Papist Way and Nosworthy Way	Speed reduction from 30mph to 20mph along Reading Road between Papist Way and PRow (167/13/20). The speed limit along Reading Road varies from 40mph and 50mph between the PRow (167/13/20) access and Nosworthy Way.

## Wallingford Area LCWIP Appendix A: Background Information

Ref no.	Benefit to	Town	Location	Description
				Reduce the speed limit to 30mph along Reading Road between PRow (167/13/20) and Nosworthy Way
6I.4	Walking & Cycling	Cholsey	A4130 between Quarry access and Port Way	Reduce speed limit from 60mph to 50mph along A4130 between Quarry access and Port Way
6I.5	Walking & Cycling	Cholsey	A4130 (Nosworthy Way)/ Reading Road/ Winterbrook roundabout	New toucan crossing to the east of the A4130 (Nosworthy Way)/ Reading Road/ Winterbrook roundabout
7A.1	Walking & Cycling	Wallingford	Wantage Road between Slade End Roundabout and Sinodun Road	Speed reduction from 30mph to 20mph between Slade End Roundabout and Sinodun Road. New traffic calming measures such as chicanes or raised tables along Station Road and Wantage Road between Slade End Roundabout and Croft Road junction
7A.2	Walking & Cycling	Wallingford	Station Road and Wantage Road	Narrow width of junction mouths and improve to blended crossings to increase pedestrian priority between Charter Way junction and Queens Avenue junction
7A.3	Walking & Cycling	Wallingford	Croft Road and St Georges Road junction	Replace existing mini roundabout with a priority T-junction
7A.5	Walking & Cycling	Wallingford	PRow (390/16/30) between Fir Tree Avenue and Queens Avenue	Resurface PRow to provide a smooth and flush surface for walkers and cyclists
7B.1	Walking & Cycling	Brightwell-cum-Sotwell	High Road, between Slade End Roundabout and High Road junction	New shared use footway/ cycleway along northern side of Slade End roundabout
7B.2	Walking & Cycling	Brightwell-cum-Sotwell	High Road junction	New controlled crossing at the High Road junction and access to Plymouth Brethren Christian Church
7C.1	Walking & Cycling	Brightwell-cum-Sotwell	High Road (A4130), between Sires Hill and High Road	Upgrade existing uncontrolled crossing to controlled crossing on the A4130 to access Sires Hill
7C.2	Walking & Cycling	Brightwell-cum-Sotwell	High Road (A4130) access to Sires Hill	Widen cut through to 3m by removing overgrown vegetation
7D.1	Walking	Brightwell-cum-Sotwell	Greenmere, between Brightwell Pre School and High Road	New uncontrolled pedestrian crossings at Brightwell Pre School access
7E.1	Walking	Brightwell-cum-Sotwell	High Road between Bell Lane and Greenmere junction	New uncontrolled pedestrian crossings along High Road at Greenmere junction
7E.2	Walking	Brightwell-cum-Sotwell	High Road between at	Reduce width of junction mouth and provide a new uncontrolled pedestrian crossing at Greenmere junction

## Wallingford Area LCWIP Appendix A: Background Information

Ref no.	Benefit to	Town	Location	Description
			Greenmere junction	

Wallingford Area LCWIP Appendix A: Background Information

Table 23: Pell Frischmann's prioritisation table

Route No.	Proposal Ref No.	Location	Total Score	Rank	Timescale
1A*	1A.1 – 1A.5	High Street (Station Road - Castle Lane)	0.731	1	Medium
3H	3H.1 – 3H.4	A4074 (Elm Bridge Roundabout - Benson Lane)	0.708	2	Medium
1C	1C.1 – 1C.8	St John's Road/ Croft Road (St Mary's Street - High Street)	0.692	=3	Medium
1D	1D.1 – 1D.5	Hithercroft Road/ St John's Road (A4130 - Croft Road)	0.692	=3	Medium
1F*	1F.1 – 1F.3	St George's Road/ Wilding Road (Station Road - Wigod Way)	0.692	=3	Medium
3B*	3B.1 – 3B.3	Benson Lane (The Street - A4074 Benson Lane)	0.654	=6	Medium
4A*	4A.1 – 4A.3	The Street/ Meadow Lane/ Old Reading Road (Benson Lane - A4074 Port Way)	0.654	=6	Short
4D*	4D.1	High Street (Green Lane - Parson's Lane)	0.654	=6	Short
3A	3A.1 – 3A.7	The Street (Castle Lane - Benson Lane)	0.615	=9	Medium
6F	6F.1 – 6F.2	Honey Lane (Ilges Lane - Papist Way)	0.615	=9	Short
6I*	6I.1 – 6I.5	Reading Road (A4130 Nosworth Way - Papist Way)	0.615	=9	Medium
3C	3C.1	Preston Crowmarsh (A4074 - Preston Crowmarsh/ A4074)	0.583	=12	Medium
6B	6B.1 – 6B.2	Wallingford Road (A4130 Bosley Way - Caps Lane)	0.583	=12	Long
1B	1B.1 – 1B.7	St Martin's Street/ St Mary's Street (High Street - St John's Road)	0.577	=14	Medium
3F*	3F.1	B4009 (Littleworth Road - Church Road)	0.577	=14	Short
6A	6A.1 – 6A.4	Reading Road/ Squire's Walk (St John's Road - Wallingford Road/ A4130 Bosley Way)	0.577	=14	Long
6C*	6C.1 – 6C.5	Wallingford Road (Church Road - Caps Lane)	0.577	=14	Long
7A	7A.1 – 7A.5	Station Road/ Wantage Road (Calvin Thomas Way - St Georges Road)	0.538	=18	Short
1E*	1E.1 – 1E.6	Brookmead Drive/ Wormald Road/ Paddock Road (St Johns Road - Paddock Road/ St Johns Road)	0.538	=18	Medium
3E	3E.1 – 3E.4	High Street (B4009 Castle Square - Brook Street/ Crown Square)	0.538	=18	Short
4B	4B.1 – 4B.3	A4074 Port Way/ Meadow Lane (The Street - Meadow Lane)	0.538	=18	Long
6G	6G.1 – 6G.3	Papist Way (Station Road - A329 Reading Road)	0.538	=18	Short
1H	1H.1 – 1H.2	Egerton Road/ Croft Villas (Egerton Road - Croft Villas)	0.500	=23	Short

Wallingford Area LCWIP Appendix A: Background Information

2F	2F.1 – 2F.11	Castle Street (High Street - Castle Street)	0.500	=23	Medium
7B	7B.1 – 7B.2	A4130 High Road (Wantage Road/ Calvin Thomas Way - Sires Hill)	0.500	=23	Short
7D*	7D.1	Greenmere (King's Orchard - High Road)	0.500	=23	Short
7E	7E.1 – 7E.2	High Road (A4130 High Road - High Road)	0.462	=27	Medium
2D	2D.1 – 2D.5	Thame Road (A4074 Henley Road - Thame Road/ Green Lane)	0.462	=27	Long
6D*	6D.1 – 6D.4	Church Road (Wallingford Road - Church Road)	0.462	=27	Long
6E	6E.1 – 6E.8	Station Road (Ilges Lane - Westfield Road)	0.458	=30	Medium
3D	3D.1 – 3D.2	Church Road (A4074 - B4009 Castle Square)	0.458	=30	Long
1J*	1J.1 – 1J.2	St Nicholas Road (Station Road - Wilding Road)	0.423	32	Medium
1K	1K.1	Wood Street (New Road - High Street)	0.385	33	Medium
3J	3J.1 – 3J.3	St Helen's Avenue (Church Road - Old London Road)	0.333	=34	Long
4E	4E.1 – 4E.2	Benson Road/ Brook Street (High Street - Green Lane)	0.333	=34	Long
7C	7C.1 – 7C.2	Sires Hill (A4130 High Road - Sires Hill)	0.308	=36	Long
2E	2E.1 – 2E.5	Thame Road (Green Road - Sinodun View)	0.308	=36	Long
5B	5B.1	PRoW (The Street - Nosworthy Way/ The Ridgeway)	0.308	=36	Medium
* denotes proposals that relate directly to improving connections to schools					

Table 24: Pell Frischmann's Indicative Cost for Delivery table

Route Number	Location	Total Cost (£000's)
1A	High Street (Station Road - Castle Lane)	£ 830
1B	St Martin's Street/ St Mary's Street (High Street - St John's Road)	£ 520
1C	St John's Road/ Croft Road (St Mary's Street - High Street)	£ 1,450
1D	Hithercroft Road/ St John's Road (A4130 - Croft Road)	£ 530
1E	Brookmead Drive/ Wormald Road/ Paddock Road (St Johns Road - Paddock Road/ St Johns Road)	£ 80
1F	St George's Road/ Wilding Road (Station Road - Wigod Way)	£ 340
1H	Egerton Road/ Croft Villas (Egerton Road - Croft Villas)	£ 30
1J	St Nicholas Road (Station Road - Wilding Road)	£ 260

Wallingford Area LCWIP Appendix A: Background Information

1K	Wood Street (New Road - High Street)	£	20
2D	Thame Road (A4074 Henley Road - Thame Road/ Green Lane)	£	820
2E	Thame Road (Green Road - Sinodun View)	£	750
2F	Castle Street (High Street - Castle Street)	£	1,010
3A	The Street (Castle Lane - Benson Lane)	£	590
3B	Benson Lane (The Street - A4074 Benson Lane)	£	3,190
3C	Preston Crowmarsh (A4074 - Preston Crowmarsh/ A4074)	£	310
3D	Church Road (A4074 - B4009 Castle Square)	£	600
3E	High Street (B4009 Castle Square - Brook Street/ Crown Square)	£	470
3F	B4009 (Littleworth Road - Church Road)	£	40
3H	A4074 (Elm Bridge Roundabout - Benson Lane)	£	890
3J	St Helen's Avenue (Church Road - Old London Road)	£	1,320
4A	The Street/ Meadow Lane/ Old Reading Road (Benson Lane - A4074 Port Way)	£	150
4B	A4074 Port Way/ Meadow Lane (The Street - Meadow Lane)	£	190
4D	High Street (Green Lane - Parson's Lane)	£	40
4E	Benson Road/ Brook Street (High Street - Green Lane)	£	420
5B	PRoW (The Street - Nosworthy Way/ The Ridgeway)	£	190
6A	Reading Road/ Squire's Walk (St John's Road - Wallingford Road/ A4130 Bosley Way)	£	1,580
6B	Wallingford Road (A4130 Bosley Way - Caps Lane)	£	2,260
6C	Wallingford Road (Church Road - Caps Lane)	£	1,350
6D	Church Road (Wallingford Road - Church Road)	£	5,210
6E	Station Road (Ilges Lane - Westfield Road)	£	1,850
6F	Honey Lane (Ilges Lane - Papist Way)	£	20
6G	Papist Way (Station Road - A329 Reading Road)	£	40
6I	Reading Road (A4130 Nosworth Way - Papist Way)	£	4,360
7A	Station Road/ Wantage Road (Calvin Thomas Way - St Georges Road)	£	2,320
7B	A4130 High Road (Wantage Road/ Calvin Thomas Way - Sires Hill)	£	1,500
7C	Sires Hill (A4130 High Road - Sires Hill)	£	250

Wallingford Area LCWIP Appendix A: Background Information

7D	Greenmere (King's Orchard - High Road)	£	30
7E	High Road (A4130 High Road - High Road)	£	60



**Oxfordshire County Council**  
**Equalities Impact Assessment**

Wallingford Area Local Cycling and Walking Infrastructure Plan

February 2026

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## Section 1: Summary details

<b>Directorate and Service Area</b>	Place Planning and Coordination, Place Shaping, Economy and Place
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	The Wallingford Area Local Cycling and Walking Infrastructure Plan (LCWIP)
<b>Is this a new or existing function or policy?</b>	This is a new local policy for the Wallingford area. It is supported by the existing Local Transport and Connectivity Plan (LTCP) Policy 3 - Local Cycling and Walking Infrastructure Plans
<b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>The Wallingford Area LCWIP has been developed as required by the LTCP Policy 3a target to develop and implement LCWIPs for all the main urban settlements in Oxfordshire. This is part of Oxfordshire County Councils commitment to move towards the vision set out in the LTCP for an inclusive and safe net-zero Oxfordshire transport system.</p> <p>The LCWIP will help make active travel more accessible in the Wallingford area by creating a prioritised list of improvements to the cycle and walking network in the area. Therefore, reducing inequalities in transport accessibility.</p> <p>Possible Impacts:</p> <p>Positive:</p> <p>Age and Disability: All improvements will be LTN 1/20 compliant. LTN 1/20s summary principles require infrastructure and routes to be accessible to all.</p> <p>Sex: Actual and Perceived Safety on traffic free routes was not identified as an issue through auditing for the LCWIP. Although the Draft LCWIP suggests proposals which will enhance safety for woman and girls, as guided by studies into this, such as installing lighting where feasible. Increased usage of active travel routes as a result of improvements should increase safety by natural surveillance.</p>

	<p>Rural Communities: The LCWIP will help improve connectivity between more rural areas and the centre of Wallingford via other modes of travel beyond private car use.</p> <p>Staff: Increase ability for commutes to be undertaken by walking and cycling.</p> <p>Other Council Services: Improved access to council services.</p> <p>Social Value: Aims to improve active travel in the Wallingford area. Active travel has many social and environmental benefits as well as health co-benefits.</p> <p>No negative impacts have been identified.</p>
<b>Completed By</b>	Jess Livesey
<b>Authorised By</b>	Hannah Battye, Head of Place Shaping
<b>Date of Assessment</b>	25/02/2026

## Section 2: Detail of proposal

<p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>The Wallingford Area LCWIP is one of a number of LCWIPs under development for market towns across Oxfordshire (as required by LTCP Policy 3a). LCWIPs enable a long-term approach to developing/improving local cycle and walking networks.</p> <p>This is the first version of the Wallingford Area LCWIP to be considered for approval.</p>
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<p><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The LCWIP has audited current routes and will provide a prioritised list of improvements to the cycling, walking and wheeling network in the Wallingford Area supporting people to take more trips by active travel modes. This has been chosen as the best course of action as the LCWIP will help will ensure that improvements to the active travel networks in the area are prioritised effectively as well as helping secure funding for these improvements which in turn will help facilitate modal shift as per the LTCPs vision.</p> <p>The LCWIP proposes:</p> <ul style="list-style-type: none"> <li>• New and improved crossings for walking and cycling</li> <li>• Junction redesign to prioritise walking and cycling movements</li> <li>• Removal or modification of barriers on walking and cycling routes to improve accessibility</li> <li>• Provision of additional high-quality cycle parking</li> <li>• On-carriageway cycling improvements (e.g., wider cycle lanes and centreline removal, some of which may require additional parking restrictions)</li> <li>• Provision of segregated cycle tracks (some of which will require reallocation of highway space from motor vehicles to active travel)</li> <li>• Permissions for cycling on some routes where cycling is not currently permitted</li> </ul>

	<ul style="list-style-type: none"> <li>• Footway widening</li> <li>• Provision of new and improved walking and cycling routes between the Wallingford Area and the surrounding towns and other key local destinations (outside the town)</li> </ul>
<p><b>Evidence / Intelligence</b></p> <p>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.</p>	<p>Consultation Outcomes:</p> <ul style="list-style-type: none"> <li>• First Map and Pin Exercise: 24<sup>th</sup> March 2025. In total, 534 comments were received on the map.</li> <li>• The findings of the Map and Pin analysis have been used to inform the network development and have fed into the development of design recommendations for the LCWIP route.</li> <li>• Public Engagement on draft LCWIP 19<sup>th</sup> November 2025 to 07 January 2026. 64 comments were received on the online Let's Talk platform. Additionally, 7 respondents provided a response via email. Constructive feedback received has been considered for inclusion in the LCWIP before it is approved.</li> </ul> <p>Regular steering group meetings for each stage of the LCWIP which included local active travel groups, councillors and Wallingford Area Mobility Group, as well as initial site visits with members of each community to understand and realise opportunities for active travel based on local knowledge.</p> <p>Local mobility group included in steering group and early consultation for the LCWIP including site visits to the towns within the geographic scope.</p>

<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>As noted above, the adopted LTCP makes a clear commitment to develop an LCWIP for the Wallingford Area. Policy 3a in the LTCP states that Oxfordshire County Council will:</p> <p>"Develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for all main urban settlements (over 10,000 inhabitants) across the county by 2025, according to national guidance and best practice with the aim of increasing walking and cycling activity."</p> <p>The LCWIP follows national guidance and is supported by both national and local policy. Using an alternative approach would mean deviating from the policies adopted in the LTCP and may reduce the likelihood of securing funding for active travel schemes in the Wallingford Area.</p>
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**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
<b>Age</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The LCWIP will help make active travel more accessible by providing a list of prioritised improvements for cycling and walking routes in the Wallingford Area. All improvements will be LTN 1/20 compliant. LTN 1/20s summary principles require infrastructure and routes to be accessible to all regardless of age.	N/A	S and V Place Planning, OCC	
<b>Disability</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The LCWIP will make help active travel more accessible by providing a list of prioritised improvements for cycling and walking routes in the Wallingford Area. All improvements will be LTN 1/20 compliant. LTN 1/20s summary principles require infrastructure and routes to be accessible to those with disabilities.	N/A	S and V Place Planning, OCC	

<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Pregnancy &amp; Maternity</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Race</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Sex</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Actual and Perceived Safety on traffic free routes was not identified as an issue through auditing for the LCWIP. Although the Draft LCWIP suggests proposals which will enhance safety for woman and girls, as guided by studies into this, such as installing lighting where feasible. Increased usage of active travel routes as a result of improvements should increase safety by natural surveillance.	N/A	S and V Place Planning, OCC	
<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

<b>Religion or Belief</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
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### 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
<b>Rural communities</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Some areas within the scope of the LCWIP are rural villages.  The LCWIP will help improve connectivity between these areas and Wallingford and other larger towns that act as a service hub.	N/A	S and V Place Planning, OCC	
<b>Armed Forces</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	RAF Benson in the scope of the LCWIP. Improved access for military personnel to local amenities and destinations.	N/A	S and V Place Planning, OCC	
<b>Carers</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improved active travel routes and infrastructure will help improve accessibility.	N/A	S and V Place Planning, OCC	
<b>Areas of deprivation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All LSOAs within the study are at least in the 30% least deprived LSOAs in the UK.			

### 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
<b>Staff</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide opportunities for workers to use active travel to commute for part or all of their journey.	N/A	S&V Locality	
<b>Other Council Services</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Active travel accessibility increased in the Wallingford Area including to council services such as the library and leisure centre.	N/A	S&V Locality	
<b>Providers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Social Value <sup>1</sup></b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Aims to provide an accessible and inclusive active travel network in the Wallingford Area by creating a prioritised list of improvements for cycling and walking routes. Active travel has many social	N/A	S and V Locality	

<sup>1</sup> 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

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
				and environmental benefits and health co benefits.			

## 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.

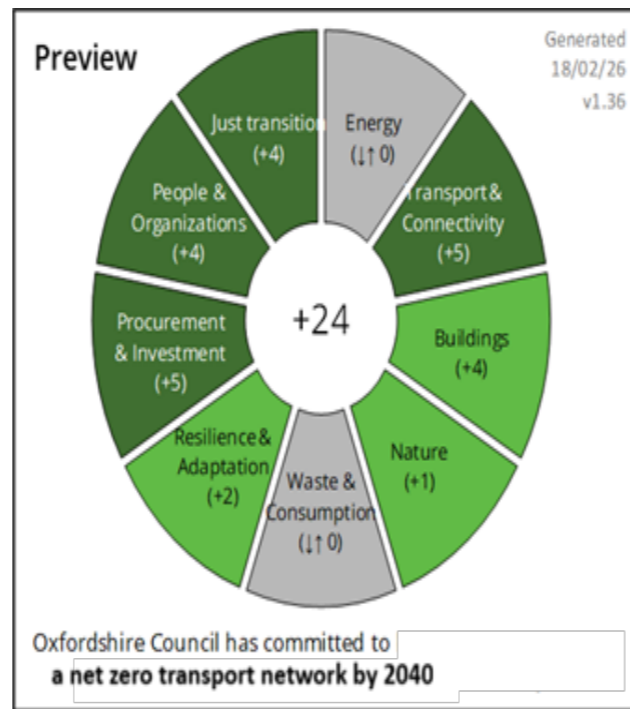
<b>Review Date</b>	EIA to be reviewed during LCWIP updates. The LCWIP is a live document, and the EIA should be updated accordingly as and when changes are made to the LCWIP.
<b>Person Responsible for Review</b>	Rosie Lawrence and Jess Livesey – Place Planning and Coordination (South & Vale)
<b>Authorised By</b>	Hannah Battye, Head of Place Shaping

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# Climate Impact Assessment

## Summary

<b>Directorate and Service Area</b>	Place Planning and Co-ordination, Place Shaping, Economy and Place
<b>What is being assessed</b>	Wallingford Area Local Cycling and Walking Infrastructure Plan (LCWIP)
<b>Is this a new or existing function or policy?</b>	This is a new local policy for Wallingford. It is supported by the existing Local Transport and Connectivity Plan (LTCP) Policy 3 - Local Cycling and Walking Infrastructure Plans
<b>Summary of assessment</b>	Development and implementation of LCWIPs for all the main urban settlements in Oxfordshire (LTCP Policy 3a) is one of Oxfordshire County Council's commitments to move towards the vision set out in the LTCP for "an inclusive and safe net-zero Oxfordshire transport system that
<b>Completed by</b>	Jess Livesey
<b>Climate action sign off by</b>	Franco Gonzalez
<b>Director sign off by</b>	
<b>Assessment date</b>	18/02/26



## Detail of proposal

<b>Context / Background</b>	<p>The Wallingford Area LCWIP is one of a number of LCWIPs under development for market towns across Oxfordshire (as required by LTCP Policy 3a). LCWIPs enable a long term approach to developing/improving local cycle and walking networks.</p> <p>This is the first version of the Wallingford Area LCWIP to be considered for approval.</p>
<b>Proposal</b>	<p>The LCWIP has audited current routes and will provide a prioritised list of improvements to the cycling, walking and wheeling network in the Wallingford Area supporting people to take more trips by active travel modes. This has been chosen as the best course of action as the LCWIP will help will ensure that improvements to the active travel networks in the area are prioritised effectively as well as helping secure funding for these improvements which in turn will help facilitate model shift as per the LTCPs vision. The LCWIP proposes:</p> <ul style="list-style-type: none"> <li>• New and improved crossings for walking and cycling</li> <li>• Junction redesign to prioritise walking and cycling movements</li> <li>• removal or modification of barriers on walking and cycling routes to improve accessibility</li> <li>• Provision of additional high-quality cycle parking</li> <li>• On-carriageway cycling improvements (e.g., wider cycle lanes and centreline removal, some of which may require additional parking restrictions)</li> <li>• Provision of segregated cycle tracks (some of which will require reallocation of highway space from motor vehicles)</li> </ul>
<b>Evidence / Intelligence</b>	<p>Consultation Outcomes: Positive reception for Lets Talk Consultation, Steering Group Meetings and Draft LCWIP          Feedback from Services Users and Stakeholders: Support from Local Active Travel Groups, residents and councillors          Constructive feedback has been considered for inclusion in the LCWIP</p>
<b>Alternatives considered / rejected</b>	<p>As noted above, the adopted LTCP makes a clear commitment to develop an LCWIP for the Wallingford Area. Policy 3a in the LTCP states that Oxfordshire County Council will:</p> <p>"Develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for all main urban settlements (over 10,000 inhabitants) across the county by 2025, according to national guidance and best practice with the aim of increasing walking and cycling activity."</p> <p>The LCWIP follows national guidance and is supported by both national and local policy. Using an alternative approach would mean deviating from the policies adopted in the LTCP and may reduce the likelihood of securing funding for active travel schemes in the Wallingford area.</p>

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	N/A	N/A	N/A	N/A	N/A
Energy	Promotes a switch to low-carbon or renewable energy	N/A	N/A	N/A	N/A	N/A
Energy	Promotes resilient, local, smart energy systems	N/A	N/A	N/A	N/A	N/A
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	2	The LCWIP will reduce staff and residents' need for private car ownership by supporting investment in infrastructure for alternative modes (aiming to make walking and cycling the natural choice for short trips and for shorter sections of longer trips)	Reduction in the need for private car ownership and use by improving the infrastructure provided for other modes is a key function of LCWIPs. Action: develop, approve and implement the Wallingford Area LCWIP.	South and Vale Locality	10 years. Monitor impact through LTCP target monitoring and regular reviews of the LCWIP.
Transport & Connectivity	Supports active travel	3	<p>Prioritises routes for active travel to act as evidence base for improvements to cycle and walking infrastructure. The LCWIP will help to normalise walking and cycling and will help to make these modes more accessible. The LCWIP proposes:</p> <ul style="list-style-type: none"> <li>• New and improved crossings for walking and cycling</li> <li>• Junction redesign to prioritise walking and cycling movements</li> <li>• Removal or modification of barriers on walking and cycling routes to improve accessibility</li> <li>• Provision of additional high-quality cycle parking</li> <li>• On-carriageway cycling improvements (e.g., wider cycle lanes and centreline removal, some of which may require additional parking restrictions)</li> <li>• Provision of segregated cycle tracks (some of which will require reallocation of highway space from motor vehicles to active travel)</li> <li>• Permissions for cycling on some routes where cycling is not currently permitted</li> <li>• Footway widening</li> <li>• Provision of new and improved walking and cycling routes between Wallingford and the surrounding towns and other key local destinations (outside the town)</li> </ul> <p>The LCWIP will help to support an increase in the usage of public transport by improving access to public transport interchanges (bus stops and railway stations) and by encouraging modal shift from private car use to walking and cycling (thereby helping to reduce congestion and improve public transport journey time reliability).</p>	Supporting active travel is a key function of LCWIPs. Action: develop, approve and implement the Wallingford Area LCWIP.	South and Vale Locality	10 years. Monitor impact through LTCP target monitoring and regular reviews of the LCWIP.
Transport & Connectivity	Increases use of public transport	1	The LCWIP will help to support an increase in the usage of public transport by improving access to public transport interchanges (bus stops and railway stations) and by encouraging modal shift from private car use to walking and cycling (thereby helping to reduce congestion and improve public transport journey time reliability).	Ensure that access to public transport interchanges is considered carefully when developing the LCWIP.	South and Vale Locality	10 years. Monitor impact through LTCP target monitoring and regular reviews of the LCWIP.
Transport & Connectivity	Accelerates electrification of transport	N/A	N/A	N/A	N/A	N/A

Buildings	Promotes net zero new builds and developments			The LCWIP will support the delivery of sustainable developments by helping to ensure that new developments in the area provide suitable infrastructure for active travel, in order to maximise uptake of active modes for travel to and from new developments and to minimise private car use associated with these developments. The projects will be developed following PAS2080 guidelines aiming to minimise whole life carbon emissions of active travel infrastructure projects.	Action: work with district councils and developers to ensure that new developments make suitable provision for active travel, both by providing improvements identified in the LCWIP, and by identifying and providing any additional relevant improvements which have not yet been included in the LCWIP.	South and Vale Locality	10 years. Monitor impact through LTCP target monitoring 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	N/A					
Nature	Improves access to nature and green spaces			The LCWIP will help to improve access to nature and green spaces by providing improved walking and cycling infrastructure on routes within the town which provide access to urban green space (parks)	Action: Ensure that access to these green spaces is considered when individual scheme design work is progressed	South and Vale Locality	10 years. Monitor impact through LTCP target monitoring and regular reviews of the LCWIP.
Waste & Consumption	Reduces overall consumption	N/A					
Waste & Consumption	Supports waste prevention and drive reuse and recycling	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)	N/A	N/A		N/A	N/A	N/A
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains			The LCWIP will help to increase the resilience of local communities and local transport infrastructure by promoting sustainable modes of travel, thereby helping to reduce the negative impacts of Oxfordshire's transport network on the climate, and helping to reduce the dependence of people travelling in Oxfordshire on global fuel markets.	Adapting to respond to the climate emergency is a key function of LCWIPs. Action: develop, approve and implement the Wallingford Area LCWIP.	South and Vale Locality	10 years. Monitor impact through LTCP target monitoring 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			Investment in alternatives to the use of the private car is a key action for Oxfordshire in response to the climate emergency. As set out in the adopted LTCP, the development and implementation of LCWIPs such as this one is a key part of delivering against this action.	Supporting climate action is a key function of LCWIPs. Action: develop, approve and implement the Wallingford Area LCWIP.	South and Vale Locality	10 years. Monitor impact through LTCP target monitoring and regular reviews of the LCWIP.

People & Organizations	Drives behavioural change to address the climate and ecological emergency		The LCWIP will help to encourage behavioural change of staff and 3 residents by providing infrastructure which supports the change from private car use to active travel.	Encouraging modal shift is a key function of LCWIPs. Action: develop, approve and implement the Wallingford Area LCWIP.	South and Vale Locality	10 years. Monitor impact through LTCP target monitoring and regular reviews of the LCWIP.
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	N/A	N/A	N/A	N/A	N/A
Just transition	Promotes green innovation and job creation	N/A	N/A	N/A	N/A	N/A
Just transition	Promotes health and wellbeing		<sup>2</sup> The LCWIP promotes active travel which will have health co benefits for physical and mental health in the local population.	Improving health and wellbeing is a key function of LCWIPs. Action: develop, approve and implement the Wallingford Area LCWIP.	#REF!	#REF!
Just transition	Reduces poverty and inequality		<sup>1</sup> The LCWIP will help to create accessible, low-carbon transport options for deprived communities. Improved active travel helps with accessibility for work and leisure activities.	Creation of accessible, low-carbon transport options is a key function of LCWIPs. Action: develop, approve and implement the Wallingford Area LCWIP.	South and Vale Locality	10 years. Monitor impact through LTCP target monitoring and regular reviews of the LCWIP.

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# Wallingford Area Local Cycling and Walking Infrastructure Plan Consultation report

February 2026

## Executive Summary

Oxfordshire County Council (OCC) in collaboration with key stakeholders have developed a draft Local Cycling and Walking Infrastructure Plan (LCWIP) for the Wallingford Area, which includes connections to surrounding areas. The LCWIP is long-term plan for improving the cycling and walking infrastructure in the Wallingford Area so that it is safer, more convenient, and more accessible to walk, wheel and cycle in Wallingford and the surrounding areas for all residents. The draft LCWIP has been consulted on via Oxfordshire's Let's Talk platform and direct engagement with stakeholders. Over seven weeks, a total of 64 responses were received via Let's Talk Oxfordshire. Respondents to the Let's Talk consultation were largely representative of the demographic of the Wallingford areas population. A further seven written responses were received via email including from a parish council and Oxfordshire Cycling Network

Overall, the consultation, which asked for views on the cycling network and improvements and walking network and improvements, received a broadly positive response. More crossing provision and wider footpaths were strongly supported. Common themes throughout the consultation for both cycling and walking were concern regarding potential conflict in shared spaces and the need to deal with drainage issues along certain routes. The importance of delivering route improvements rather than piecemeal improvements was also highlighted. In addition, the importance of linking the towns within and outside of the scope and ensuring funding is actively pursued to deliver improvements was emphasised. Some concerns were raised regarding limited space for some proposals, footway parking causing an obstruction for people walking, and the importance of maintaining accessibility for people with disabilities.

The consultation feedback will help to inform the modification of the draft Wallingford Area LCWIP.

## 1. Introduction

The Wallingford Area Local Cycling and Walking Infrastructure Plan (LCWIP) is a plan for improving the walking, wheeling and cycling infrastructure in Wallingford and connections to surrounding areas so that it is safer, more convenient, and more accessible to walk (including wheeled users) and cycle (by all bike types). The aim is to ultimately increase the number of people walking, wheeling and cycling for short local trips or as part of longer trips and achieve the LCWIP vision of creating a: *‘thriving town with good air quality, where walking for local trips is the norm for everyone. This is supported by safe, accessible and connected walking and cycling routes between residential areas, the historic town centre, schools, natural environments and local services and facilities’*. LCWIP development is a key policy in Oxfordshire’s Local Transport and Connectivity Plan and helps to achieve local and national health and environmental targets.

The plan has been developed by following Department for Transport guidance, which sets out six stages to developing an LCWIP:

1. Determining scope
2. Gathering information
3. Network planning for cycling
4. Network planning for walking
5. Prioritising improvements
6. Integration and application

Whilst LCWIPs do not come with fully funded schemes, they are a tool for attracting and guiding funding when it becomes available.

To ensure that an LCWIP is reflective of community concerns and aspirations, engagement with local stakeholders and the community is key. Local stakeholders have been engaged in the drafting of the LCWIP (namely Wallingford Town Council, representatives from each neighbouring village and local walking and cycling groups), and the public have been engaged in reviewing the finalised draft and the key areas of network plans and improvements for cycling and walking. This report sets out the findings from this consultation.

## 2. Methodology

The consultation consisted of an online survey hosted on Let's Talk Oxfordshire, which ran from 19<sup>th</sup> November 2025 to 7<sup>th</sup> January 2026. A copy of the Wallingford Area LCWIP was also available at local libraries. Participants were provided with the draft LCWIP, background report, and cycling and walking audit reports. Participants were asked for their 'views of the 'Wallingford Area Local Cycling and Walking Infrastructure Plan', including the network plans for walking and cycling and proposed improvements. Stakeholders were also able to submit comments via email.

Respondents were made aware of the consultation in several ways including:

- Direct emails from Oxfordshire County Council (OCC) officers were sent to key stakeholders
- Press release shared with local media and government press, Your Oxfordshire newsletter

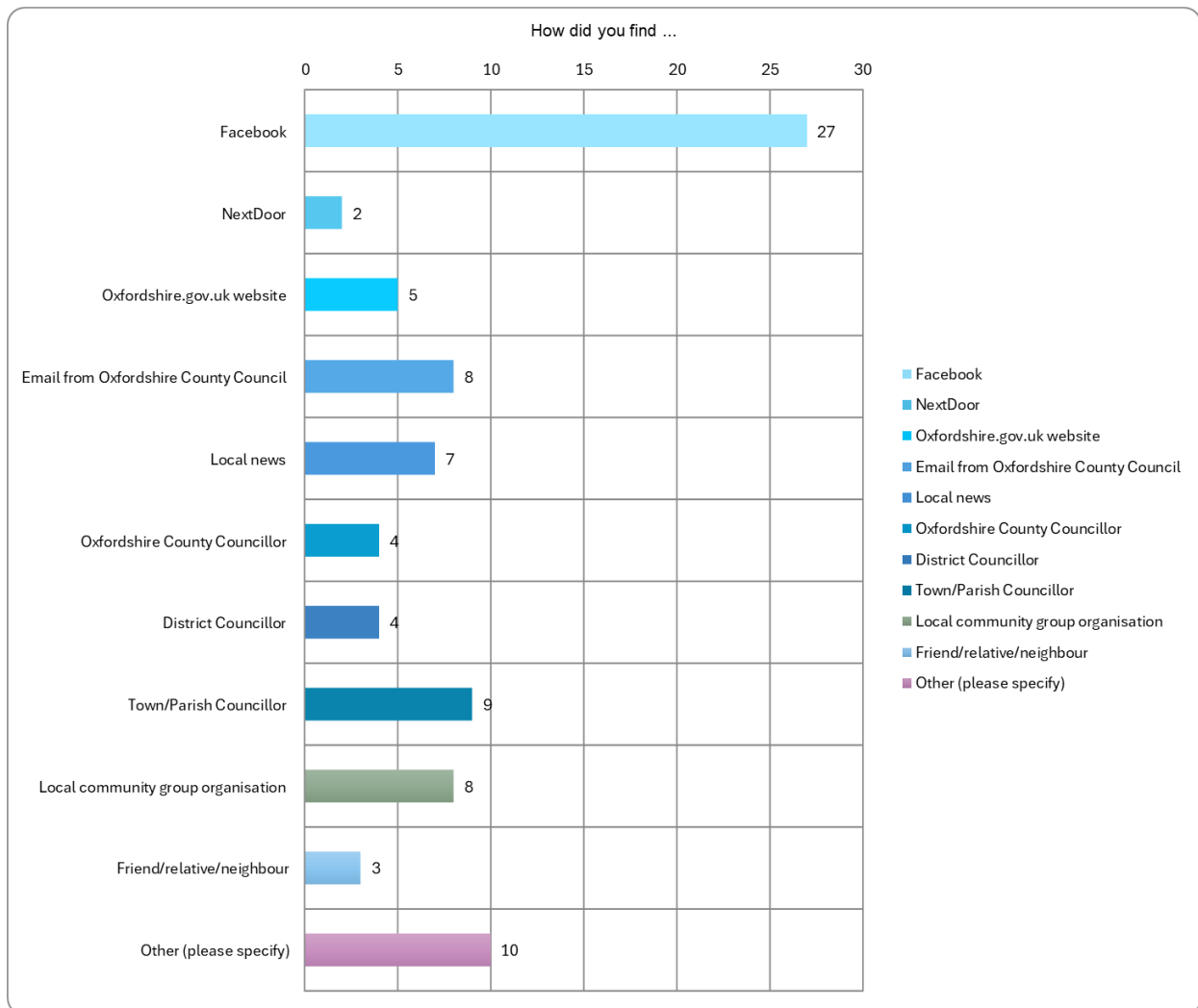


Figure 1 How respondents found out about the consultation

In response to the question ‘How did you find out about the consultation?’ (of those who answered the question)

- 27 respondents selected Facebook
- 2 respondents selected Next Door
- 5 respondents selected Oxfordshire.gov.uk website
- 8 respondents selected email from Oxfordshire County Council
- 7 respondent selected Local News
- 17 respondents selected Oxfordshire County Councillor, District Councillor or Town/Parish Councillor
- 8 respondents selected Loal community Group Organisation
- 3 respondents selected Friend/Relative/Neighbour
- 10 respondents selected Other

### 3. Response Rate and Demographics

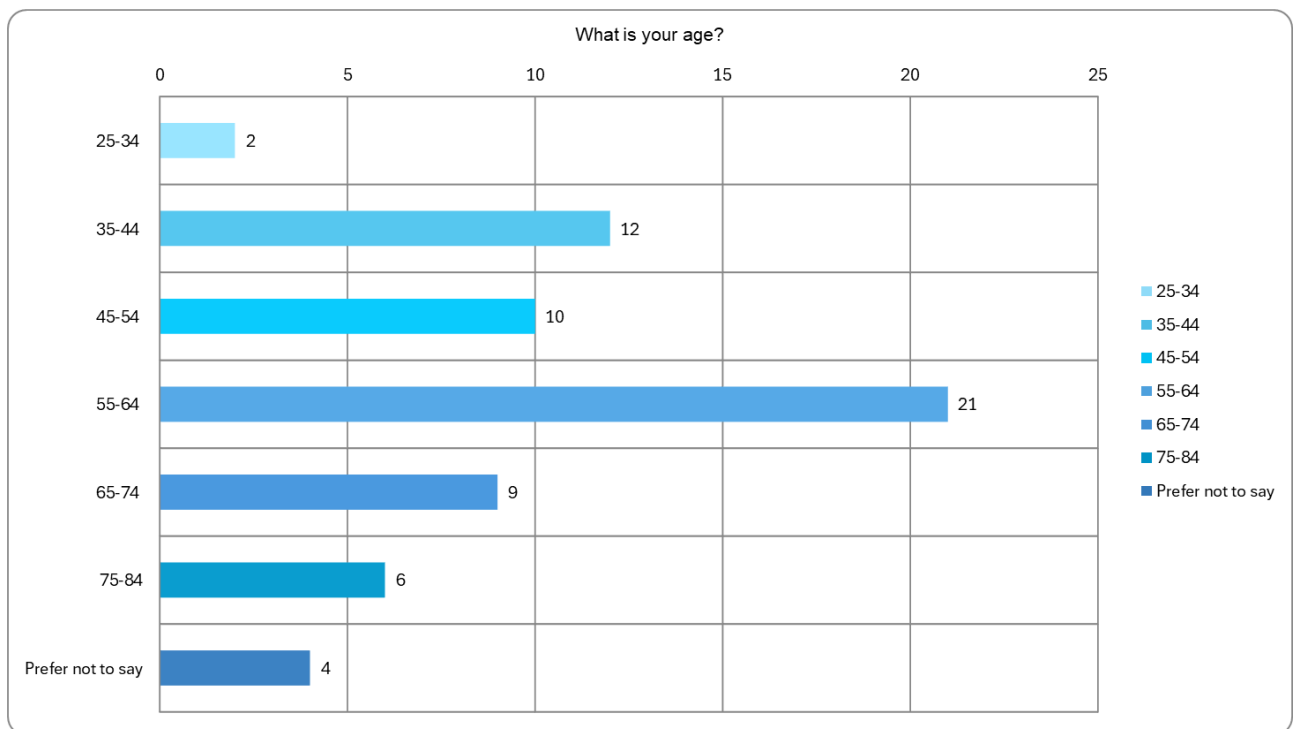


Figure 2 Respondents' Age

In response to the question ‘what is your age’ (of those who answered the question)

- 0 respondents were aged under 25
- 2 respondents were in the age category 25-34
- 12 respondents were in the age category 35-44
- 10 respondents were in the age category 45-54
- 21 respondents were in the age category 55-64
- 9 respondents were in the age category 65-74

- 6 respondents were in the age category 75 or more
- 4 respondents preferred not to say what their age was

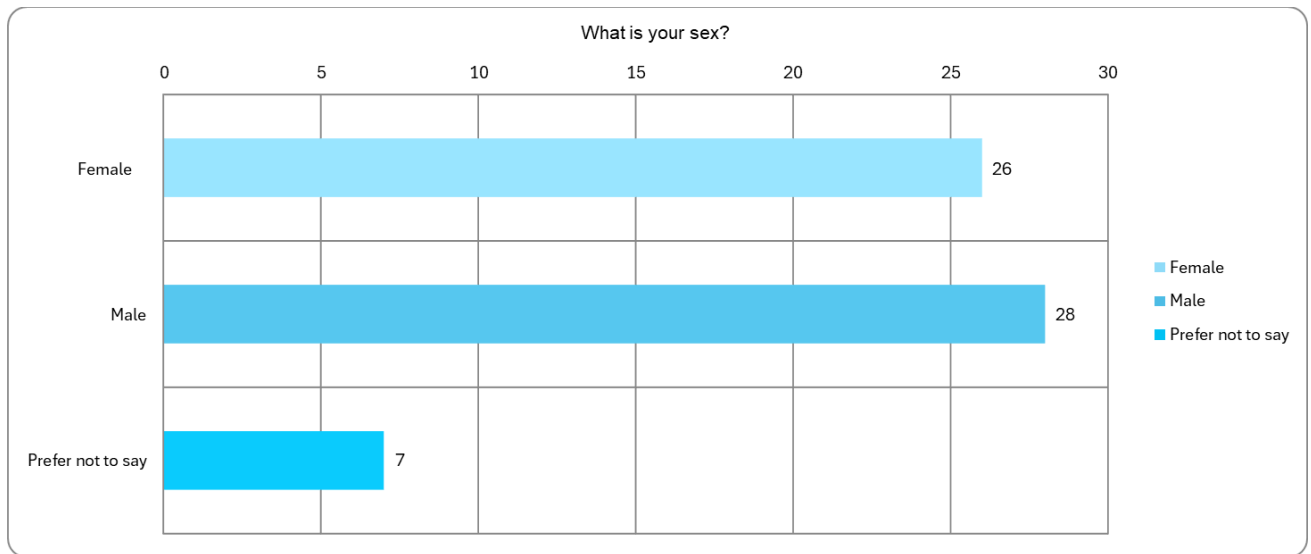


Figure 3 Respondents' Sex

In response to the question 'what is your sex' (of those who answered the question)

- 26 respondents said they were Female
- 28 respondents said they were Male
- 7 respondents selected 'Prefer not to Say'

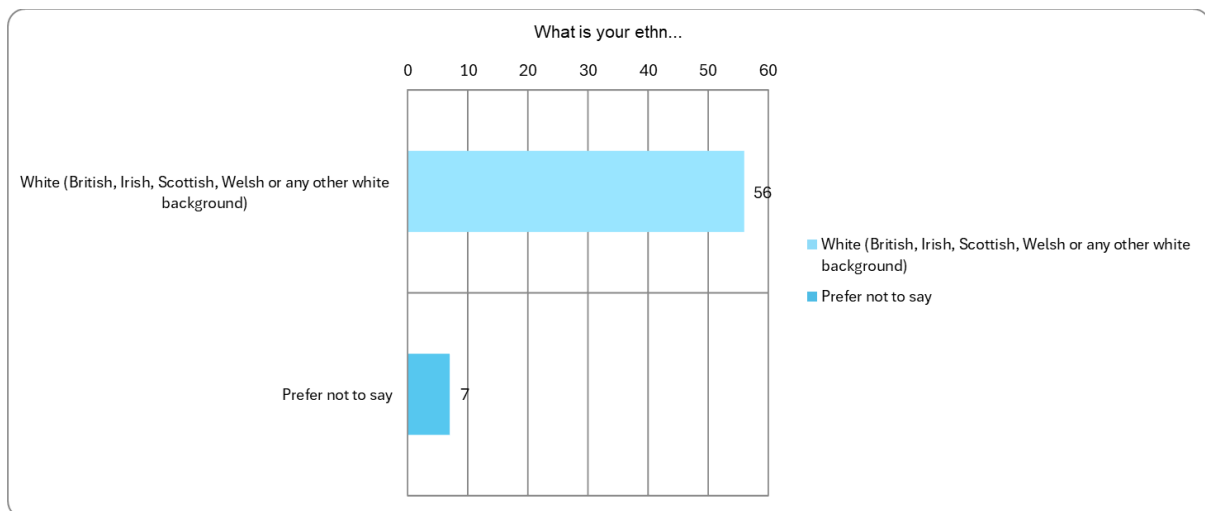


Figure 4 Respondents' Ethnic Background

In response to the question 'what is your ethnic background' (of those who answered the question)

- 56 respondents selected 'White (British, Irish, Scottish, Welsh or any other white background)'
- 7 respondents selected 'Prefer not to Say'

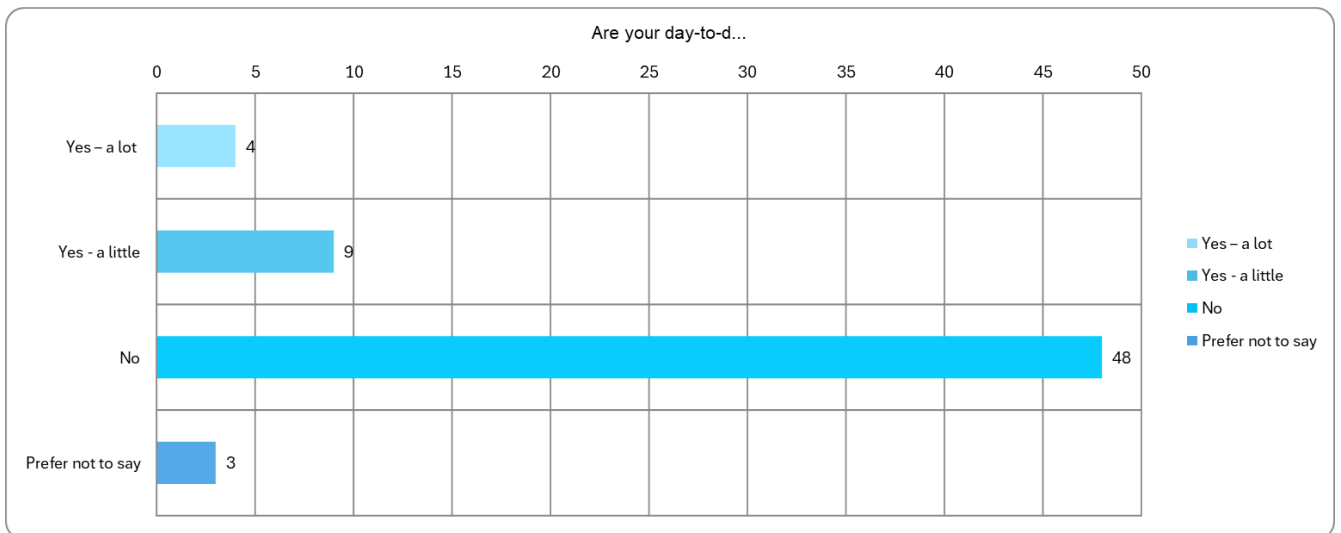


Figure 5 Whether respondents are impacted by long - term illness, health problem or disability

In response to the question 'are your day activities impacted because of long – term illness, health problem or disability that has lasted, or is expected to last, at least 12 months?' (of those who answered the question)

- 4 respondents answered Yes – a lot
- 9 respondents answered Yes – a little
- 48 respondents answered No
- 3 respondents selected Prefer to Say

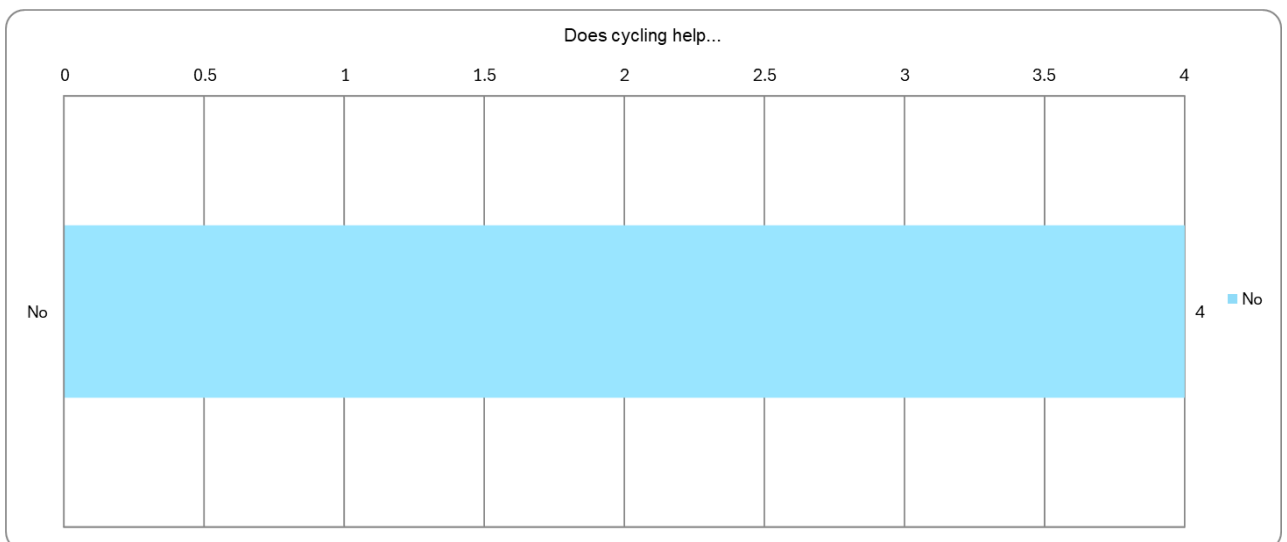


Figure 6 Whether cycling helps respondents with a long-term illness, health problem or disability to get around

In response to the question 'if you answered yes (to the question 'are your day-to-day activities impacted because of long-term illness, health problem or disability that has lasted, or is expected to last, at least 12 months'), does cycling help you get around?' (of those who answered the question)

- 4 respondents selected No

Overall, most respondents to the Let's Talk Oxfordshire consultation were not impacted by long term illness, health problem or disability that has last, or is expected to last, at least 12 months.

## 4. Findings

The consultation sought feedback on five key areas:

1. Cycling network
2. Cycling improvements
3. Walking network
4. Walking improvements
5. Prioritisation of improvements

### Cycling Network

**Overall, what do you think of the proposed network for cycling in the Wallingford area, as audited in Appendix B?**

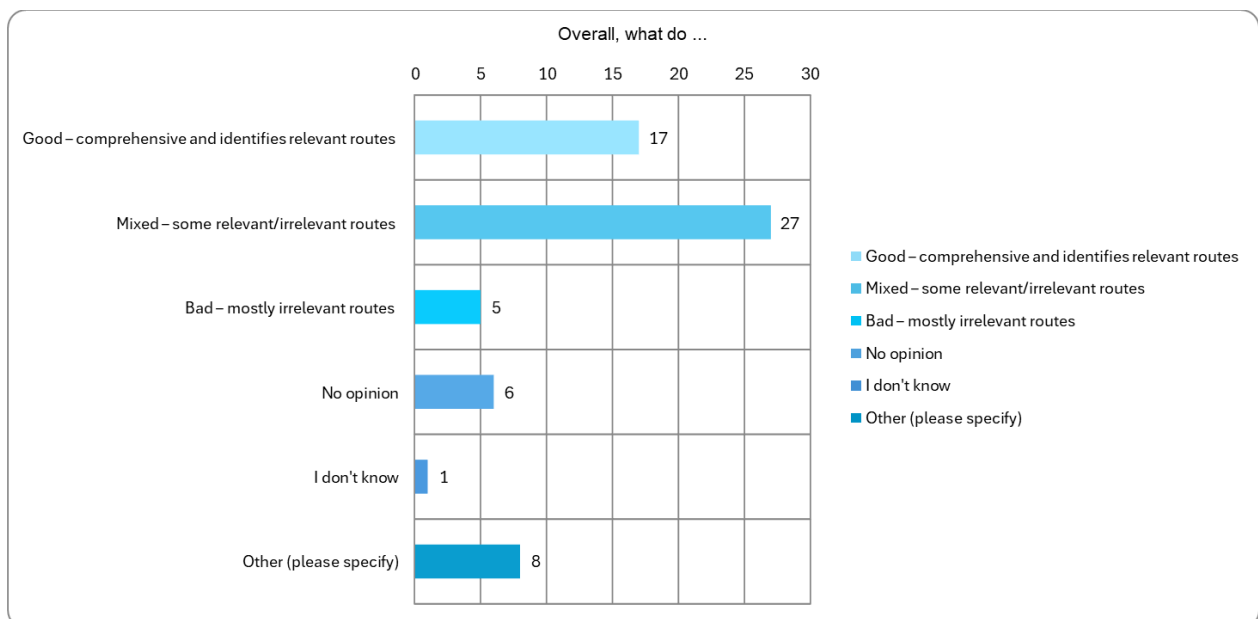


Figure 7 Views on the Cycling Network

A variety of views were received to the question about the proposed cycling network. Of those who answered the question:

- 17 respondents answered Good – comprehensive and identifies relevant routes
- 27 respondents answered Mixed – some relevant/irrelevant routes
- 5 respondents answered Bad – mostly irrelevant routes
- 6 respondents answered No Opinion
- 1 respondent answered I don't know

- 8 respondents answered Other (please specify)

This split of views indicates some changes need to be made to the cycling network, despite the majority in support or showing mixed views. Of all the responses, 36 of them came with detailed comments and recommendations for amendments to the network, naming specific routes and identified improvements in their response.

**What changes, if any, would you make to the suggested cycling network? (free text question)**

Key points arising from this question where:

- Safe travel between Wallingford Town Centre and Cholsey Station via Reading Road/Winterbrook/Wallingford Road
- Increasing commuter cycle parking e.g. covered cycle parking near bus stops
- Concerns over safety and width of shared use footways including on Station Road / Wantage Road Such routes were deemed dangerous and disregarded vulnerable users including older people
- Increase in segregation on busy roads for cyclists
- Concerns over the safety and speed of drivers and cyclists
- Quality and number of routes in Benson
- Increase lighting along certain parts of the networks including the current shared used foot and cycle way on Reading Road

**Cycling Improvements**

**Overall, what do you think of the suggested improvements for cycling along the routes shown in Table 4?**

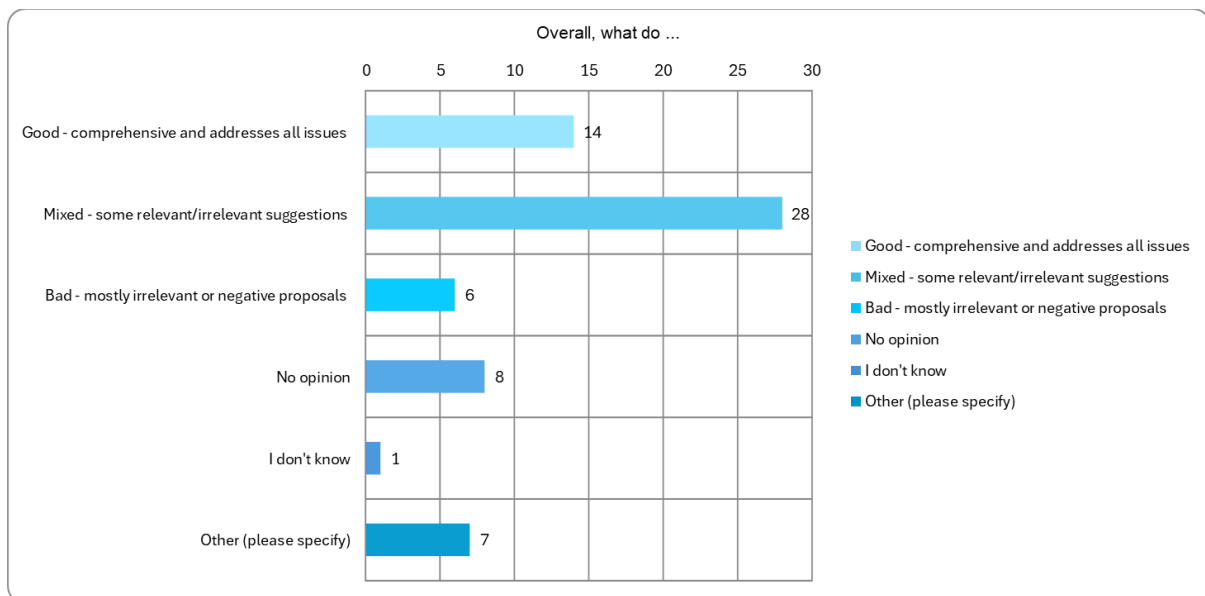


Figure 8 Views on the Cycle Network Improvements

A variety of views were received to the question about the proposed cycle network improvements. Of those who answered the question:

- 14 respondents said the proposed cycle network improvements were 'good – ambitious and address all issues'
- 28 respondents said the proposed cycle network improvements were 'mixed – some appropriate and some inappropriate or negative suggestions'
- 6 respondents said the proposed cycle network improvements were 'bad – mostly inadequate or negative proposals'
- 8 respondents selected 'No opinion'
- 1 respondent selected 'I don't know'
- 7 respondents selected 'Other'

***What changes, if any, would you make to the suggested cycling improvements? (free text question)***

Respondents provided a variety of comments when asked to consider changes to proposed cycling improvements. Support for improving the cycling network was expressed, but making improvements in a timely manner was emphasised as key to bringing about change.

The need to improve cycling options across and around Wallingford bridge were mentioned.

Much like the comments regarding the cycling network, improvements that resulted in shared spaces for people walking and cycling, were not supported by some. Comments additionally mentioned the need for signage and lighting on shared use pathways.

## **Walking Network**

***Overall, what do you think of the proposed network for walking and wheeling in the Wallingford area, as audited in Appendix B?***

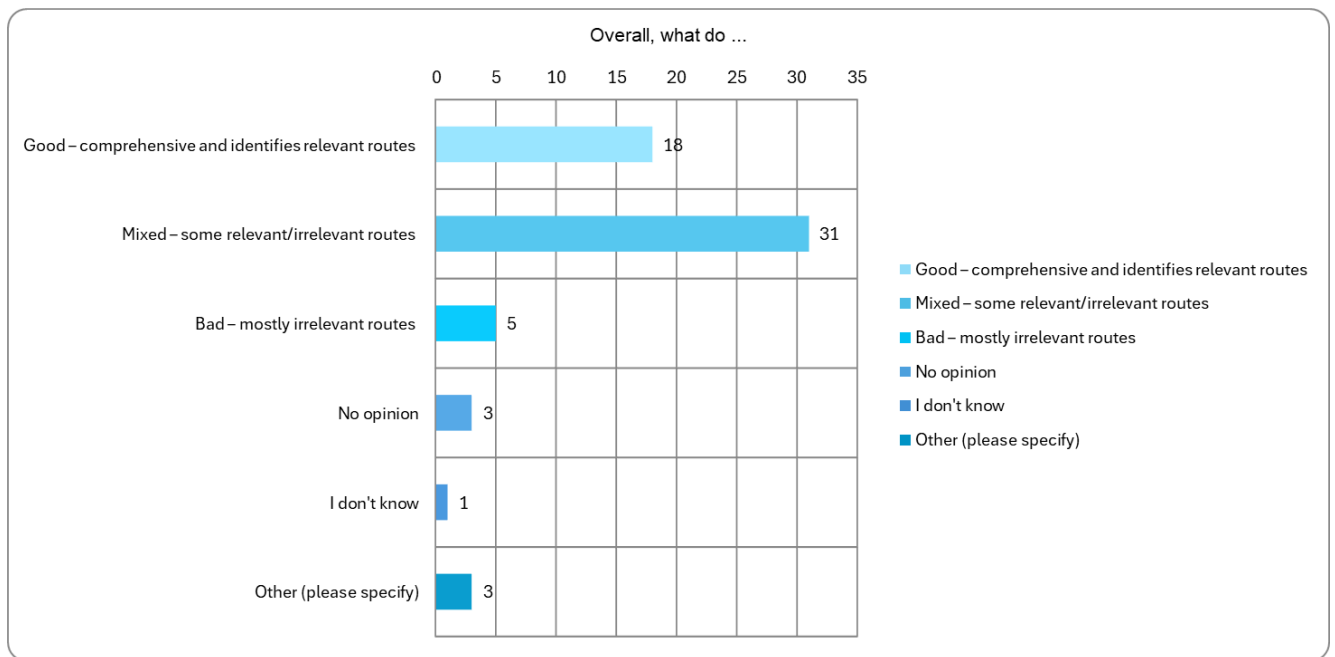


Figure 9 Views on the Walking Network

A variety of views were received to the question about the proposed walking network. Of those who answered the question:

- 18 respondents said that the walking network was ‘Good –comprehensive and identifies relevant routes’
- 31 respondents said that the walking network was ‘Mixed – some relevant/irrelevant routes’
- 5 respondents said that the walking network was ‘Bad – mostly irrelevant routes’
- 3 respondents selected ‘No Opinion’
- 1 respondent selected ‘I don’t know’
- 3 respondents selected ‘Other’

***What changes, if any, would you make to the suggested walking network?  
(free text question)***

Again, shared used paths was a common theme in the response to the above question. With some comments stating that shared paths need to be of sufficient width to allow cyclists and pedestrians to pass safely and other comments suggesting an increase in shared use spaces.

The safety of walking routes to and from the local schools was mentioned alongside the need to widen these routes and deal with drainage issues especially around Station Road and Cholsey station.

**Walking improvements**

**Overall, what do you think of the suggested improvements for walking and wheeling along the routes shown in Table 4?**

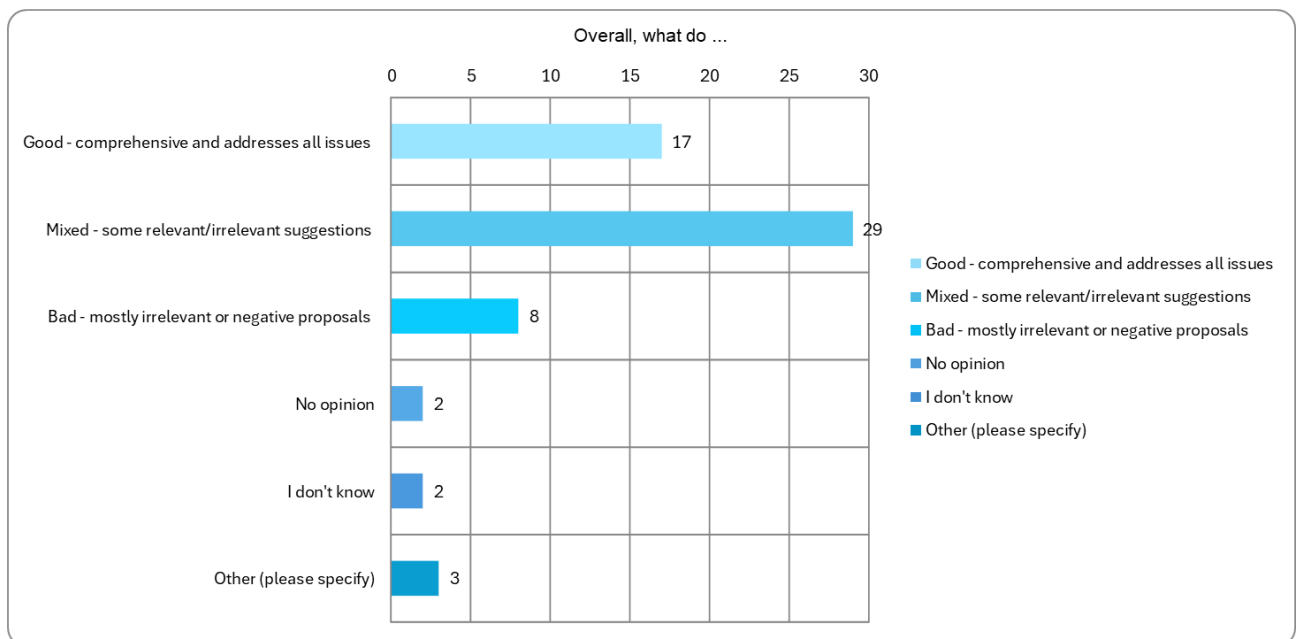


Figure 10 Views on the Walking Network Improvements

A variety of views were received to the question about the proposed walking network improvements. Of those who answered the question :

A variety of views were received to the question about the proposed walking network improvements. Of those who answered the question :

- 17 respondents said that the walking network was ‘Good –comprehensive and identifies relevant routes’
- 29 respondents said that the walking network was ‘Mixed – some relevant/irrelevant routes’
- 8 respondents said that the walking network was ‘Bad – mostly irrelevant routes’
- 2 respondents selected ‘No Opinion’
- 2 respondents selected ‘I don’t know’
- 3 respondents selected ‘Other’

**What changes, if any, would you make to the suggested walking and wheeling improvements? (free text question)**

Comments for this question were understandably similar to the previous. Lighting was mentioned alongside consideration for improving public footpaths in the area for walking. Upgraded paths through parks and woodlands in the Wallingford area was mentioned for consideration to increase their usage during the winter.

## Route Prioritisation

### Overall, what do you think of the prioritisation rankings for all the suggested improvements?

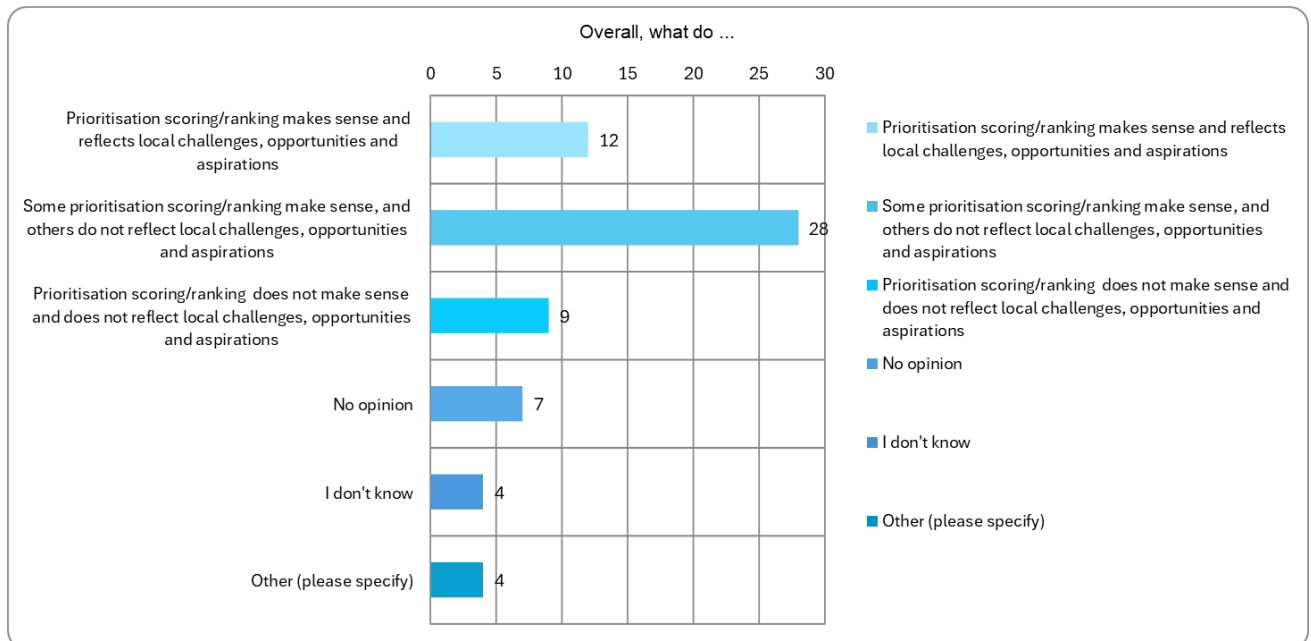


Figure 11 Views on Prioritised Routes

Of those who answered the question ‘Overall, what do you think of the prioritisation rankings for all the suggested improvements?’:

- 12 respondents said ‘Prioritisation scoring/ranking makes sense and reflects local challenges, opportunities and aspirations’
- 28 respondents said ‘Some prior scoring/ranking makes sense, and others do not reflect local challenges, opportunities and aspirations’
- 9 respondents said ‘Prioritisation scoring/ ranking does not make sense and does not reflect local challenges, opportunities and aspirations’
- 7 respondents selected ‘No Opinion’
- 4 respondents selected ‘I don’t know’
- 4 respondents selected ‘Other’

### What changes, if any, would you make to the list of prioritised design recommendation for improvement? (free text question)

There was a low response rate to the question asking for suggested changes to the prioritised list of route improvements. Whilst some respondents did not support the aspiration to improve walking and cycling provision in the Wallingford Area, others did not think the LCWIP went far enough commenting that the prioritised routes should be implemented faster. Again, comments reiterated concerns over shared use path/cycle ways especially in the vicinity of schools.

## 5. Conclusion

Overall, there has been a broadly positive response to the draft Wallingford Area LCWIP. Most respondents support the walking network and improvements suggested or have mixed views. Additional network connections and improvements for walking have been proposed through the consultation, including links to school and the surrounding community.

The proposed cycle network and improvements also received broadly positive responses. There were some mixed views/ concerns/ suggested changes, which will be addressed in the LCWIP where possible and is outlined in further detail elsewhere in the report.

Division(s) affected: *Drayton, Sutton Courtenay & Steventon*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**23 APRIL 2026**

### **STEVENTON/ MILTON HEIGHTS: A4130 – PROPOSED TRAFFIC & HIGHWAY IMPROVEMENTS**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

Approve the following measures, as advertised:

- (a) **30mph speed limits on the A4130 west of A34 Milton Interchange & the B4017 Steventon Hill north of its junction with the A4130.**
- (b) **Bus Lanes on the A4130 eastbound carriageway between its junctions with the B4017 Steventon Hill and the A34 Milton Interchange.**
- (c) **'No U-Turn' restrictions for westbound traffic on the A4130 west of the A34 Milton Interchange, at its signalised junctions with Trenchard Avenue, and the B4017 Steventon Hill.**

#### **Executive Summary**

2. This report presents responses received to a statutory consultation on proposals to introduce a number of traffic measures in the Milton Heights area, including: a) reduced 30mph speed limits on the A4130 & B4170 Steventon Hill, b) new Bus Lanes on the A4130 eastbound carriageway (with exemptions to include for cycles, emergency services, and Taxi & private hire vehicles), and c) 'No U-Turn' restrictions for westbound traffic (i.e. travelling from the A34 Milton Interchange) at the signalised junctions with Trenchard Avenue & the B4017 Steventon Hill – as shown in **Annex 1**.
3. The proposals have been put forward in order to help facilitate the delivery of the 'A4130 Steventon Lights integrated transport scheme'. The 'A4130 Steventon Lights' integrated transport scheme, seeks to provide improved bus journeytime savings and reliability, enhanced walking and cycling facilities, and support the growth in both housing and employment in the Science Vale area. The area will see significant growth in housing and employment in the coming

years and investment is needed now so that the transport network can meet the demands.

## Corporate Policies and Priorities

4. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

- (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
- (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
- (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

## Financial Implications

5. Funding for consultation on the proposals (and implementation if approved) has been provided by 'City Deal' and 'Housing and Growth Deal' funding, as well as additional 'Section 106' contributions.
6. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

*Comments checked by:*

*Andrew Price – Interim Business Partnering Accountant*

[Andrew.Price@Oxfordshire.gov.uk](mailto:Andrew.Price@Oxfordshire.gov.uk)

## Legal Implications

7. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
8. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch – Principal Solicitor (Regulatory)*

[Jennifer.Crouch@Oxfordshire.gov.uk](mailto:Jennifer.Crouch@Oxfordshire.gov.uk)

## Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Infrastructure Delivery', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

## Equality & Inclusion Implications

9. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

## Sustainability Implications

10. The proposals have been put forward as the area will see significant growth in housing and employment in the coming years, and investment is needed now so that the transport network can meet the demands of the future. The aims of the integrated transport scheme are to:
  - facilitate improvement to public transport
  - provide suitable infrastructure to encourage the use of sustainable and active travel modes (walking, wheeling, cycling)
  - improve safety for all road users
  - reduce congestion and capacity issues
  - improve journey time reliability
  - facilitate planned growth in the area

## Risk Management

11. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

## Formal Consultation

12. Formal consultation was carried out between 04 February and 06 March 2026. A notice was published in the Oxfordshire Herald newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Vale of White Horse District Council, relevant local District Councillors, Milton, and Steventon Parish Councils, and the local County Councillor representing the Drayton, Sutton Courtenay & Steventon division.
13. During the course of the formal consultation, 70 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Concerns / Partial support	Support	No opinion /objection
A4130 30mph speed limit	24 (34%)	9 (13%)	36 (51%)	1
B4017 Steventon Hill 30mph speed limit	18 (26%)	10 (14%)	40 (57%)	2
A4130 Bus Lanes	36 (51%)	7 (10%)	18 (26%)	9 (13%)
A4130 'U-turn' restrictions	10 (14%)	3 (4%)	25 (36%)	32 (46%)

14. Additionally, a further two emails were received directly – with Thames Valley Police not objecting, but raising concerns about each of the specific proposals. Oxfordshire Liveable Streets (a not-for-profit campaign organisation) submitted their support, but feel the proposed speed limit reductions do not extend far enough.
15. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

## Officer Response to Objections/Concerns

### Objection/Concern 1: Bus Lane – Lack of Justification and Limited Benefits:

16. A dominant theme is the view that the proposed bus lane offers little benefit. Respondents repeatedly state that buses are infrequent, lightly used for much of the day, and not a material cause of delay. Many argue that a short bus lane

would at best allow buses to bypass stationary traffic briefly before re-joining queues, delivering only marginal journey time savings. Thames Valley Police also question the justification for such a short, isolated bus lane and ask how it would be enforced without placing additional burden on police resources.

17. Some of the objectives of the scheme are to facilitate an improvement to public transport, improve journey time reliability and to facilitate planned growth in the area. The introduction of the bus lanes allows the objectives to be achieved as it provides an uninterrupted pathway for buses at a relatively busy junction, which improves journey time as it is not delayed by regular vehicular traffic in that section of the road.
18. The improvement of journey time would also lead to an improvement of bus frequency and therefore an overall improve to public transport.
19. The introduction of new developments that will bring about an increase in employment and housing prospects in the area as part of future schemes would necessitate additional public transport capacity, which this new bus lane facilitates. It therefore serves to future proof the area and serves a purpose in the wider transport strategy, which may not be apparent currently.

Objection/Concern 2 (Thames Valley Police): Consideration of Holistic nature of speed limit reduction:

20. Thames Valley Police highlighted that the reduction of the speed limit should be applied as part of a broader package of measures and assessed against established criteria, including collision history, road function, geometry, traffic speeds, and the composition of road users. Speed management is most effective when limits are realistic and aligned with the physical characteristics of the road environment.
21. The reduction of the speed limit to 30mph has been considered as part of a wider package of works including the addition of an east-bound bus lane, a west-bound vehicular lane, improved shared use facilities, signalised junctions and additional bus shelters and cycle parking facilities to achieve the following objectives for the area:
  - facilitate improvement to public transport
  - provide suitable infrastructure to encourage the use of sustainable and active travel modes (walking, wheeling, cycling)
  - improve safety for all road users
  - reduce congestion and capacity issues
  - improve journey time reliability
  - facilitate planned growth in the area
22. The reduction of the speed limit is therefore a part of the whole solution to improve the safety of the road network in this area and to prepare it for future developments and has been proposed after consideration of the various established criteria highlighted by Thames Valley Police.

Objection/Concern 3 (Thames Valley Police): Achieving compliance with new speed limits, particularly through sign-only measures:

23. Thames Valley Police note that if a speed limit is perceived as unrealistically low and widely ignored, it can reduce overall safety, undermine respect for speed limits, and disproportionately criminalise drivers. They also emphasise that police enforcement resources are limited and that there should be no expectation of routine enforcement where limits are set without supportive road design measures.
24. Furthermore, there is extensive concern from other residents about the proposed reduction to 30mph, with many respondents also considering it excessively low for the character and function of the A4130 and Steventon Hill. Concerns include the rural or non-residential nature of the road, the absence of frontage development, and the historic operation of the route at higher speeds. Some have highlighted that 40mph has historically worked well and that lowering limits will unnecessarily slow traffic, increase frustration, and undermine respect for speed limits generally.
25. Thames Valley Police highlight that sign-only reductions are unlikely to achieve compliance, that unrealistic limits may increase risk rather than reduce it, and that enforcement resources are limited.
26. OCC believe that the reduction in speed limit from 40mph to 30mph will improve safety for road users as well as fulfil the “Healthier Oxfordshire” priority, which is part of the Oxfordshire Strategic Plan 2025-2028’.
27. Support for the reduction in speed has been significant with over 50% supporting the reduction, which indicates that most road users are of a similar opinion. The reduction to 30mph is seen as realistic and commonplace, with road users not having to drastically change driving habits by reducing their speed by 10mph when travelling through this area.
28. The reduction of the speed limit is also required to improve the safety of the road, particularly when considering that additional elements such as a new bus lane, new shared used facilities, improved active travel and crossing facilities and an additional vehicle lane are to be introduced.
29. There is potential for further enforcement measures such as installation of cameras in the future, that would lead to a reduction in the need for police enforcement resources, which address that concern.

Objection/Concern 4: Impact of speed reduction on traffic flow and journey times:

30. Local residents and businesses have raised concerns that lowering speed limits will worsen congestion and increase journey times. Respondents cite existing delays during works and argue that permanent reductions, especially when combined with other measures such as bus lanes, will further slow traffic with little or no offsetting improvement in flow. Respondents state that the proposals

would create additional delay rather than resolve existing pinch points, particularly around the interchange.

31. The reduction of speed cannot be considered in isolation when assessing traffic flow and journey times. Other elements that are to be implemented in the scheme, such as the additional east-bound bus lane will aim to reduce the congestion caused by buses for a distance of 500m of the carriageway east-bound. The signalised junctions at Trenchard Avenue and High Street will help regulate traffic flow, and the additional west-bound vehicle lane will increase the capacity of the local network and reduce congestion, helping improve the performance of the network and traffic flow in the area.

Objection/Concern 5: Scheme rationale, including coordination between speed limit reduction, introduction of bus lanes.

32. Contributors posed questions about the combined impact of introducing bus lanes while simultaneously reducing speed limits. Respondents struggle to see how journey time or capacity benefits can be achieved through this combination and describe the approach as internally inconsistent. This perceived lack of coherence contributes to wider doubts about the scheme's rationale and expected outcomes.
33. The scheme has been designed to achieve specific objectives, which are highlighted in section 12. The design of the scheme has been reviewed and scrutinised against whether it is able to achieve the objectives via the proposed design. Upon successful review and acceptance, the scheme was moved forward into the construction and delivery phase.
34. The rationale and purpose of the scheme, along with the usefulness of each element in isolation and in conjunction with the other elements that are to be delivered, has therefore been assessed and ratified through an established process by OCC, before commencing construction. OCC are therefore confident that the delivery of the scheme is based upon sound principles and will meet its expected outcomes.
35. There were other concerns raised including disruption during construction, the environmental impact of the scheme and the need for the scheme in general. There were also queries regarding the consultation process itself. However, these queries fall outside of the scope of this report, as they do not relate directly to the recommended measures. The project team will manage these additional concerns outside of the CMD process.

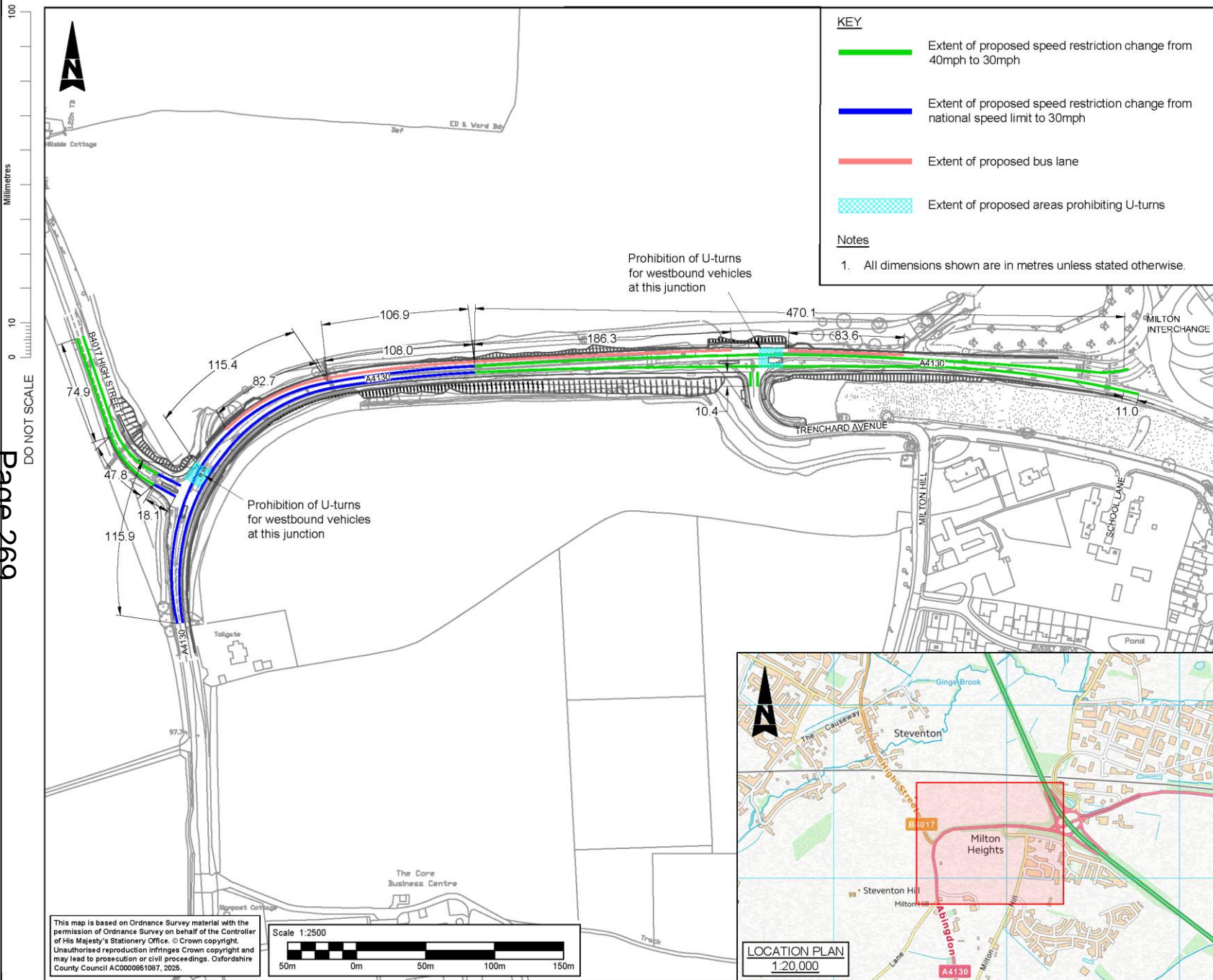
**Paul Fermer**  
**Director of Environment and Highways**

Annex(es):                      Annex 1: Consultation plan  
   Annex 2: Consultation responses

Background papers: n/a  
Other Documents: n/a

Contact Officer(s): Mohamed Gulamhussein (Project Manager –  
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Mohammed Ilyas (Programme Lead North – Infrastructure  
Delivery)

April 2026



Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date

**AUTHORISED & ACCEPTED** A1

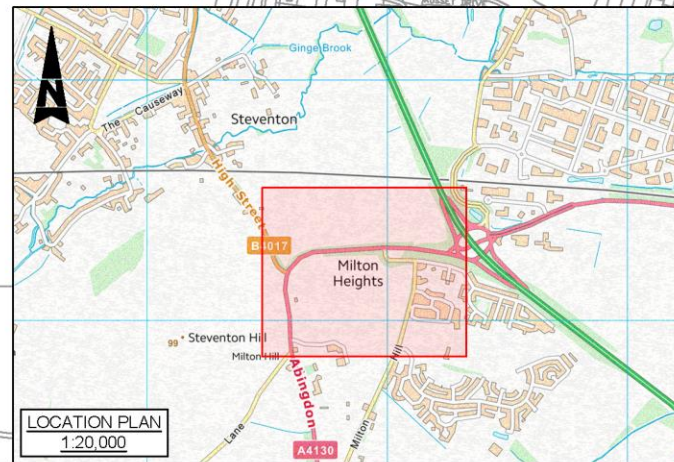
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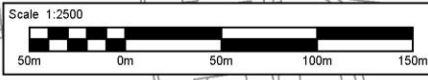
Project Title: A4130 Stevenston Lights

Drawing Title: PERMANENT TRAFFIC REGULATION ORDER PLAN

Drawing Number: A4130SL  
 Project: ATR  
 Originator: HGN  
 Reviewer: DR - CH - 000016  
 Location: XXX  
 Title: Issue  
 Scale: 1:2500  
 Project Ref: S220536  
 Date: 1 of 1  
 Rev: C01



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## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – I have a number of concerns with these proposed improvements .</p> <p>Speed Limits: Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 30mph limits can be a useful tool in road safety. There are other reasons 30 limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with new speed limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> </ul>

	<ul style="list-style-type: none"> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds (No data provided)</li> <li>• road environment</li> </ul> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.</p> <p>Currently there is no development that borders this road marking a 30 mph unrealistic . Greater consideration should be given to a more practical 40 mph remaining and extending throughout Steventon Hill and High Street . There is mention of significant growth in housing ,but not aware any will front on to this route .</p> <p>Bus Lane and Cycle Parking: I currently see no justification for this very short section of Bus Lane with no connections at either end . Should this proposal proceed can I ask what measure are being put in place to adequately enforce it . The burden of any future enforcement must not fall to the Police .</p> <p>There is mention of cycle parking .What security measures will be included to prevent cycle theft in such a remote location . Cycle Theft remains at a high level throughout the County.</p> <p>No U Turn: Again what measures will be in place to enforce this</p>
<p>(e2) Local group/organisation, (Oxfordshire Liveable Streets)</p>	<p><b>Support</b> – We support this scheme, but feel the proposed speed limit reductions do not extend far enough.</p> <p>It is good that an off-carriageway cycle path is being put in along the A4130 between the Steventon High St and Trenchard Ave junctions, but for that to be useful it needs to connect to safe and accessible cycling links at either end. At its eastern end, Trenchard Avenue lacks any cycling infrastructure, so (following LTN 1/20 Figure 4-1) it should be changed to 20mph between the A4130 junction and the foot-cycle path to the interchange.</p> <p>At its western end, this scheme proposes to change the southern end of the B4017 (Steventon High St) to 30mph, but leaves at 40mph a 300 metre stretch between that and Steventon village. Given there is no cycling</p>

	<p>infrastructure here, and this is the main cycle route between Steventon and Didcot, this should also be reduced to 30mph. The carriageway here is wide and in places has central hatching, which encourages higher speeds. Consideration should be given to removing the centre line and putting in a southbound (uphill) cycle lane - or even a bus lane where width allows.</p>
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*B. Online responses:*

RESPONDENT	COMMENTS
(o1) County Cllr, (Oxford, New Road)	<p>30mph on A4130 – <b>Support</b>            30mph on B4017 – <b>Support</b>            Bus Lanes on A4130 – <b>Support</b>            U-turn on A4130 – <b>Support</b></p> <p>Trenchard Avenue should additionally be 20mph up until the A4130 junction - otherwise you've got unsafe infrastructure.</p> <p>The short stretch of 40mph between the 20 of Steventon village and the 30mph of the B4017 should also be 30mph (otherwise you're encouraging drivers to speed up for 300m before breaks again - this does not make sense and runs contrary to vision zero)</p> <p>The original plan was for the left lane southbound on Steventon High Street to be a bus lane. This would be an advantage for both buses and cyclists, especially as it's uphill. if it was dedicated for buses, taxis, and cyclists it would benefit all of those and result in fewer close passes from drivers / safer cycling.</p>
(o2) Local Cllr (Steventon & The Hanneys ward)	<p>30mph on A4130 – <b>Support</b>            30mph on B4017 – <b>Support</b>            Bus Lanes on A4130 – <b>Support</b>            U-turn on A4130 – <b>Support</b></p>

	<p>Very confused about the bus lane as that was already in the original consultation. You will struggle to get a compliant 30mph on steventon hill and have you got the speed watch data off the parish council as it's damping on the hill and before the bridge. The issue is downhill never uphill!</p>
<p>(o3) Local group/organisation, (Oxfordshire Cycling Network &amp; CoHSAT)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Support</b></p> <p>We support these proposals that will make this important section of route safer for people walking, wheeling and cycling.</p> <p>They will also benefit bus reliability, and the safety of all road users. On both the A4130 east-of-lights and B4017 sections there are sections where drivers have a tendency to accelerate and then find themselves approaching traffic stopped in a queue or at a red light, or just a red light. This is a potential hazard.</p> <p>However, we recall that earlier versions of the scheme had a cycle lane or bus lane with cycle permissions uphill on Steventon High Street approaching the lights. This was a major advantage for cyclists as there is a lot of pressure from drivers on the steep hill and a separate lane would relieve this. A bus lane would also relieve this because bus drivers are generally professional and courteous around cyclists, and have the additional bonus of improving bus times and reliability on routes to Didcot.</p> <p>This lane could be long - using the space used for turning refuges for a few houses on the south side of Steventon, which are rarely in use.</p> <p>This proposal also leaves a 'gap' of 40mph on Steventon High St between the proposed 30mph section at the lights, and the existing 20mph section in the village. We think it is more sensible to use this approx. 300 metres as a 'buffer' at 30mph rather than as an 'accelerate-to-40-and-then-sort-of-slow-down-again zone.'</p>
<p>(o4) Local resident, (Abingdon, Francis Little Drive)</p>	<p>30mph on A4130 – <b>No objection/No opinion</b>  30mph on B4017 – <b>No objection/No opinion</b>  Bus Lanes on A4130 – <b>Object</b></p>

	<p>U-turn on A4130 – <b>Partially support/concerns</b></p> <p>I really don't feel that introducing bus lanes is going to give any real benefit to bus services and traffic. The current situation since the work started has created long tailbacks into Steventon Village. It takes over 15 minutes in the morning from the Co-op in Steventon to get to the top of the hill and turn right. That is not going to help buses as they will be stuck in the traffic queue in the village. At least when the traffic lights were there, everything was controlled and the traffic flowed. Now you have cars sitting for a period of time with their engines running and creating more fumes in the village etc.</p> <p>There have already been several accidents at this junction where before, when it was controlled by sensible traffic lights, there was no accidents. At night it is very difficult to see if cars coming up from A34 are going straight over or signalling right to turn into the village as the hill of the road prevents the indicators from being seen clearly as the headlights are higher as on a hill and dazzling drivers.</p> <p>I agree with having a better footpath up and down to Milton but all this work for something that really is not beneficial is a waste of tax payers money. Spend it on fixing the roads which are now so dangerous to drive on due to their state and these current works have not helped as the road area as you leave Steventon hill is now riddled with more potholes.</p>
(o5) Local resident, (Abingdon, Milton Hill)	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>No objection/No opinion</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>The speed limit on the A4130 should reduce post works to max 40mph from B4017 westwards to just past the Packhorse public house. This will make it safer for traffic exiting Milton Hill in both directions</p>
(o6) Local resident, (Abingdon, The Grove)	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Support</b></p>

	<p>I cycle Steventon Hill almost every day on my commute from Abingdon to Harwell Campus. When Steventon Hill speed limit changed from 60 to 40 it was transformative and it's even better now it's (temporarily) 30. I strongly support the proposals: we need to prioritise bus transport and active travel over private car usage.</p> <p>However, I don't see any reason why private hire vehicles should be allowed to use the bus lane: I'm afraid the drivers are as a collective, notoriously lacking in care around cyclists. Also, I don't see how such an exemption furthers the objective of reducing traffic.</p>
(o7) Local resident, (Didcot, Anderson street)	<p>30mph on A4130 – <b>Partially support/concerns</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>30 mph is too slow minimum 40</p>
(o8) As a business, (Didcot, Grange Beck)	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>TOTAL WASTE OF MONEY MONEY MONEY - THE IMPACT TO LOCAL BUSINESS WHILST THIS IS BEING DONE - IMPACT TO THE WILDLIFE. SHOULD NEVER BEEN STARTED</p>
(o9) Local resident, (Drayton, Hilliat fields)	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Support</b></p> <p>Cars speed along that road and if a bus stops the traffic backs up</p>

<p>(o10) Local resident, (Drayton, Holly lane)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Support</b></p> <p>Make it a safe accessible walk/cycle route</p>
<p>(o11) Local resident, (Drayton, Holly lane)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>No objection/No opinion</b>  U-turn on A4130 – <b>Support</b></p> <p>The implementation of further 30mph limits does not seem warranted and will add to frustration for little benefit.</p>
<p>(o12) Local resident, (Drayton, Manor close)</p>	<p>30mph on A4130 – <b>Partially support/concerns</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>No objection/No opinion</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Concerns on making Steventon hill 30 mph, with it being a steep hill this could prove difficult for some drivers to get up safely</p>
<p>(o13) Local resident, (Drayton, Prior Dv)</p>	<p>30mph on A4130 – <b>Partially support/concerns</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>Partially support/concerns</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Should have priority access for buses at lights up from Stev. Hill and bus lane should extend all way to Milton Interchange ramp and roundabout.</p>

<p>(o14) Local resident, (Drayton, The Green)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Partially support/concerns</b>  U-turn on A4130 – <b>Support</b></p> <p>Loving the roundabout at the top of Steventon hill. Can we keep please.</p>
<p>(o15) Local resident, (East Hendred, Chapel Square)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>No need for a bus lane. No need to further slow down traffic, this is not a residential street. The temporary roundabout lets traffic flow and is better than lights.</p>
<p>(o16) Local resident, (East Hendred, Ludbridge close)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Support</b></p> <p>It is already hard and ridiculously time-consuming getting to and from work. The proposed changes will make this significantly worse. It was clearly badly planned. Actually drive it all for yourselves!</p>
<p>(o17) Local resident, (Harwell, Boot lane)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Object</b></p> <p>It's not a good use of money. These ideas are disconnected from the reality of road users and what's going to be benefit to the people using that road.</p>

<p>(o18) Local resident, (Harwell, Chequers end)</p>	<p>30mph on A4130 – <b>Partially support/concerns</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Traffic is not halted by buses. Creation of an additional lane makes sound sense. Using that for buses and cycles does not. An additional lane and a shared pavement/cycle path would work well.</p>
<p>(o19) Local resident, (Harwell, Grove Rd)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Partially support/concerns</b>  U-turn on A4130 – <b>Partially support/concerns</b></p> <p>No reason to reduce speed limit and you're providing a solution to a problem that didn't exist.</p>
<p>(o20) Local resident, (Harwell, High street)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>No objection/No opinion</b>  U-turn on A4130 – <b>Support</b></p> <p>Taking a local interest.</p>
<p>(o21) Local resident, (Harwell, High street)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>No objection/No opinion</b>  U-turn on A4130 – <b>Support</b></p> <p>30mph seems excessively slow for the west bound a4130</p>

<p>(o22) Local resident, (Harwell, High Street)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>No bus lane needed. Not a good use of my money. A feeder lane onto A34 northbound at the top of Steventon hill would collect northbound traffic from Steventon, Harwell, Wantage and Grove. Reducing the traffic heading to Milton roundabout making bus journeys to Milton Park and Harwell easy and quicker. Buses are empty after 9.30am to 3.15pm and then by 6pm</p>
<p>(o23) Member of public, (Harwell, Jennings Lane)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>No objection/No opinion</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>40 is an ideal speed along the A1430 as it has always been and there is no reason to reduce it. This road rarely has "active travel" users on it and if needs be this lowering of the speed limit can be implemented at a later stage if required.</p>
<p>(o24) Local resident, (Harwell, Townsend)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Having reviewed the documentation, I must say this consultation is completely baffling. It is not clear if the overall scheme is being consulted on, or just elements of it. Significant work has already been undertaken on the overall scheme, including extensive vegetation clearance, so I cannot fathom why at this stage people are now being asked whether or not they support core aspects of the scheme such as the Eastbound bus lane.</p> <p>To the extent that the overall scheme is the subject of the consultaton, this has always struck me as a scheme being 'done to' local residents rather than for us. I cannot imagine any local resident has been campaigning for a bus lane in this location. I regularly travel this route and barely ever see buses, let alone buses stuck in traffic. On</p>

	<p>the rare occasions I come across standstill traffic on the Eastbound carriageway it is typically a result of traffic on the A34, so providing a bus lane on this short stretch allows buses to jump the queue a few hundred metres and then rejoin standstill traffic further up. A marginal gain at best, and no gain whatsoever the overwhelming majority of the time when traffic is free flowing.</p> <p>Likewise I can't imagine any local residents who would be in favour of reducing the speed limit along this stretch. If the aim is to increase capacity of the road network, or provide for faster bus journey times, I fail to see how reducing the speed limit achieves either goal. This is a long straight stretch, combined with a gentle bend at the lights. It has no frontages of any kind. Save for the appalling state of the road surface in recent years (repairs presumably delayed due to this scheme), this has always been an ideal stretch of highway on which to make progress.</p> <p>It strikes me as utterly absurd that, upon taking cyclists out of the main carriageway into a dedicated bus lane, the presence of this active travel infrastructure is then used to justify a further reduction in speed limit on the main carriageway. Logic would suggest the speed limit should be increased, not decreased, in these circumstances. There appear to be so many drawbacks to this scheme (not to mention the cost, which I understand to be many millions), I cannot see why a decision has been taken to progress this when the benefits are so obscure.</p> <p>As usual, I am sure the same old active travel fanatics from far-flung parts of Oxfordshire (or beyond) will swamp this consultation, and drown out the voice of local residents such as myself, but in recent weeks as I've been zig-zagging across the roads trying to avoid the millions of potholes, I can't help but wonder how much better our highways could be if there was more focus on maintenance, and less on spurious schemes that none of us asked for.</p>
(o25) Local resident, (Harwell, Harwell village)	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Object</b></p> <p>30mph is far too slow  Bus lanes not needed, we need dual lanes for all traffic to and from A34 junction to featherbed lane.  U turns have never been a problem especially with wide bell mouth at Trenchard Ave.</p>

<p>(o26) Local resident, (Milton, Grandy Crescent)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Support</b></p> <p>In favour of reducing speeds.</p>
<p>(o27) Local resident, (Milton, High street)</p>	<p>30mph on A4130 – <b>Partially support/concerns</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Object</b></p> <p>It will create even more congestion.</p>
<p>(o28) Local resident, (Milton, Milton village)</p>	<p>30mph on A4130 – <b>Partially support/concerns</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>No objection/No opinion</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Supporting the speed limit however, it needs fly one known the temporary traffic lights that are Currently being used at the new mini roundabout are NOT working efficiently.</p> <p>As a local Milton resident and business owner who frequents in and out of Milton village, Milton heights and Steventon up to 8 times a day I should not have to be allowing up to 45 mins (more in some cases) to cover a previously times 8 minute journey. It's unacceptable.</p>
<p>(o29) Local resident, (Milton, Squire lane)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Support</b></p>

	<p>Traffic on that road is unacceptably fast enough, these restrictions will make our area safer. As it would be. Thank you for keeping us alive!</p>
<p>(o30) Local resident, (Milton, Comice way)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Support</b></p> <p>Decreasing the speed on both roads will create more traffic. They are faster roads, not 30mph!</p>
<p>(o31) As part of a group/organisation, (Milton, Steventon Hill)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Why did OCC go against the recommendation of the Third Party Consultants employed to model the optimum solution? In addition what is the point of a cycle lane that goes nowhere ie at top of Steventon Hill and continuing southbound on the A4130 towards Rowstock. The money would have been better spent maintaining the uneven dangerous roads and footpaths from Milton Interchange to Rowstock. Annually the path is unusable due to vegetation overgrowth , requires users to continuously cross the road to stay on a footpath which is only on one side of the road and alternates from side to side. The drains in the gutters are sunken and dangerous for cyclists causing them to cycle in the middle of the lane.</p> <p>Already OCC are making changes to the design by felling more trees to save money - presumably because the costs have risen. What other changes are OCC considering having already consulted on the proposals and then changing the design after consultation?</p>
<p>(o32) Local resident, (Milton Heights, Grandy Crescent)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Partially support/concerns</b>  U-turn on A4130 – <b>Support</b></p>

	<p>We think the bus lanes are a complete waste of money and a huge inconvenience to residents of Milton Heights whilst being constructed. A bus turn in on either side would have been perfectly adequate. We don't believe cycle lanes are going to improve things for cycles because crossing the Milton Interchange is the problem for cyclists and pedestrians.</p> <p>We strongly urge that 30 mph speed proposed from Milton Interchange Westward should be extended beyond Steventon Lights to beyond the junction with Potash Lane/Milton Hill as this is a dangerous turning with poor visibility for vehicles exiting the lane. Also we</p>
(o33) Local resident, (Milton Heights, Mackenzie Avenue)	<p>30mph on A4130 – <b>Partially support/concerns</b> 30mph on B4017 – <b>No objection/No opinion</b> Bus Lanes on A4130 – <b>Object</b> U-turn on A4130 – <b>Support</b></p> <p>The bus lane is wholly unnecessary and has and will continue to cause extreme inconvenience and disruption to local residents and is a very poor use of funding. It has destroyed so much nature and habitats. The bus lane is so short it is pointless and presumably the bus will then still need to merge at the interchange, therefore adding to the time taken for commuters to pass down this stretch of road.</p> <p>Preventing U-turns may prevent accidents. I see no issue with the previous speed limits and so view the changes as necessary.</p>
(o34) Local resident, (Milton Heights, Milton Hill)	<p>30mph on A4130 – <b>Support</b> 30mph on B4017 – <b>Support</b> Bus Lanes on A4130 – <b>Object</b> U-turn on A4130 – <b>Support</b></p> <p>The need for a 'bus lane' is the biggest waste of money when there is better funding to make the general road traffic flow between Milton interchange and Steventon hill better. The road down from Steventon hill to Milton interchange is always gridlocked because of the traffic heading to Milton park or the A34. Improve that flow and there wouldn't need to be any bus lanes.</p>

<p>(o35) Local resident, (Milton Heights, Trenchard Avenue)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Partially support/concerns</b>  U-turn on A4130 – <b>Support</b></p> <p>As a resident of Milton heights the amount of disruption this is causing is really not worth it. Beyond rush hour and a34 incidents this road is quiet and I really do not think these adjustments have been necessary. However a 30 mile an hour limit is needed - cars go far too fast along this route.</p>
<p>(o36) Local resident, (Milton Heights, Mitchell Way)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Support</b></p> <p>I live in Milton Heights and think this would make traffic flow better and more safely</p>
<p>(o37) Local resident, (Milton heights, Mitchell way)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Object</b></p> <p>The on going work is causing issues and blacking off Milton heights causing issues for kids and work people being able to get in and out</p>
<p>(o38) Local resident, (Milton Heights, Mitchell Way)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Being a local resident - I don't see the need at all for a bus lane. The bus stops at trenchard avenue are hardly overflowing with passengers.</p>

	<p>If you want to upgrade for access to Milton hill business park, why not make the bus stop next the packhorse more substantial avoiding all of the disruption at steventon light.</p> <p>In support of the 30 mph limit, but that is more down to safety concerns as you turn out of the Milton hill junction at the pack horse heading towards steventon. That bend blind and accident waiting to happen. I think an upgrade hear of a mini roundabout in future would make this safer.</p> <p>The U Turn plan - never seen anyone do it to understand how it will help and prevent future traffic issues. Seems like a plan for planning sake rather than something meaningful.</p> <p>One thing we do agree with the works is the access to a cycle path linking Didcot to Steventon - that is a good call to keep people safer. But you haven't mentioned that!</p>
<p>(o39) Local resident, (Milton Heights, Trenchard avenue)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Object</b></p> <p>This has not been an issue for the last 20 years. Why does it now need £10M spending on it for a issue that doesn't exist?</p>
<p>(o40) Local resident, (Milton heights, Trenchard Avenue.)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>No objection/No opinion</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>I don't care about the bus lanes or the speed limit  I care that my car has to be roadworthy yet the roads are not worthy of my car coming from Steventon telling right at the roundabout, the road is disgusting full of holes falling apart</p>

<p>(o41) Local resident, (Milton Hill (Blaise park), Graydon Close)</p>	<p>30mph on A4130 – <b>Support</b> 30mph on B4017 – <b>Support</b> Bus Lanes on A4130 – <b>Support</b> U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Hello there, this work is necessary and important for the long term safety and efficient travel for all, the facilities for non-vehicular travel in this specific area has been neglected and for those, who realise that there are other options then the car, this will be a wonderful step forward. It will of course help cars pass through swiftly in peak times, so all will gain after a relatively short period of disruption.</p>
<p>(o42) Local resident, (Milton Village, Willow Lane)</p>	<p>30mph on A4130 – <b>Object</b> 30mph on B4017 – <b>Object</b> Bus Lanes on A4130 – <b>Object</b> U-turn on A4130 – <b>Partially support/concerns</b></p> <p>Speed limits should not change or be ready reduced. No need for a bus lane also it will make traffic congestion worse.</p>
<p>(o43) Local resident, (Milton village, Willow lane)</p>	<p>30mph on A4130 – <b>Object</b> 30mph on B4017 – <b>Support</b> Bus Lanes on A4130 – <b>Object</b> U-turn on A4130 – <b>No objection/No opinion</b></p> <p>This scheme has been catastrophically mismanaged to date, I have no confidence in any of the opinions being shared by any participants to this survey will be taken into account, in line with the last consultation. Out children's education is being disrupted badly by the ill thought through traffic measures in place, school runs have been multiplied by factors of 3 or 4 and lateness at the school has grown exponentially.</p>
<p>(o44) Local resident, (Miltonhill, Potash lane)</p>	<p>30mph on A4130 – <b>Support</b> 30mph on B4017 – <b>Support</b> Bus Lanes on A4130 – <b>Object</b></p>

	<p>U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Don't see why people can't do a u turn doesn't hurt anyone ?</p> <p>The mini roundabout that was at the Steventon junction worked well and traffic kept moving . When traffic lights in place there are long cues .</p> <p>The mini roundabout seemed to really work well .</p> <p>The permanent reduction in speed around the Pack horse would be very sensible .</p> <p>I've seen young families in the past when it 60 miles per hr. Try and cross sensibly and still almost been hit . the rd works and 30 mph which have slowed the traffic down has been wonderful and made it so much safer .</p> <p>People crossing to pub , to youse bus stop , post box .</p>
(o45) Local resident, (North Moreton, Dunsomer Hill)	<p>30mph on A4130 – <b>Object</b></p> <p>30mph on B4017 – <b>Object</b></p> <p>Bus Lanes on A4130 – <b>Support</b></p> <p>U-turn on A4130 – <b>No objection/No opinion</b></p> <p>There is no need to impede traffic flow by imposing 30 mph limit. Pedestrians and cyclists are segregated from traffic, and all crossings are light controlled. Imposing unnecessary speed limits brings observance of all limits into disrepute, thereby increasing danger.</p>
(o46) Member of public, (Oxford, Hugh Allen Crescent)	<p>30mph on A4130 – <b>Support</b></p> <p>30mph on B4017 – <b>Support</b></p> <p>Bus Lanes on A4130 – <b>Support</b></p> <p>U-turn on A4130 – <b>No objection/No opinion</b></p> <p>I had been cycling around that area for a few years. A bus lane and reduced speed a good first steps. Obviously, this road also urgently needs bike paths (particularly going uphill). The current layout is a total disgrace.</p>

<p>(o47) Local resident, (Oxford, Norreys Avenue)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Support</b></p> <p>Would improve bus journey times</p>
<p>(o48) Member of public, (Radley, Selwyn Crescent)</p>	<p>30mph on A4130 – <b>Partially support/concerns</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>As a regular cyclist on this stretch of road I don't believe a speed restriction will significantly change safety. A bus road is welcome however I think it would need to be on both sides of the road to help, the main issue is caused by drivers overtaking while cycling up the hill, going down the hill is relatively fast and therefore there are fewer overtakes.</p> <p>In my opinion it would be worth considering improving the cycle path that lies between the A34 on-ramp to the Milton interchange and Trenchard Ave. instead.</p>
<p>(o49) Local resident, (Rowstock, Reading Road)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>I commute every day and the number of buses using the road in question does NOT impact on my journey time. I think the proposal is a gross waste of money and has not been given proper and due consideration .</p>
<p>(o50) Local resident, (Rowstock, Wantage Road)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b></p>

	<p>U-turn on A4130 – <b>Support</b></p> <p>Bus lane not needed , what's needed is a small bus stop parking bay so the bus can pull in out of traffic flow and pick / drop off passengers .</p>
(o51) Local resident, (Steventon, Abingdon Road)	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Already significant traffic in the area with slow moving traffic made worse by 1 lane over bridge. Very difficult for up hill traffic to move over the bridge when slow moving traffic in front or coming down the hill. No need to restrict speeds further up. Proper signage and good quality road surface is all that's needed rather than poorly designed lanes loss of significant animal habitat for no significant improvement in bus times or journeys. A real shame</p>
(o52) Local resident, (Steventon, Barnett Road)	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>By introducing a lower speed limit, journey times will increase unless there is an offset with improved traffic flow. For 90% of traffic volume is not sufficient to cause significant hold ups. Therefore, IMHO the money being spent will see little or no return.</p>
(o53) Local resident, (Steventon, Causeway)	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Support</b></p> <p>First of all you should have more men and get it done in half the time. It's a waste of time to gain a couple of minutes at rush hour for a few buses. If you really wanted to save a few minutes for buses you could simply open the steventon bridge to two way traffic. There will still be no safe way to cross the roundabout under the A34 for</p>

	<p>pedestrians or bikes. Most of the day there are mostly empty busses going through the village anyway. So a lot of wasted money which won't help traffic flow smoother.</p>
<p>(o54) Member of public, (Steventon, High Street)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Object</b></p> <p>The 30mpg limit west of interchange appears to be extensive when restrictions shortly leading to and in the midst of the roadworks would be more reasonable</p> <p>Why is this survey being considered now when the works have clearly commenced and native habitat already destroyed. Is this a failure to consult in a timely manner.</p>
<p>(o55) Local resident, (Steventon, Steventon Hill)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>The roads should be 30mph for safety reasons. It makes sense either way the active transport that you are proposing.</p> <p>The bus lanes are not needed. If you built pull ins for the buses do when they stop they don't hold up other road users that would suffice.</p> <p>Also - it is all very well trying to encourage cyclists etc, but the Milton interchange where they are heading is not a safe place to cross.</p> <p>Have never seen anyone attempting a U turn in 25 years of living here, so this seems pretty pointless.</p>
<p>(o56) Local resident, (Steventon, Stonebridge Road)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Partially support/concerns</b></p>

	<p>U-turn on A4130 – <b>Support</b></p> <p>Personally do not see the need for bus lanes on this stretch of road. Also hate the new roundabout. So far seems dangerous. the lights were much safer. I am using this Monday-Thursday each week and some Saturdays.</p>
(o57) Local resident, (Steventon, The Causeway)	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Partially support/concerns</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>I don't understand where the bus lane would fit on the eastbound A4130. I thought that the road was narrowed to allow you to build new lanes for buses, cyclists etc anyway? Essentially I am in support of a bus lane on the eastbound A4130 but was confused by the proposal as I thought it was already part of the longer term plans. If there is to be a bus, cycle etc lane on the eastbound A4130 then there should also be a cycle lane up Steventon Hill from Steventon village as presently the traffic created by the roundabout in combination with the reduced number of lanes up the hill makes it extremely dangerous for cyclists.</p>
(o58) Local resident, (Steventon, Bargus close)	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>There was no need for a bus lane unless Steventon bridge is opened then the buses aren't going to gain any time. The buses have very few passengers on most of the time. Total waste of money as usual.</p>
(o59) Local resident, (Steventon, Castle Street)	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Object</b></p> <p>Who on earth would do a U turn where you are proposing?</p>

	<p>I object to the destruction of the trees and shrubs. I object to the scheme in its entirety. To what purpose is it to have a bus lane, cycle way and to nowhere? The scheme does not solve the issue of traffic trying to get into Milton park. Pedestrians can already walk to the roundabout and Milton park. The roundabout at the top of Steventon Hill is dangerous. Cars coming from Q Gardens are driving far too fast. At least with traffic lights the flow of traffic is controlled. Trying to get over the railway bridge from Steventon is severely hampered by the roundabout. Cars idling in the village waiting for 10 plus cars to come down the hill. The right of way on the bridge is totally wrong. Traffic coming down at 50mph into a 20mph is ridiculous.</p> <p>This scheme is a complete waste of money. The added value doesn't exist. Once again a nonsense scheme like the blanket 20mph, the congestion charge in Oxford. The new system for visiting recycling centres (I have thrown my stuff in the black bin)</p> <p>Destroying natural habitat should not be allowed. We have Muntjacks in our garden now, we have lived in Steventon for almost 15years and never had any visits from them prior to this road scheme. You really do have a duty of care to the environment and wildlife. This is not it.</p>
(o60) Local resident, (Steventon, Hanney Road)	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Road safety</p>
(o61) Local resident, (Steventon, High Street)	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>While in general I support moves to improve bus services, using the X2/X36 weekly to get to Didcot, thus eastbound bus lane is completely unnecessary for 95% of the day. Building it is intensely destructive of the margins of the road, intensely disruptive, and incredibly expensive in terms of benefit/£</p>

<p>(o62) Local resident, (Steventon, High street)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>I can fully support improvement of the road and safety of users - especially cyclists. I am unable to fathom how a bus lane will significantly help improve transport or journey times. The scheme seems poorly considered and vastly expensive in terms of cost and sadly damage to the hedgerows and trees which were destroyed.</p>
<p>(o63) Local resident, (Steventon, Howden green)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>This project seems like a completely unnecessary "improvement".  The duration of the works to complete the changes is excessive and the short period of the roadworks it has created a nightmare for frequent travellers in the area. The temporary lights this weekend just gone caused tail backs to the Milton roundabout and further, which is a hazardous road to navigate if you're not experienced on it. The steventon bridge can be impossible to pass over at times of high traffic and again tail backs have been noted as far as the bridge making it dangerous for people attempting to leave steventon.</p>
<p>(o64) Local resident, (Steventon, Milbank way)</p>	<p>30mph on A4130 – <b>Partially support/concerns</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Object</b></p> <p>I'm totally dismayed with this project as a resident of Steventon and a cyclist please make the cinder track a cycle path from steventon to Milton Park this keeps cyclists away from the roads and is much more direct than cycling up the hill</p>

<p>(o65) Local resident, (Steventon, Mill St)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>What benefit does a 30mph speed limit have compared to the current 40mph. What benefit has the 20mph through Steventon high st and Abingdon Rd? You're changing for the sake of change but we never see material benefits..</p>
<p>(o66) Local resident, (Steventon, Steventon hill)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Object</b></p> <p>Waste of money as no existing issues</p>
<p>(o67) Local resident, (Steventon, Tatlings)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Object</b></p> <p>The whole scheme is a ridiculous waste of public money. The amount of destruction and disruption that has been caused to save a few minutes is bizarre. The trenchard close turn is massively big enough for a u turn. Steventon hill is trickier as when the lights go back it's tighter. Steventon itself is a 20mph zone. The hill doesn't need to be reduced. The bridge works as a traffic calming plan anyway. The whole scheme is a complete waste of money.</p>
<p>(o68) Local resident, (Steventon, Tatlings road)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p>

	<p>I cannot understand how the journey times can benefit from having a bus lane added while at the same time reducing the speed limit. It seems an entire waste of time and disruption for the local residents.</p>
<p>(o69) Local resident, (Steventon, The Green)</p>	<p>30mph on A4130 – <b>Support</b> 30mph on B4017 – <b>Support</b> Bus Lanes on A4130 – <b>No objection/No opinion</b> U-turn on A4130 – <b>Support</b></p> <p>I think all proposals support a safer environment for users and residents</p>
<p>(o70) Local resident, (Sutton Courtenay, Milton Road)</p>	<p>30mph on A4130 – <b>Support</b> 30mph on B4017 – <b>Support</b> Bus Lanes on A4130 – <b>Object</b> U-turn on A4130 – <b>Support</b></p> <p>Do not see the volume of bus traffic to warrant a dedicated lane, only a inset bus stop is necessary by Trenchard Avenue on each side to allow traffic to flow while the bus drops off/picks up passengers</p>

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Division(s) affected: *Abingdon North*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**23 APRIL 2026**

### **ABINGDON: COPENHAGEN DRIVE – PROPOSED TOUCAN CROSSING & SHARED-USE PATH**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

**Approve the following measures on Copenhagen Drive in Abingdon, as advertised:**

- (a) New Toucan Crossing, to be located west of the roundabout junction of Wootton Road.**
- (b) Conversion of existing section of segregated foot & cycleway south of the proposed Toucan Crossing to shared-use.**

#### **Executive Summary**

- 2. This report presents responses received to a statutory consultation on proposals to introduce a new Toucan crossing (a signal-controlled crossing for use by both pedestrians and pedal cyclists) – to be located approx. 26 metres west of the roundabout junction of Wootton Road, and the conversion of a short section of segregated foot & cycleway south of the proposed Toucan crossing to a new shared-use path – as shown in **Annex 1**.
- 3. The proposals have been put forward as a result of the development of adjacent land to the north of Copenhagen Drive, which includes up to 40 potential dwellings, a Day Nursery, and a Care Home.

#### **Corporate Policies and Priorities**

- 4. The proposals form part of the County Councils 20mph transformation programme, as approved at Cabinet.

5. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

- (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
- (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
- (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

## **Financial Implications**

6. Funding for consultation on the proposals has been provided directly by the developer, with the relevant agreements in place to also fund implementation if approved.
7. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

*Comments checked by:*

*Andrew Price – Interim Business Partnering Accountant*

[Andrew.Price@Oxfordshire.gov.uk](mailto:Andrew.Price@Oxfordshire.gov.uk)

## **Legal Implications**

8. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

9. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch – Principal Solicitor (Regulatory)*

[Jennifer.Crouch@Oxfordshire.gov.uk](mailto:Jennifer.Crouch@Oxfordshire.gov.uk)

## **Staff Implications**

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the ‘Highway Agreements South’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

## **Equality & Inclusion Implications**

10. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

## **Sustainability Implications**

11. The proposals have been put forward to help improve active travel routes & road safety in the area, as there are a significant range of facilities and amenities within walking/cycling distance of the development site (including retail, education, and healthcare facilities). An increased number of walking & cycling choices are therefore considered to be realistic for residents, staff and visitors to the area.

## **Risk Management**

12. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

## **Formal Consultation**

13. Formal consultation was carried out between 04 March and 03 April 2026. A notice was published in the Oxfordshire Herald Series newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Vale of White Horse District Council, relevant local District Councillors, Abingdon Town

Council, and the local County Councillor representing the Abingdon North division.

14. Letters were also sent directly to approximately 270 properties in the area, and public notices were also placed on site in the vicinity of the proposals.
15. During the course of the formal consultation, 27 responses were received via the online survey, and these are summarised in the table below:

<b>Proposal</b>	<b>Object</b>	<b>Concerns / Partial support</b>	<b>Support</b>	<b>No opinion /objection</b>
Toucan crossing	2	1	23 (85%)	1
Shared-use path	2	1	22 (81%)	2

16. Additionally, a further five emails were received directly – with Thames Valley Police & Oxford Bus Company not objecting, Abingdon Town Council supporting, Oxfordshire Liveable Streets (a not-for-profit campaign organisation) offered their support, albeit with concerns regarding the pedestrian and cycle desire lines for north-south movements, and a local resident outlining their concerns about the potential for increased congestion at the lights.
17. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

## **Officer Response to Objections/Concerns**

18. The comments in response ‘e3’ are noted. The proposed crossing is approximately 10–15 metres from the existing uncontrolled tactile paved crossing point. This distance is not a significant deviation and provides a substantially safer crossing facility. The location represents the closest achievable position to the roundabout without introducing safety risks associated with the signal-controlled crossing in close proximity to an uncontrolled roundabout.
19. The existing uncontrolled crossing point will be removed, with the dropped kerbs replaced by full-height kerbs to discourage pedestrians from crossing at this location. Given that this is a busy road, it is anticipated that pedestrians will use the toucan crossing provided. Officers do not foresee any issues with users attempting to shortcut the crossing.
20. Officers can confirm that the toucan crossing is equipped with on-crossing detection, which will be set to keep crossing times to a minimum but will automatically extend if larger numbers of users are present.

21. The signal push buttons are positioned 800mm from the face of the kerb, ensuring they are safely and comfortably accessible for all users.
22. Although not dimensioned on the drawing, Officers can confirm that the shared-use footway/cycleway will be LTN 1/20 compliant, and will have a minimum width of 3.5 metres.
23. The comment in response no.e4 is noted, however, the concern relates to potential traffic generation associated with the proposed development. Matters relating to traffic generation would have been assessed as part of the planning process and have informed the design of the junction. As such this falls outside of the scope of this consultation.
24. In reference to responses 'o4' & 'o5', the comments are noted, however, it is important to note that this is a Developer funded scheme that will be delivered by the Developer. The provision of the toucan crossing forms part of the Developer's planning obligations and is a required element of the approved scheme. The installation of this crossing will deliver improved safety and accessibility for pedestrians and cyclists crossing at this location.
25. The comments in relation to the general condition of the existing carriageway fall outside the scope of this consultation. That said, as part of the proposed highway works, sections of Copenhagen Drive will be resurfaced.
26. Officers note the comments made in response 'o6', and confirm that there is no statutory distance for a toucan crossing to be located from a roundabout. The siting of the crossing therefore requires an appropriate balance between providing a convenient location that aligns with pedestrian and cycle desire lines, to ensure it is well used, and positioning it far enough away to not adversely affect the operation of the roundabout by giving the impression that a green light for the crossing means vehicles can proceed into the roundabout without checking for vehicles coming from the right.
27. The proposed crossing will be set to operate with short signal delays to minimise vehicle congestion. However, during periods of higher pedestrian and cycle demand, driver behaviour will inevitably play a role in the overall traffic operation.
28. The proposals have been subject to both Stage 1 and Stage 2 Road Safety Audits, and no safety concerns were identified in relation to the proximity of the crossing to the roundabout.
29. Officers can confirm that the response 'o8' is correct, in that the short section of segregated footway/cycleway proposed to be converted to shared use cycleway/footway is located to the West of the Wootton Road roundabout, not the East, in accordance with the plan.
30. In terms of Abingdon Town Councils concerns regarding the co-ordination of the three sets of Toucan lights in close proximity to the Wootton Road

roundabout – Officers note these concerns, however colleagues in the Traffic Signals team confirmed that it is not standard practice to ‘link’ crossings as they usually operate independently, and this is considered the most efficient way for them to work. If they were to be linked, then it would require a physical link between the crossings, new configuration, and upgraded hardware which would involve an increased amount of time and cost, which would ultimately fall outside the scope of the Developers works

**Paul Fermer**  
**Director of Environment and Highways**

Annex(es):                      Annex 1: Consultation plan  
  Annex 2: Consultation responses

Background papers:        n/a  
Other Documents:           n/a

Contact Officer(s):        Aaron Morton (Senior Engineer – Highway Agreements South)  
  Ryan Moore (Technical Lead Engineer – Highway Agreements South)

April 2026



## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<b>No objection</b>
(e3) Abingdon Town Council	<p><b>Support</b> – as increased numbers of residents from the established residential areas south of Copenhagen Drive are wishing to cross at this point to access Aldi and the new play and Multi Use Games Area at the recent Kingsgate development.</p> <p>It is also a key crossing point for school children from the north of Copenhagen Drive as well as for residents from the new planned development next to Aldi. Copenhagen Drive itself is very busy but one of the key hazards at this point is the traffic exiting from Wootton Road to Copenhagen Drive as drivers frequently do not indicate and travel as close to the 30mph limit as possible.</p> <p>In wishing to encourage as much Active Travel as possible a controlled crossing point is now necessary for very valid and necessary safety reasons.</p> <p>The only concern that we do have, is whether there is a way to introduce some form of co-ordination of the 3 sets of Toucan lights that this will create in close proximity to the Wootton Road roundabout to balance the all travel flows during very busy periods.</p>
(e4) Local group/organisation, (Oxfordshire Liveable Streets)	<b>Support</b> (with concerns) – The proposed crossing is significantly away from the pedestrian and cycle desire line for north-south movements - further away than the current non-priority crossing. Some pedestrians will short-cut this, and avoid signal delays, by crossing using the island, and some people will choose to cycle through the roundabout instead. Both of these will create road danger concerns, so to make using the crossing more

	<p>attractive we urge that its signals have short delays. Unless there are high walking and cycling volumes, activating the crossing on demand will cause no additional overall delay to motor traffic.</p> <p>We also urge that the call-buttons for the crossing be located far enough away from the carriageway edge to be safely accessed by people riding cycles that extend forwards. See <a href="https://cityinfinity.co.uk/2024/05/19/better-toucan-crossings/">https://cityinfinity.co.uk/2024/05/19/better-toucan-crossings/</a></p> <p>Widths are not given in the plans for the proposed stretch of shared use path, but it needs to be 3.5m wide to be fully standards compliant, since _Cycle Infrastructure Design_ (LTN 1/20) Table 6-1 wants a 0.5m buffer to 30mph traffic.</p> <p>In the longer-term, we would hope to see the entire roundabout rebuilt to better support walking and cycling, with the speed limit dropped to 20mph on and around it.</p>
(e5) Local resident, (Abingdon, Bourlon Wood)	<p><b>Partially support/concerns</b> – As both a driver and a regular cyclist I am very much aware of the benefits that such a scheme would bring particularly for the large number of School Children that cross this road on a daily basis. My only concern with such a project would be that given the proposed development of both dwellings and a care home to be built on the adjacent field that the increase in traffic volume on this already incredibly busy may cause significant congestion particularly at peak time but also throughout the day. While on the one hand of course. Living as close to the junction as we do it may prove so much more difficult to exit Bourlon Wood by turning right ( perhaps a box junction may help this issue) the introduction of such a crossing would be even more important from a safety point of view.</p>

*B. Online responses:*

RESPONDENT	COMMENTS
(o1) County Cllr, (Abingdon, Hanson Road)	<p>Toucan crossing – <b>Support</b>            Shared-use path – <b>Support</b></p>

<p>(o2) County Cllr, (Oxford, New Road)</p>	<p>Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b></p> <p>Support improving walking and cycling in Abingdon.</p>
<p>(o3) Local Cllr (Abingdon, Thurston Close)</p>	<p>Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b></p> <p>The proposal will encourage people to cycle or walk in this area instead of taking the car.</p>
<p>(o4) Local resident, (Abingdon, Bourlon Wood)</p>	<p>Toucan crossing – <b>Object</b> Shared-use path – <b>Object</b></p> <p>What a waste of money. If you think runners and cyclists are going to stop and wait for a green light you're mistaken. The exit from Bourlon Wood is wide and open with good visibility and is not an accident hot-spot. Dont do it! Mend a few pot holes instead!</p>
<p>(o5) Local resident, (Abingdon, Wootton Road)</p>	<p>Toucan crossing – <b>Object</b> Shared-use path – <b>Object</b></p> <p>I most strongly object to this waste of money. There are already two sets of traffic light controlled crossings very close to this proposal, a third one will only add to traffic congestion.</p> <p>The money this would cost would be much better spent repairing the many potholes in the area. Repairing these potholes would contribute far more to road safety, for all road users, than any amount of gimmicks the council can dream up.</p>
<p>(o6) Local resident, (Abingdon, Wildmoor Gate)</p>	<p>Toucan crossing – <b>Partially support/concerns</b> Shared-use path – <b>Support</b></p>

	<p>Cars coming off the West-bound exit are a little bit unpredictable so having lights instead of a basic crossing will hopefully make this section feel safer.</p> <p>My minor concern is that it is quite close to the roundabout; there seems to be room for about 8 cars before they start to obstruct the North-bound flow.</p>
(o7) Local resident, (Abingdon, Mons way)	<p>Toucan crossing – <b>Support</b> Shared-use path – <b>Partially support/concerns</b></p> <p>I live on Copenhagen drive and this road needs a crossing at the top. The roundabout is very busy and it takes us ages to cross safely</p>
(o8) Local resident, (Abingdon, Ashenden Close)	<p>Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b></p> <p>The proposal says "Additionally, a short section of the existing 'segregated' foot &amp; cycleway on the southern side of Copenhagen Drive approaching the proposed new crossing EAST of the Wootton Road roundabout" (my emphasis). I assume this should read WEST rather than east, to match the plan?!</p>
(o9) Local resident, (Abingdon, Bath Street)	<p>Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I currently cycle along Wootton Road and, because motorists rarely signal that they are exiting the roundabout, it is dangerous cycling northwards when trying to cross Copenhagen Drive. This proposal eliminates that problem.</p>
(o10) Local resident, (Abingdon, Bourlon Wood)	<p>Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b></p> <p>This is very much needed, both to improve the safety when trying to cross the road, and to help regulate the speed with which cars leave the roundabout heading down Copenhagen Drive. Also, when the housing is built on the 'Circus Field' next to Aldi, even more people will be trying to cross so it's a good pre-emptive measure.</p>

(o11) Local resident, (Abingdon, Bourlon Wood)	Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b>  The Toucan crossing will make crossing the road easier.
(o12) Local resident, (Abingdon, Crosslands Drive)	Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b>  Crossing on the west side of the road is very difficult currently, getting to aldi is risky, particularly for children. Cars drive very fast over the roundabout and the use of indicators is poor so it's probably only a matter of time until there's an accident
(o13) Local resident, (Abingdon, Crosslands Drive)	Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b>  It feels really unsafe to cross the road near the wootton road roundabout as cars approach fast and do not indicate which exit they will take. I would like for there to be the same crossing put in on the wootton road to help with safe crossing as this route is commonly used for children to go to school
(o14) Local resident, (Abingdon, Crosslands Drive)	Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b>  It's making it safer for both cyclists and pedestrians to cross the road, no objection from me.
(o15) Local resident, (Abingdon, Evelin Road)	Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b>  Good for pedestrian safety.

(o16) Local resident, (Abingdon, Evelin Road)	<p>Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I thought that this crossing was included in the original plans for the new 'Aldi' roundabout and junction, along with the traffic light crossing on the eastern side of Copenhagen Drive, so why the consultation now?.</p> <p>We regularly cross the road on the western side to walk to Aldi and have great difficulty in crossing the road using the traffic island. Drivers negotiating the roundabout rarely signal their intended route, or exit, making it extremely difficult to guess when it is safe to cross. The sooner a Toucan or similar traffic light crossing is installed the better.</p>
(o17) Local resident, (Abingdon, Evelin Road)	<p>Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b></p> <p>It will make crusting the road safer</p>
(o18) Local resident, (Abingdon, Fullwell close)	<p>Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b></p> <p>This is highly needed. Currently it is dangerous for pedestrians to cross on the m this side of the roundabout as cars drive very fast, and even if you start walking when there are no cars that can appear while you are part way across.</p>
(o19) Local resident, (Abingdon, Larkhill Road)	<p>Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b></p> <p>Sounds great, this will make walking to Aldi easier</p>

<p>(o20) Local resident, (Abingdon, Mons Way)</p>	<p>Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I support a safe crossing here as since the Kingsgate houses, play area and Aldi have been built there has been a large increase in pedestrians and cyclists wanting to cross Copenhagen Drive, including an increased number of children for the park and especially at school times.</p> <p>Local residents from the established housing in the Wildmoor area of the town south of Copenhagen Drive, including myself, as well as the new residents, make frequent trips across the road but traffic approaching, or coming round the Wootton Road roundabout is quite often heavy and travelling close to the 30 mph limit, can mean waiting 5 minutes to cross from one dropped kerb to the mid point refuge and another few minutes to cross the other carriageway to the opposite footpath.</p> <p>Traffic coming up from the Wootton Road usually doesn't signal to turn right into Copenhagen Drive, so when trying to cross the road one has to wait to see if they are, or if they are going straight on.</p> <p>This adds to the time taken to cross, as do the cars that accelerate through the roundabout causing pedestrians to either run to complete the crossing or step back quickly.</p> <p>The crossing will therefore be a much needed and essential feature for all road users. It will allow safe crossing for pedestrians and cyclists while giving a clearly visible warning to drivers on or entering Copenhagen Drive that the crossing point is in use.</p> <p>Our son started secondary school this year and currently he is told to use the lights at Abingdon College to cross from Wildmoor side of Wootton Road so he can use the Dunmore Toucan to be safe, so this is a much needed improvement.</p>
<p>(o21) Member of public, (Abingdon, Overmead)</p>	<p>Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b></p>
<p>(o22) Local resident, (Abingdon, Saxton Road)</p>	<p>Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b></p>

	<p>Crossing is badly needed. Terrifying to cross as it stands, especially with children and bikes.</p>
<p>(o23) Local resident, (Abingdon, Norris Close)</p>	<p>Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I support the proposal, but more speed quieting measures will need to be put into place to make sure it's safe. That bit of road is long overdue a speed camera!</p>
<p>(o24) Local resident, (North Abingdon, Fieldside)</p>	<p>Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b></p> <p>often have to cross over this road with little dogs</p>
<p>(o25) Local resident, (Wootton, The Old Pound)</p>	<p>Toucan crossing – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I live in Wootton and would love to be able to walk and cycle to Abingdon, but there are several difficult road crossings which at the times I need to travel are very busy and unsafe. This is one of them. Due to the lack of safe road crossing points (including this one, and the mouth of Barrow road at the Wootton Road end) I always drive into Abingdon. Please implement this much needed safety feature to enable people to safely cross without needing to drive across.</p> <p>I know there is a crossing on the other side of the roundabout, but it doesn't line up with any meaningful length of pavement on the Wootton side, forcing people to have to cross the Wootton road twice (once on the Abingdon side, and then once on the Wootton side).</p> <p>I can't envisage the precise location on the plan (due to only viewing the diagram on my phone), but I suggest it would be good to set it a bit away from the roundabout (eg several car lengths) so that drivers easily spot it - if it is very close to the roundabout I think drivers might be too focused on the roundabout to also check the crossing signal.</p>

	Also, it would be good if the crossing time is fairly short (not like the rather slow one next to Aldi) so that it doesn't cause traffic to back up too much at this very busy roundabout.
(o26) Local resident, (Abingdon, Crosslands Drive)	Toucan crossing – <b>Support</b> Shared-use path – <b>No objection/No opinion</b>  Support improved public infrastructure
(o27) Local resident, (Abingdon, Fieldside)	Toucan crossing – <b>No objection/No opinion</b> Shared-use path – <b>No objection/No opinion</b>  Makes sense to have a crossing as can be difficult to cross at times. Would a zebra crossing not be easier?

Division(s) affected: *Didcot Ladygrove*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**23 APRIL 2026**

### **DIDCOT: LADY GROVE – PROPOSED BUS STOP CLEARWAYS**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of two new bus stop clearways (with ‘No stopping except local buses’ restriction) on either side of Lady Grove in Didcot, as advertised.**

#### **Executive Summary**

1. This report presents responses received to a statutory consultation on proposals to introduce two new bus stop clearways with associated ‘No stopping except local buses’ restrictions on the east side of Lady Grove approximately 425 metres south of its junction with Willington Down, and on the west side approximately 160 metres south of the junction – as shown in **Annex 1**.

#### **Corporate Policies and Priorities**

2. Of the three priorities identified within the newly adopted ‘Oxfordshire Strategic Plan 2025-2028’ which are listed below, these proposals actively supports priority no.1:
  - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
  - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*

- (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

## Financial Implications

3. Funding for consultation on the proposals has been provided directly by the developer, with the relevant agreements in place to also fund implementation if approved.
4. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

*Comments checked by:*

*Andrew Price – Interim Business Partnering Accountant*

[Andrew.Price@Oxfordshire.gov.uk](mailto:Andrew.Price@Oxfordshire.gov.uk)

## Legal Implications

5. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
6. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch – Principal Solicitor (Regulatory)*

[Jennifer.Crouch@Oxfordshire.gov.uk](mailto:Jennifer.Crouch@Oxfordshire.gov.uk)

## Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the ‘Highway Agreements South’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

## Equality & Inclusion Implications

7. Potential negative implications have been raised in the consultation response from Oxford Bus Company. However, whilst Officers note these concerns, it is felt that amending the layout at this location would not be feasible without compromising junction visibility, which would create other dangers for road users, and as such it is considered that the layout is appropriate notwithstanding the concerns raised.

## Sustainability Implications

8. The proposals are being put forward to help facilitate the safe & efficient operation of local bus services in the area.

## Risk Management

9. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

## Formal Consultation

10. Formal consultation was carried out between 26 February and 27 March 2026. An email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, South Oxfordshire District Council, relevant local District Councillors, Didcot Town Council, and the local County Councillor representing the Didcot Ladygrove division.
11. During the course of the formal consultation, ten responses were received via the online survey, comprising of one objection, three partially supporting and/or raising concerns, and six in support.
12. Additionally, a further three emails were received directly – with Thames Valley Police not objecting, Oxford Bus Company offering their support but raising concerns about the effectiveness of size of the bus stop clearway cages, and the local County Councillor for the Didcot Ladygrove division offering suggestions on the proposed location of the southbound bus stop.
13. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

## Officer Response to Objections/Concerns

14. The primary objection relates to anticipated increases in traffic and potential disruption arising from the new bus stops. It is important to emphasise that the purpose of these stops is to encourage greater use of public transport among residents. By facilitating bus travel, we aim to reduce reliance on private vehicles, which should ultimately alleviate overall traffic levels and minimise disruption in the area.
15. Although the majority of feedback was supportive, a few questions and concerns warrant further clarification. One respondent suggested relocating the southbound bus stop further north, so it would be closer to the school. However, the positions of the stops were determined during the planning phase and further refined during technical approval. Constraints related to highway safety and land ownership make it impractical to move the stop as requested.
16. Several respondents raised highway safety issues, particularly focused on vehicle speeds and the potential signalisation of pedestrian crossings. The agreed locations and types of crossings were established at the planning stage, and independent road safety assessments have confirmed the suitability of the proposed facilities.
17. Ladygrove's speed limit has already been reduced to 40mph, and additional safety measures are being implemented at Willington Down's northern access. Once the southern accesses to Grasmoor and the Tilia Homes development are operational, increased activity and vehicle movements are expected to further moderate speeds.
18. A Councillor advocated for a more holistic approach to transport issues. While this is already under active consideration with colleagues in transport development management, it falls outside the scope of the current bus stop clearway consultation.
19. The local bus operator expressed concerns regarding the sufficiency of the 12m clearway markings, especially in instances where cars might park nearby. Since Ladygrove lacks direct frontages and does not experience parking issues, extending the markings would not be feasible without compromising junction visibility.
20. Additionally, there was a request for a pedestrian link from the southeast corner of the development to the bridleway (Ladygrove Greenway). As part of the access works, an uncontrolled pedestrian crossing is proposed to connect with the existing bridleway.
21. To enhance user comfort, boarding areas and shelters are planned for the bus stops. Another concern was that vehicles may become delayed behind buses; however, buses will only stop briefly, and visibility is excellent in both directions along Ladygrove's straight alignment. While drivers may overtake

stationary buses when safe, the introduction of these stops will contribute to a more active frontage and help reduce vehicle speeds.

22. It should additionally be noted that these stops are not intended for a new service, but serve as supplementary stops for the bus route already serving the Willington Down development. Construction will necessitate the removal of a short section of existing hedge to accommodate the hard standing areas.

**Paul Fermer**  
**Director of Environment and Highways**

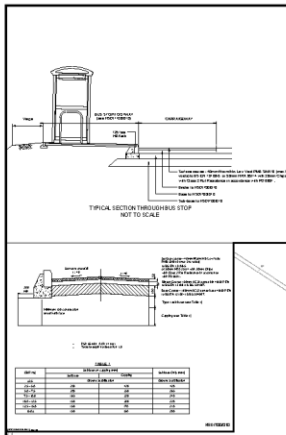
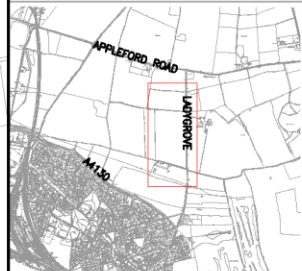
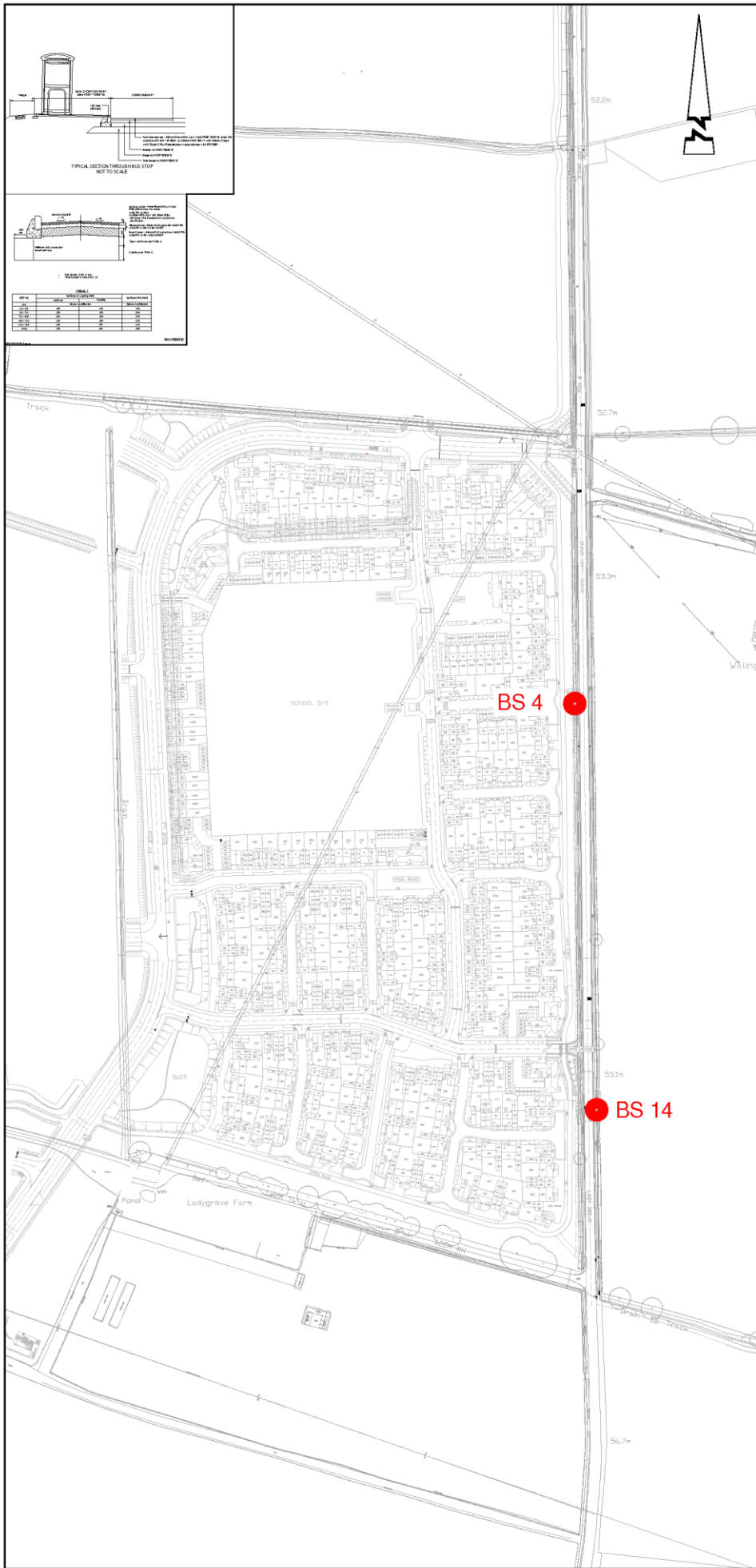
Annex(es):                      Annex 1: Consultation plan  
   Annex 2: Consultation responses

Background papers:        n/a  
Other Documents:         n/a

Contact Officer(s):        Ryan Moore (Technical Lead Engineer – Highway  
   Agreements South)  
   Michelle Plowman (Team Leader – Highway Agreements  
   South)

April 2026

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NO.	DESCRIPTION	DATE	BY	CHECKED
1	ISSUED FOR TENDER	11/24	TC	SI
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IP3	11/24	TYPICAL DETAIL UPDATED	TC	SI
IP2	11/24	TYPICAL DETAIL ADDED	TC	SI
IP1	11/24	FIRST ISSUE	TC	KLW
Rev	Date	Description	Drawn	Checked



Client  
**CALA HOMES**

Project  
**WILLINGTON DOWN DIDCOT**

Title  
**LADYGROVE BUS STOP CONSULTATION PLAN**

Scale	Date	Drawn	Checked
1:2500 @ A3	NOV 24	TC	KLW
Drawing No	Revision		
A252-LG-S278-906	P3		

## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(e2) County Cllr, (Didcot Ladygrove division)	<p><b>No objection</b> – The southbound stop should be further north, and on the other side of the road junction. It would then be closer to the school.</p> <p>Traffic on the Abingdon Road is busy and increasing. There have a number of accidents at the first junction onto Nobel Park. Work is underway right now. Protection needs to be provided for people crossing the road - ideally a signal controlled crossing. Which needs the stops to be closer together.</p> <p>I have raised this elsewhere, but at present various Ladygrove issues are being considered in isolation, and with the number of schemes required as Didcot grows from 12,000 to nearly 30,000 homes, a holistic joined up approach for all transport matters needs to be taken in order to fully promote active travel.</p>
(e3) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p><b>Support</b> – The actual effectiveness of a 12m bus stop clearway cage - and its "safety benefits" nevertheless needs discussion. A 12m clearway does NOT allow bus to line up with the kerb or pull away, if cars are parked at either end. What actually happens is that the bus must pull in slightly into the opposing carriageway to approach the kerb at a rather obtuse angle, but coming short of the kerb leaving a substantial angled gap. Passengers generally then need to step onto the carriageway surface, then back up onto the footway, as the gap does not permit ramp deployment. The rear end of the bus then extends across the carriageway centreline. The whole arrangement is actually very hazardous for the public and the elderly infirm and partially sighted are seriously disadvantaged, to put it generously. It is a clear and obvious public safety risk.</p> <p>Thus, as the joint GA-Stagecoach guidance on new residential streets has made clear since 2017, the real requirement if Equalities Act 2010 is to be satisfied, is for 31m or more clear kerblines without the public highway being used to store people's personal vehicles. We note that current OCC practice is resisting this principle strongly.</p>

	<p>In this instance, separate parking restrictions in the form of double yellow lines have long been in place, including prior to adoption, on the whole length of this route. Private enforcement was a very effective deterrent. The primary streets as such are generally free of parked cars and thus there is no problem.</p> <p>However elsewhere, blanket kerbside parking bans are not generally being separately pursued by the Council.</p> <p>By copy of this, I would value a conversation as to how we might appropriately address this issue together within the framework of the Enhanced Partnership.</p>
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*B. Online responses:*

RESPONDENT	COMMENTS
(o1) County Cllr, (Oxford, New Road)	<b>Support</b> – I support this initiative as prioritising buses is policy compliant (with LTCP) and will help local residents better get about, as well as speeding up bus services.
(o2) Local resident, (Didcot, Brim fell)	<b>Object</b> – This will cause more traffic and disruption
(o3) Local resident, (Didcot, Burton Agnes Ave)	<b>Support</b> – Improved safety
(o4) Local group/organisation, (Coalition for Healthy Streets & Active Travel)	<p><b>Support</b> – We support the bus stop clearways to enable the safe and efficient operation of bus services on this route. The plan attached draws our attention to a missing connection in the current plans, between the southeast corner of the housing development, and the bridleway to Ladygrove Farm - which is to be part of the 'Ladygrove Greenway'.</p> <p>At present, people using the Ladygrove Greenway, would have no safe way to reach the walking and cycling track at the east of the housing, and so reach houses, or the bus stops, or points beyond. The road is busy, and I have had a</p>

	<p>dangerously close pass even when cycling even the short distance between the yet-to-open Greenway and the entrance to the housing. The link at the corner should be opened up to ensure a safe route.</p>
<p>(o5) Local resident, (Didcot, Grasmoor)</p>	<p><b>Support</b> – The addition of two bus-stops will be very useful. The fact that buses will regularly stop at BS4 and BS14 will I hope slow down those motorists who still do not respect the 40 mph limit. Without any kind of screening between the front of our building and the road we suffer a lot with the constant road noise from tyres. And anyone who walks or cycles along this stretch of road takes their life in their hands. It is possible that the speed limit may be reduced to 30 mph in the future, but unless motorists can be persuaded to respect the limits the road will still be extremely noisy and dangerous.</p> <p>Will the provision of bus stops require the provision of some kind of controlled pedestrian crossing in order to reach the stops?</p> <p>I am definitely in favour of the proposals so far put forward and look forward to catching buses on Ladygrove soon. I do regularly use the buses to get around Didcot; the car is for longer journeys.</p>
<p>(o6) Local resident, (Didcot, Nobel Park Des Healy Close)</p>	<p><b>Support</b> – I support the bus clearway initiative as it strengthens pedestrians safety and helps control traffic flow. Additionally, the current bus stop lacks a proper landing area for passengers, forcing them to wait/ land in muddy grass. Please consider adding a shelter and designated boarding area for improved safety and comfort.</p>
<p>(o7) Local resident, (Didcot, Bucken)</p>	<p><b>Partially support/concerns</b> – Although this road is a 40mph, driver are still driving at excess speed and some even overtake those driving at 40mph. With there being a bus stop on this road which will lead to an increase of people. Some of these people will be vulnerable. I believe there will need to be some traffic safety measure put in place to slow traffic to prevent them from travelling at excess speed. Even though this road is a straight road, visibility on the junction for Noble Park and down the road is incredibly poor making it very difficult to pull out. I believe traffic light at this junction will improve the safety of those in the area.</p>
<p>(o8) Local resident, (Didcot, Carrock Fell)</p>	<p><b>Partially support/concerns</b> – My partially concerns is that traffic will be stuck behind buses as there is quite a lot of traffic already</p>

<p>(o9) Local resident, (Didcot, Grasmoor)</p>	<p><b>Partially support/concerns</b> – Cannot understand where these areas are exactly, if, as it seems, they are on Lady Grove (the main road out of Didcot toward Appleford and Long Wittingham, which runs North/South) are the proposed stops for a new additional service into/out of Didcot or are the existing stops which are currently on Willington Down being moved? Whichever it is, I am unclear how access to Stops on Lady Grove might be achieved without removing the hedging/sound screening along Lady Grove. Also surely it is NOT being proposed that pedestrians walk across Lady Grove, as it already a dangerous road for car users due the difficult turn into Willington Down, without pedestrians on it. If however, the proposal refers to the existing stops either side of Willington Down, I have no objection to them being clearways to ensure safe entry/exit from the X36 and 95 buses.</p>
<p>(o10) Local resident, (Didcot, Ladyside Pike)</p>	<p><b>Support</b> – Better transportation links to community</p>

Division(s) affected: *Cholsey & The Hagbournes*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**23 APRIL 2026**

### **CHOLSEY: A329 READING ROAD – PROPOSED PUFFIN CROSSING**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of a new Puffin crossing on the A329 Reading Road in Cholsey, as advertised.**

#### **Executive Summary**

1. This report presents responses received to a statutory consultation on proposals to construct a new Puffin crossing (signalised crossing for use by pedestrians only) on the A329 Reading Road in Cholsey, approximately 30 metres northeast of its junction with Ferry Lane/Papist Way – as shown in **Annex 1**.

#### **Corporate Policies and Priorities**

2. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
  - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
  - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*

- (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

## Financial Implications

3. Funding for consultation on the proposals (and implementation if approved) has been provided by Accessibility and Road Safety budget, and Community Infrastructure Levy (CIL) funding.
4. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

*Comments checked by:*

*Andrew Price – Interim Business Partnering Accountant*

[Andrew.Price@Oxfordshire.gov.uk](mailto:Andrew.Price@Oxfordshire.gov.uk)

## Legal Implications

5. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
6. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch – Principal Solicitor (Regulatory)*

[Jennifer.Crouch@Oxfordshire.gov.uk](mailto:Jennifer.Crouch@Oxfordshire.gov.uk)

## Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the ‘Traffic & Road Safety’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

## Equality & Inclusion Implications

7. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

## Sustainability Implications

8. The proposals have been put forward to help improve road safety in the area, specifically for more vulnerable road users.

## Risk Management

9. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

## Formal Consultation

10. Formal consultation was carried out between 11 February and 13 March 2026. A notice was published in the Oxfordshire Herald newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, South Oxfordshire District Council, relevant local District Councillors, Cholsey Parish Council, and the local County Councillor representing the Cholsey & The Hagbournes division.
11. During the course of the formal consultation, 247 responses were received via the online survey, comprising of eight objections (3%), 13 partially supporting and/or raising concerns (5%), 222 in support (90%), and four with either no objection or no opinion.
12. Additionally, a further five emails were received directly – with Thames Valley Police not objecting providing that the necessary speed monitoring has taken place and current design standards are fully met, Oxfordshire Liveable Streets (a not-for-profit campaign organisation) offered their support, but believe the location could be improved in terms of the pedestrian ‘desire line’ to move between Papist Way and Ferry Lane. Three responses from local residents offered varying degrees of support.
13. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

## **Officer Response to Objections/Concerns**

14. Thames Valley Police made an observation regarding the presence of existing overhanging trees within the vicinity of the site. An assessment of the existing vegetation, including its potential impact on visibility, lighting levels, and pedestrian safety, will be undertaken as part of the detailed design stage. Where required, appropriate vegetation clearance or management measures will be incorporated to ensure that visibility standards are achieved, pedestrians are clearly visible, and the effectiveness of the lighting is not adversely affected.
15. A few comments were received suggesting that the crossing be brought closer to the junction to better reflect the pedestrian desire line, and one comment was received expressing concern that the proposed location is very close to the junction. We agree that deviations from the pedestrian desire line should be minimised, and that placing the crossing in very close proximity to the junction may introduce additional safety concerns. The exact location would be determined at the detailed design stage, based on safety, visibility, and driver perception, to ensure that approaching drivers from all directions have sufficient time and distance to identify the crossing, react appropriately, and stop safely.
16. One comment received about destruction of the natural environment. Environmentally friendly and sustainable materials will be used at this site where possible, in order to minimise environmental impact and ensure alignment with the scheme objectives.
17. Two comments were received in relation to the funding of the scheme. The scheme will be funded through a combination of budgets, with the majority of the funding being provided from the Accessibility and Road Safety budget and Community Infrastructure Levy (CIL) funding. The scheme will improve facilities for pedestrians at this location, where crossing demand exists, and will enhance road safety for pedestrians.
18. One comment was received in relation to the close proximity of the bus stop to the proposed new pedestrian crossing. An initial assessment of the existing bus stops indicates that they are located at least 100 metres from the proposed crossing location in each direction. However, a full detailed design will be prepared at the next stage, at which point all site specific details, including bus stop locations, will be fully reviewed and considered.

**Paul Fermer**  
**Director of Environment and Highways**

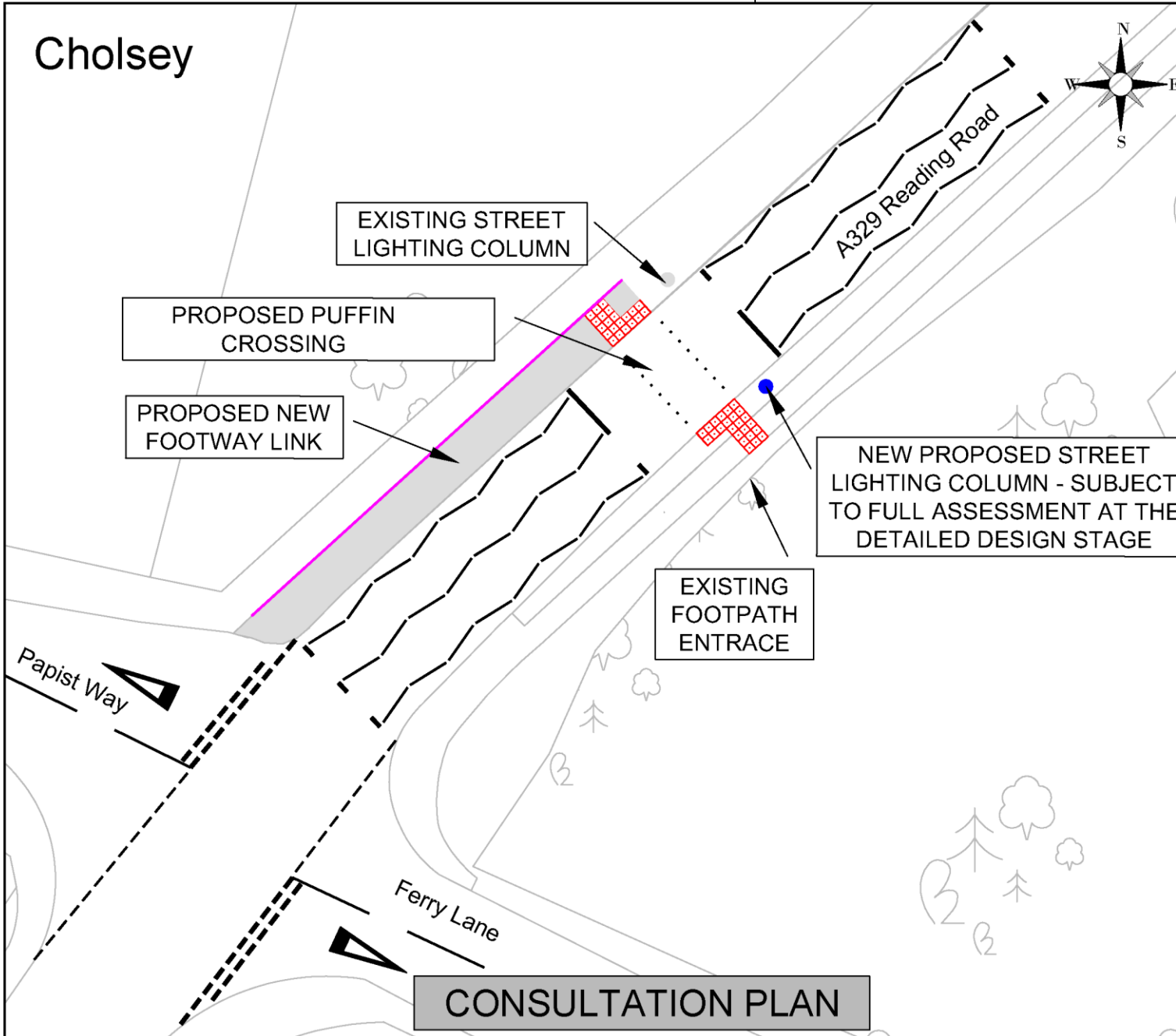
Annex(es):                      Annex 1: Consultation plan  
   Annex 2: Consultation responses

Background papers:        n/a  
Other Documents:         n/a

Contact Officer(s): Jankin Aslan (Senior Officer – Traffic & Road Safety)  
Lee Turner (Team Leader – Traffic & Road Safety)

April 2026

Cholsey



Drawing No. 10023343

- NOTES**
1. All dimensions shown in metres unless stated otherwise.
  2. This drawing is to be printed in colour.
  3. The proposals and details shown on the plan are based on OS mapping and some inaccuracies may be found.

- KEY :**
- PROPOSED RETAINING WALL - TO SUPPORT PROPOSED FOOTWAY DUE TO LEVEL DIFFERENCE. DETAILED DESIGN TO BE COMPLETED AT THE DESIGN STAGE
  - PROPOSED NEW FOOTWAY LINK

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
0	16/09/25	FOR CONSULTATION	JA	LT	LT

**OXFORDSHIRE COUNTY COUNCIL**

Paul Farmer  
Director of Environment and Highway  
Oxfordshire County Council  
County Hall  
New Place  
Oxford  
OX1 1ND  
Tel: 0845 310 1111

**Project title**  
A329 READING ROAD  
CHOLSEY

**Drawing title**  
PROPOSED PUFFIN  
PEDESTRIAN CROSSING

**Drawing Status** Approved

Scale @ A3	Drawn by JA	Checked by LT	Approved by LT
NTS			

Oxfordshire Project No. & File Ref

Drawing No.	00	Revision
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**CONSULTATION PLAN**

## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – In principle the Police do not object providing the necessary speed monitoring has taken place and current design standards are fully met .</p> <p>One observation I would make following a site visit is the Tall and Overhanging Trees in the vicinity . Once in full leaf will they make the location dark and shadowed making it difficult to see Pedestrians and restrict existing light column.</p>
(e2) Local group/organisation, (Oxfordshire Liveable Streets)	<p><b>Support</b> – We support the provision of a pedestrian crossing here, but believe its location could be improved.</p> <p>While the proposed pedestrian crossing nicely connects Papist Way with the path into the park, it is well off the desire line for people wanting to move between Papist Way and Ferry Lane. They are likely to cross at the junction rather than walk an extra forty or fifty metres to use the crossing. So we think the crossing would be more useful if moved closer to the junction - that wouldn't make any trips longer, but would shorten some.</p> <p>Chapter 6 of the Traffic Signs Manual says: "Crossings may need to be moved off the desire line in order to give drivers enough time to see a crossing and brake safely, but deviations from the desire line should be minimised as far as possible." (This updates older guidance that crossings should be 20 metres from junctions.) Given that the main road here is 30mph and the side roads 20mph, and visibility is good, we do not see an obvious need to move the crossing so far away from the desire line.</p> <p>Moving the crossing closer to the junction would also decrease the amount of new footway that needs to be created on the the west side of Reading Rd, to connect the crossing to Papist way. This would save on construction costs - especially as the west-side verge drops off more steeply towards the north - and reduce the amount of grass area that has to be asphalted.</p> <p>It is also likely that this crossing will be used by some people cycling between Ferry Lane and Papist Way, either dismounting or treating it as if it were a toucan crossing, and that would be easier if it were closer to the junction.</p>

	<p>(Consideration could be given to making this a toucan crossing, if the scheme scope and funding permit, but with traffic volumes around 7000mv/day on the A329 / Reading Rd and good visibility in each direction for someone cycling waiting to cross, that is probably unnecessary. A simpler approach to making cycling crossings here safer and more accessible would be to reduce a short stretch of the A329 on either side of the junction to 20mph; with a narrow 6m carriageway and the puffin crossing that will seem a reasonably natural speed.)</p>
<p>(e3) Local resident, (Cholsey)</p>	<p><b>Support</b> – This is an excellent idea, the A329 with Papist Way and Ferry Lane, crossing the road has been difficult since Cholsey Meadows was completed - over 12 years ago! This crossing will make is safe for people going to the village, and remove the problems for drivers too. Pity that the pathway cannot be continued on that side of the road to the traffic calmer where the path leads to Cholsey village for pedestrians - lack of funding?? Let's have the puffin crossing where you have indicated - it may also be necessary to repair the path on Papist Way too - all these pathways are treacherous- and for people with buggies it is unsafe in places as the edges are not groomed and are overgrown with weeds and shrubs</p>
<p>(e4) Local resident, (Cholsey, Reading Road)</p>	<p><b>Support</b> – Very good scheme to improve generally very bad traffic/pedestrian interface in Cholsey. At present it is almost suicidal to cross the A329 south of Ferry Lane/Papist junciton at night. This length of road with houses either side of the road is completely dark at night, one cannot see ones hand in front of their face in the dark.</p>
<p>(e5) Email response, (unknown)</p>	<p><b>No objection</b> – and welcome it anything to increase the safety of the public is welcome ....</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Cholsey, Fairfield)	<p><b>Support</b> – I am supporting the proposed Puffin Crossing because many residents have repeatedly raised concerns about safety when crossing the A329 Reading Road, particularly close to Ferry Lane/Papist Way. The consultation itself confirms that the crossing is being proposed specifically to improve pedestrian safety in this location, where there is clear local need. Overall, I believe the crossing will deliver a significant safety improvement and respond directly to long-standing concerns raised in the village. I therefore fully support the proposal.</p>
(o2) County Cllr, (Oxford, New Road)	<p><b>Support</b> – We should be improving pedestrian safety in line with the LTCP and County strategy. This crossing helps do that and therefore is an initiative I support.</p>
(o3) Local group/organisation, (Coalition for Healthy Streets and Active Travel)	<p><b>Support</b> – We support the proposal because it will improve pedestrian crossings of Reading Road. However, we suggest that the crossing could be closer to the desire line, which will be along the line of the pavements of Ferry Lane and Papist Way.</p> <p>There is no longer any fixed number in guidance (the Traffic Signs Manual) which notes that "deviations from the desire line should be minimised as far as possible".</p>
(o4) Local resident, (Cholsey, Abbots Mead)	<p><b>Object</b> – A junction 30m north of Ferry Lane is the wrong location for a Puffin crossing. People travelling along Ferry lane and continuing along Papist way will not want to detour 60m to cross a road that is not particularly busy and is not difficult to cross. The traffic island nearer the path to Ilges lane provides ample help to pedestrians wanting to cross the road and is in a much better position for people coming out of Cholsey Meadows towards the village and on to the primary school. A Puffin crossing 30m north of the junction of Ferry Lane is wholly unnecessary at the present time and is a waste of money and a missed opportunity for something truly useful.</p>

	<p>The consultation should be relaunched with a proposal to install a Puffin or Pelican crossing much nearer the path to Ilges Lane where the crossing would be much more useful to young children who are walking to school by themselves or carers of young children walking to school.</p> <p>As a cyclist who uses this junction frequently I would prefer the money to be spent on installing a shared cycle and foot path, set back from the road from the junction of the A329 with Ferry Lane all the way to the path that leads to Ilges Lane. This makes it possible to travel from Cholsey to Wallingford on a cycle whilst being separated from traffic which is my primary concern when riding my bicycle.</p>
(o5) Local resident, (cholsey, cholsey)	<b>Object</b> – It is being put in a dangerous place to close to the junction and will cause accidents. It should be moved further away from the junction.
(o6) Local resident, (Cholsey, Cholsey West End Area)	<p><b>Object</b> – Recent last 6 years there has been a plethora of building and construction work already in and around the village. Further such construction adds to the detriment of the ambience, and destruction of the natural environment esp, when this proposal is a crossing to the other side of the road where no current pavement exists. Indicating further likely construction and destruction of vegetation to link to current pavement. Likely to only be used minimally a two focal times of the day around school drop off/ pick up.</p> <p>Takes away from ambience of living in the countryside if hampered with excessive signage (which has slowly already happened) and traffic lights.</p>
(o7) Local resident, (Cholsey, Newlands Way)	<b>Object</b> – There are already sufficient areas to cross along that stretch of road
(o8) Local resident, (Cholsey, Old Timber Yard)	<b>Object</b> – Area is heavily congested and long traffic delays at every peak period, it can take 10-15 mins to get out of Papist way, or longer to travel along Reading road with the give way areas that were put in. Stop dreaming up ideas to bring the area to gridlock, spend the money on the third world roads we have.
(o9) Local resident, (Cholsey, Old Timber Yard)	<b>Object</b> – There are better things to spend our money on like mending the sink hole on papist way, the awful pot holes around Cholsey particularly on honey lane and reading road, that cost people hundreds of pounds on new tyres. Making papist way a safer place to come out of roads like Timber Yard, the parked cars cause accidents

	regularly. The traffic flows at rush hour on reading road. It's doesn't need traffic lights to create even more traffic in the area.
(o10) Local resident, (Cholsey, Ridgeway Court)	<p><b>Object</b> – Not sure where this need has come from. What is it designed to overcome; what are the improvements that we as residents will experience.</p> <p>2. What are the costs of this project, who will be paying? Why is this a priority ? Maybe repair of the ever increasing number of potholes in South Oxfordshire would be more worthy?</p> <p>3. The siting of the new puffin crossing is perilously close to the bus stop on the eastern side of the A329, which will run the risk of confusing both pedestrians (how many pedestrians need to cross the A329 in this area on a daily basis?) And a much longer way round as currently no pathway on other side of the road. As noted by others.</p> <p>4. This is a very busy road at school delivery and pick up times. To add more confusion seems pointless.</p> <p>5. This stretch of the A329, running alongside the old Fairmile Hospital, carries a 30MPH speed limit between two valueless chicanes. The speed limit is routinely ignored, and often at extraordinarily high speeds by all sorts of traffic (cars, motor cycles, vans and trucks and even buses); if safety is a concern, then a much more cost effective solution would be the installation of speed cameras to track vehicles in both directions as is done so successfully at Lower Basildon, and there is no puffin crossing there. As mentioned by a fellow resident of Fairmile development.</p> <p>6. traffic management in the area is minimal and the adherence to the 30MPH speed limit is not often adhered to. Would a roundabout at this point be more practical and then the chicane can be removed and allow more free flow of the traffic and those crossing the road can do so south of this where there is already a pavement on each side of the road.</p>
(o11) Local resident, (Cholsey, Schuster Close)	<p><b>Object</b> – 1. The papers are silent regarding the research that has taken place that supports the need suddenly for this endeavour; what is it designed to overcome; what are the improvements that we as residents will experience.</p> <p>2. The papers are silent regarding the cost of this project and why priority is being given to this project over, for example, the urgently needed repair of the ever increasing number of potholes in South Oxfordshire.</p>

	<p>3. The siting of the new puffin crossing is perilously close to the bus stop on the eastern side of the A329, which will run the risk of confusing both pedestrians (how many pedestrians need to cross the A329 in this area on a daily basis?) and vehicle traffic.</p> <p>4. The A329/Ferry Lane/Papist Way cross roads is a busy and often confusing junction, especially at peak periods during the school runs to Moulsoford Prep and Pre-Prep Schools, Cranford School and Cholsey Primary School. To site a puffin crossing so close to the junction may cause a build up of traffic in all directions, frustrate drivers, and confuse any pedestrians trying to make use of the crossing.</p> <p>5. This stretch of the A329, running alongside the old Fairmile Hospital, carries a 30MPH speed limit between two valueless chicanes. The speed limit is routinely ignored, and often at extraordinarily high speeds by all sorts of traffic (cars, motor cycles, vans and trucks and even buses); if safety is a concern, then a much more cost effective solution would be the installation of speed cameras to track vehicles in both directions as is done so successfully at Lower Basildon, and there is no puffin crossing there.</p> <p>6. If finance is available there are two further improvements that would benefit from consideration over the installation of a puffin crossing:</p> <p>a. Re-site the southern chicane further south. For traffic approaching from Moulsoford, traffic approaching from Wallingford is hidden by the left hand bend coming away from the Papist Way/Ferry Lane junction until it gets too close to the chicane.</p> <p>b. Buses, particularly double decker buses, approaching the Papist Way/Ferry Lane junction from Wallingford, and wanting to turn right into Papist Way, cannot do so without encroaching upon the lane on Papist Way from Cholsey and alarming the driver of the first vehicle in the queue trying to access the A329 and particularly if trying to turn right towards Moulsoford. A redesign of the Papist Way junction would be a huge improvement.</p> <p>c. Given the volumes of traffic at peak times particularly, trying to get to the Moulsoford and Cholsey Schools, changing the Papist Way/Ferry Lane/A329 junction into a roundabout would improve traffic management in the area immeasurably, help with adherence to the 30MPH speed limit, remove the need for both chicanes.</p>
(o12) Local resident, (Cholsey, Agatha Christie way)	<b>Partially support/concerns</b> – There needs to be one at Tesco as well that is more dangerous

(o13) Local resident, (Cholsey, Basildon)	<b>Partially support/concerns</b> – I would want to know more about it and the impact it would have on the junction and the time it would incur delays for traffic and people. I would also prefer a proper path between cholsey and Wallingford including a cycle lane before i would want a crossing
(o14) Local resident, (Cholsey, Brentford close)	<b>Partially support/concerns</b> – Local resident
(o15) Local resident, (Cholsey, Papist Way)	<b>Partially support/concerns</b> – The crossing location will mean that pedestrian traffic will now be on the north side of Papist Way, however the footpath on this side of the road is very narrow and unsuitable for those with children, buggies or in wheelchairs. Improvements / widening would also be needed here to make the crossing useful. A further concern is from traffic turning left out of Papist Way onto Reading Road. If the lights were red and there was already some queuing traffic, drivers may turn into cars and crash. This is because (a) the hedge is large and visibility to the carriageway turning left very poor, and (b) drivers will be looking right and straight-across at Ferry Lane to check it is safe to pull out, rather than also always checking left as thoroughly.
(o16) Local resident, (Cholsey, Reading Road)	<b>Partially support/concerns</b> – I feel a crossing is important, but as someone who lives on the Reading Road, with a bedroom directly facing it, I worry that the proximity to the houses on this section will cause a lot of noise when they are waiting for the crossing. There will be noise from the crossing itself (the beeping constantly) but also the cars with their radios booming while they wait. This can already be an issue at times of heavy traffic and I worry it will make this work. Can you not look to move it further along the road so it is not close to the houses. And also do a zebra crossing instead to deal with the noise.
(o17) Local resident, (Cholsey, Reading Road)	<b>Partially support/concerns</b> – My only concern is that the position of the crossing is not going to help all the primary school children who live on the Fairmile estate, as they usually cross further down to the path that leads to lges Lane. The crossing they use is not managed and the island between the bollards are to narrow allow a parent and child to stand safely.
(o18) Local resident, (Cholsey, Schuster Close)	<b>Partially support/concerns</b> – While I fully support this proposal, I would urge you to also consider introducing more effective speed control measures at the refuge island crossing near the lges Lane Byway at the other end of Cholsey Meadows. Cars regularly speed up to this in both directions. The lane limiter, or whatever it's called

	just beyond it is a complete waste of time, as is the one at the other end of this stretch, that just causes tailbacks and subsequent speeding by frustrated drivers. Put in some speed-limiting ramps and cameras instead.
(o19) Local resident, (Cholsey, Celsea Place)	<b>Partially support/concerns</b> – Any form of a safe crossing at the junction is much needed, possibly a 20mph speed restriction is also an option.
(o20) Local resident, (Cholsey, Panters road)	<b>Partially support/concerns</b> – A very dangerous road for anyone to cross
(o21) Local resident, (Cholsey, The Meadows)	<b>Partially support/concerns</b> – Crossing a great idea but you are not looking at the bigger picture 1 the chicanes cause the traffic to slow only to speed up once past them 2. Coming from Wallingford if there is a que the cars just use the lay-by to avoid queueing 3. Speed humps would be the obvious choice and a 20mph speed limit , this would keep traffic flowing
(o22) Local resident, (Cholsey, Wallingford Road)	<b>Partially support/concerns</b> – There needs to be a crossing to link the Cholsey Meadows development to the rest of the village, but I think it would be better placed further up Reading Road to link to the footpath that goes to Ilges Lane. Its a much safer and more pleasant way to walk towards the centre of Cholsey. The proposed crossing will link to Papist way, which has very narrow pavements and high amount of traffic.
(o23) Local resident, (Cholsey, Ipsden Court)	<b>Partially support/concerns</b> – Good proposal for pedestrians, however more measures should be in place to control speeding traffic along this road. I would like to have a speed camera installed. Not many drivers adhere to 30 mile limit, as a frequent pedestrian it is daunting walking along this road with cars speeding by.
(o24) Local resident, (Cholsey, Southby close)	<b>Partially support/concerns</b> – I take my children to school and it's an accident waiting to happen!
(o25) Local resident, (Cholsey, Abbots Mead)	<b>Support</b> – We regularly cross the road from Papist Way to walk down to the river and it can be really dangerous. I'm reluctant to let my daughter cross on her own to keep her safe.

(o26) Local resident, (Cholsey, Abbots Mead)	<b>Support</b> – I was involved in the planning process to change the Fairmile site from its former use into mainly residential use and recall that the Ferry Lane/Reading Road/Papist Way crossroad had the potential to either be changed into a roundabout or traffic light controlled junction, both of which would have made it easier for pedestrians to cross the road. This proposal will provide a maximum safety method and position at which to cross the Reading Road and therefore I totally support it being introduced.
(o27) Local resident, (Cholsey, Abbots Mead)	<b>Support</b> – This is, and has been for some time, a dangerous crossing point. I have supported a crossing here for the many years it has been under discussion. Please do it before someone gets injured.
(o28) Local resident, (Cholsey, Agatha Christie Way)	<b>Support</b> – I support a pelican crossing on the main road because it would significantly improve safety for pedestrians I. The road carries fast-moving and high-volume vehicles, making it difficult and risky for people—especially children, elderly residents, and those with disabilities—to cross safely. A pelican crossing provides a clear, controlled point for crossing, reducing the likelihood of accidents and encouraging drivers to slow down and be more aware of pedestrians. It would also improve accessibility, promote walking, and make the area safer and more inclusive for everyone who uses the road.
(o29) Local resident, (Cholsey, Agatha Christie Way)	<b>Support</b> – I live in Agatha Christie Way and often take my young children to the river, the Ox Shed, Cholsey cricket club, the play park etc. by crossing this road. It is very unsafe and is an accident waiting to happen. I'm absolutely delighted that OCC are installing a traffic light crossing. This will be brilliant for pedestrians crossing in both directions. It should also reduce speeds along this area of Reading Road which can only be a good thing!
(o30) Local resident, (Cholsey, Agatha Christie Way)	<b>Support</b> – I have young children. It is very tricky to cross the road safely with them. I'm surprised there hasn't been more accidents involving crossing there.
(o31) Local resident, (Cholsey, Agatha Christie way)	<b>Support</b> – A suitable crossing is needed for children and elderly to use on a busy road where alot of cars are usually speeding

(o32) Local resident, (Cholsey, Amwell Place)	<p><b>Support</b> – Often cross that road for various reasons - cross to meet friends, to visit the oxshed, when out running/walking.</p> <p>Motorists often drive incredibly fast along that road, and adding a puffin crossing would allow for safe travel across that road.</p> <p>Often we choose not to cross that road due to safety concerns. Adding a puffin crossing would increase crossings and increase visits to the oxshed!</p>
(o33) Local resident, (Cholsey, Amwell Place)	<p><b>Support</b> – My children would like to independently walk to their friends houses and this would make it a lot safer for them to be out and about together with friends, gaining their independence. It would also force traffic to slow down along this part of the road.</p>
(o34) Local resident, (Cholsey, Ashfield way)	<p><b>Support</b> – It's a dangerous place to cross with no alternative. I appreciate that it'll be slightly further up which should avoid chaos at the crossroad. However, it is very, very needed.</p>
(o35) Local resident, (Cholsey, Basildon Court)	<p><b>Support</b> – I live in Cholsey Meadows and hate crossing that section of road, especially in the dark. It feels dangerous without a crossing.</p> <p>This also seems like it would be a better traffic calming measure as the “chicanes” that currently exist on that section of road exacerbate the problems rather than helping</p>
(o36) Local resident, (Cholsey, Boshers Close)	<p><b>Support</b> – Safer for children and adults crossing the road. Help to slow the traffic.</p>
(o37) Local resident, (Cholsey, Boshers Close)	<p><b>Support</b> – It will make the road safer to cross as it is getting busier and busier. It will also slow cars down</p>

(o38) Local resident, (Cholsey, Boshers close)	<b>Support</b> – Cars, motorbikes, vans and Lorrie’s all drive too fast on that road. I know because my house is on that road and I fear for my child’s life when he is walking or scooting in to the village.
(o39) Local resident, (Cholsey, BOSHERS close)	<b>Support</b> – This will help enable slow down road users - we currently live off of Boshers close backing onto Reading Rd and often vehicles speed down Reading Rd - I support.
(o40) Local resident, (Cholsey, Brentford close)	<b>Support</b> – Safer for families to cross to go to and from cholsey primary school that live on the fairmile
(o41) Local resident, (Cholsey, Brentford close)	<b>Support</b> – It’s a dangerous junction and children cross it regularly on route to school
(o42) Local resident, (Cholsey, Caps Lane)	<b>Support</b> – Long overdue safe crossing for villagers.
(o43) Local resident, (Cholsey, Caps Lane)	<b>Support</b> – Safety of crossing the road for all residents of cholsry
(o44) Local resident, (Cholsey, Celsea Place)	<b>Support</b> – It is very difficult to cross this road safely, especially as drivers are on their way to work and often driving faster than the speed limit. In particular children, people with pushchairs and older, possibly slower people, find it difficult to dodge across quickly enough when the traffic is heavy. It will be a great advantage to many people and will, of necessity, slow the volume of traffic.
(o45) Local resident, (Cholsey, Celsea Place)	<b>Support</b> – This is a busy road and would make walking to and from Cholsey Meadows safer and easier and save people being stranded in the middle when crossing at the traffic island. A a driver I also think this makes sense as drivers often stop to let pedestrians cross which can cause confusion for drivers behind, and on the opposite side of the road.

(o46) Local resident, (Cholsey, Charles Road)	<b>Support</b> – It is currently difficult for pedestrians to cross the A329 safely, traffic is often speeding despite the 30mph limit.
(o47) Local resident, (Cholsey, Cholsey Meadows)	<b>Support</b> – Very busy road and difficult to cross at the junction
(o48) Local resident, (Cholsey, Cholsey Meadows)	<b>Support</b> – Road crossing is currently difficult especially during peak hours
(o49) Local resident, (Cholsey, Cholsey meadows)	<b>Support</b> – Supporting as it is dangerous to cross and this would benefit pedestrians a lot
(o50) Local resident, (Cholsey, Cholsey Meadows)	<b>Support</b> – During rush hour, this crossing is particularly dangerous as cars are approaching at speed and don't stop for pedestrians.
(o51) Local resident, (Cholsey, Church Rd)	<b>Support</b> – The ability to walk across the road safely to access Cholsey Fairmile and the river
(o52) Local resident, (Cholsey, Church Road)	<p><b>Support</b> – There is a great number of families who feel unable to walk to and from school because of the danger crossing the Reading road, especially around school time. In adding a crossing it will encourage more families to walk to school rather than drive, hopefully relieving some of the parking issues at that time of day.</p> <p>Those who do already walk do so with great risk crossing the road, we should not need to wait for a child or any other member of the public to be seriously injured to provide safety to cross and gain access to the rest of the village (including local shops). In addition having spoken to some elderly members of the community they feel either side of the Reading road (meadows or village) are inaccessible to them because of the dangers of the road.</p>

(o53) Member of public, (Cholsey, Church Road)	<b>Support</b> – It's heavily used by families walking from Cholsey Meadows into Cholsey village, particularly to the primary school. With the speed of the road approaching the area and the somewhat limited visibility in places, there are not many safe crossing options. A puffin crossing would address that.
(o54) Local resident, (Cholsey, Cornflower drive)	<b>Support</b> – It is a very dangerous crossing as it stands with traffic moving at a fast pace. If you have multiple groups crossing at school times children are having to dart across and huddle together on the island whilst waiting for the other side of the road to be clear to cross. Children often use that crossing as well people walking their dogs and for safety purposes I think it would be invaluable to have this crossing as pedestrian crossing for the high volume of persons crossing everyday.
(o55) Local resident, (Cholsey, Cross road)	<b>Support</b> – To allow a safer crossing on a very busy road for all and to allow residents in the Meadows greater access to village amenities
(o56) Local resident, (Cholsey, Crossroads)	<b>Support</b> – Helps kids cross safely
(o57) Local resident, (Cholsey, Downside)	<b>Support</b> – I cross this road frequently and the traffic has increased to a level where one has to wait a long time. It is also dangerous with vehicles from Ferry Lane and Papist Way turning into the A329 at some speed. It is particularly concerning for those with push chairs and older residents.
(o58) Local resident, (Cholsey, Downside)	<b>Support</b> – I am a local pedestrian with a dog and an 18 month old toddler. I regularly try and cross this road in this location with my dog and/or toddler, and am often waiting a very long time to cross this busy road. More importantly, I often feel unsafe due to the speed many motorists drive along here, despite the 30mph speed limit. There also isn't great visibility, so coupled with the speed of many cars, I worry about getting my toddler and dog across the road safely.
(o59) Local resident, (Cholsey, Downside)	<b>Support</b> – Trying to cross the a329 is a death trap, let alone trusting my children to independently cross it. I have witnessed many 'near misses'. Please don't delay sorting the crossing. It may not be a near miss next time.

(o60) Local resident, (Cholsey, East End)	<b>Support</b> – The speed of cars coming down the Reading Road combined with the complexity of the cross roads makes it a dangerous place for families to cross, despite this now being a well trodden route due to the facilities and events in Cholsey Meadows.
(o61) Local resident, (Cholsey, East End)	<b>Support</b> – My daughter crosses the road when she walks to school in moulford and it's too fast with drivers not sticking to speed limits and it makes crossing dangerous
(o62) Local resident, (Cholsey, Faringdon Court)	<b>Support</b> – Pedestrian; specifically child safety.
(o63) Local resident, (Cholsey, Faringdon court)	<b>Support</b> – I am a pensioner with limited walking ability and find it difficult to cross safely on such a busy road
(o64) Local resident, (Cholsey, Ferry lane)	<b>Support</b> – I live in ferry lane and it would be helpful to have a crosswalk.
(o65) Local resident, (Cholsey, Ferry Way)	<b>Support</b> – Many children have to cross this road and it's very busy and cars often drive over the limit. The crossing would ensure people can cross safely and also make cars slow down.
(o66) Local resident, (Cholsey, Ferry Way)	<b>Support</b> – Not always easy crossing the road at that point, people can carry pushchairs as there is a local nursery nearby connects with the rest of the town and will be good the crossing is regulated for pedestrians and drivers.
(o67) Local resident, (Cholsey, Goldfinch Lane)	<b>Support</b> – Safety
(o68) Local resident, (Cholsey, Hawksworth Place)	<b>Support</b> – To allow safer crossings for pedestrians.

(o69) Local resident, (cholsey, Hermitage)	<b>Support</b> – Supporting this as this road is a very busy road an at times almost impossible to cross due to how fast the cars travel despite it being a 30mph.
(o70) Local resident, (Cholsey, Hermitage Court)	<b>Support</b> – Incredibly busy road for vehicle and people traffic using nearby public transport hubs.
(o71) Local resident, (Cholsey, Hillside)	<p><b>Support</b> – I strongly support the introduction of a puffin crossing on the main road through Cholsey as a necessary and proportionate safety improvement for our community.</p> <p>The road carries a significant volume of traffic, including HGVs and vehicles travelling at speed, yet it also serves as a key route for families, school children, older residents and those accessing local amenities. At peak times – particularly during school drop-off and pick-up – crossing can feel unsafe and intimidating. A formal crossing would provide a controlled, visible and enforceable point for pedestrians, reducing risk and increasing driver awareness.</p> <p>A puffin crossing is especially appropriate because it uses pedestrian sensors to adjust crossing time based on need. This benefits young children, parents with buggies, wheelchair users, and older residents who may require longer to cross. It also helps maintain traffic flow by only stopping vehicles when necessary.</p> <p>From a wider community perspective, improving pedestrian safety supports active travel. When families feel confident walking to school or into the village, it reduces short car journeys, congestion and emissions. It also strengthens community connectivity by making both sides of the road feel accessible rather than divided by traffic. Cholsey is growing, with increased housing and population density. Infrastructure must evolve alongside that growth. A puffin crossing represents a practical, evidence-based measure that prioritises safety without being excessive or disruptive.</p> <p>Ultimately, this is about protecting residents — particularly children — while encouraging a safer, more walkable village environment.</p>
(o72) Local resident, (Cholsey, Hillside)	<b>Support</b> – We live in Cholsey and crossing to The Meadows is very dangerous, especially with children. As well as a crossing a 20mph limit would be helpful.

(o73) Local resident, (Cholsey, Hillside)	<b>Support</b> – Reading Road is busy with traffic (often driving fast and exceeding the speed limit) and crossing it takes courage and time. Ferry Lane is the main access road to the river for walking and also to access Cholsey Meadows, either as a resident or to use the amenities. It is essential for pedestrian safety that a safe crossing be installed.
(o74) Local resident, (Cholsey, Hillside)	<b>Support</b> – I have to cross the Reading Road near the junction with Papist Way and Ferry Lane several times a week, and it is often difficult to do so without running since the Reading Road traffic is busy at most times of the day.
(o75) Local resident, (Cholsey, Hillside)	<b>Support</b> – Safety. Urgent need of safe crossing along a busy main road especially rush hour. Speed limit regularly exceeded along that stretch.
(o76) Local resident, (Cholsey, Honey Lane)	<b>Support</b> – It is currently not safe to cross Reading Road and many children and young people need to do so on their journey to and from school. A crossing would increase safety.
(o77) Local resident, (Cholsey, Honey Lane)	<b>Support</b> – Safety of pedestrians and to slow traffic. It's a long, straight road, which is 30mph but many drivers to not adhere to it. Cholsey Meadows is a large development which should have suitable access to the heart of Cholsey. A puffin crossing would make a positive difference.
(o78) Local resident, (Cholsey, Ilges lane)	<b>Support</b> – This is a very busy road. Many residents need to cross safely to reach the amenities in the village and on the Cholsey meadows development. This includes secondary school children after they alight at the bus stop and had to return to cholsey as well as young families from cholsey meadows walking to cholsey primary school in the mornings.
(o79) Local resident, (Cholsey, Ilges lane)	<b>Support</b> – It's a dangerous road with kids crossing to school somebody will get killed if this doesn't happen

(o80) Local resident, (Cholsey, Ilges Lane)	<b>Support</b> – A safe lace to cross Reading Road is very much needed
(o81) Local resident, (Cholsey, Ilges Lane)	<b>Support</b> – To support pedestrian safety.
(o82) Local resident, (Cholsey, Ilges Lane)	<b>Support</b> – It's a really busy road and cars travel fast. I'd like a safer crossing for me and my kids when we are going to Cholsey Meadows/ the River. It would make me feel they were safer being out on their own as they get older.
(o83) Local resident, (Cholsey, Ipsden Court)	<b>Support</b> – Safety requirement for pedestrians especially children crossing the road.
(o84) Local resident, (Cholsey, Ipsden court)	<b>Support</b> – Improvement of safety for folks cross the main road is required. Would also like to see a crossing from the byway from the vets meeting Reading road.
(o85) Local resident, (Cholsey, Kennedy Crescent)	<b>Support</b> – New safe Crossing on busy fast Reading road would make great difference to all residence of the village. It is now very unsafe for kids , older people and parents with prams. Cars are still speeding very fast on this road so permanent speed camera or crossing would change unsafe crossing on busy road to safe easy walk without stress.
(o86) Local resident, (Cholsey, Kentwood Close)	<b>Support</b> – It will improve safety as a local resident that regularly crosses this road with kids
(o87) Local resident, (Cholsey, Lapwing lane)	<b>Support</b> – Not only is a crossing required but also traffic light control of the junction with ferry lane & papist way. Sight lines for driver are restricted making safe manoeuvres difficult

(o88) Local resident, (cholsey, lapwing lane)	<b>Support</b> – There needs to be safe access to and from cholsey meadows from the main village. Children cross that road every day to get to school and to the school bus.
(o89) Local resident, (Cholsey, Newlands Way)	<b>Support</b> – Many children use this road to cross without adult supervision and any members of the public who do not live in the village speed through focused on their journey to and from Reading with no knowledge that young children might be crossing and no heed of the speed limit.
(o90) Local resident, (Cholsey, Newlands Way)	<b>Support</b> – As a pedestrian it has been so difficult to cross safely.
(o91) Local resident, (Cholsey, Newlands Way)	<p><b>Support</b> – I support a crossing here. I have lived on Cholsey Meadow for 14 years and have seen road traffic accidents here.</p> <p>Traffic speeds along passed Ferry Lane and the traffic has got so heavy sometimes it takes minutes to walk across the road. Children also have to cross to go to catch the school bus and adults need to cross to get to the shops or the pub.</p> <p>Its not safe now the road is so busy.</p>
(o92) Local resident, (Cholsey, Newlands Way)	<b>Support</b> – It is difficult and dangerous crossing the road in this location, especially at busy times of day. I hope it will be a big improvement to have a proper puffin crossing
(o93) Local resident, (Cholsey, Newlands way)	<b>Support</b> – This is urgently needed and a good compromise to get across reading road
(o94) Local resident, (Cholsey, Newlands Way)	<b>Support</b> – Definitely needed and will make it so much safer for pedestrians and drivers at the cross roads

(o95) Local resident, (Cholsey, Newlands Way)	<b>Support</b> – I frequently cross the A329 Reading Road at the Papist Way/Ferry Lane junction in Cholsey, and at busy times it is frightening to say the least at most traffic on the A329 is speeding and vehicles exiting Papist Way and Ferry Lane have to pop out quickly to cross or turn, so there are effectively four streams of traffic to consider, all moving quickly.
(o96) Local resident, (Cholsey, Newlands Way)	<b>Support</b> – I think it's a good idea to add a safe crossing to this road, and the location seems sensible. As a driver it's often difficult to pull out of Ferry Lane (and Papist Way) onto the A329 Reading Rd, but I believe the crossing will make it easier around school drop off times (breaking the flow of the traffic)
(o97) Local resident, (Cholsey, Newlands Way)	<b>Support</b> – Will make walking to school easier.
(o98) Local resident, (Cholsey, Nicolls Close)	<b>Support</b> – Making Reading Road safer for pedestrians
(o99) Local resident, (Cholsey, Nicolls Close)	<b>Support</b> – I live in Cholsey Meadows, I have young children who attend Cholsey Primary and who will, as they get old, walk into the village by themselves. The speed at which cars driving along the Reading Road worries me and I think a road crossing so that we can safely walk into the village is much needed.
(o100) Local resident, (Cholsey, Old timber tard)	<b>Support</b> – To make it safer to cross the road
(o101) Local resident, (Cholsey, Old Timber Yard)	<b>Support</b> – A lot of people cross this road each day at this location and cars are consistently speeding. This will help improve safety of the road for all
(o102) Local resident, (Cholsey, Old timber yard)	<b>Support</b> – I cross that road every single day, and it is incredibly unsafe due to speeding! Seeing children cross that road to get to their bus for school makes me worry. Something needs to be implemented to safeguard the pedestrians!!

(o103) Member of public, (Cholsey, Old timber yard)	<b>Support</b> – It's a very very busy crossroads I've stood there frequently trying to cross when walking the dog I've seen children waiting to cross and taking chances
(o104) Local resident, (Cholsey, Panter's Road)	<b>Support</b> – This road is dangerous to cross and a proper crossing has been needed for many years, at least since the Cholsey Meadows housing development was built. Lots of children will be able to cross going to / from school and for other activities happening in the village.
(o105) Local resident, (Cholsey, Panter's Road)	<b>Support</b> – I would hope a crossing would reduce incidents of speeding, improve road safety particularly for school children and not impact dramatically on traffic
(o106) Local resident, (Cholsey, Papist way)	<b>Support</b> – This is a very fast road as people speed and so many local children have to cross to get to school. It's an accident waiting to happen.
(o107) Local resident, (Cholsey, Papist Way)	<b>Support</b> – As I understand it, when the Fairmile hospital was converted into Cholsey Meadows, the promise was made that all efforts would be made to make sure it would be well connected to the village. A puffin crossing joining the two areas across the busy A329 seems to me to be a joint-overdue, bare-minimum requirement.
(o108) Local resident, (Cholsey, Papist way)	<b>Support</b> – Supporting the crossing. Crossing the busy road is perilous, and a serious accident will happen. Such a crossing can be used when necessary allowing traffic to flow as normal when crossing is not in use.
(o109) Local resident, (Cholsey, Papist Way)	<b>Support</b> – This area is increasingly busy with traffic. I strongly support the proposed crossing to reduce the safety risk, especially for children crossing between the different parts of Cholsey.
(o110) Local resident, (Cholsey, Papist Way)	<b>Support</b> – A large portion of the village now live on the old Fairmile estate, and our children are often back and forth between Fairmile and village crossing what, despite the 30mph limit, between often fast moving traffic.

(o111) Local resident, (Cholsey, Papist Way)	<b>Support</b> – I cross that road all the time with kids, and it is a nightmare as the cars go far too fast & its often busy.
(o112) Local resident, (Cholsey, Papist way)	<b>Support</b> – My 11 year old son has to cross this road for his school bus and the crossing in dangerous, especially in the mornings and for an impulsive year 7.
(o113) Local resident, (Cholsey, Papist Way)	<b>Support</b> – Our children have friends on fairmile and they have to cross the busy road where cars often exceed the speed limit despite existing calming measures
(o114) Local resident, (Cholsey, Paternoster Lane)	<b>Support</b> – This crossing will provide safe access across a busy road for residents of Cholsey, who are going between Cholsey meadows and the rest of the village. This includes children and older people who may need longer to cross roads safely.
(o115) Local resident, (Cholsey, Ratcliffe court)	<b>Support</b> – I suppose it may make traffic worse during rush hour but will likely make pedestrians especially children a lot safer as most drivers don't seem to adhere to the 30mph limit on this road
(o116) Local resident, (Cholsey, Ratcliffe Court)	<b>Support</b> – Very busy and can be a dangerous to cross. Very good idea, would help crossing and also slowing down traffic
(o117) Local resident, (Cholsey, Reading Road)	<b>Support</b> – Great idea. Dangerous currently. No path on opposite side currently. Narrow pavements. Widen pavement on corner where new one meets existing one.
(o118) Local resident, (Cholsey, Reading Road)	<b>Support</b> – Despite the 30min limit cars drive very fast down that stretch of road. It's a 4 way junction and difficulty exiting / crossing road. Lots of people walk that way to Thames Path. Need to be careful where it is so doesn't cause congestion ++ but think very sensible. Also support road being made 20mph past Fairmile estate - this would help with a puffin crossing

(o119) Local resident, (Cholsey, Reading Road)	<b>Support</b> – It's unsafe to cross, you're watching a cross junction and cars travelling way over 30mph when it's not peak travel. When it's peak travel time, it's really difficult to cross safely.
(o120) Local resident, (Cholsey, Reading Road)	<b>Support</b> – Our residence is situated on the junction of Reading Rd/Papist way. We witness and hear multiple vehicle/pedestrian conflicts daily, and have experienced difficulty crossing the road with our child. Additional street infrastructure such as the proposed crossing would further reinforce that this is primarily a residential area, and influence road users to exercise more caution through this part of the village.
(o121) Local resident, (Cholsey, Reading Road)	<b>Support</b> – There should be more traffic calming measures as drivers consistently speed along that stretch of road which is often used by small families.
(o122) Local resident, (Cholsey, Reading Road)	<b>Support</b> – It is currently unsafe for pedestrians to cross from Papist Way to Cholsey meadows, and also very risky when driving to leave Ferry Lane onto Reading Road, the visibility splay is too limited and traffic goes too fast generally on Reading Road. A crossing would make it safer for both pedestrians and drivers. And - crucially - provided much needed improved connectivity between Cholsey Meadows and the rest of the village (and vice versa).
(o123) Local resident, (Cholsey, Rotherfeild Road)	<b>Support</b> – We cross this road every morning for school runs and pick ups. My son is autistic and I really struggle to cross safely because there is nothing currently in place for us to do so. This would make a huge difference in our lives and it will help to make the road more safe for us all
(o124) Local resident, (Cholsey, Rotherfield Road)	<b>Support</b> – Cross that road every day and it's a real challenge, especially in the dark. This crossing is much needed
(o125) Local resident, (Cholsey, Rotherfield Road)	<b>Support</b> – Many families cross there to get to school

(o126) Local resident, (Cholsey, Rotherfield Road)	<b>Support</b> – I fully support this crossing, this is a very dangerous multi way junction, and there is currently no safe way for pedestrians to cross to/from Cholsey Meadows to Papist Way, to access important facilities and the station.
(o127) Local resident, (Cholsey, Rotherfield Road)	<b>Support</b> – The Reading Road cuts Cholsey Meadows off from the village and a safe place for families and children to cross has been asked for since the development was in discussions - over 10 years ago! The Reading Road road is very dangerous to cross and a safe crossing will mean more people can safely walk to school and into the village. This would be an asset to the village as well as help calm the speed of traffic rising the road.
(o128) Local resident, (Cholsey, Rotherfield Road)	<b>Support</b> – Very busy place to cross for children going to and from school. It is not currently safe
(o129) Local resident, (Cholsey, Rothwells Close)	<b>Support</b> – Regular route for children and parents but also for those walking through the village. At the moment, speeding traffic can make this a dangerous route. This will not only make it safer for residents of Cholsey Meadows but also those from the main village to access the Thames Path and amenities such as the Ox Shed.
(o130) Local resident, (Cholsey, Rothwells close)	<b>Support</b> – It's currently quite difficult to cross this area as there is no pavement that fully gets you from one side to the other without having to walk all the way around which is a pain with young children.
(o131) Local resident, (Cholsey, Rowland Road)	<b>Support</b> – Great idea, very difficult to cross there at the moment and especially dangerous for school children.
(o132) Local resident, (Cholsey, Ruttle close)	<b>Support</b> – Needed for safety
(o133) Local resident, (Cholsey, Sandy Lane)	<b>Support</b> – This is currently a very difficult place to cross the road, especially if you are young, old, or otherwise a bit slow! I strongly support the proposal to install a Puffin crossing, as it would make life much safer for the many people who walk and cycle to and from Cholsey to Cholsey Meadows every day - especially when there are special events at Cholsey Meadows, like the annual fireworks display. It might also enable more children from

	Cholsey Meadows to cycle to school in Cholsey, as this four-way crossing is currently too dangerous for most children to negotiate on their own.
(o134) Local resident, (Cholsey, Sandy Lane)	<b>Support</b> – Safety - especially for school children travelling on school buses needing to cross the road.
(o135) Local resident, (Cholsey, Schuster Close)	<b>Support</b> – I am supporting this because I have two young children and strongly feel that it will be beneficial for them to have a safe place to cross the main road.  Furthermore, helping to control the speed of some cars that pass through the village.
(o136) Local resident, (Cholsey, Schuster Close)	<b>Support</b> – Speed of traffic & numbers of cars entering Cholsey continues to increase which makes crossing the road increasingly dangerous.
(o137) Local resident, (Cholsey, Schuster close)	<b>Support</b> – Although I would prefer a zebra crossing to allow better flow of traffic there is a genuine need for a safe crossing here
(o138) Local resident, (Cholsey, Schuster Close)	<b>Support</b> – As a Cholsey Meadows resident we are faced with unsafe crossings every day for both children and adults. Hopefully this will also support with managing the increased traffic during school run hours. This should be supported by safe footpaths as there are no footpaths currently on support of this crossing.
(o139) Local resident, (Cholsey, Station)	<b>Support</b> – The road is incredibly unsafe to cross as a pedestrian, I have experienced a near miss personally from crossing & am very cautious. We use this road as a pedestrian regularly but moved from Cholsey meadows because of the road & concerns for our teenage children's safety as they become more independant. Speed of vehicles will have to be reduced to enable this crossing to be safe. Please do both, add the crossing and reduce the car speed.

(o140) Local resident, (Cholsey, Station Road)	<b>Support</b> – There are many children trying to cross this road twice a day and despite the 30 mph speed limit cars do not adhere to it.
(o141) Local resident, (Cholsey, Station Road)	<b>Support</b> – A pedestrian crossing should have been erected here 15 years ago when the first houses of the Cholsey Meadows development were first occupied.
(o142) Local Cllr (i.e. Town/Parish/District), (Cholsey, Station Road)	<b>Support</b> – Cholsey Parish Council strongly supports this work. We have petitioned OCC for many years regarding this crossing. It is most positive that is now at the consultation phase. The crossing will increase the safety of the many pedestrians wishing to cross the A329 at these busy crossroads.
(o143) As part of a group/organisation, (Cholsey, Station Road)	<b>Support</b> – Cholsey Parish Council strongly supports this work. We have petitioned OCC for many years regarding this crossing. It is most positive that is now at the consultation phase. The crossing will increase the safety of the many pedestrians wishing to cross the A329 at these busy crossroads.
(o144) Local resident, (Cholsey, Station road)	<b>Support</b> – Currently difficult to cross the road as the traffic goes faster than the 30mph limit, more so dangerous when trying to cross with children as well.
(o145) Local resident, (Cholsey, Station Road)	<b>Support</b> – A crossing would provide a safer crossing option, especially for adults and children walking to Cholsey school from Cholsey Meadows, but also for anybody wishing to cross this busy road.
(o146) Local resident, (Cholsey, Station road)	<b>Support</b> – It's a dangerous road to cross. Added reassurance for young people
(o147) Local resident, (Cholsey, Swallowcroft)	<b>Support</b> – I cross this road regularly and find it a dangerous event. I support a puffin crossing as many families crossing from Cholsey Meadows to the village use this route.

(o148) Local resident, (Cholsey, Thames View)	<b>Support</b> – I walk to Cholsey station from Cholsey Meadows and you take your life in your hands crossing here, aside from the children getting to the bus, residents wanting to walk down to the River Thames, or walkers using the train to access the national trail Thames Path.
(o149) Local resident, (Cholsey, The Forty)	<b>Support</b> – I regularly cross this road taking life into hands with school run traffic and a generally busy and complicated road set up - multiple flows of traffic not all who indicate for pedestrians. There is also a bus stop used by school children on the road, and the route is a main through to the river. The proposal for a crossing will both slow traffic and make pedestrians more of a priority to cars. The road calming at the other end of the road taking you in meadows from Wallingford does exactly this, however traffic speed ups past this point, a crossing at the other end will provide a safe and less polluted stretch of road for those that live along it.
(o150) Local resident, (Cholsey, The Rowans)	<b>Support</b> – There are many families who walk to school and at peak time crossing can be dangerous. Also people with dogs often walk down to the river, needing to cross
(o151) Local resident, (Cholsey, Villa Close)	<b>Support</b> – This proposal is very, very overdue!  I live in one of the house close to the junction and see pedestrians - teenagers and mothers with children - trying to cross the main road every day. I need to cross it from time to time to get to the letter box sited further towards Streatley and to the shop down Papist way.  I hope that the Puffin crossing will also have a traffic calming affect. There have been two minor accidents, that I have witnessed, at the cross roads, and a few 'near misses' too. It is a dangerous junction with a fatality just waiting to happen. I think that the 20mph speed limit should be extended to cover the junction asap.
(o152) Local resident, (Cholsey, Villa Close)	<b>Support</b> – Fully support this proposal, which is desperately needed for residents of Cholsey Meadows to access to the village, especially the station and Pavillion, as well as a shorter walking route to the shops at The Forty. Is also needed for vilager sto access the Thames Path via Ferry Lane

(o153) Local resident, (Cholsey, Villa Close)	<b>Support</b> – My children are of an age where they would like to walk/ ride to the park or school independently but are anxious about crossing the road without adult supervision due to the high volume of traffic. As a parent I would welcome such a crossing for younger people but also all pedestrians crossing this area of the road as it really is a very busy road and at times you can wait up to 10 minutes in the mornings to cross safely. As for cars on this road I would hope that this crossing will slow down the traffic. We would also benefit from more speed limit signs to ensure cars are staying under 30 mph on this part of the road when lots do not. I am a Cholsey Meadows resident and feel very strongly that this crossing is needed.
(o154) Local resident, (Cholsey, Villa Close)	<b>Support</b> – This is a very dangerous crossroads for cars and pedestrians, The traffic rarely travels at 30mph and walkers/pedestrians particularly Mum's with pushchairs have to play chicken with oncoming traffic. In addition traffic emerging from Papist Way and Ferry Lane have similar issues. This will slow the traffic down and is to be welcomed. You need to look at additional traffic calming at the Wallingford end of the Cholsey A329 30mph stretch of road, the give way gap needs to be narrowed to stop on coming traffic who regularly ignore the give way process with narrowly avoided collisions and additional jeopardy for pedestrians crossing further on.
(o155) Local resident, (Cholsey, Villa close)	<b>Support</b> – Will make it easier to cross the road on school runs
(o156) Local resident, (Cholsey, Villa Close)	<b>Support</b> – Crossing is badly needed, in this location. The drawing has a noticeable typo on it!
(o157) Local resident, (Cholsey, Villa Close)	<b>Support</b> – I live in Cholsey Meadows just next to the A329 and have to cross it regularly. It is a dangerous and stressful experience right next to the busy cross roads and pedestrians have least right-of-way as cars are so focused on negotiating the dangerous cross roads. I have heard numerous accidents over the years which adds to the anxiety when crossing that junction. A puffin crossing would have the added benefit of underlining to cars that it is a 30 zone as so many don't take notice of this at the moment and speed along the road. I have hoped for a crossing over the ten years we have lived next to that junction.

(o158) Local resident, (Cholsey, villa close)	<b>Support</b> – I live literally next to where it will be put In place and it's dangerous crossing that road with 3 young kids so be great to be put in place
(o159) Local resident, (Cholsey, Villa Close)	<b>Support</b> – It is a very busy road and is not safe when crossing so this puffin crossing would be an excellent idea
(o160) Local resident, (Cholsey, Wallingford road)	<b>Support</b> – Dangerous road. Lots of kids crossing. Nothing more to say.
(o161) Local resident, (Cholsey, Wallingford Road)	<b>Support</b> – Busy stretch of road that makes it difficult for adults and children to cross, particularly as they try to get to village amenities such as shops, school etc.
(o162) Local resident, (Cholsey, West End)	<b>Support</b> – It will make crossing that road far safer!
(o163) Local resident, (Cholsey, West End)	<b>Support</b> – This crossing is desperately needed, as the amount of cars, especially at school drop off and pick up times is extremely busy, and sometimes you can be there in excess of 10 minutes waiting to cross the road safely.
(o164) Local resident, (Cholsey, West End)	<b>Support</b> – Seems like a good idea to have a crossing there.
(o165) Local resident, (Cholsey, West End)	<b>Support</b> – This road has very fast moving traffic despite being a 30 mph road. The road is busy at peak times when children need to cross safely.
(o166) Local resident, (Cholsey, West End)	<b>Support</b> – It is a well used crossing, used by children going to school, dog walkers , all residents and the road is very busy. This crossing is needed ti avoid accidents waiting to happen!

(o167) Local resident, (Cholsey, West End)	<b>Support</b> – I support the need for this crossing because it is such a busy road, especially during morning drop off and school pick up times at the nearby private schools in Moulsoford with a huge increase in traffic. Speed limits are exceeded, nobody gives way and crossing the Reading Road particularly at these times of the day is an accident waiting to happen.
(o168) Local resident, (Cholsey, West End)	<b>Support</b> – It will make crossing the road much safer especially for those with young children and the elderly.
(o169) Local resident, (Cholsey, Westfield Road)	<b>Support</b> – Dangerous crossing for pedestrians especially during school rush hour
(o170) Local resident, (Cholsey, Abbots Mead)	<b>Support</b> – Without any crossing we are just waiting for someone to be killed crossing the road
(o171) Local resident, (Cholsey, Basildon)	<b>Support</b> – Dangerous road
(o172) Local resident, (Cholsey, Caps lane)	<b>Support</b> – Lots of families live in Cholsey meadows and have to cross this busy road every morning and afternoon with their children. A crossing should have been made here years ago.
(o173) Local resident, (Cholsey, Charles Road)	<b>Support</b> – This is a very busy road and many dog walkers and runners cross it . Papist Way is very busy too with hardly anyone adhering to the 20mph limit. I support any measures that reduces the risk of injury to pedestrians and animals
(o174) Local resident, (Cholsey, Chequers Place)	<b>Support</b> – I am retired and do a lot of walking which often means I walk up to and around Cholsey Meadows, either to the river or in the case of bad weather when walking is restricted to hard standing around the estate and back around the village. This means crossing the A329. As everyone knows this road is very busy and at times difficult to cross so we desperately need a safer way of crossing.

(o175) Local resident, (Cholsey, Church Road)	<b>Support</b> – It is a long detour to access the 'island' which is the only place I feel safe to cross. Please please make it possible to cross safely. The A329 is incredibly busy and fast and now splits the village.....
(o176) Local resident, (Cholsey, Crescent Way)	<b>Support</b> – We have been fighting to get a safe crossing in this road since 2011. This is much needed for safe crossing of the road for commuters, walkers and those traveling to and from school.
(o177) Local resident, (Cholsey, Cross Road)	<b>Support</b> – I have a child and want him to be safe whilst walking around Cholsey and crossing this main road is very dangerous currently
(o178) Local resident, (Cholsey, Cross Road)	<b>Support</b> – It's a busy road and heavy traffic at peak times. Less busy times there is speeding by some thoughtless drivers. This crossing could be a benefit for those going to Fairmile. I suspect those going to Ferry Lane won't use it unless it is closer to the junction.
(o179) Local resident, (Cholsey, DOWNSIDE)	<b>Support</b> – It's a busy road, cars do not stick to 30mph, a crossing would help connect two halves of the village safely. We should also have a speed camera.
(o180) Local resident, (Cholsey, East End)	<b>Support</b> – To try and cross this junction as a pedestrian can be difficult and potentially dangerous, especially during peak traffic use.
(o181) Local resident, (Cholsey, Ferry way)	<b>Support</b> – At peak traffic times, it is currently very hard for pedestrians to cross the road on this location.
(o182) Local resident, (Cholsey, Hermitage court)	<b>Support</b> – There are many children that need to cross, either for school, sport, or play. The 30 mph limit is rarely observed as demonstrated by the regular police speed checks. It is only a matter of time before someone is hurt or killed. Don't let a lack of funds be a contributing factor in a child's death.

(o183) Local resident, (Cholsey, Hillside)	<b>Support</b> – It is often difficult and dangerous to cross from the Chilsey Meadows to the village and vice versa. . The crossing would protect pedestrians particularly in rush hour time and would make it safer particularly for families
(o184) Local resident, (Cholsey, Honey lane)	<b>Support</b> – I cross this road regularly and this is definitely needed.
(o185) Local resident, (Cholsey, Honey Lane)	<b>Support</b> – I regularly cross this road while running and walking. It can be difficult to see while crossing and cars do go faster than they should. A crossing would help towards making this safer for everyone
(o186) Local resident, (Cholsey, Ilges lane)	<b>Support</b> – Lots of people including school children cross this busy main road daily. Some cars do not adhere to the speed limits in this section .
(o187) Local resident, (Cholsey, Ilges lane)	<b>Support</b> – I always feel I am taking my life in my hands when trying to cross Reading Road around Papist way. A lot of cars go faster than 30 miles an hour. There are also slight bends in the road which makes tricky to see cars coming, especially if they don't have their lights on.
(o188) Local resident, (Cholsey, Ipsden court)	<b>Support</b> – The junction next to Cholsey meadows is incredibly dangerous crossing spot. The junction itself is awful for cars as well. A safe space for children to cross is important.
(o189) Local resident, (Cholsey, Kennedy Crescent)	<b>Support</b> – As a resident of Cholsey for nearly 17 years this is a long overdue safety enhancement. As the roads and footpaths have got busier following the village's population growth I have seen more and more near misses. I daily seer residents struggling to safely cross the road as pedestrians. This leads to more car journeys and congestion in the village as people currently feel that for safety they need to drive rather than walk.
(o190) Local resident, (Cholsey, Kentwood Close)	<b>Support</b> – This is a very busy road that cars often speed down, but which has a lot of housing on or near it. Many children cross this road to get to school or bus stops, and adding a crossing would enable them to do so safely.

(o191) Local resident, (Cholsey, Newlands way)	<b>Support</b> – The number of people Crossing the Reading Road, especially parents with young children, has grown in recent years while the volume of traffic has increased dramatically. A crossing would dramatically increase the safety and ease of cross encouraging more walking over the use of cars in Cholsey village.
(o192) Local resident, (Cholsey, Nicolls Close)	<b>Support</b> – My family live on Cholsey Meadows and the introduction of a crossing would not only make it easier and safer for all to cross the main road into Cholsey Village but it would give me peace of mind when my children are walking into the village. It is a busy junction and vehicles rarely travel at 30mph along the road.
(o193) Local resident, (cholsey, nicolls close)	<b>Support</b> – I live on choksey meadows with children who need to crossfire reading Rd.
(o194) Local resident, (Cholsey, Nicolls Close)	<b>Support</b> – As someone who lives in Cholsey, crossing Reading Road has become increasingly difficult and unsafe, so a crossing would be extremely welcome and very much necessary
(o195) Local resident, (Cholsey, Old Timber yard)	<b>Support</b> – It allows villagers to cross the 329 safely to access the river and the local cafe. It also allows residents on the old hospital site safe access to the village and shops
(o196) Local resident, (Cholsey, Panters Road)	<b>Support</b> – We are parents of a child in the school. This would greatly improve the safety of walking to school for parents & more importantly children. The roads despite having lower speed limits are really bad around the area and this would be a welcomed addition.
(o197) Local resident, (Cholsey, Panters Road)	<b>Support</b> – Will improve safety, particularly children crossing to get to school

(o198) Local resident, (Cholsey, Papist way)	<b>Support</b> – Regular user of this proposed crossing place and find it dangerous
(o199) Local resident, (Cholsey, Papist way)	<b>Support</b> – I often have to wait a long time to cross during rush hour. Motorists don't let pedestrians cross and it's a busy place to cross to get to the train station for commuters, and for dog walkers. I've seen some people having to cross unsafely
(o200) Local resident, (Cholsey, Papist way)	<b>Support</b> – Cars always speed along that part of the road and think it's a really good idea to put a crossing there. For one it will stop people speeding and second it will be safer for parents with young children and children to cross the road.
(o201) Local resident, (Cholsey, Papist Way)	<b>Support</b> – The large number of pedestrians using Papist Way to reach Cholsey Meadows means a lot of crossings of the busy main road. The safety of crossing from the northern Papist Way doorway is very poor.
(o202) Local resident, (Cholsey, Papist Way)	<b>Support</b> – Drivers drive faster than the speed limit and don't properly look when pulling out of junction. No drivers allow pedestrians to cross which means you either have to wait 5+mins to cross, or risk getting run over. A driver should take 5secs to let a pedestrian cross to save the pedestrian 5 minutes but they don't. It's a dangerous crossing and I've seen people nearly be hit. It's a popular crossing for school kids and residents wanting to access the station/rive
(o203) Local resident, (Cholsey, Papist Way)	<b>Support</b> – Seems sensible
(o204) Local resident, (Cholsey, Papist Way)	<b>Support</b> – It is a busy road with few safe crossing points at the crossroads, with a clear view of all directions. There's a lot of children who need to cross the road regularly, and people with pushchairs. I am not sure about the proposed '30m north of the junction' as there's currently no pavement on the west side of the reading road heading north. This would need to be a factor in the design.

(o205) Local resident, (Cholsey, Pound lane)	<b>Support</b> – Safety for Everyone crossing this busy road, especially the elderly, young people on their own and those with pushchairs or mobility issues.
(o206) Local resident, (Cholsey, Pound lane)	<b>Support</b> – Safe way for young people and those with mobility issues or prams to cross a busy road.
(o207) Local resident, (Cholsey, Reading road)	<b>Support</b> – Needed on the school run. Takes 10 minutes sometimes to get across and it's not safe
(o208) Local resident, (Cholsey, Rotherfield Road)	<b>Support</b> – Is a prime crossing point residents of Cholsey meadows and visitors from/to Thames path. Traffic can be busy and fast and visibility there is poor. Accident waiting to happen.
(o209) Local resident, (Cholsey, Rotherfield Road)	<b>Support</b> – Children crossing for school
(o210) Local resident, (Cholsey, Ruttle close)	<b>Support</b> – Safety of school children crossing from cholsey meadows and safety of all pedestrians
(o211) Local resident, (Cholsey, Sandy Lane)	<b>Support</b> – Long overdue - particularly safety for schoolchildren and families.
(o212) Local resident, (Cholsey, Schuster Close)	<b>Support</b> – Reading Rd is very difficult to cross safely, especially during rush hours. Majority of drivers go over the 30mph limit on this stretch of road.
(o213) Local resident, (Cholsey, Schuster Close)	<b>Support</b> – Safety concerns for pedestrians including children

(o214) Local resident, (Cholsey, Schuster Close)	<b>Support</b> – Safety of residents
(o215) Local resident, (Cholsey, Station)	<b>Support</b> – Crossing the road is dangerous at times, particularly when traffic is exceeding the speed limit and there is a 4 way junction to consider.
(o216) Local resident, (Cholsey, Station rd)	<b>Support</b> – Much needed crossing for a safer route
(o217) Member of public, (Cholsey, Station Road)	<b>Support</b> – Much needed for safety of children
(o218) Local resident, (Cholsey, Station Road)	<b>Support</b> – A much needed crossing for the safe passing connecting Cholsey meadows and the main village.
(o219) Local resident, (Cholsey, The Forty)	<b>Support</b> – The Reading Road is incredibly busy and this should have been implemented from the outset.
(o220) Local Cllr (i.e. Town/Parish/District), (Cholsey, The Forty)	<b>Support</b> – Many families, adults and children cross that road going to and from the village, the school and the shops. Likewise many people walk up to the nearby cafe from the village. A crossing is needed to provide a safe way to cross the road.
(o221) Local resident, (Cholsey, Villa Close)	<b>Support</b> – Lots of children/families cross this road for school or going in to the main village. Should make it safer.
(o222) Local resident, (Cholsey, Villa Close)	<b>Support</b> – Supporting as this is a very tricky bit of road to cross being right on a junction. In peak times it can take a very long time for a safe crossing opportunity to arise. Often have to be let go by Papist Way/Ferry Lane drivers which is dangerous in itself. Access to the village for shop/pub/train station.

(o223) Local resident, (Cholsey, Villa Close)	<b>Support</b> – I am a resident of Cholsey meadows with children and one who crosses this road all the time for the school bus.
(o224) Local resident, (Cholsey, West end)	<b>Support</b> – This is a good idea as lots of children cross this road to get too school.
(o225) Local resident, (Cholsey, West End)	<b>Support</b> – A safer crossing will allow children to walk to school in safety and alleviate traffic through the village at peak times
(o226) Local resident, (Cholsey - FairMile, Ridgeway Court)	<b>Support</b> – traffic on the Reading Road is nearly always driving at dangerous speeds, far exceeding the 30mph limit. Any measure to (a) slow down the traffic; (b) make it safer for pedestrians to cross; and (c) make it easier to negotiate the crossing with Ferry Lane/Papist, is more than urgently required.
(o227) Local resident, (Cholsey Fairmile, Reading Road)	<b>Support</b> – I think thi is a really good idea and is needed due to the number of esidents in the area, and the speeds that which the vehicles travel.
(o228) Local resident, (Cholsey Meadows, Thames View)	<b>Support</b> – This is a busy road with high footfall as people walk to local shops or the station
(o229) Local resident, (Cholsey meadows, Faringdon court Cholsey meadows)	<b>Support</b> – Busy road for school run times mostly not safe to cross with small children have to cross really fast before a car comes zooming down it's very dangerous and not safe at all.
(o230) Local resident, (Cholsey meadows, Villa close)	<b>Support</b> – To make this road safer for families and their children. We use this road everyday. I have three children who need to use the road to get to school.

(o231) Local resident, (Cholsey village, Crescent way)	<b>Support</b> – I think the area is unsafe and children are at risk without it
(o232) Local resident, (Cholsey., East end)	<b>Support</b> – It's a dangerous road my child crosses daily for school. It's not safe and needs a crossing.
(o233) Local resident, (Chosley, Reading road)	<b>Support</b> – The roads are busy when walking the kids to school feel so unsafe cross and getting them to school as we don't drive
(o234) Local resident, (Cholsey)	<b>Support</b>
(o235) Local resident, (Cholsey, Fairmile)	<b>Support</b> – This road gets very busy at times, cars do not obey the 30mile per hr speed limit and race along, it's hard for people to get across the road at times and it would help slow down the traffic on this wider road which people seem to think is 40/50miles per hr
(o236) Local resident, (Moulsford, Cow Lane)	<b>Support</b> – Kids have to cross that road for school at the beginning and end of the school day and it's dangerous. I think it is eventually more important that something is done on the road outside Cholsey Primary. Sleeps is going to get hit any day now. Cars and vans mount tye pavement on a daily basis during school drop off!
(o237) Local resident, (Moulsford, Meadow Close)	<b>Support</b> – Really dangerous crossing
(o238) Local resident, (Cholsey, Agatha Christie way)	<b>Support</b> – It is a miracle that there hasn't been a fatality at this crossing - the pavement is small, cars go over the 30mph speed limit and this crossing is used several times a day by families, commuters and school children. A crossing in this part the village is absolutely essential.

(o239) Member of public, (Wallingford, Rowland Close)	<b>Support</b> – Safety of the school children. People regularly don't even stick to the speed limit on that road.
(o240) Member of public, (Wallingford, Borough Avenue)	<b>Support</b> – Providing a crossing point is long overdue. The ability to cross safely in an area where people are speeding so often is invaluable.
(o241) Local resident, (Wallingford, Marlbury)	<b>Support</b> – It's an unsafe road to cross especially with a buggy. Cars dont follow the speed limit
(o242) Local resident, (Wallingford, Mulbury)	<b>Support</b> – It's a very dangerous and hard road to cross. Especially with a pram or young children.
(o243) Member of public, (Wallingford, Radnor)	<b>Support</b> – It is long overdue. Lets implement it before someone's - adult or child's life is lost
(o244) Local resident, (Cholsey, Lapwing lane)	<b>No objection/No opinion</b> – I only walk across the road occasionally but realise there is a need
(o245) Local resident, (Cholsey, Nicolls Close)	<b>No objection/No opinion</b> – It is so dangerous crossing Reading Road. A crossing would facilitate this and also slow the speed at which the traffic travels on the road. It should be 30 zone but they travel much faster!
(o246) Local resident, (Cholsey, Papist way)	<b>No objection/No opinion</b> – I walk my two year old to the park and reading road is terrifying to cross and always busy and due to the road being straight, drivers tend to speed especially in this section.
(o247) Local resident, (Cholsey, Station road)	<b>No objection/No opinion</b> – Need to cross the round with young children

Division(s) affected: *Banbury Grimsbury & Castle; Banbury Hardwick; Banbury Ruscote; Bicester East; Bicester West; Burford & Carterton West; Charlbury & Wychwood; Chipping Norton; Cropredy & Hook Norton; Deddington; Eynsham; Witney South & Central; Woodstock*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**23 APRIL 2026**

### **CHERWELL & WEST DISTRICTS: VARIOUS LOCATIONS – PROPOSED DISABLED PERSONS PARKING PLACES**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- (a) **Approve the introduction of new Disabled Persons Parking Places on: Abbey Road (No.8), Banbury; Abbey Road (No. 19), Banbury; Abbey Road (No.20), Banbury; Angus Close, Banbury; Arundel Place, Banbury; Bretch Hill (No. 327), Banbury; Guernsey Way, Banbury; High Furlong, Banbury; Penrhyn Close, Banbury; Union Street, Banbury; Hertford Close, Bicester; Langford Gardens, Bicester; Leach Road, Bicester; Lord Close, Carterton; Walterbush Road, Chipping Norton; Cup and Saucer, Cropredy; Queen Street, Eynsham; Wytham View, Eynsham; Park Close, Hanwell; Fettiplace, Milton under Wychwood; Blackberry Way, Woodstock, as advertised.**
- (b) **Approve the removal of Disabled Persons Parking Places on: Devon Way, Banbury; Withycombe Drive, Banbury; The Paddocks, Deddington; Gloucester Place, Witney, as advertised.**
- (c) **Approve the formalisation of Disabled Persons Parking Place on: Acre End Street, Eynsham, as advertised.**
- (d) **Defer the Disabled Persons Parking Places on: Portway, Banbury to allow for further investigations to be undertaken.**
- (e) **Not approve the removal of the Disabled Persons Parking Place on Edmunds Road, Banbury.**

## Executive Summary

2. This report presents objections received during the course of the statutory consultation on the proposals to remove, amend and introduce new 'Disabled Persons Parking Places' (DPPP's) at various locations in the Cherwell and West districts.
3. The proposals have been put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision part of such parking places. **Annexes 1 to 26** provide plans of the locations for which objections have been received or concerns raised.
4. The provision of Disabled Persons Parking Places is reviewed when requested by members of the public. Specific proposals are assessed applying national regulations and guidance on the suitability of providing new bays or amending or removing existing ones.

## Corporate Policies and Priorities

5. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support all three:
  - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
  - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
  - (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

## Financial Implications

6. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's revenue budget.

7. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

*Comments checked by:*

*Andrew Price – Interim Business Partnering Accountant*

[Andrew.Price@Oxfordshire.gov.uk](mailto:Andrew.Price@Oxfordshire.gov.uk)

## **Legal Implications**

8. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
9. The scheme has been promoted by the Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch – Principal Solicitor (Regulatory)*

[Jennifer.Crouch@Oxfordshire.gov.uk](mailto:Jennifer.Crouch@Oxfordshire.gov.uk)

## **Staff Implications**

8. There are no negative staff implications, with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Traffic & Road Safety' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

## **Equality & Inclusion Implications**

10. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals, with the provision of Disabled Persons Parking Places assisting those with a mobility impairment.

## **Sustainability Implications**

11. The proposals are being put forward to help facilitate the mobility of disabled persons in the vicinity of their places of residence.

## Risk Management

12. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

## Formal Consultation

13. Formal consultation was carried out between 05 February 2026 and 06 March 2026. A notice was published in the Banbury Guardian newspaper and the Bicester Advertiser, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, access & disabled peoples user groups, Councillors, and the relevant local County Councillors.
14. Letters were sent to approx. 600 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
15. During the course of the formal consultation, 97 responses were received, and these are summarised in the table below:

Town	Location	Support	Object	Concerns
Banbury	Abbey Road (No.8)		6	
	Abbey Road (No.19)		2	
	Abbey Road (No.20)		1	
	Angus Close	3	3	2
	Arundel Place	1	2	2
	Bretch Hill (No.327)	2		
	Devon Way (removal)	1		
	Edmunds Road (removal)		1	
	Guernsey Way	4		
	High Furlong		1	2
	Penrhyn Close	1	3	
	Portway	2	10	3
	Union Street	3	1	
Bicester	Withycombe Drive (removal)	2		
	Hertford Close			1
	Langford Gardens		1	1
Carterton	Leach Road	2		1
	Lord Close	3		
Chipping Norton	Walterbush Road	4		
Cropredy	Cup and Saucer	3	1	
Deddington	The Paddocks (Removal)		1	

Eynsham	Acre End Street (Formalisation)	1		
	Queen Street		4	1
	Wytham View	2		
Hanwell	Park Close	2		
Milton under Wychwood	Fettiplace	3	1	
Witney	Gloucester Place (removal)	5	1	
Woodstock	Blackberry Way	1		

16. Additionally, Thames Valley Police responded expressing no objection . Cllrs for Chipping Norton and Bicester responded expressing no objection to those proposals in their areas.
17. The full responses are shown in **Annex 27**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

## Officer Response to Objections/Concerns

18. Comments and recommendations are provided in response to the concerns and objections as given in **Annex 27** in respect of each of the proposed sites in the following paragraphs.
19. The eligibility for a Blue Badges is determined by teams at the County Council following thorough assessments, which are separate to the process for Disabled persons parking places applications (DPPPs). If through the DPPP application process evidence is provided that a valid blue badge is being used by the applicant, this is deemed acceptable for the purposes of promoting the introduction of a DPPP.
20. If a member of the public believes that a blue badge is being misused or someone is committing benefit fraud, they should be reporting it to the department for work and pensions (DWP), or the County Council's blue badge team.

### Banbury – Abbey Road (No.8): (proposed new DPPP)

21. Six objections were received; concerns were made over the lack of parking places, given that the applicant already tries to park in the road, there would not be a loss of parking; it is recommended to approve the disabled parking place.

### Banbury – Abbey Road (No. 19): (proposed new DPPP)

22. Two objections were received; no comments were received; it is recommended to approve the disabled parking place.

Banbury – Abbey Road (No.20): (proposed new DPPP)

23. One objection was received; no comments were received; it is recommended to approve the disabled parking place.

Banbury – Angus Close: (proposed new DPPP)

24. Three objections, two expressions of concern and three expressions of support was received; concerns were received over the lack of parking places, that this part of the close could be a turning area, the waste ground could be turned in to more parking for residents, what happens if the applicant moves away; the applicant already tries to park at this location therefore there would not be a loss of parking, most residents living in this part of the close park here so it could not be kept clear for a turning area unless parking restrictions are introduced then there would be even less parking available, there are no funds for additional parking, the disabled bay would be removed if we are informed that it is no longer required; it is recommended to approve the disabled parking place.

Banbury – Arundel Place: (proposed new DPPP)

25. Two objections, two expressions of concern and one expression of support was received; parking is a real issue here, adding a disabled bay would make it worse, dropped kerbs could be provided by the council; dropped kerbs would need to be applied for by each resident, given that the blue badge holder already tries to park at this location, it is recommended to approve the disabled parking place.

Banbury – Bretch Hill (No.327): (proposed new DPPP)

26. Two expressions of support were received; it is recommended to approve the disabled parking place.

Banbury – Devon Way: (proposed removal of a DPPP)

27. One expression of support was received; it is recommended to approve the removal of the disabled parking place.

Banbury – Edmunds Road: (proposed removal of a DPPP)

28. One objection was received; the disabled bay is still required for a resident, it is recommended to not approve the removal of the disabled parking place.

Banbury – Guernsey Way: (proposed new DPPP)

29. Four expressions of support were received; it is recommended to approve the disabled parking place.

Banbury – High Furlong: (proposed new DPPP)

30. One objection and two expressions of concern was received; concerns over a previous application for a disabled place that was refused and concerns over parking issues; we have no record of a previous application, the applicant already tries to park at this location, it is recommended to approve the disabled parking place.

Banbury – Penrhyn Close: *(proposed new DPPP)*

31. Three objections and one expression of support was received; concerns over parking issues, the location of the disabled bay causing an obstruction; given that the applicant already tries to park at this location it would not add to parking issues, a site assessment was carried out and the disabled place would not obstruct vehicle access in Penrhyn Close or obstruct the dropped kerb, it is recommended to approve the disabled parking place.

Banbury – Portway: *(proposed new DPPP)*

32. Ten objections, three expressions of concerns and two expressions of support was received; concerns over lack of parking and access issues, the applicant has a parking area in front of her garage and the applicant does not reach the criteria; the applicant has met the criteria for the provision of a disabled persons parking place. However, given the location is adjacent to existing parking bays and concerns have been expressed around access issues, it is recommended that officers undertake further work and analysis on the parking provision in the area to ensure that vehicles can continue to manoeuvre safely and access is maintained. Therefore, the recommendation is to defer this proposal.

Banbury – Union Street: *(proposed new DPPP)*

33. One objection and three expressions of support was received; there were no objections comments submitted, there is a clear need for disabled parking at this location; it is recommended to approve the disabled parking place.

Banbury – Withycombe Drive: *(proposed removal of a DPPP)*

34. Two expressions of support were received; it is recommended to approve the disabled parking place.

Bicester – Hertford Close: *(proposed new DPPP)*

35. One expression of concern was received; If an extra two DPPP's are installed there would not be enough parking for others which is already limited, they believe that the close it is not public highway; given that the applicants already try to park in Hertford Close and that the land is highway, it is recommended to approve the two disabled parking places.

Bicester – Langford Gardens: *(proposed new DPPP)*

36. One objection and one expression of concern was received; concerns over the location of the disabled parking place may cause access issues for larger

vehicles; a site assessment was carried out and the proposed location would not cause any issues, it is recommended to approve the disabled parking place.

Bicester – Leach Road: (proposed DPPP removal)

37. One expression of concern and two expressions of support were received; concerns over overhanging branches from a large tree, it is recommended to approve the disabled parking place and advice that the resident contact FixMyStreet regarding the overhanging vegetation.

Carterton – Lord Close: (proposed new DPPP)

38. Three expressions of support were received; it is recommended to approve the disabled parking place.

Chipping Norton – Walterbush Road: (proposed new DPPP)

39. Four expressions of support were received; this would support my neighbours; it is recommended to approve the disabled parking place.

Cropredy – Cup and Saucer: (proposed new DPPP)

40. One objection and three expressions of support was received; concerns were received over another disabled parking place in the area and its location to residential properties; given that this is the preferred location for the applicant who already tries to park here, it is recommended to approve the disabled parking place.

Deddington – The Paddocks: (proposed removal of a DPPP)

41. One objection was received; given that the disabled parking place is no longer required and that no comments were received, it is recommended to approve the removal of the disabled parking place.

Eynsham – Acre End Street: (proposed formalisation of a DPPP)

42. One expression of support was received; it is recommended to approve the formalisation of the disabled parking place.

Eynsham – Queen Street: (proposed new DPPP)

43. Four objections and one expression of concern was received; concerns over limited parking places, existing disabled parking being abused by non-blue badge holders and no need for a further disabled parking place in Queen Street; the applicant already tries to park at this location, therefore there would not be a loss of parking places, if the abuse of blue badges is suspected it should be

reported to our blue badge team, it is recommended to approve the disabled parking place.

Eynsham – Wytham View: (proposed new DPPP)

44. Two expressions of support were received; this will assist the mobility of our neighbour; it is recommended to approve the disabled parking place.  
Hanwell – Park Close: (proposed new DPPP)

45. Two expressions of support were received; this disabled parking place is excellent; it is recommended to approve the disabled parking place.

Milton under Wytham – Fettiplace: (proposed new DPPP)

46. One objection and three expressions of support was received; concerns were over the road not being suitable for parking and emergency vehicles could be restricted. The disabled bay is necessary for accessibility; a site assessment has been carried out, given that the disabled parking place would not cause access issues, it is recommended to approve the disabled parking place.

Witney – Gloucester Place: (proposed removal of a DPPP)

47. One objection and five expressions of support were received; the DPPP is still required by the applicant until they move house, which is imminent; it is recommended to approve the removal of the disabled parking place but only remove if the applicant has moved house.

Woodstock – Blackberry Way: (proposed new DPPP)

48. One expression of support was received; it is recommended to approve the disabled parking place.

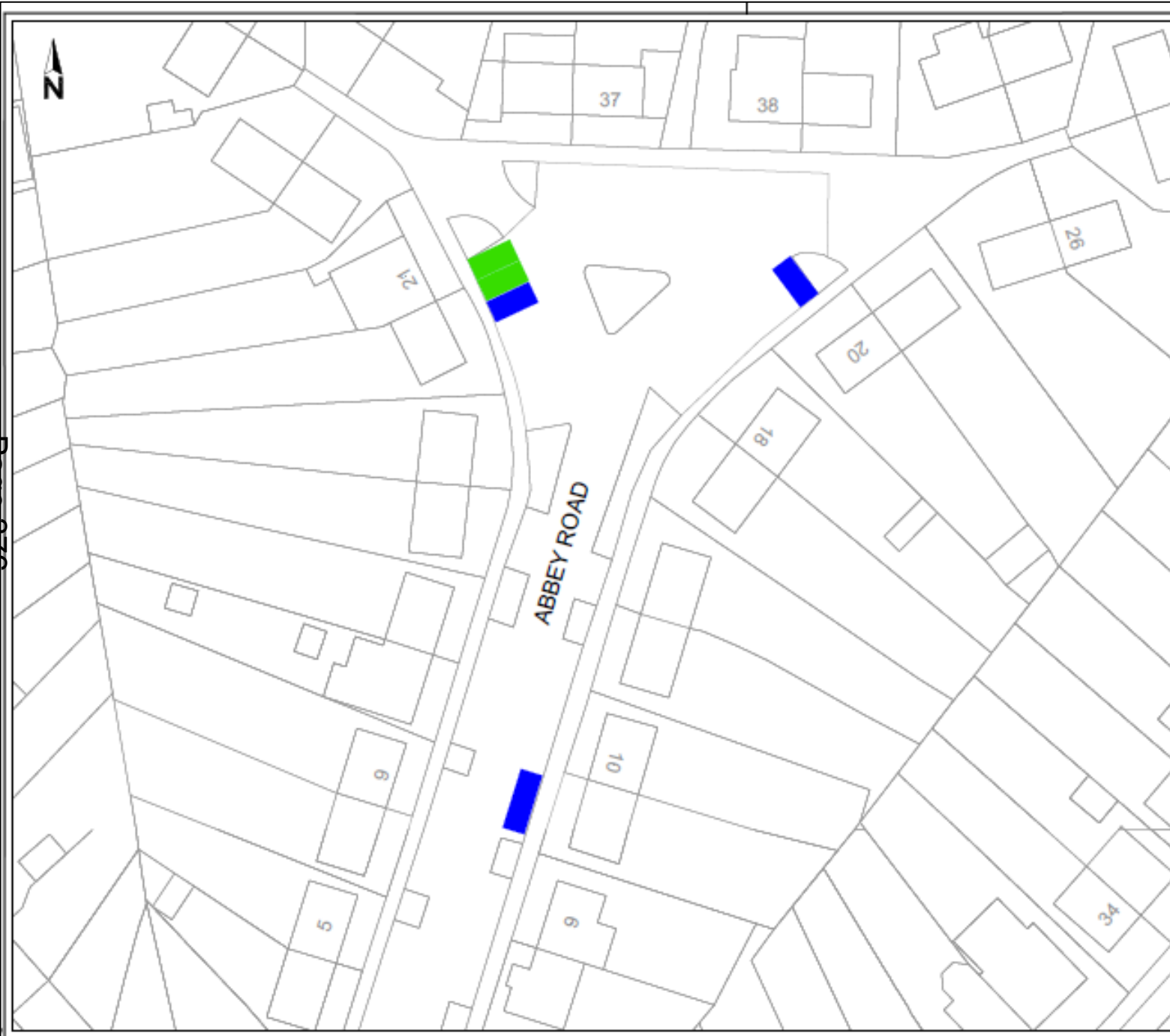
**Paul Fermer**  
**Director of Environment and Highways**

Annex(es):                      Annexes 1-26: Consultation plans  
   Annex 27: Consultation responses

Background papers:        n/a  
Other Documents:            n/a

Contact Officer(s):         James Whiting (Team Leader - TRO and Schemes)

April 2026



Drawing No. **ANNEX 1**

**Key**

- Proposed new disabled persons parking places
- Existing disabled persons parking places to remain

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE REQUIREMENTS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING ESSENTIAL REMEDIAL WORK:

CONSTRUCTION	(ENTER TICKS IF APPLICABLE)
MAINTENANCE/REPAIRS	(ENTER TICKS IF APPLICABLE)
USE	(ENTER TICKS IF APPLICABLE)
DEMOLITION/DECOMMISSIONING	(ENTER TICKS IF APPLICABLE)

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Rev	Date	Purpose of revision	Drawn	Checked	Approved



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Project title  
**BANBURY  
 ABBEY ROAD**

Drawing title  
**DISABLED PERSONS  
 PARKING PLACES**

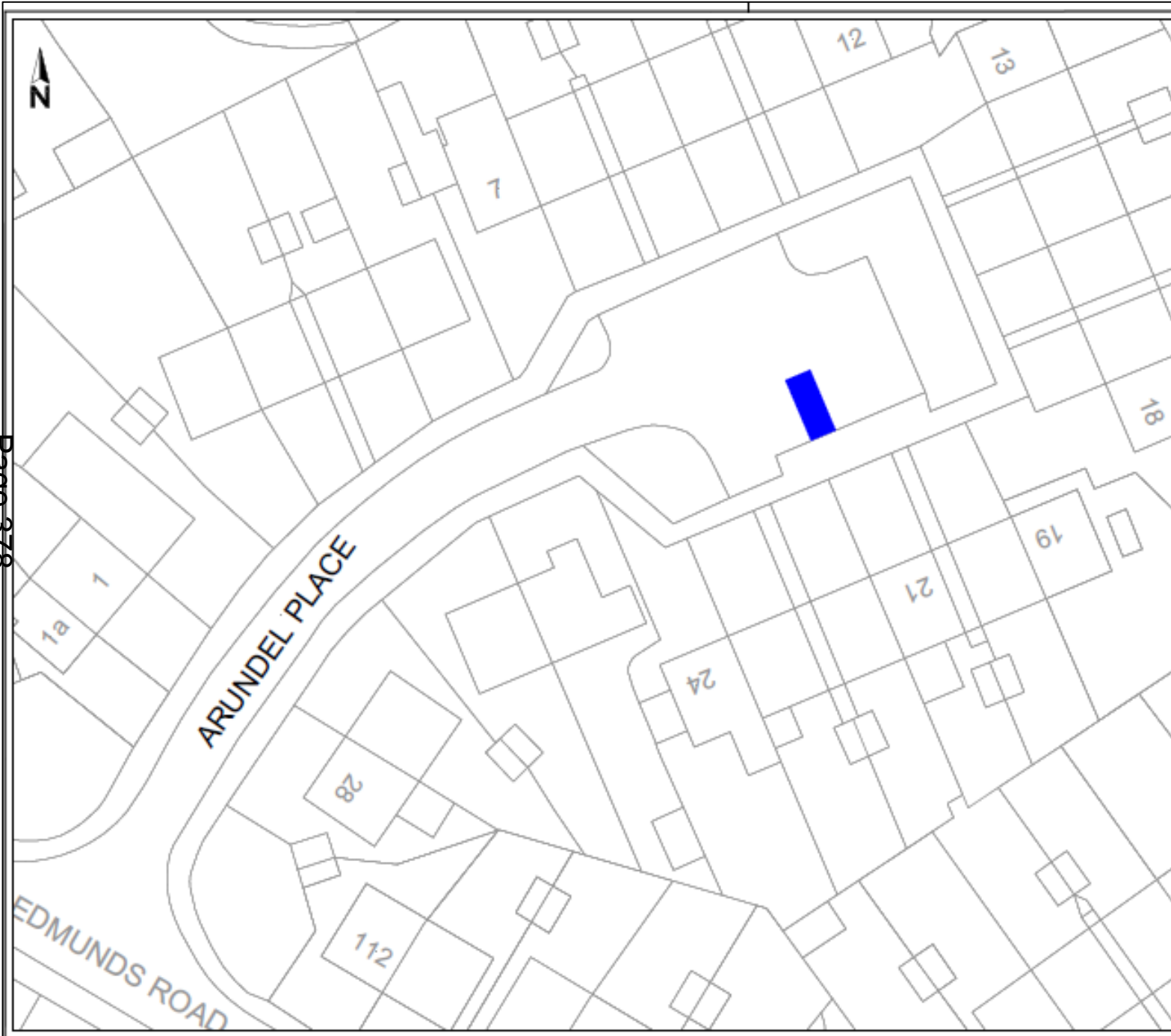
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NTS	JAC	JAC	JAC
	Title drawn	Date checked	Date approved
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Drawing No.	Revision
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Drawing No. **ANNEX 3**

**Key**

Proposed new disabled persons parking place

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**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

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USE	(N/A) (N/A) (N/A) (N/A) (N/A)
DECOMMISSION/DEMOLITION	(N/A) (N/A) (N/A) (N/A) (N/A)

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Project title  
**BANSBURY  
ARUNDEL PLACE**

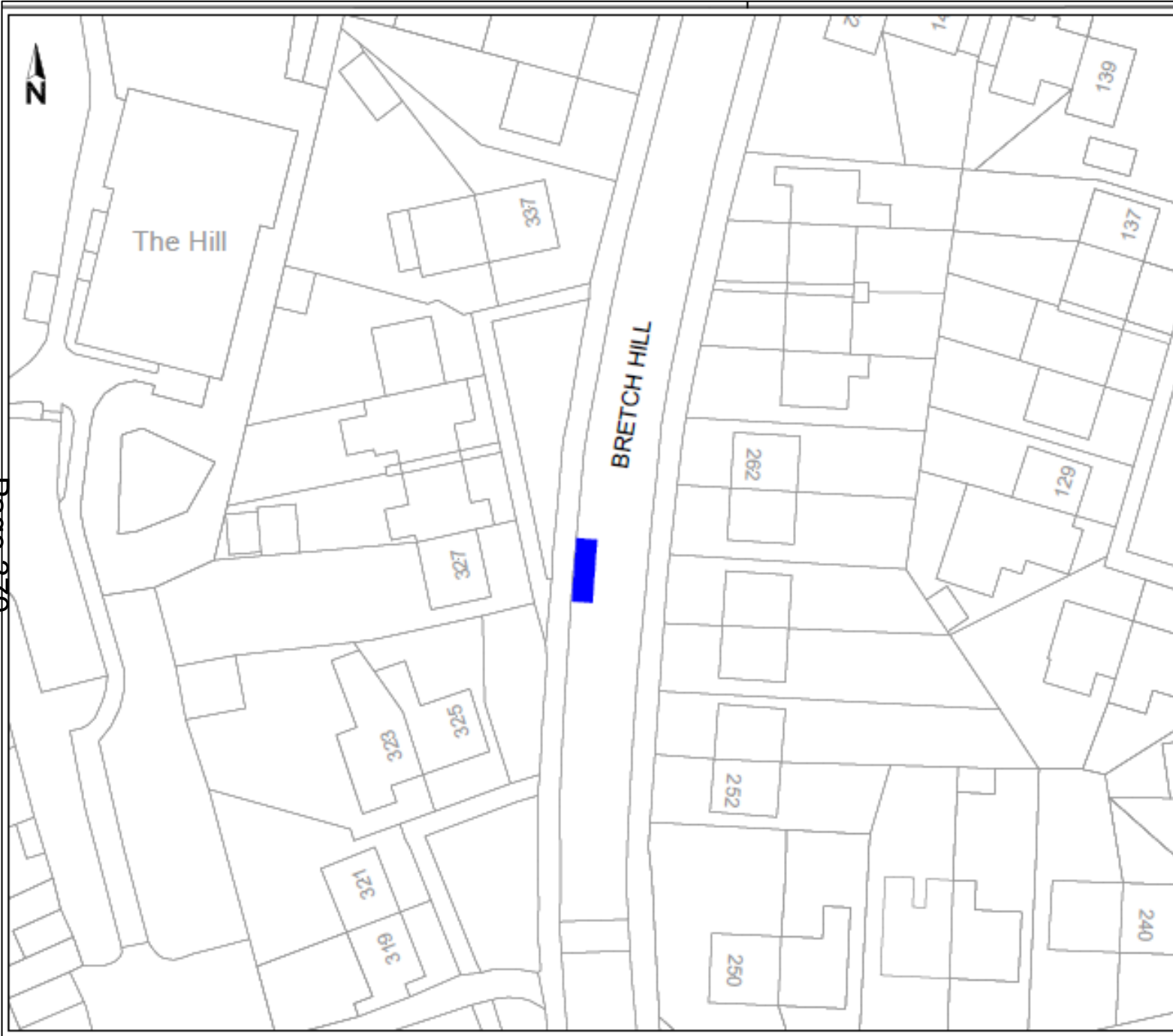
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PARKING PLACES**

Drawing Status

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NTS	Title drawn: 12/23	Date checked:	Date approved:

Oxfordshire Project No. & File Ref

Drawing No.	Revision
	0



Drawing No: **ANNEX 4**

**Key**

Proposed new disabled persons parking place

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DEMOLITION/DECOMMISSION	(ENTER TICKET IF APPLICABLE)

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Project title:  
**BANBURY  
BRETCH HILL**

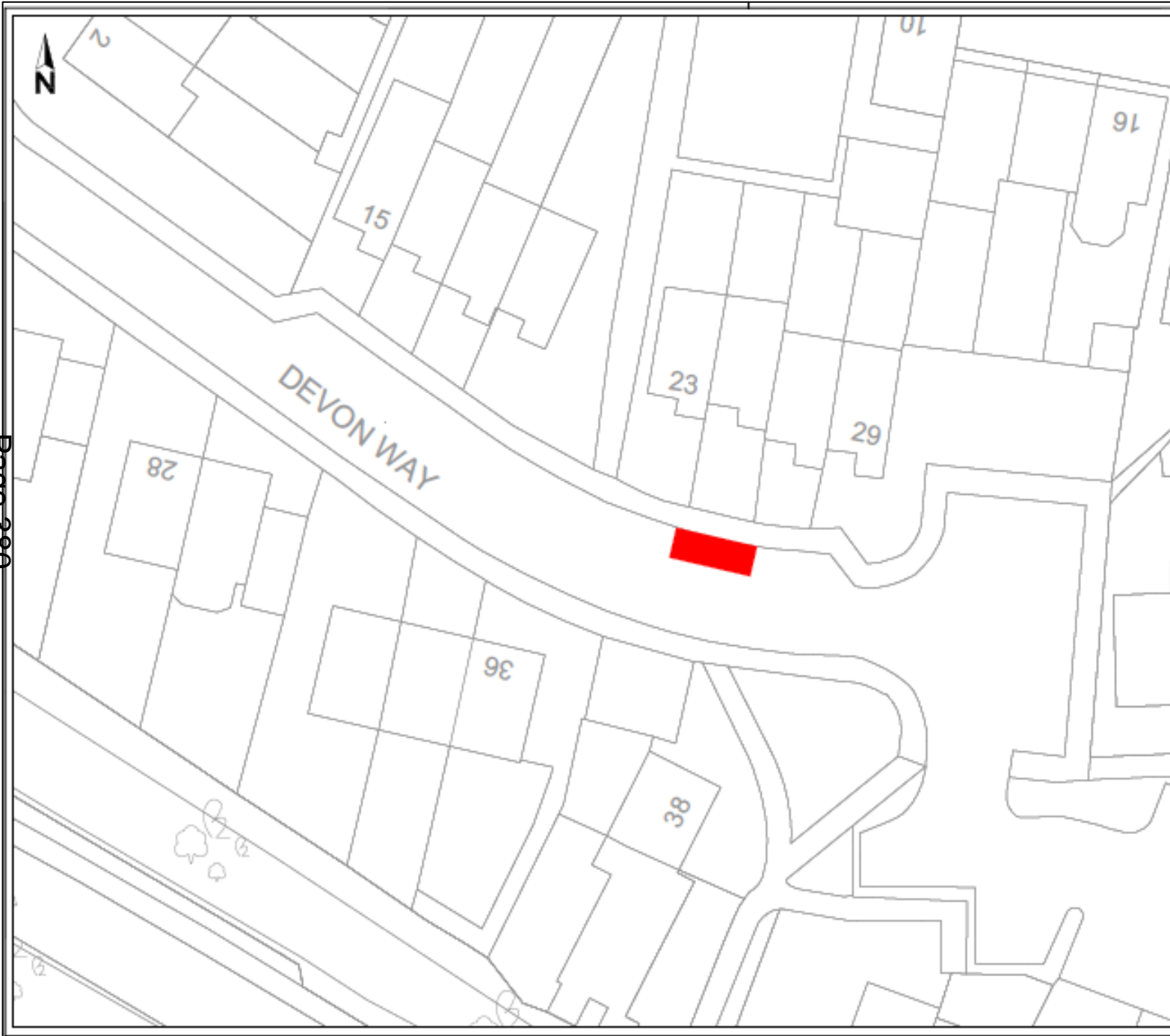
Drawing title:  
**DISABLED PERSONS  
PARKING PLACES**

Drawing Status:


Scale @ A3	Drawn by	Checked by	Approved by
NTS	JAC	JAC	
	Date drawn 12/25	Date checked	Date approved

Oxfordshire Project No. & File Ref:

Drawing No: \_\_\_\_\_ Revision: **0**



Drawing No. **ANNEX 5**

**Key**  
 Proposed removal of a disabled persons parking place

---

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
 IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPES OF WORK SPECIFIED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION	(ENTER TICKBOX IF APPLICABLE)
MAINTENANCE/REPAIRS	(ENTER TICKBOX IF APPLICABLE)
USE	(ENTER TICKBOX IF APPLICABLE)
DECOMMISSIONING/DISMANTLING	(ENTER TICKBOX IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

**OXFORDSHIRE COUNTY COUNCIL**  
 Paul Farmer  
 Director for  
 Transportation and Highways  
 Oxfordshire County Council  
 County Hall  
 New Place  
 Oxford  
 OX1 1BQ  
 Tel: 01865 200111

Project title  
**BANBURY DEVON WAY**

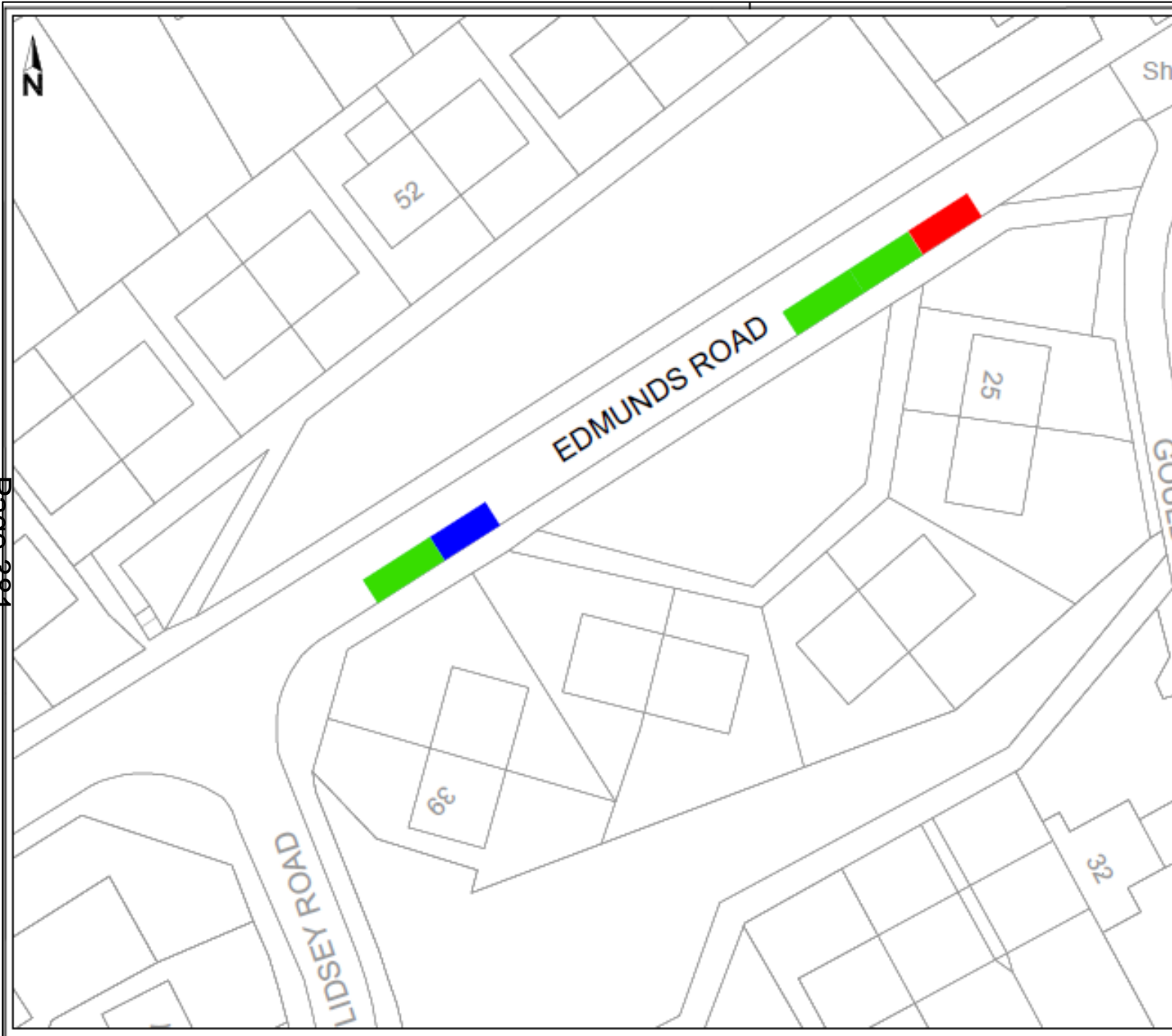
Drawing title  
**DISABLED PERSONS PARKING PLACES**

Drawing Status

Scale	AS	Drawn by	jaC	Checked by		Approved by	
NTS		Date drawn	12/25	Date checked		Date approved	

Oxfordshire Project No. & File Ref

Drawing No. **ANNEX 5** Revision **0**



Drawing No. **ANNEX 6**

**Key**

- Proposed new disabled persons parking place
- Proposed removal of a disabled persons parking place
- Existing disabled persons parking places to remain

---

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPES OF WORK SPECIFIED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION  
(ENTER TICKS IF APPLICABLE)

MAINTENANCE/REPAIRS  
(ENTER TICKS IF APPLICABLE)

USE  
(ENTER TICKS IF APPLICABLE)

DEMOLITION/DECONSTRUCTION  
(ENTER TICKS IF APPLICABLE)

---

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

---

**OXFORDSHIRE COUNTY COUNCIL**

Paul Foster  
 Director for  
 Transportation and Highways  
 Oxfordshire County Council  
 County Hall  
 New Place  
 Oxon  
 OX1 1HS  
 Tel: 01865 346 11 11

---

Project title  
**BANBURY  
 EDMUNDS ROAD**

---

Drawing title  
**DISABLED PERSONS  
 PARKING PLACES**

---

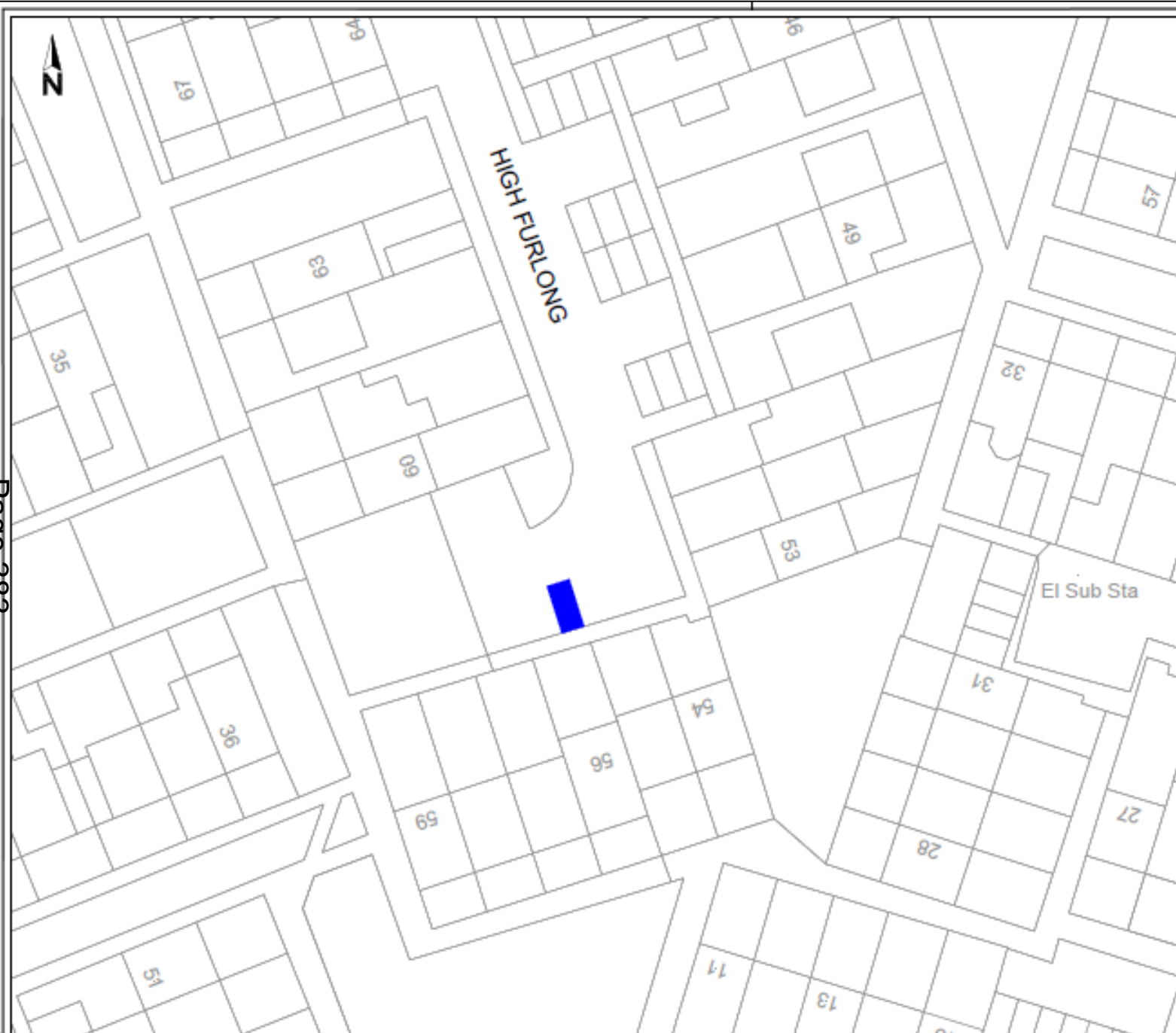
Drawing Status

Scale	Drawn by	Checked by	Approved by
NTS	JwC		
	Date drawn 12/25	Date checked	Date approved

Oxfordshire Project No. & File Ref


Drawing No.	Revision
	0





Drawing No. **ANNEX 8**

**Key**

 Proposed new disabled persons parking place

---

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING EQUIPMENT RESIDUAL RISK:

CONSTRUCTION  
 (DATE/TIME TICKET IF APPLICABLE)

MAINTENANCE/CLOSING  
 (DATE/TIME TICKET IF APPLICABLE)

USE  
 (DATE/TIME TICKET IF APPLICABLE)

DEMOLITION/DECOMMISSION/DEMOLITION  
 (DATE/TIME TICKET IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

**OXFORDSHIRE COUNTY COUNCIL**  
 Local Partner  
 Environment and Highways  
 Oxfordshire County Council  
 County Hall  
 100, Tower  
 Oxford  
 OX1 1BQ  
 Tel: 01865 200111

Project title  
**BANBURY  
 HIGH FURLONG**

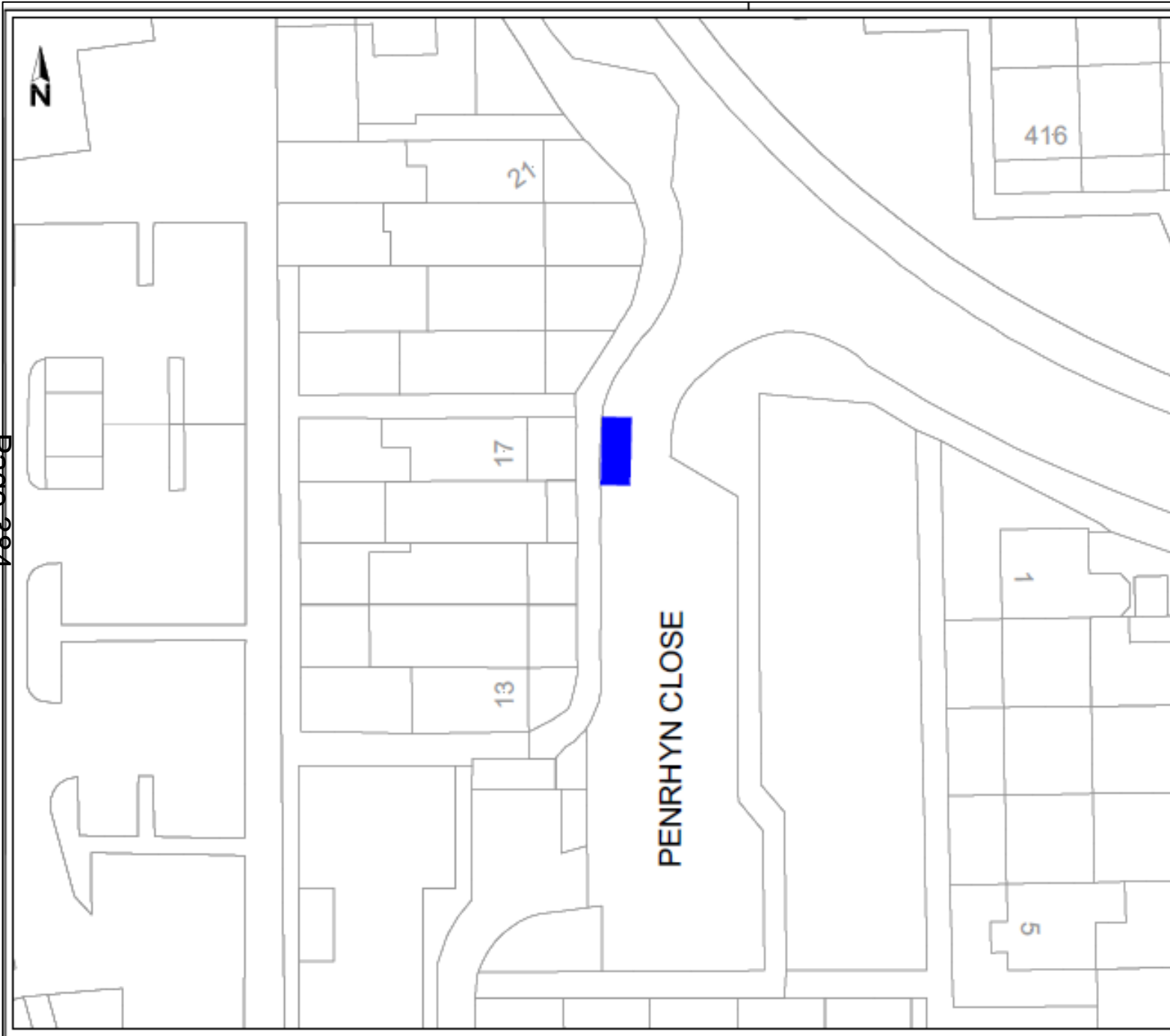
Drawing title  
**DISABLED PERSONS  
 PARKING PLACES**

Drawing Status

Scale @ AS	Drawn by	Checked by	Approved by
NTS	JnC	JnC	JnC
	Date drawn 13/25	Date checked	Date approved


Oxfordshire Project No. & File Ref

Drawing No. Revision **0**



Drawing No. **ANNEX 9**

**Key**

 Proposed new disabled persons parking place

---

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION  
 (WITHIN TICKET IF APPLICABLE)


MAINTENANCE/CLEANING  
 (WITHIN TICKET IF APPLICABLE)

USE  
 (WITHIN TICKET IF APPLICABLE)

DEMOLITION/DECONSTRUCTION  
 (WITHIN TICKET IF APPLICABLE)

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 **OXFORDSHIRE COUNTY COUNCIL**

Local Partner  
 Environment and Highways  
 Oxfordshire County Council  
 County Hall  
 100, Cowley Road  
 Oxford  
 OX1 2JF  
 Tel: 01865 200 11 11

Project title  
**BANBURY  
 PENRHYN CLOSE**

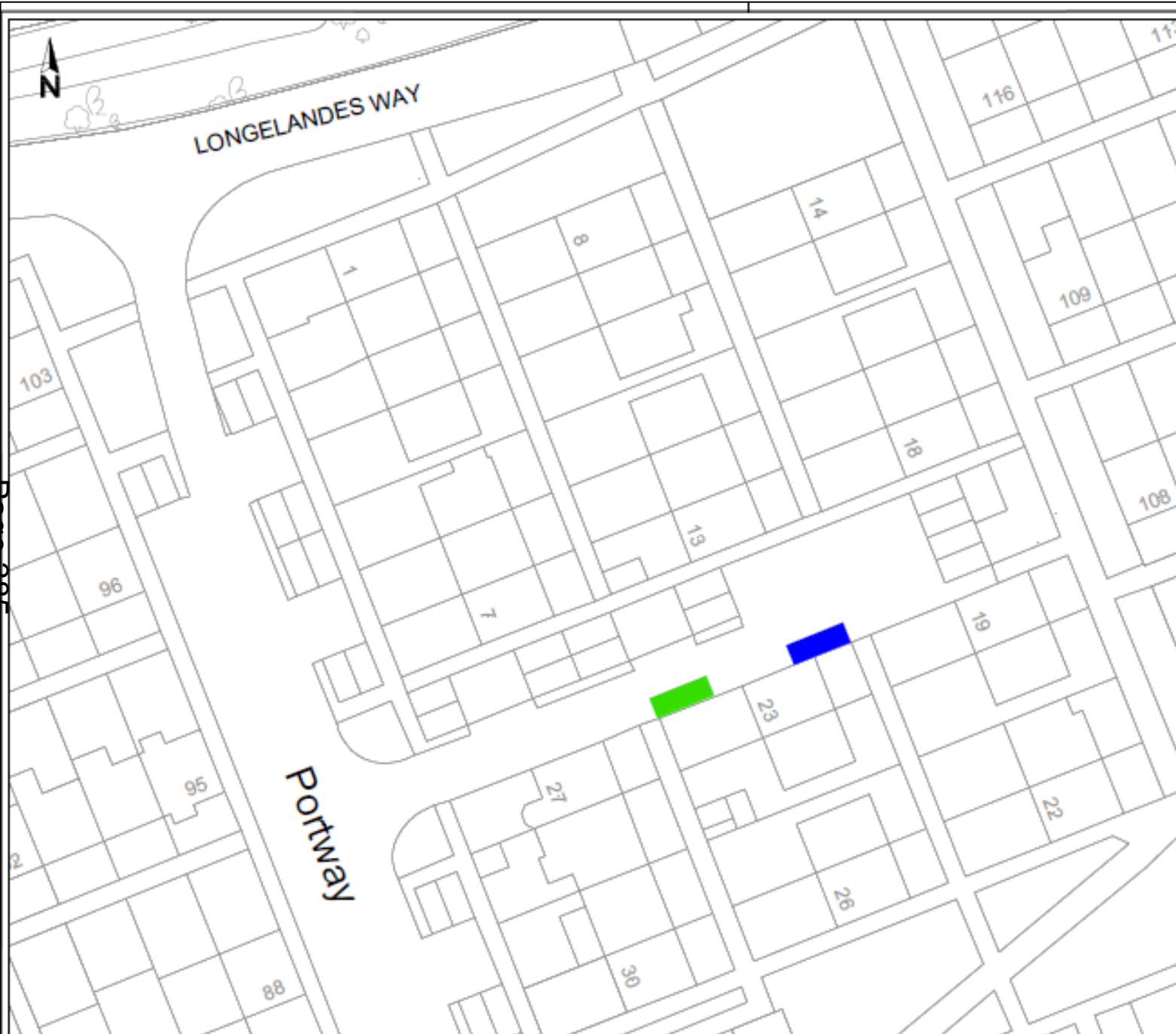
Drawing title  
**DISABLED PERSONS  
 PARKING PLACES**

Drawing Status

Scale (if A3)	Drawn by	Checked by	Approved by
NTS	J&C Date drawn 13/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision **0**



Drawing No: **ANNEX 10**

**Key**

- Proposed new disabled persons parking place
- Existing disabled persons parking places to remain

---

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISK(S):

CONSTRUCTION  
(MARK 'X' IF APPLICABLE)

MAINTENANCE/REPAIRS  
(MARK 'X' IF APPLICABLE)

USE  
(MARK 'X' IF APPLICABLE)

DEMOLITION/DECONSTRUCTION  
(MARK 'X' IF APPLICABLE)

---

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Rev	Date	Purpose of revision	Drawn	Checked	Approved

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**OXFORDSHIRE COUNTY COUNCIL**

Dea Farnor  
Director  
Environment and Highways  
Oxfordshire County Council  
Cotton Road  
Oxford  
OX1 2DQ  
Tel: 01865 202111

---

Project title:  
**BANBURY PORTWAY**

---

Drawing title:  
**DISABLED PERSONS PARKING PLACES**

---

Drawing Status:

Scale	Drawn by	Checked by	Approved by
NTS	Jac	Jac	

Date drawn: 12/25  
Date checked:    
Date approved:  

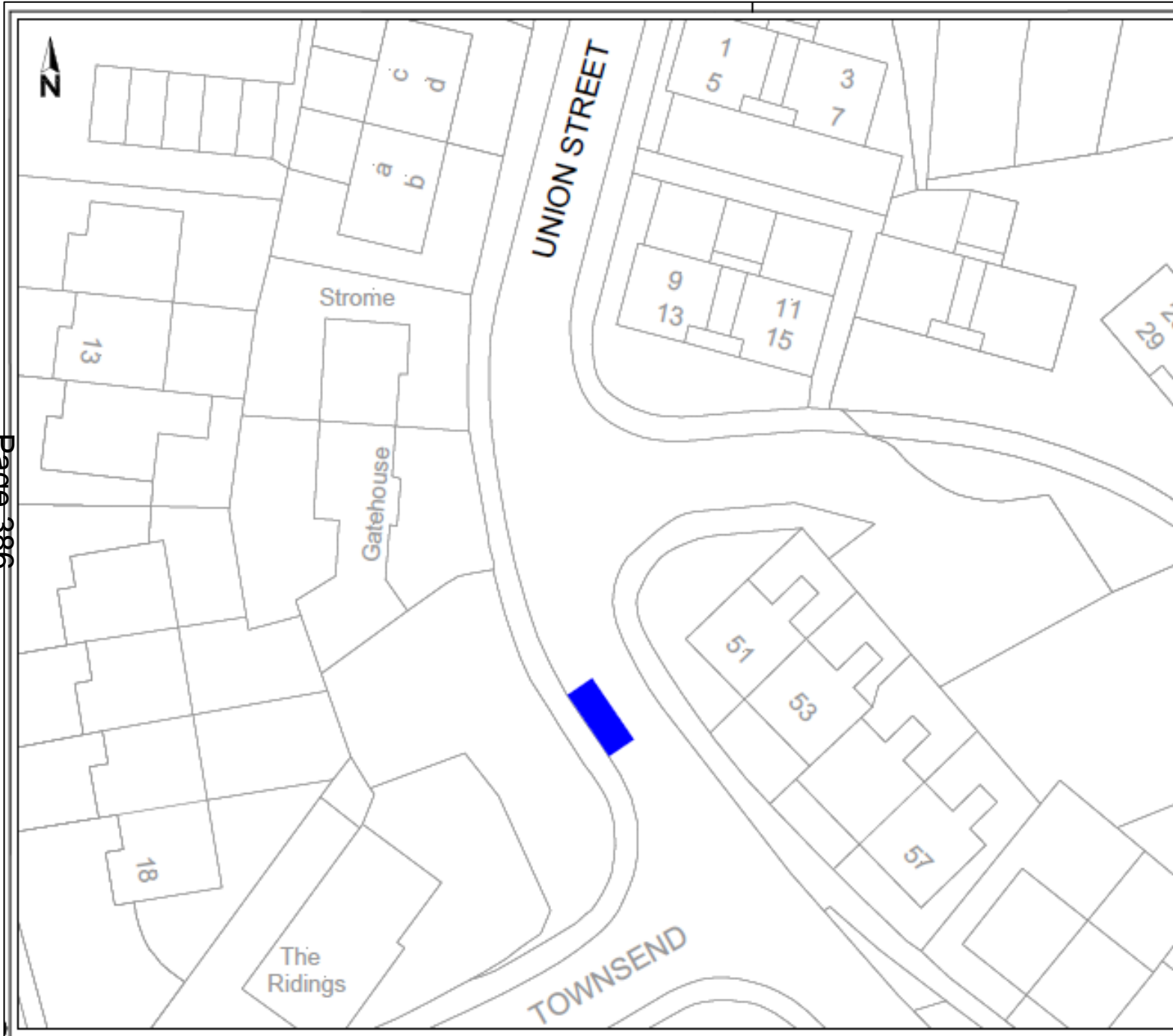
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Collaborative Project No. & File Ref:  

---


Drawing No:  

Revision
0



Drawing No. **ANNEX 11**

**Key**

 Proposed new disabled persons parking place

---

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE INFORMATION NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION  
(N/A) (N/A) (N/A) (N/A) (N/A) (N/A) (N/A) (N/A) (N/A) (N/A)

MAINTENANCE/OPERATING  
(N/A) (N/A) (N/A) (N/A) (N/A) (N/A) (N/A) (N/A) (N/A) (N/A)

USE  
(N/A) (N/A) (N/A) (N/A) (N/A) (N/A) (N/A) (N/A) (N/A) (N/A)


DECOMMISSION/DEMOLITION  
(N/A) (N/A) (N/A) (N/A) (N/A) (N/A) (N/A) (N/A) (N/A) (N/A)

---

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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 **OXFORDSHIRE COUNTY COUNCIL**

Head Office  
Barnwell House  
Barnwell and Highways  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1JG  
Tel: 01865 200 11 11

---

Project title

**BANBURY  
UNION STREET**

---

Drawing title

**DISABLED PERSONS  
PARKING PLACES**

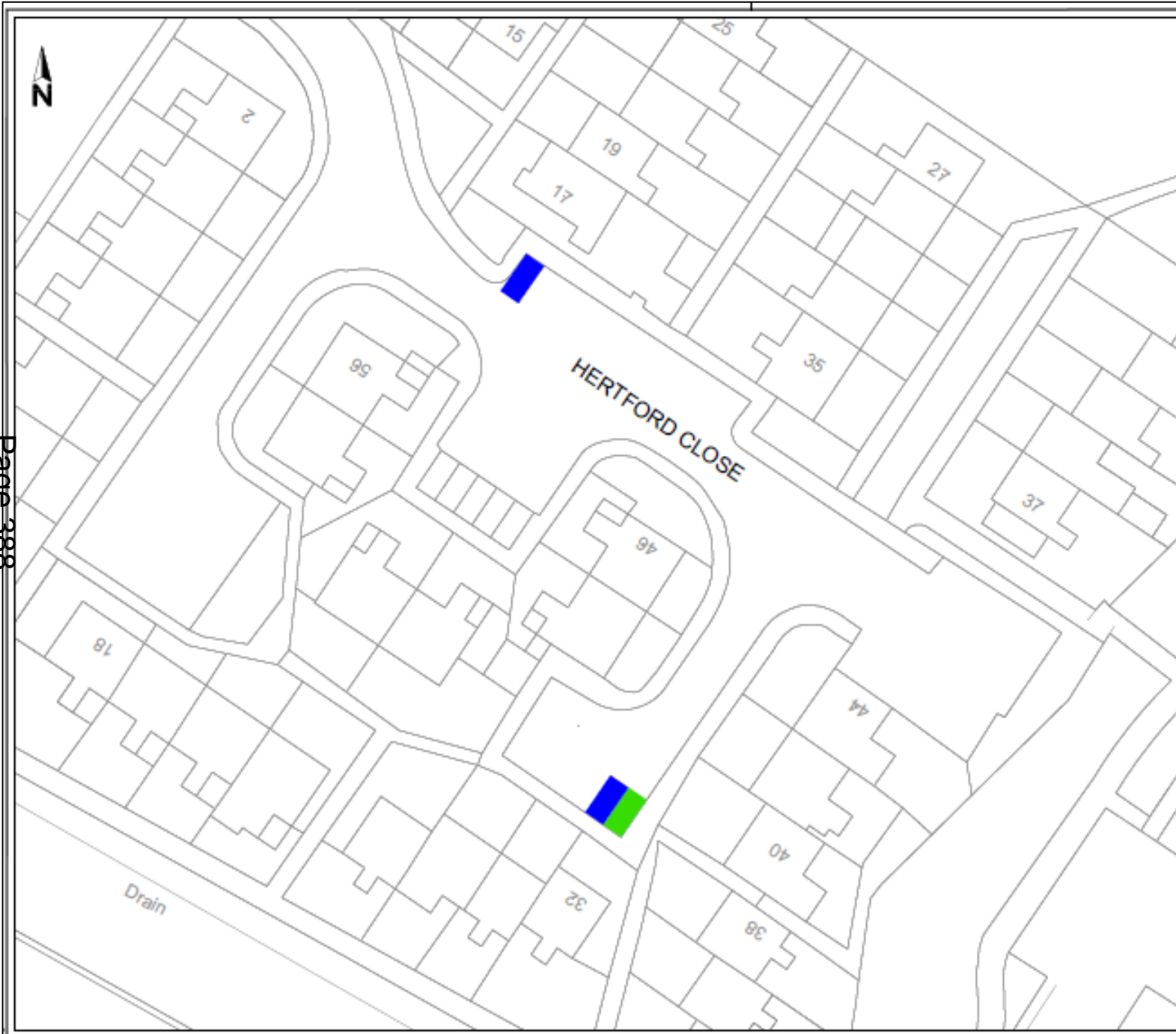
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Drawing Status

Scale	Drawn by	Checked by	Approved by
NTS	JAC		

Date drawn: 13/25  
Date checked:   
Date approved:   
Oxidative Project No. & File Ref:   
Drawing No. Revision: 0





Drawing No: **ANNEX 13**

**Key**

- Proposed two new disabled persons parking places
- Existing disabled persons parking place to remain

---

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE WARNING SIGNS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION (WITH TICKS IF APPLICABLE)

MAINTENANCE/CLEANING (WITH TICKS IF APPLICABLE)

USE (WITH TICKS IF APPLICABLE)

DEMOLITION/DECONSTRUCTION (WITH TICKS IF APPLICABLE)

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Rev	Date	Purpose of revision	Drawn	Checked	Approved

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**OXFORDSHIRE COUNTY COUNCIL**

Local Energy  
Sustainable and Highways  
Infrastructure  
Planning and  
Development  
Department  
County Hall  
100 High Street  
Oxford  
OX1 1BA  
Tel: 01865 200 1111

---

Project title  
**BICESTER  
HERTFORD CLOSE**

---

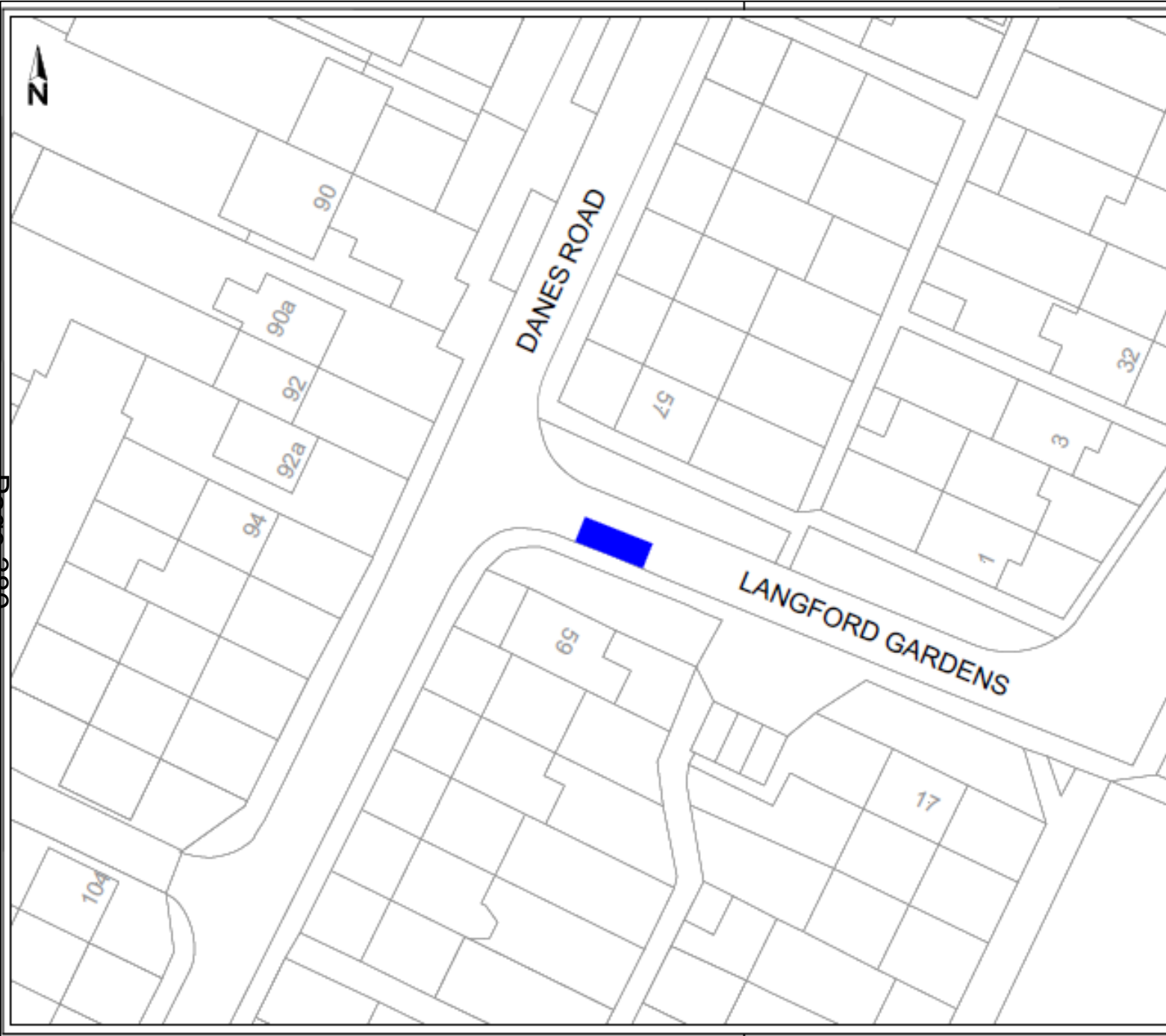
Drawing title  
**DISABLED PERSONS  
PARKING PLACES**

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Drawing Status

Scale	Drawn by	Checked by	Approved by
NTS	Jac	Jac	Jac

Date drawn: 12/25  
Date checked:   
Date approved:   
Oxfordshire Project No. & File Ref:   
Drawing No.   
Revised: 0



Drawing No: **ANNEX 14**

**Key**

Proposed new disabled persons parking place

---

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE RESPONSIBILITIES NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION  
 (STATE TICKET IF APPLICABLE)  
 MAINTENANCE/REPAIRS  
 (STATE TICKET IF APPLICABLE)  
 USE  
 (STATE TICKET IF APPLICABLE)  
 DEMOLITION/DECONSTRUCTION  
 (STATE TICKET IF APPLICABLE)

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Rev	Date	Purpose of revision	Drawn	Checked	Approved

**OXFORDSHIRE COUNTY COUNCIL**  
 The Mayor  
 Councillors and Officers  
 County Hall  
 New Road  
 Oxford  
 OX1 2JH  
 Tel: 01865 200111

Project title:  
**BICESTER  
 LANGFORD GARDENS**

Drawing title:  
**DISABLED PERSONS  
 PARKING PLACES**

Drawing Status:

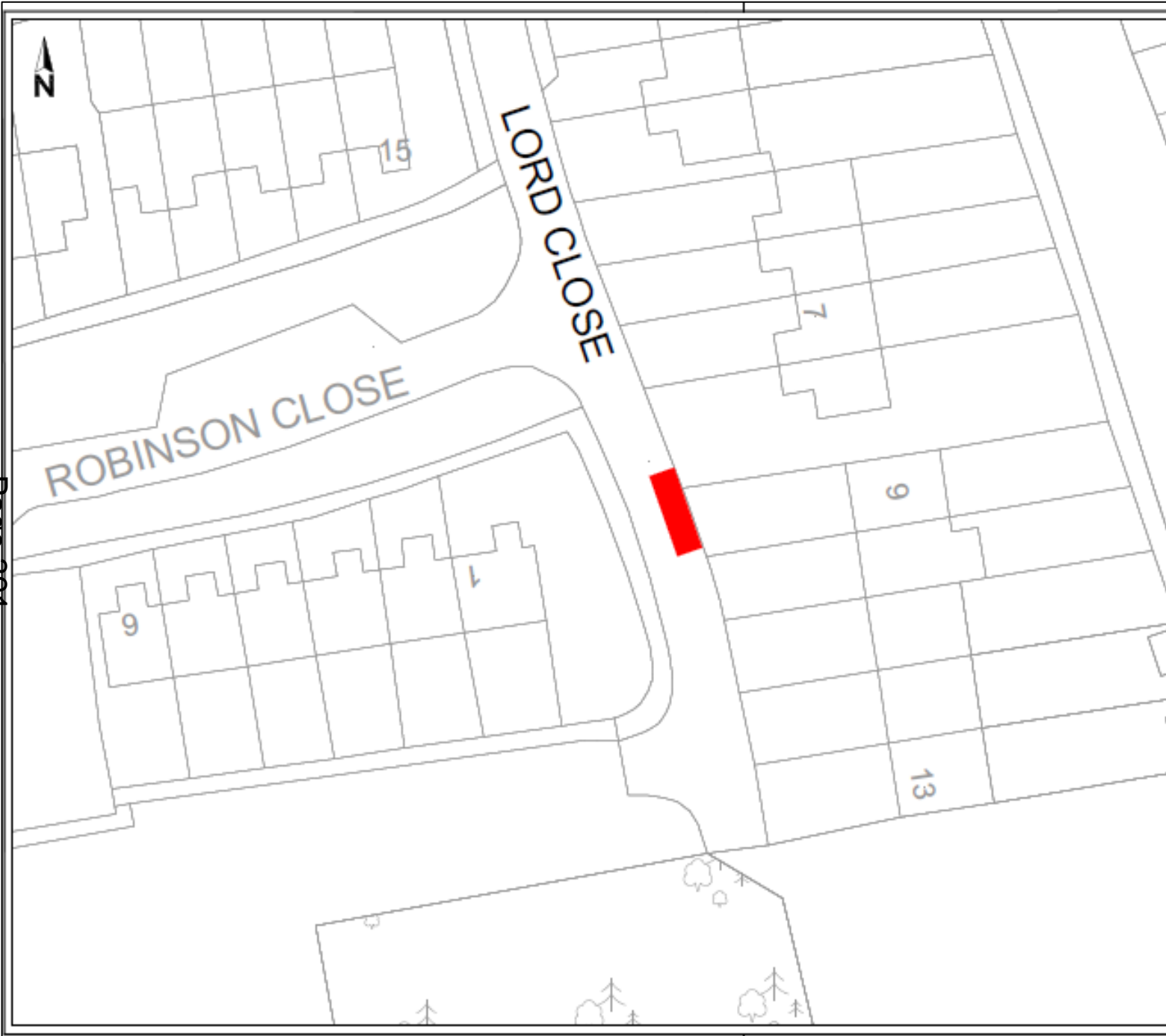
Scale	Drawn by	Checked by	Approved by
NTS	JAC		

Date drawn: 12/05  
 Date checked:  
 Date approved:

Oxfordshire Project No. & File Ref:


Drawing No:      Revisions: 0





Drawing No: **ANNEX 16**

**Key**

 Proposed removal of a disabled persons parking place

---

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE INFORMATION NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS:

**CONSTRUCTION**  
 (MARK NUMBER IF APPLICABLE)  
 (MARK NUMBER IF APPLICABLE)  
 (MARK NUMBER IF APPLICABLE)

**USE**  
 (MARK NUMBER IF APPLICABLE)  
 (MARK NUMBER IF APPLICABLE)  
 (MARK NUMBER IF APPLICABLE)

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Rev	Date	Purpose of revision	Drawn	Checked	Approved

**OXFORDSHIRE COUNTY COUNCIL**  
 Neil Farnes  
 Director  
 Environment and Highways  
 Oxfordshire County Council  
 County Hall  
 100, High Street  
 Oxford  
 OX1 1BD  
 Tel: 01865 211111

Project title:  
**CARTERTON  
 LORD CLOSE**

Drawing title:  
**DISABLED PERSONS  
 PARKING PLACES**

Drawing Status

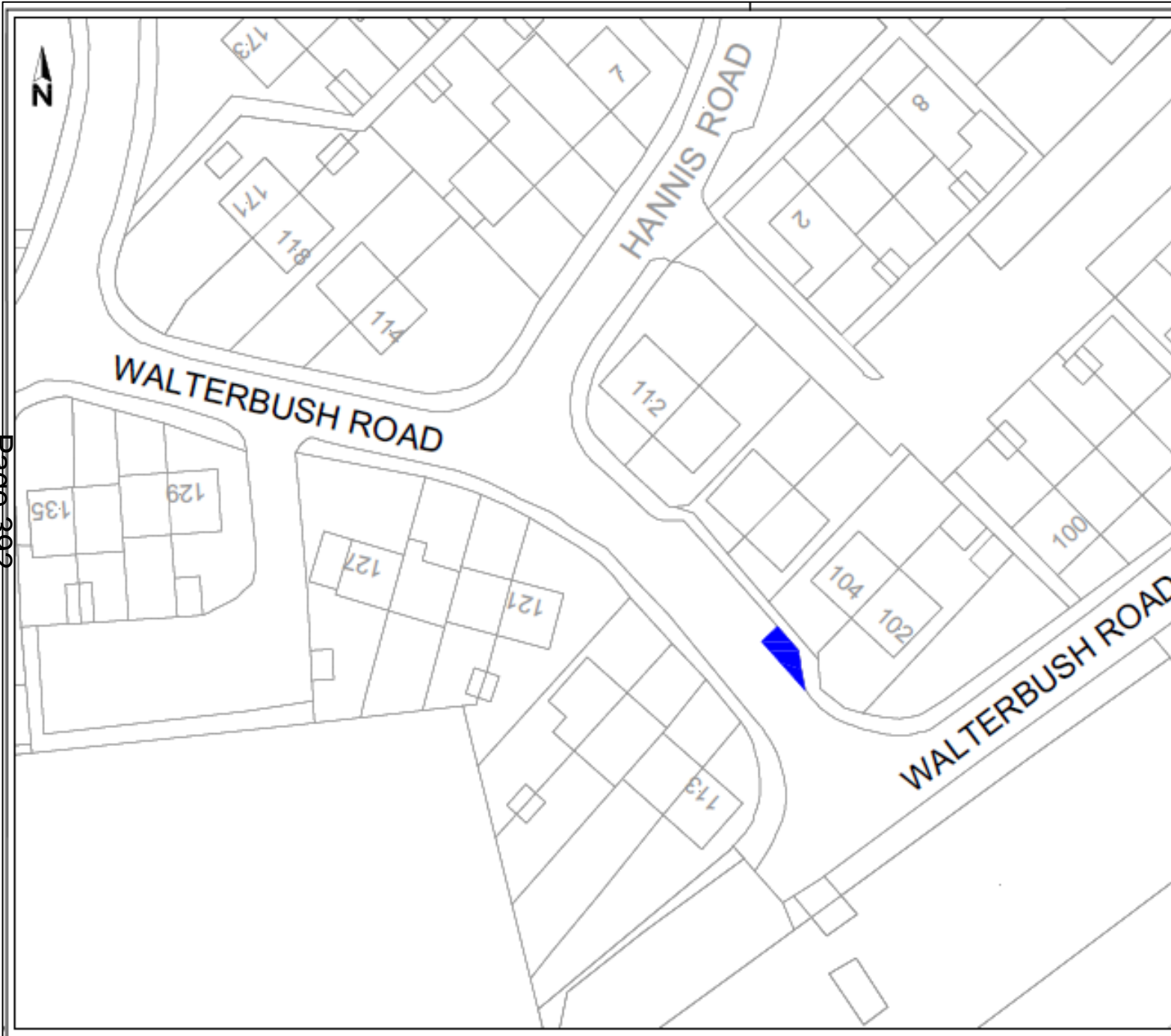
Scale	Drawn by	Checked by	Approved by
NTS	JaC		

Date drawn: 12/05  
 Date checked:    
 Date approved:  

Oxfordshire Project No. & File Ref:  


Drawing No:  

Revision: 0



Drawing No. **ANNEX 17**

**Key**

 Proposed new disabled persons parking place

---

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION  
 (DATE/TIME TICKET IF APPLICABLE)

MAINTENANCE/CLOSURE  
 (DATE/TIME TICKET IF APPLICABLE)

USE  
 (DATE/TIME TICKET IF APPLICABLE)


DEMOLITION/DEMOLITION  
 (DATE/TIME TICKET IF APPLICABLE)

---

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

---

 **OXFORDSHIRE COUNTY COUNCIL**

Local Partner  
 Environment and Highways  
 Oxfordshire County Council  
 County Hall  
 100 Cowley Road  
 Oxford  
 OX1 2JF  
 Tel: 01865 200 11 11

---

Project title

**CHIPPING NORTON  
 WALTERBUSH ROAD**

---

Drawing title

**DISABLED PERSONS  
 PARKING PLACES**

---

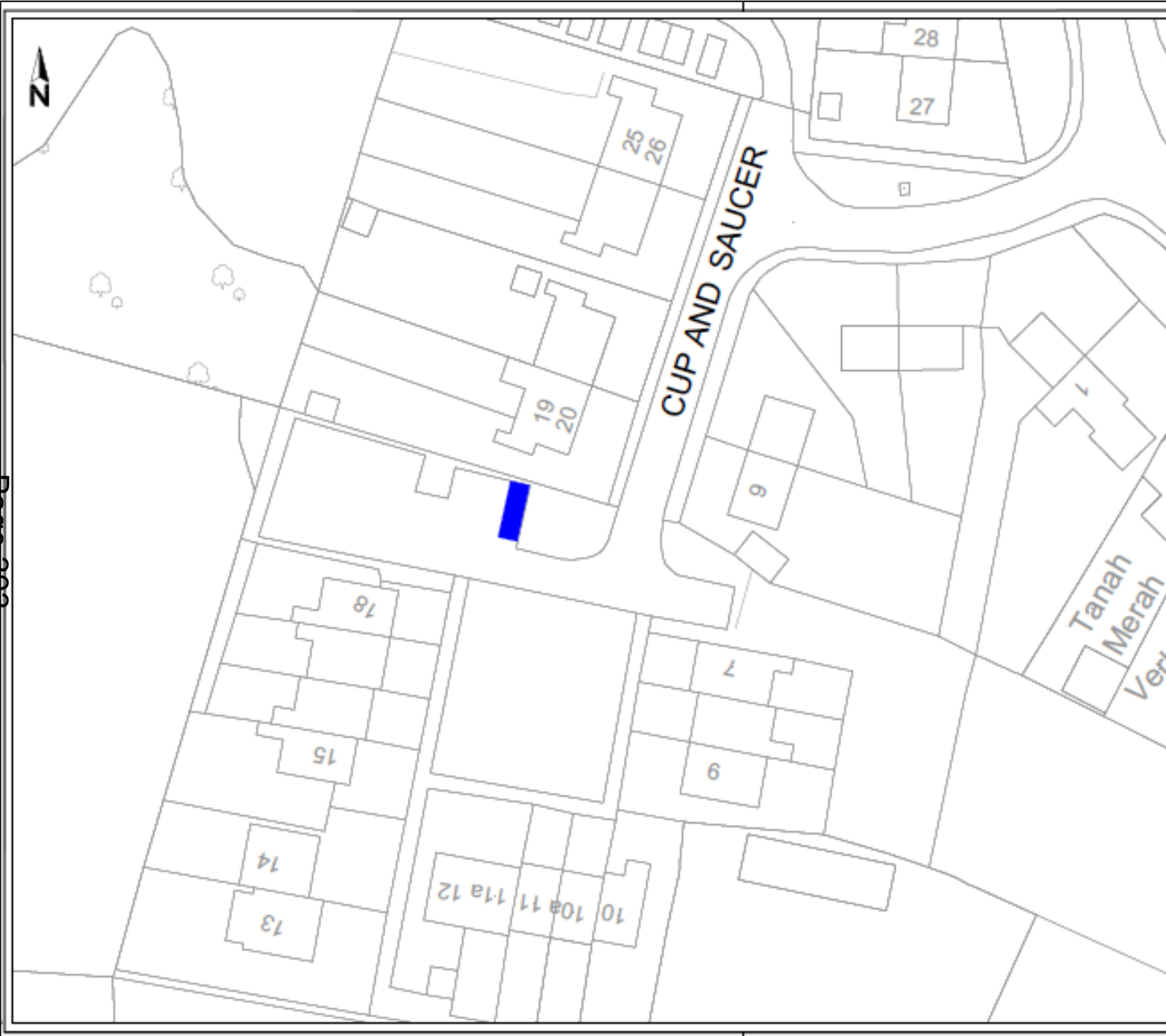
Drawing Status

Scale @ A3	Drawn by NTS	Checked by JnC	Approved by
	Date drawn 13/25	Date checked	Date approved

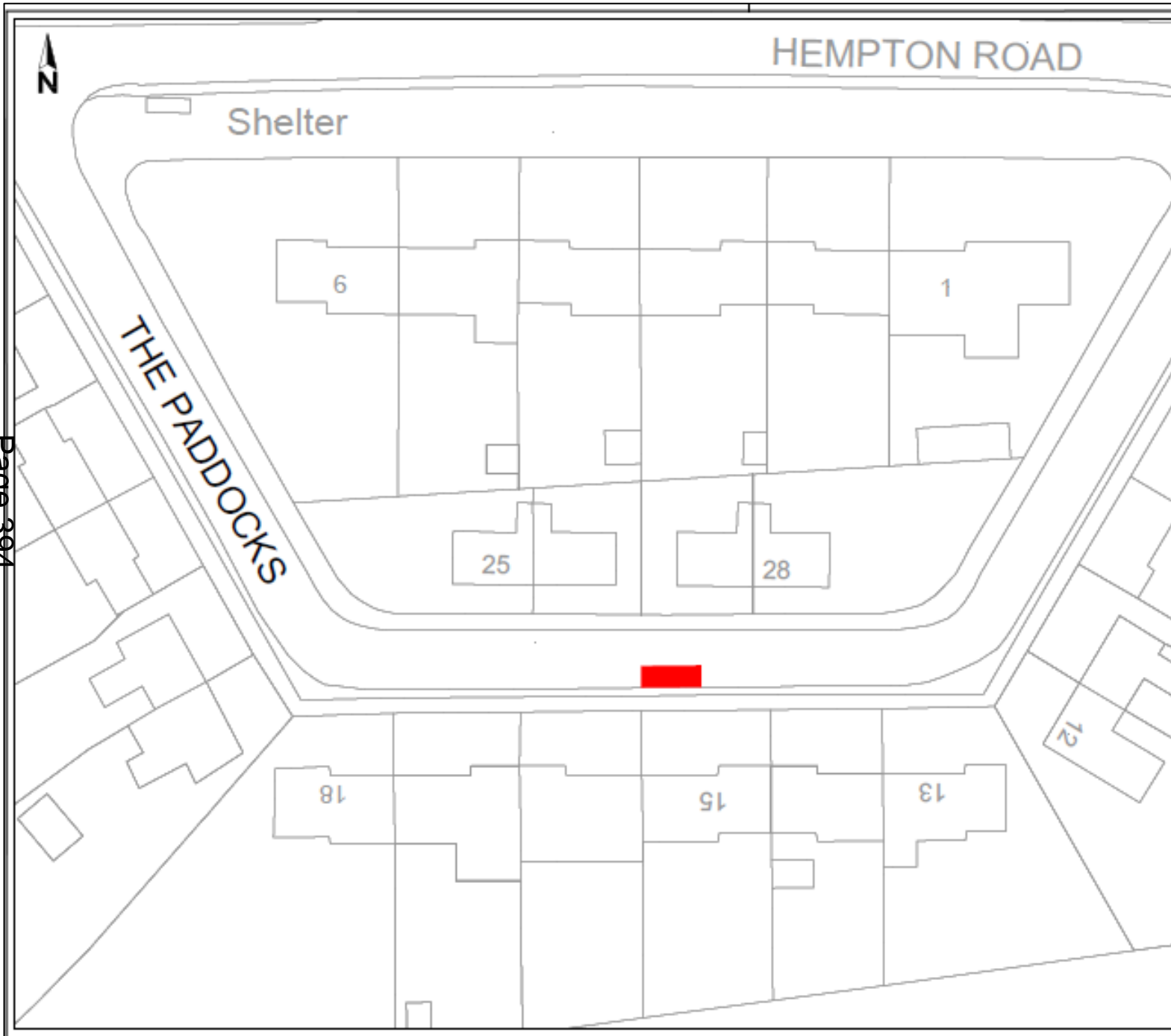
Oxfordshire Project No. & File Ref

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Drawing No. Revision **0**



Drawing No		<b>ANNEX 18</b>			
<b>Key</b>					
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<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b>					
IN ADDITION TO THE HAZARDS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS:					
<b>CONSTRUCTION</b>					
(ACTION NUMBER IF APPLICABLE)					
<b>MAINTENANCE/CLEANING</b>					
(ACTION NUMBER IF APPLICABLE)					
<b>USE</b>					
(ACTION NUMBER IF APPLICABLE)					
<b>DECOMMISSION/DEMOLITION</b>					
(ACTION NUMBER IF APPLICABLE)					
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Rev	Date	Purpose of revision	Drawn	Checked	Approved
<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 10px;">                 Neil Farnor                  Director                  Environment and Highways                  Oxfordshire County Council                  County Hall                  100, Abingdon Road                  Oxford                  OX1 2JG                  Tel: 01865 411111             </div>					
Project title					
<b>CROPREDY CUP AND SAUCER</b>					
Drawing title					
<b>DISABLED PERSONS PARKING PLACES</b>					
Drawing Status					
Drawn by	Checked by	Approved by			
NTS	JJC	Date checked	Date approved		
Date drawn	Date checked	Date approved			
12/05	12/05	12/05			
Oxfordshire Project No. & File Ref					
Drawing No					
Revision					
0					



Drawing No. **ANNEX 19**

**Key**  
 Proposed removal of a disabled persons parking place

---

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE WARNING SIGNS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION	(N/A) (N/A) (N/A) (N/A) (N/A) (N/A)
MAINTENANCE/REPAIRS	(N/A) (N/A) (N/A) (N/A) (N/A) (N/A)
USE	(N/A) (N/A) (N/A) (N/A) (N/A) (N/A)
DECOMMISSIONING/DEMOLITION	(N/A) (N/A) (N/A) (N/A) (N/A) (N/A)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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**OXFORDSHIRE COUNTY COUNCIL**  
Local Planning, Environment and Highways  
 Oxfordshire County Council  
 New Court  
 Oxford  
 OX1 1HS  
 Tel: 01865 200 11 11

---

Project title  
**DEDDINGTON THE PADDOCKS**

---

Drawing title  
**DISABLED PERSONS PARKING PLACES**

---

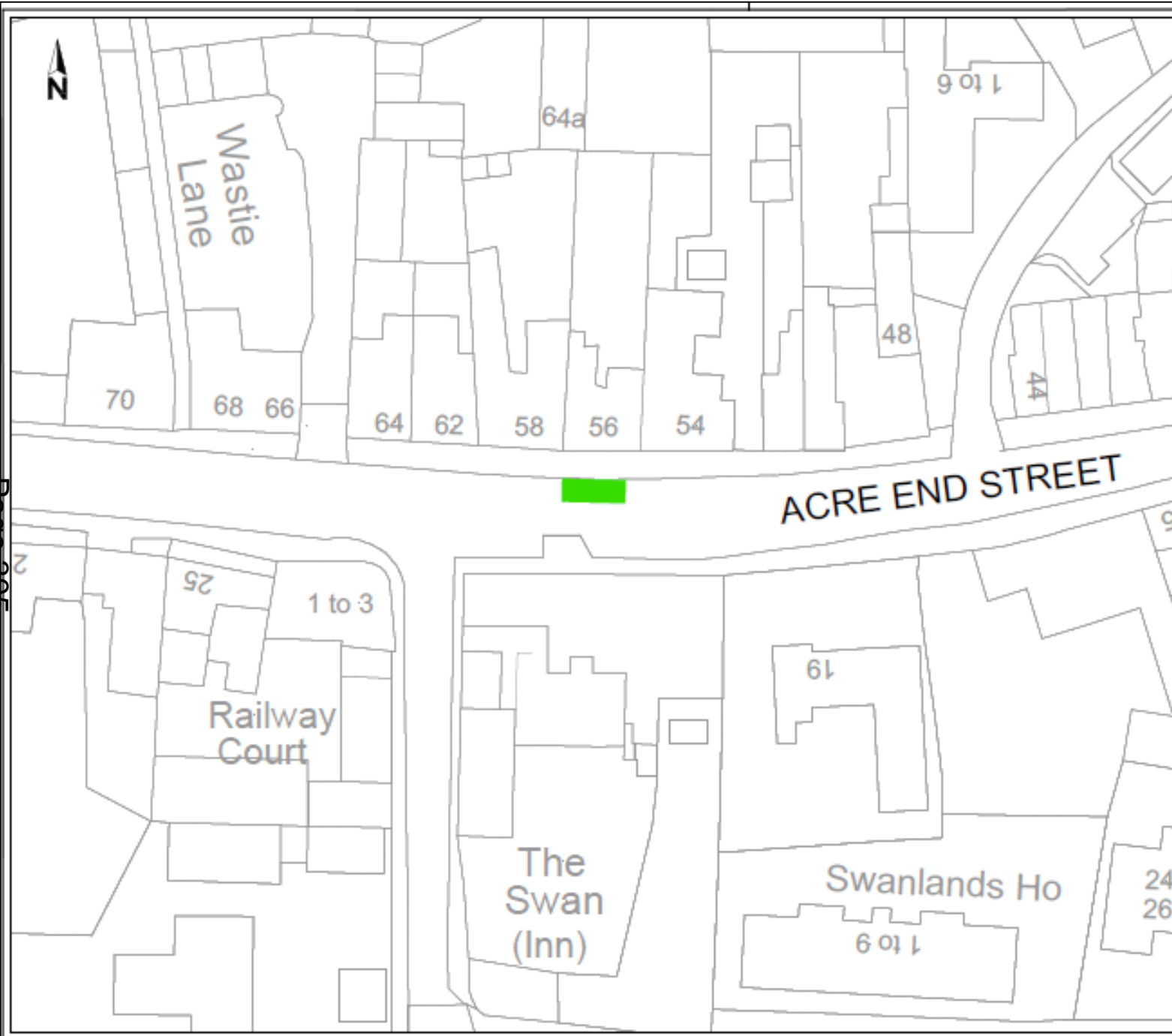
Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
NTS	Jac	Jac	
	Date drawn	Date checked	Date approved
	13/25		


Oxfordshire Project No. & File Ref

---

Drawing No. Revision **0**



Drawing No. **ANNEX 20**

**Key**  
 Proposed formalisation of a disabled persons parking place

---

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
 IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION  
 (SAY/TAKE TICKET IF APPLICABLE)  
 MAINTENANCE/REPAIRS  
 (SAY/TAKE TICKET IF APPLICABLE)  
 USE  
 (SAY/TAKE TICKET IF APPLICABLE)  
 DEMOLITION/DEMOLITION  
 (SAY/TAKE TICKET IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

**OXFORDSHIRE COUNTY COUNCIL**  
 Local Planning, Environment and Highways  
 Oxfordshire County Council  
 County Hall  
 100, Cowley Road  
 Oxford, OX4 1JF  
 Tel: 01865 200111

Project title  
**EYNSHAM  
 ACRE END STREET**

Drawing title  
**DISABLED PERSONS  
 PARKING PLACES**

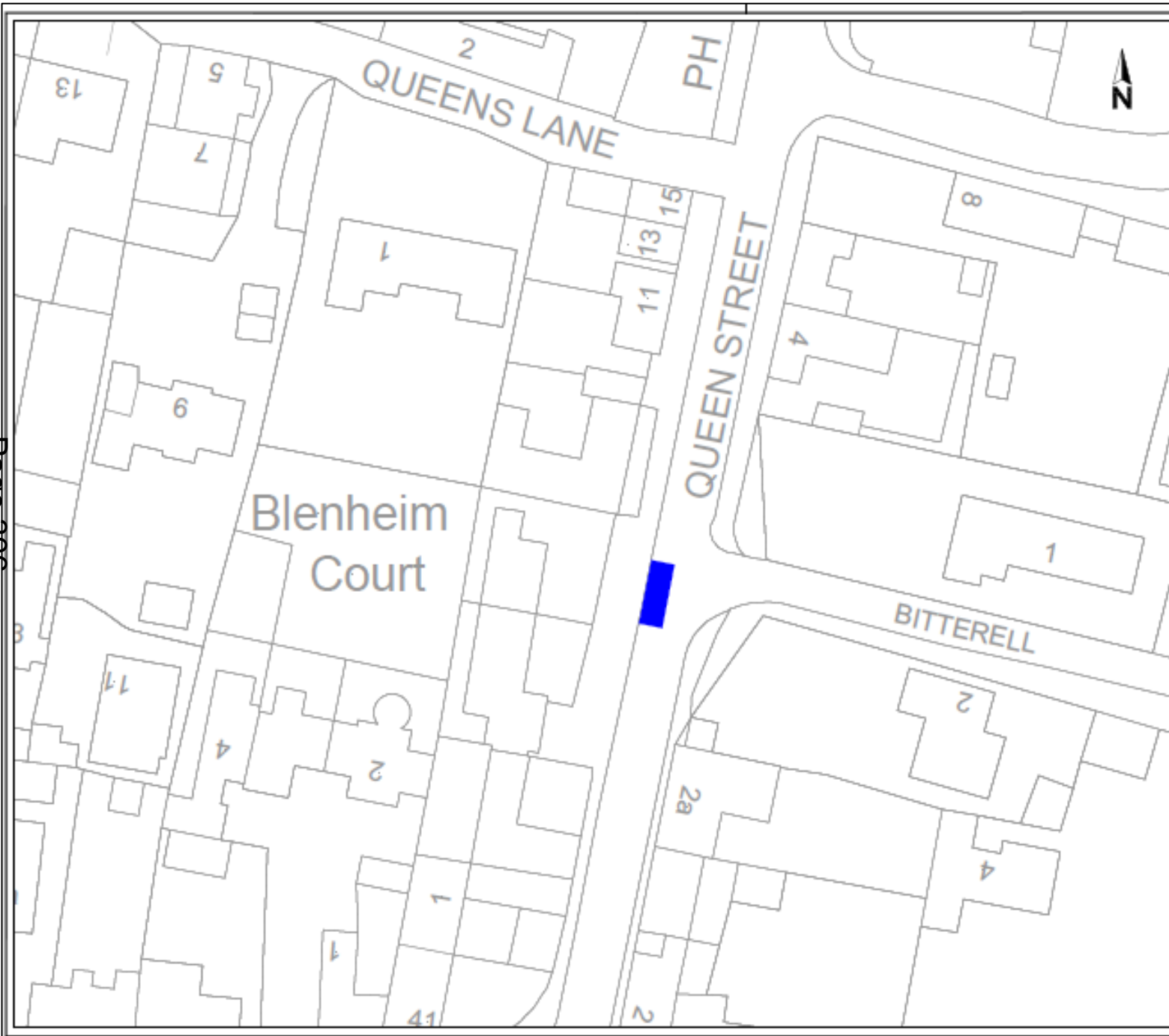
Drawing Status

Scale (if A3)	Drawn by	Checked by	Approved by
NTS	JaC		

Date drawn: 12/25  
 Date checked:    
 Date approved:  

Oxfordshire Project No. & File Ref

Drawing No. Revised: 0



Drawing No: **ANNEX 21**

**Key**

- Proposed new disabled persons parking place

---

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION (WHICH MAY BE APPLICABLE)

MAINTENANCE/CLEANING (WHICH MAY BE APPLICABLE)

OPERATION (WHICH MAY BE APPLICABLE)

DISMANTLING/DEMOLITION (WHICH MAY BE APPLICABLE)

---

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Rev	Date	Purpose of revision	Drawn	Checked	Approved

---

**OXFORDSHIRE COUNTY COUNCIL**

Local Partner  
 Greater than  
 Environment and Highways  
 Oxfordshire County Council  
 County Hall  
 100 High Street  
 Oxford  
 OX1 1JG  
 Tel: 01865 343111

---

**Project title**

EYNSHAM  
 QUEEN STREET

---

**Drawing title**

DISABLED PERSONS  
 PARKING PLACES

---

**Drawing Status**

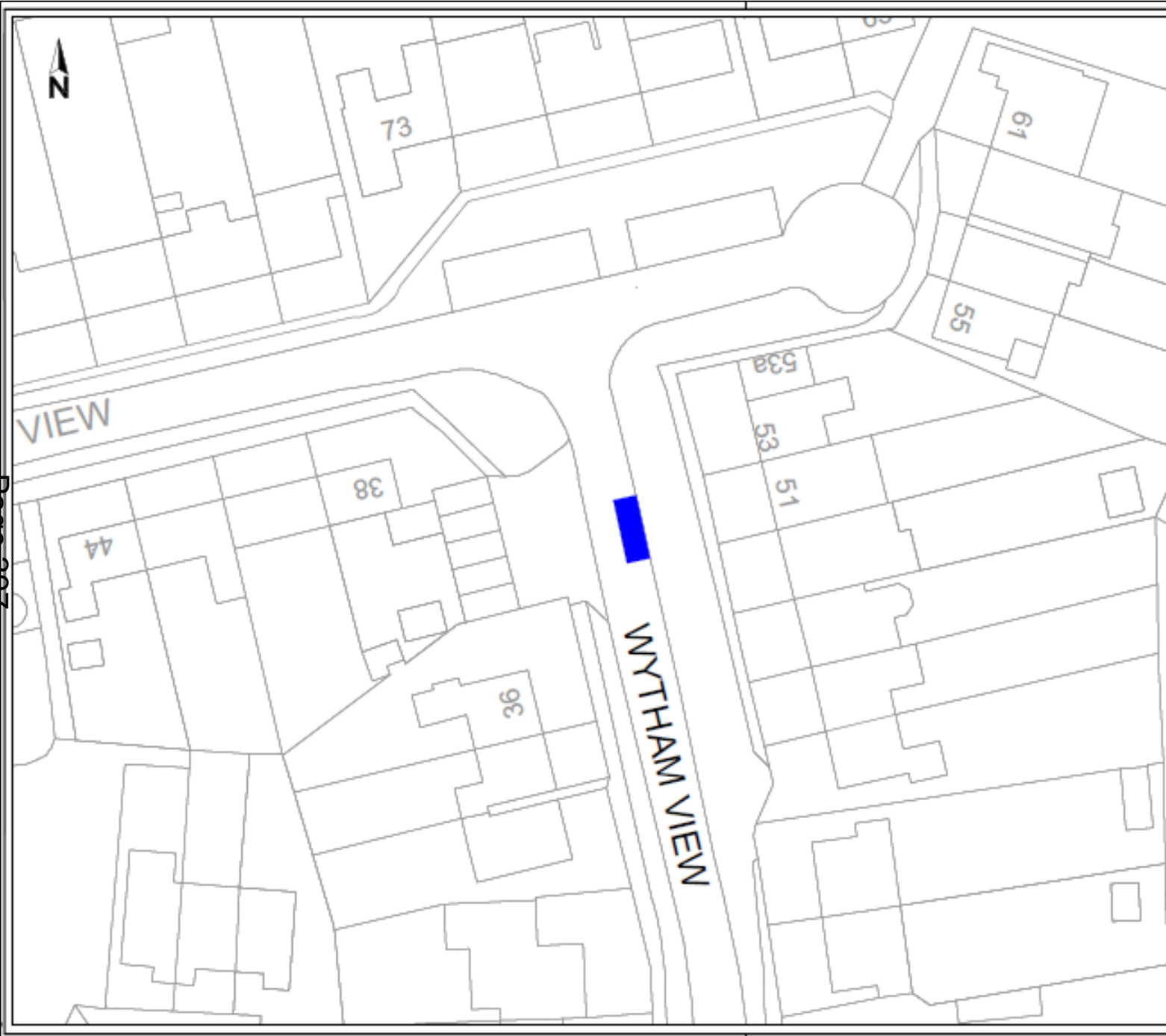
Scale	Drawn by	Checked by	Approved by
NTS	JAC	JAC	JAC
	Date drawn 12/25	Date checked	Date approved

---

Oxfordshire Project No. & File Ref


---

Drawing No. Revised



Drawing No. **ANNEX 22**

**Key**

 Proposed new disabled persons parking place

---

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE WARNINGS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION  
 (ENTER TICKBOX IF APPLICABLE)

MAINTENANCE/REPAIRS  
 (ENTER TICKBOX IF APPLICABLE)

USE  
 (ENTER TICKBOX IF APPLICABLE)


OPERATION/DECOMMISSION/DEMOLITION  
 (ENTER TICKBOX IF APPLICABLE)

---

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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 **OXFORDSHIRE COUNTY COUNCIL**

Local Council  
 Environment and Highways  
 Oxfordshire County Council  
 County Hall  
 New Town  
 Oxford  
 OX1 1HS  
 Tel: 01865 200 11 11

---

Project title  
**EYNSHAM  
 WYTHAM VIEW**

---

Drawing title  
**DISABLED PERSONS  
 PARKING PLACES**

---

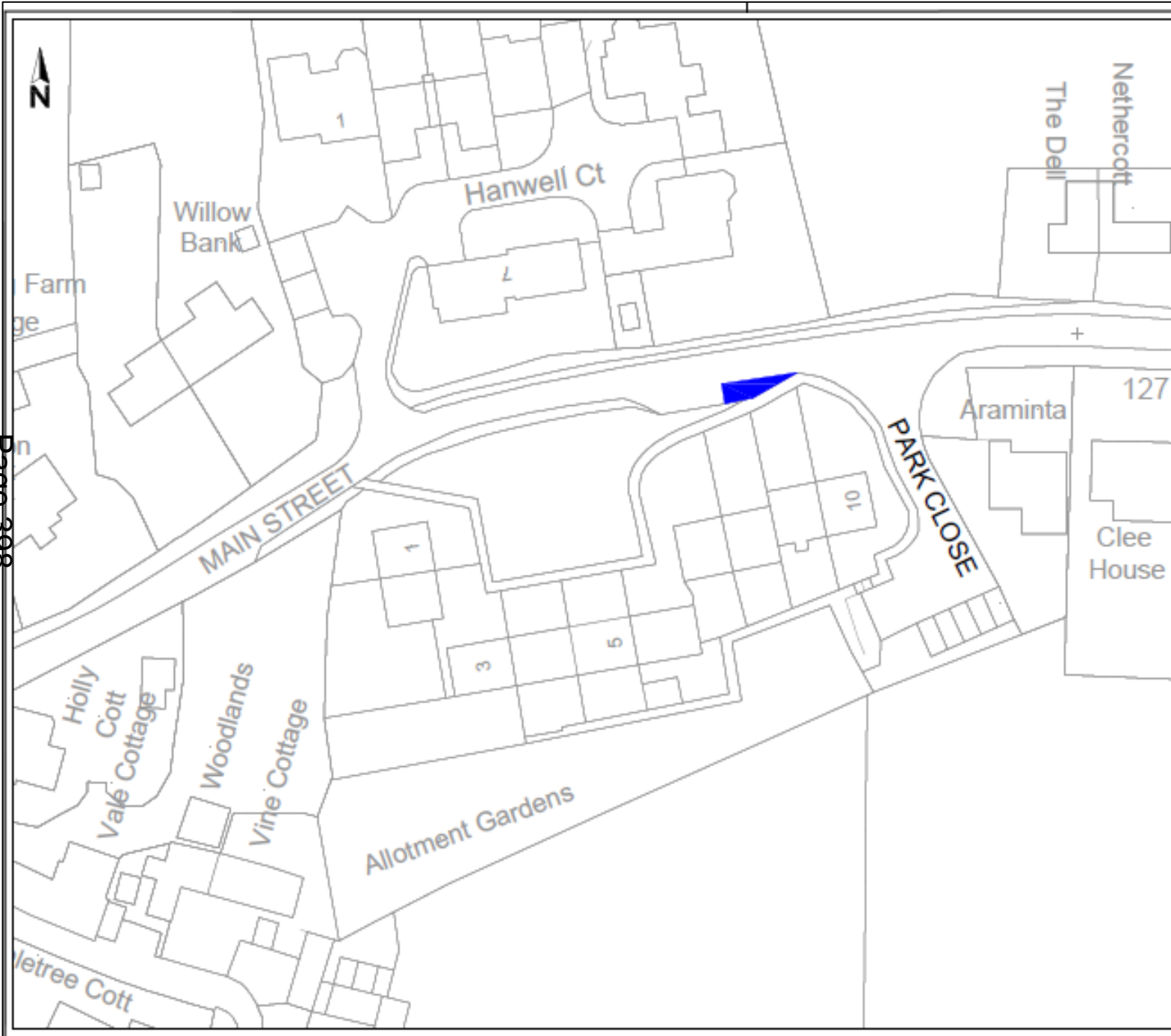
Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
NTS	JwC		
	Date drawn 12/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

---

Drawing No. Revision



**Key**

Proposed new disabled persons parking place

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION	(N/A) (N/A) (N/A) (N/A) (N/A)
MAINTENANCE/OPERATIONS	(N/A) (N/A) (N/A) (N/A) (N/A)
USE	(N/A) (N/A) (N/A) (N/A) (N/A)
DECOMMISSION/DEMOLITION	(N/A) (N/A) (N/A) (N/A) (N/A)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

**OXFORDSHIRE COUNTY COUNCIL**

Dept. Manager  
 Environmental and Highways  
 Oxfordshire County Council  
 County Hall  
 100, Abingdon Road  
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 Tel: 01865 200111

Project title

**HANWELL  
PARK CLOSE**

Drawing title

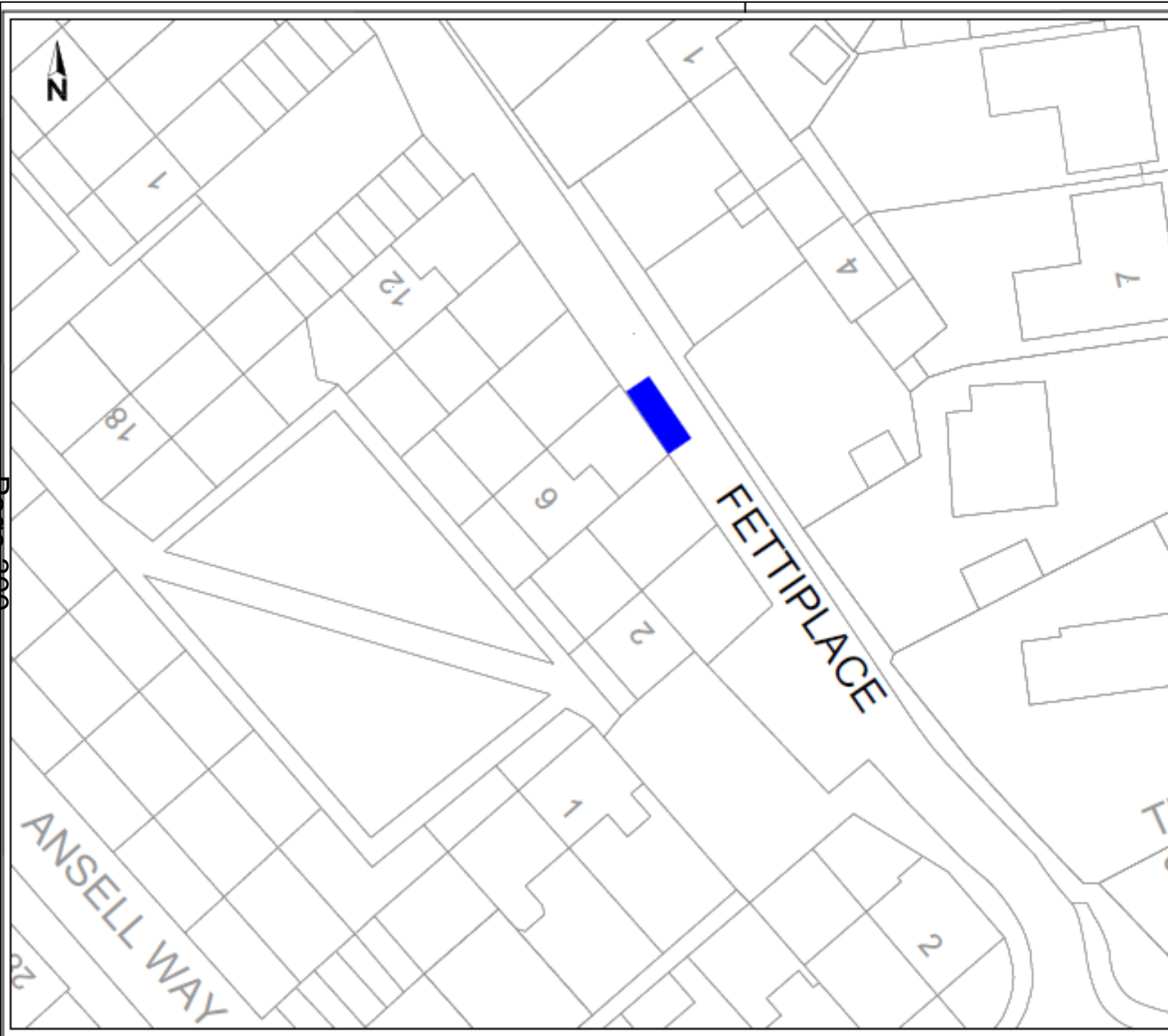
**DISABLED PERSONS  
PARKING PLACES**

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
NTS	JaC 12/25	JaC	
Date drawn		Date checked	Date approved

Operational Project No. 574 Ref

Drawing No.	Revision
	0



Drawing No: **ANNEX 24**

**Key**

- Proposed new disabled persons parking place

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**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE REQUIREMENTS NORMALLY ASSOCIATED WITH THE TYPE OF WORK SPECIFIED ON THIS DRAWING, NOTE THE FOLLOWING EQUIPMENT RESOURCES:

CONSTRUCTION  
(ENTER TICKET IF APPLICABLE)

MAINTENANCE/CLEANING  
(ENTER TICKET IF APPLICABLE)

USE  
(ENTER TICKET IF APPLICABLE)

PERFORMANCE/QUALIFICATION  
(ENTER TICKET IF APPLICABLE)

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Rev	Date	Purpose of revision	Drawn	Checked	Approved

**OXFORDSHIRE COUNTY COUNCIL**  
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Project title:  
**MILTON UNDER WYCHWOOD  
FETTIPLACE**

Drawing title:  
**DISABLED PERSONS  
PARKING PLACES**

Drawing Status:

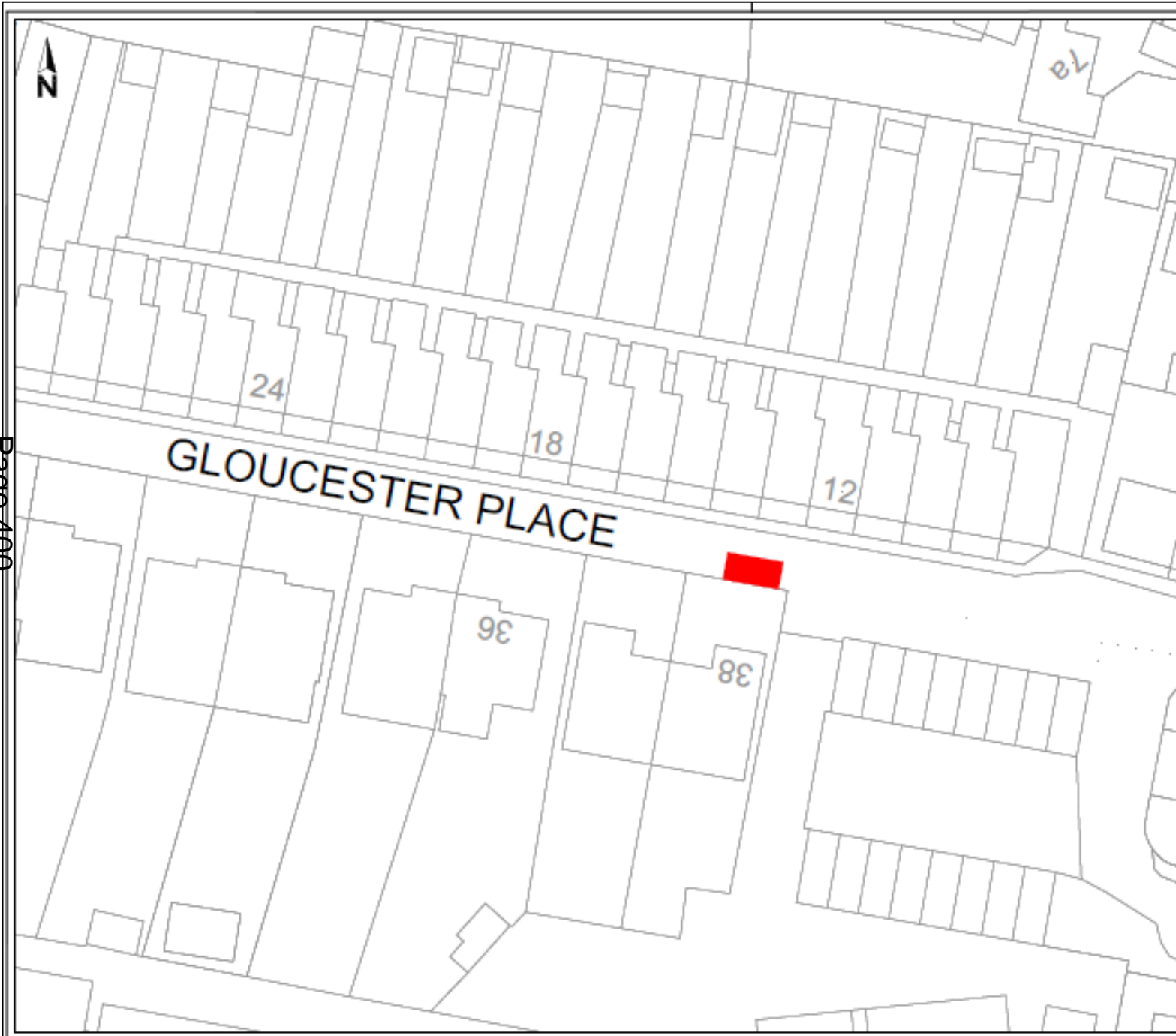
Scale	Drawn by	Checked by	Approved by
NTS	JAC	JAC	

Date drawn: 13/05  
 Date checked:    
 Date approved:  


Oxfordshire Project No. & File Ref:  

Drawing No:  

Revised: 0



Drawing No: **ANNEX 25**

**Key**  
 Proposed removal of a disabled persons parking place

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**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE INFORMATION NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS:

CONSTRUCTION	(N/A) (N/A)
MAINTENANCE/REPAIRS	(N/A) (N/A)
USE	(N/A) (N/A)
DECOMMISSIONING/DEMOLITION	(N/A) (N/A)

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Rev	Date	Purpose of revision	Drawn	Checked	Approved

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---

Project title:  
**WITNEY  
 GLOUCESTER PLACE**

---

Drawing title:  
**DISABLED PERSONS  
 PARKING PLACES**

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Drawing Status

Scale: 1:100	Drawn by: JAC	Checked by:	Approved by:
NTS	Issue drawn: 13/25	Date checked:	Date approved:

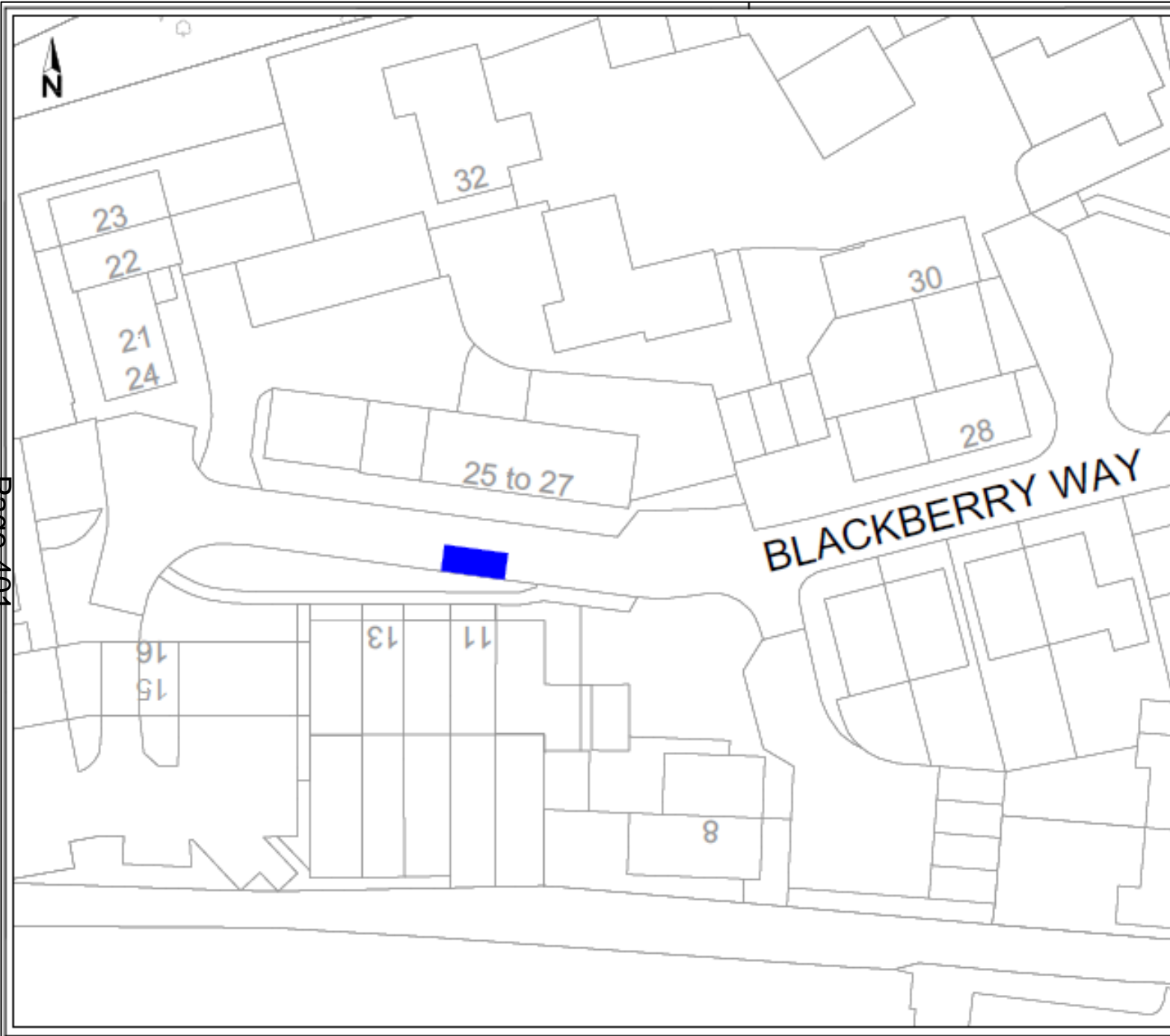
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Oxfordshire Project No. & File Ref:

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Drawing No: \_\_\_\_\_

Revised: **0**



Drawing No. **ANNEX 26**

**Key**

Proposed new disabled persons parking place

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**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARD(S) NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION  
(ENTER TICKBOX IF APPLICABLE)

MAINTENANCE/OPERATION  
(ENTER TICKBOX IF APPLICABLE)

USE  
(ENTER TICKBOX IF APPLICABLE)

OPERATION/DECOMMISSION/DEMOLITION  
(ENTER TICKBOX IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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**OXFORDSHIRE COUNTY COUNCIL**

Head Office  
Department for  
Environment and Highways  
Cotton Road  
New Place  
Oxford  
OX1 1BD  
Tel: 01865 200111

---

Project title

**WOODSTOCK  
BLACKBERRY WAY**

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Drawing title

**DISABLED PERSONS  
PARKING PLACES**

---

Drawing Status

Scale	Drawn by	Checked by	Approved by
NTS	JwC		

Date drawn	Date checked	Date approved
12/25		

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Oxfordshire Project No. & File Ref

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Drawing No. Revision

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(e2) Cherwell District Council	<b>No objection</b>
(e3) Cllr Mark Walker	<b>No objection</b>
(e4) Cllr for Bicester	<b>No objection</b>

- Abbey Road - No.8 (Banbury) - Proposed new DPPP

(1) Local Resident, (Banbury)	<b>Object</b> (Abbey Road - No.8) – No online comment
(2) Local Resident, (Banbury)	<b>Object</b> (Abbey Road - No.8) – I would like to make you aware that there is not enough parking spaces in the street for the amount of cars that the residents have in the street already cars are parked all over the street not all in bays we already have 2 disabled parking bays and a further 3 more will make it even harder for residents to park as 5 spaces in one little cul-de-sac is rather excessive I also believe that the people who already use the 2 existing ones are not actually disabled and can walk the short distance to their vehicle may I suggest that it is looked into especially at the weekends where there is nowhere to park.
(3) Local Resident, (Banbury)	<b>Object</b> (Abbey Road - No.8) – The parking is bad enough down Abbey Road as it stands there's not enough room for local residents and putting extra disable bays will make the situation worst. Residents are having to park on the island or along Cromwell Road. The resident at number 33 has at least six cars in the parking bays plus cars on his drive maybe addressing this situation would resolve parking issues.

(4) Local Resident, (Banbury)	<b>Object</b> (Abbey Road - No.8) – No online comments
(5) Local Resident, (Banbury)	<b>Object</b> (Abbey Road - No.8) – No online comments
(6) Local Resident, (Banbury)	<b>Object</b> (Abbey Road - No.8) – There will be nowhere to park, and the disabled member doesn't even live in that house.

- Abbey Road – No.19 (Banbury) - Proposed new DPPP

(7) Local Resident, (Banbury)	<b>Object</b> (Abbey Road – No.19) – No online comment
(8) Local Resident, (Banbury)	<b>Object</b> (Abbey Road – No.19) – No online comment

- Abbey Road – No. 20 (Banbury) – Proposed new DPPP

(9) Local Resident, (Banbury)	<b>Object</b> (Abbey Road – No. 20) – No online comment
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- Angus Close (Banbury) – Proposed new DPPP

(10) Local Resident, (Banbury)	<b>Object</b> (Angus Close) – Absolutely object to disabled parking outside 16 Angus close. Parking is already difficult and overcrowded due to residents having multiple cars per home. Having a disabled parking spot would decrease parking spaces and the resident who is requesting space always parks in front of his house so do not see how this would benefit them.
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(11) Local Resident, (Banbury)	<b>Object</b> (Angus Close) – Angus Close has very limited parking as it is. With not enough parking bays for the number of houses in the close. My wife is also disabled and can't walk very far and is disabled. We have to climb 13 steps to get up the car park. I have had to park in the next street sometimes and walk home. I can't leave my wife near the house as she has dementia and would walk off. There is a large piece of waste ground which could be used for parking if it was concreted over. If you put a parking bay outside number 16 can I have one as well? With so many cars and limited spaces this will take up another space please do something for all residents of Angus Close. I would be happy to pay for a parking space on the concrete if you done it. Sometimes I decide not to go out as it's a stressful time when you get home and can't find a parking place.
(12) Local Resident, (Banbury)	<b>Object</b> (Angus Close) – Concerned what happens if residents leave that property. Is the disabled bay removed. Concerned about the residents driving due to their health conditions.
(13) Local Resident, (Banbury)	<b>Concerns</b> (Angus Close) – No online comments
(14) Local Resident, (Banbury)	<b>Concerns</b> (Angus Close) – I understand the news for the space, my only concern is that the space is places in what should be a turning circle and not parking. If this area is now officially used as car parking, can normal bays also be mapped so parking can be efficient and it may encourage less cars to park on the pavements.
(15) Local Resident, (Banbury)	<b>Support</b> (Angus Close) – We strongly agree to the disabled parking bay.
(16) Local Resident, (Banbury)	<b>Support</b> (Angus Close) – I am in full agreement to allowing this as I hold a blue badge. Please will you look favourably at this.
(17) Local Resident, (Banbury)	<b>Support</b> (Angus Close) – No online comments

- Arundel Place (Banbury) - Proposed new DPPP

<p>(18) Local Resident, (Banbury)</p>	<p><b>Object</b> (Arundel Place) - I have received your letter suggesting a disabled parking space in Arundel Place and have to say that this is incendiary nonsense.</p> <p>These houses were built at a time when the council did not have the insight to realise that houses would have two cars on average. At the time it was less than one car a household. Consequently, parking is a real issue and a major cause of conflicts in the area. Randomly adding a disabled space to this will serve to exacerbate community conflicts for which the Council will be responsible!</p> <p>About eight years ago a spot here (Arundel Place) had been designated as disabled parking. This had proven so conflictual and inappropriate that it was removed. Now you want to recreate this conflict.</p> <p>All the houses in this cul-de-sac are unsuitable for people with disabilities. As the stock is now mainly social housing, they could not place a disabled person here. The reason being that there are only upstairs toilets and the stairs are deliberately narrow (cost cutting!) requiring people to step on toes to ascend or descend. They are dangerous in their own right and certainly not suited to people with any form of mobility issues. I have had two visitors fall on these stairs!</p> <p>This suggestion of a disabled parking space appears very misguided and lacking in understanding of the issues. I trust that you will act sensibly and drop this whim without causing unnecessary social conflict.</p>
<p>(19) Local Resident, (Banbury)</p>	<p><b>Object</b> (Arundel Place) – No online comments</p>
<p>(20) Local Resident, (Banbury)</p>	<p><b>Concerns</b> (Arundel Place) – No online comments</p>
<p>(21) Local Resident, (Banbury)</p>	<p><b>Concerns</b> (Arundel Place) – The parking space in Arundel which is proposed will cause issues with parking on the street. I would submit that either a dropped curb to park on the properties from garden would be more suitable or the space it moved to a corner space, so that we do not lose one parking spot with the proposed placement.</p>

(22) Local Resident, (Banbury)	<b>Support</b> (Arundel Place) – No online comments
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- Bretch Hill (No.327) (Banbury) - Proposed new DPPP

(23) Local Resident, (Banbury)	<b>Support</b> (Bretch Hill No.327) – No online comment
(24) Local Resident, (Banbury)	<b>Support</b> (Bretch Hill No.327) – No online comments

- Devon Way (Banbury) - Proposed removal of a DPPP

(25) Local Resident, (Banbury)	<b>Support</b> (Devon Way - removal) – No online comments
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- Edmunds Road (Banbury) - Proposed removal of a DPPP

(26) Local Resident, (Banbury)	<b>Object</b> (Edmunds Road - removal) – I am a blue badge holder and have rheumatoid arthritis which is very painful. I have a carer who takes me out most days, I find it hard to walk to the car at the top of the path, so would very much like to keep the disabled bay. We have trouble with taxis parking in the disabled bays all day and night. I do hope that you can help so I can get out a little.
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- Guernsey Way (Banbury) - Proposed new DPPP

(27) Local Resident (Banbury)	<b>Support</b> (Guernsey Way) – No online comments
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(28) Local Resident (Banbury)	<b>Support</b> (Guernsey Way) – No online comments
(29) Local Resident (Banbury)	<b>Support</b> (Guernsey Way) – No online comments
(30) Local Resident (Banbury)	<b>Support</b> (Guernsey Way) – No online comments

- High Furlong (Banbury) - Proposed new DPPP

(31) Local Resident (Banbury)	<b>Object</b> (High Furlong) – No online comments
(32) Local Resident (Banbury)	<b>Concerns</b> (High Furlong) – It is noted that there was a previous application for a disabled parking space in this vicinity of the proposal that was rejected without consultation. In fact, it was never acknowledged by Council that application had been made save for the rejection. There was not even an assessment.
(33) Local Resident (Banbury)	<b>Concerns</b> (High Furlong) – I note that an application for a parking bay in this road was rejected! and I am concerned that a full-size disabled bay would reduce the amount of parking space available - which is already a premium. Many cars are parked on the footpath, making access difficult for other disabled pedestrians and parents with pushchairs. If parking could be improved in High Furlong, then I would have no concern, but in the present situation, I am worried that I (who has a blue badge myself) wouldn't be able to park outside my house.

- Penrhyn Close (Banbury) - Proposed new DPPP

(34) Local Resident (Banbury)	<b>Object</b> (Penrhyn Close) – In relation to Penrhyn Close Banbury it will cause issues with parking and chaos with bin men and traffic in and out of Penrhyn also issues with the dropped down curb that people on a daily basis try and use that can't due to cars everywhere. I don't think this is necessary to have parking outside number 17 it's very nasty on the bend of Penrhyn. I strongly advise against this as already had a bump with a car where 17 plot will be.
(35) Local Resident (Banbury)	<b>Object</b> (Penrhyn Close) - In residential areas these should focus on immediate concerns for local residents not fulfilling a quota across the county.
(36) Local Resident (Banbury)	<b>Object</b> (Penrhyn Close) - I'm objecting to the proposed disabled bay in Penrhyn Close, Banbury. This is due to the street already being extremely congested with vehicles. People quite often already park either on the roadside, on the path outside their homes or elsewhere and walk back to their property. Adding a disabled bay will only make parking more difficult for the residents on the street. There isn't a resident on this street in the immediate area of the proposed bay that will benefit from this and will cause residents already living here issues.
(37) Local Resident (Banbury)	<b>Support</b> (Penrhyn Close) – No online comments

- Portway (Banbury) - Proposed new DPPP

(38) Local Resident (Banbury)	<b>Object</b> (Portway) – I strongly object to the disabled parking bay. I ask that serious consideration is given to the effect this would have on my wellbeing and my father's mobility needs, and that another location is selected.
(39) Local Resident (Banbury)	<b>Object</b> (Portway) – I am strongly against the idea of the location of the disabled bay. It restricts access, I suggest you put one next to the property on the other side of the block, exactly like the one i have on the plan. If you insist on going ahead with this, I will seek legal advice.

(40) Local Resident (Banbury)	<b>Object</b> (Portway) – Based on the available information, the individual is not disabled. She consistently mobilises independently without any support. Although she previously used a walking stick, this was only for a short, temporary period. These details are factual, in my professional opinion, she does not meet the criteria for disability Parking.
(41) Local Resident (Banbury)	<b>Object</b> (Portway) – No online comments
(42) Local Resident (Banbury)	<b>Object</b> (Portway) – Poor parking provision for residence currently
(43) Local Resident (Banbury)	<b>Object</b> (Portway) – No online comments
(44) Local Resident (Banbury)	<b>Object</b> (Portway) – No online comments
(45) Local Resident (Banbury)	<b>Object</b> (Portway) – No online comments
(46) Local Resident (Banbury)	<b>Object</b> (Portway) – I am a resident of Portway. I object to the new proposed disabled bay making it hard for us to park. The lady who has requested the disabled bay has already created her own disabled bay by put disabled parking stickers on her garage, which all the residents respect and leave clear for her to park.
(47) Local Resident (Banbury)	<b>Object</b> (Portway) –There is already significant tension between our household and the applicants for the existing disabled parking space. Approving this location would likely escalate the situation and make it extremely difficult for us to avoid further conflict. We go out of our way to avoid them whenever possible.
(48) Local Resident (Banbury)	<b>Concerns</b> (Portway) – I am aware who on the street this space is for, and whilst we have no objections to the space, I do object to her monopolising another space in the street whilst potentially having this proposed disabled bay as well. The lady in question rents a garage from Sanctuary Housing, on this garage door she had placed

	various stickers, some detailing that “disabled access is needed” and “no parking - garage in constant use” - amongst others, she does not use the garage for its intended purpose, or storage, but instead uses the space in front of it to currently park her vehicle. Therefore, should this disabled space be approved this space in front of this garage cannot be used just for her purpose, and therefore giving her 2 spaces in effect. Parking on this particular section of Portway is already extremely limited, I do not think it appropriate for her to have precedence over 2 spaces in the area.
(49) Local Resident (Banbury)	<b>Concerns</b> (Portway) – No comments online
(50) Local Resident (Banbury)	<b>Concerns</b> (Portway) – No comments online
(51) Local Resident (Banbury)	<b>Support</b> (Portway) – I’m emailing you about the disabled parking spot on Portway, Banbury, to go ahead as it’s for someone in need.
(52) Local Resident (Banbury)	<b>Support</b> (Portway) – I am a resident of Portway in Banbury, and I would like to stay i am more than happy for the disabled space to go ahead. If it helps someone.

- Union Street (Banbury) - Proposed new DPPP

(53) Local Resident (Banbury)	<b>Object</b> (Union Street) – No online comments
(54) Local Resident (Banbury)	<b>Support</b> (Union Street) – I have no objection to the planned disabled parking space. Any assistance provided to those who have a serious physical burden is to be welcomed.
(55) Local Resident (Banbury)	<b>Support</b> (Union Street) – I am supporting the bay proposed in Union Street as I too have walking difficulties and own a car. I also have disabled parking badges. There are many issues with parking. It would be a good idea to have two bays as there are two occupants that require disabled parking.

(56) Local Resident (Banbury)	<b>Support</b> (Union Street) – No online comments
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- Withycombe Drive (Banbury) - Proposed removal of a DPPP

(57) Local Resident (Banbury)	<b>Support</b> (Withycombe Drive - removal) – No online comments
(58) Local Resident (Banbury)	<b>Support</b> (Withycombe Drive - removal) – No online comments

- Hertford Close (Bicester) - Proposed new DPPP

(59) Local Housing Officer (Bicester)	<p><b>Concerns</b> (Hertford Close) – I have been given your contact details by one of my residents on Hertford Close regarding two extra disabled bays that have been applied for in Hertford Close. This is a general needs scheme (ex-sheltered) with very limited parking. I believe that if an extra two disabled bays are put in, there will no room for others and decrease the parking available which is currently limited for local residents.</p> <p>We are led to believe this is our land and think we need to consider the needs of others within the scheme.</p> <p>We are already experiencing issues with the bay already put in, with the resident that requested it, is telling people (even with a Blue Badge) to move their vehicles as this is solely for him. I was always led to believe that Disabled bays were for the use of anyone that had a blue badge. All residents are advised at Sign up that this is a non-allocated parking scheme.</p> <p>Please could you consider my comments whilst your decisions are being made.</p>
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- Langford Gardens (Bicester) - Proposed new DPPP

(60) Local Resident (Bicester)	<b>Object</b> (Langford Gardens) – No online comments
(61) Local Resident (Bicester)	<b>Concerns</b> (Langford Gardens) – Depending where in between the garages and Danes Road the space goes it may cause some issues with access for larger vehicles; would it be better located on Danes Road?

- Leach Road (Bicester) - Proposed new DPPP

(62) Local Resident (Bicester)	<b>Concerns</b> (Leach Road) – slightly to the right on my property there is a huge tree with large over hanging branches and allot of birds use it as a toilet I think that branches would need to be trimmed back.
(63) Local Resident (Bicester)	<b>Support</b> (Leach Road) – No online comments
(64) Local Resident (Bicester)	<b>Support</b> (Leach Road) – No online comments

- Lord Close (Carterton) - Proposed new DPPP

(65) Local Resident (Carterton)	<b>Support</b> (Lord Close) – No online comments
(66) Local Resident (Carterton)	<b>Support</b> (Lord Close) – No online comments
(67) Local Resident (Carterton)	<b>Support</b> (Lord Close) – No online comments

- Walterbush Road (Chipping Norton) - Proposed new DPPP

(68) Local Resident (Chipping Norton)	<b>Support</b> (Walterbush Road) – Support for disabled parking for my neighbour when it is hard to park your car outside your house.
(69) Local Resident (Chipping Norton)	<b>Support</b> (Walterbush Road) – I'm supporting my very good neighbours, who need this to make life a bit easier for them.
(70) Local Resident (Chipping Norton)	<b>Support</b> (Walterbush Road) – I live across the road and I'm therefore very aware of how much this would help the resident.
(71) Local Resident (Chipping Norton)	<b>Support</b> (Walterbush Road) – No online comments

- Cup and Saucer (Croprey) - Proposed new DPPP

(72) Local Resident (Croprey)	<p><b>Object</b> (Cup and Saucer) – I am writing to formally object to the proposal to introduce an additional disabled parking bay on our road.</p> <p>The road is small and already has two designated disabled parking spaces. In practice, the proposed additional space would not be close to any specific house. Any parking space along this road is equally close to—and equally far from—each of the surrounding properties, so the new designation would not provide a genuine accessibility benefit linked to a particular residence.</p> <p>There is currently sufficient parking available for all residents, and therefore no clear justification for allocating another designated bay. Introducing an additional disabled space would unnecessarily reduce general parking without addressing an actual shortage.</p> <p>Furthermore, there are several SORN vehicles occupying parking spaces on this road. I reported these vehicles to the council some time ago. Removing these unused vehicles would immediately create additional parking capacity for everyone, making the creation of a new designated space unnecessary.</p>
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	<p>Finally, this is a public parking area. It is unclear on what basis a single individual can request or expect a personally allocated space within a public car park, particularly when existing disabled parking provision is already in place and adequate.</p> <p>For the reasons outlined above, I respectfully request that the proposal for an additional disabled parking bay be reconsidered.</p>
(73) Local Resident (Croredy)	<b>Support</b> (Cup and Saucer) – We have no concerns regarding this proposal and are supportive of it.
(74) Local Resident (Croredy)	<b>Support</b> (Cup and Saucer) – No online comments
(75) Local Resident (Croredy)	<b>Support</b> (Cup and Saucer) – No online comments

- The Paddocks (Deddington) - Proposed removal of a DPPP

(76) Local Resident (Deddington)	<b>Object</b> (The Paddocks - removal) – No online comments
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- Acre End Street (Eynsham) - Proposed formalisation of a DPPP

(77) Local Resident (Eynsham)	<b>Support</b> (Acre End Street- formalisation) – No online comments
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- Queen Street (Eynsham) - Proposed new DPPP

<p>(78) Local Resident (Eynsham)</p>	<p><b>Object</b> (Queen Street) - I live on the 'non-parking' side of the road, which means that there is no parking space directly outside my house. The house opposite me already has a disabled persons parking bay. Number 9 Queen Street has a garage with a 'no-parking' white line. Further limiting the available parking spaces on this narrow street, in which there is already too much pressure on parking spaces, is to make a difficult parking situation worse. Double parking and on-pavement parking is frequently an issue, particularly with delivery drivers and others blocking the road. Every lost parking space compounds the problem. (By lost parking space, I refer to the fact that such disabled parking bays are often empty even when there is not a heavy demand for spaces)</p>
<p>(79) Local Resident (Eynsham)</p>	<p><b>Object</b> (Queen Street) - There is already a disabled parking space outside number 11 which is abused, the householder no longer drives or has a car, yet her son uses the disabled parking space and badge to use the space every day to park his car. There is extremely limited parking in Queen Street, and a second disabled parking space would further reduce the parking for the residents. Whilst i understand and appreciate the need for disabled parking spaces they are often abused.</p>
<p>(80) Local Resident (Eynsham)</p>	<p><b>Object</b> (Queen Street) - There are enough disabled spaces for genuinely disabled people. Being old and struggling to walk is not severe enough to warrant taking up a whole parking space by yourself. Plus, see people are to blame for their disabilities, e.g., obese people and many of the elderly who failed to keep fit.</p>
<p>(81) Local Resident (Eynsham)</p>	<p><b>Object</b> (Queen Street) - There is no formal requirement to do this, and the disabled bay is not near any shops. It is a residential area. I support a private bay if needed for someone, but this is not evident from the proposal. This would impact the sparce parking in Queen Street.</p>
<p>(82) Local Resident (Eynsham)</p>	<p><b>Concerns</b> (Queen Street) - Our neighbour is in his 90s and although not classed as disabled has trouble parking outside his own house at the best of times due to the number of cars being parked along here.</p>

- Wytham View (Eynsham) - Proposed new DPPP

(83) Local Resident (Eynsham)	<b>Support</b> (Wytham View) – We support this proposal to assist the mobility of our neighbour(s) and/or any visitors.
(84) Local Resident (Sonning Common)	<b>Support</b> (Wytham View) – Resident has a difficulty in walking.

- Park Close (Hanwell) - Proposed new DPPP

(85) Local Resident (Hanwell)	<b>Support</b> (Park Close) – Hi, i am actually a long-term disabled resident of Park Close, we have a nightmare of people just using our spaces/layby etc when visiting neighbours in the big homes opposite, this could be excellent.
(86) Local Resident (Hanwell)	<b>Support</b> (Park Close) – No online comments

- Fettiplace (Milton under Wychwood) - Proposed new DPPP

(87) Local Resident (Milton under Wychwood)	<b>Object</b> (Fettiplace) – I object for the following reasons. The road is not suitable for parking and not being wide enough. Emergency services will not get room to pass. The only suitable places for disabled bays are in the car spaces on Fettiplace or on Read Close. The residents are 3 people in a 3-bedroom house - if disabled, then they need to be rehoused into a 2-bedroom bungalow with parking, and the 3-bedroom house could be allocated to a family in need.
(88) Local Resident (Milton under Wychwood)	<b>Support</b> (Fettiplace) - I am writing to formally support the proposal for the Disabled Persons Parking Place. The designated spot is necessary for accessibility on this street. I have no objections and urge you to proceed with the scheme as soon as possible.

(89) Local Resident (Milton under Wychwood)	<b>Support</b> (Fettiplace) - I believe people who need disabled parking bays should get them.
(90) Local Resident (Milton under Wychwood)	<b>Support</b> (Fettiplace) - The occupant has very limited mobility and people who don't live in the street often park down it, making it very difficult for residents to park outside their own home.

- Gloucester Place (Witney) - Proposed removal of a DPPP

(91) Local Resident (Witney)	<b>Object</b> (Gloucester Place - removal) – I desperately need the disabled bay, as I couldn't walk as far as Woodford Way car park. I have MS, and whilst I have treatment to try and keep it at bay, there is no cure. I am hoping that I am allowed to keep the disabled space until the day I move and would be very grateful if you would allow that. I do not have a moving date yet.
(92) Local Resident (Witney)	<b>Support</b> (Gloucester Place - removal) – I fully support in the removal of the disabled bay in Gloucester Place Witney. Parking is at a premium on our road with multiple times having to park in Woodford Way carpark when there is no space on our road. With now the threat of this being built on, to gain 1 more space in our road, is valuable. As far as I'm aware the person who initially needed this space has now moved so it will just be sat empty. Please remove it.
(93) Local Resident (Witney)	<b>Support</b> (Gloucester Place - removal) – No online comments
(94) Local Resident (Witney)	<b>Support</b> (Gloucester Place - removal) – No online comments
(95) Local Resident (Witney)	<b>Support</b> (Gloucester Place - removal) – No online comments

(96) Local Resident  
(Witney)

**Support** (Gloucester Place - removal) – No online comments

- Blackberry Way (Woodstock) - Proposed new DPPP

(97) Local Resident  
(Woodstock)

**Support** (Blackberry Way) – There are no other designated spaces so it would not cause a problem, especially as there are other visitor parking spaces available.

Division(s) affected: *Wheatley*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**23 APRIL 2026**

### **FOREST HILL: OLD ROAD – PROPOSED 20MPH SPEED LIMIT**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the extension of the existing 20mph speed limit on Old Road in Forest Hill, as advertised.**

#### **Executive Summary**

1. This report presents responses received to a statutory consultation on proposals to extend the existing 20mph speed limit on Old Road in Forest Hill, from the existing terminal at a point 355 metres east of its junction with The Ridings, to the 'Shotover Hill' car park – replacing the existing 60mph National speed limit in the process – as shown in **Annex 1**.
2. The proposals have been put forward for road safety reasons following a request by the local County Cllr to review the extents of the existing 20mph which was introduced in July 2023, and follows the subsequent completion of the implementation phase of the County-wide 20mph project at the end of the 2025/26 financial year.
3. Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle. To enable this, 20mph speed restrictions are being used to help promote alternative modes of transport for local travel.
4. Streets are central to everyday life in Oxfordshire. They play a role in all transport journey's and are places where people shop, work and spend time. Improving the experience of being on Oxfordshire's streets will therefore improve people's local areas and their everyday lives. Improving streets to encourage active travel will also help to deliver further benefits for people in Oxfordshire. A wide range of people choosing to walk, and cycle will help to improve public health, reduce road noise, improve air quality and make local areas more relaxing. Furthermore, 20mph speed limits will help reduce casualty rates and improve road safety

## Corporate Policies and Priorities

5. The proposals form part of the County Councils 20mph transformation programme, as approved at Cabinet.
6. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
  - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
  - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
  - (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

## Financial Implications

7. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.
8. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

*Comments checked by:*

*Andrew Price – Interim Business Partnering Accountant*  
[Andrew.Price@Oxfordshire.gov.uk](mailto:Andrew.Price@Oxfordshire.gov.uk)

## Legal Implications

9. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
10. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch – Principal Solicitor (Regulatory)*

[Jennifer.Crouch@Oxfordshire.gov.uk](mailto:Jennifer.Crouch@Oxfordshire.gov.uk)

## Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Vision Zero', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

## Equality & Inclusion Implications

11. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

## Sustainability Implications

12. The proposals have been put forward for road safety reasons, and aim to reduce vehicle speeds to safer levels for all motorists & road users, specifically those considered to be more vulnerable, including pedestrians, cyclists, equestrians, and motorcyclists.

## Risk Management

13. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

## Formal Consultation

14. Formal consultation was carried out between 29 January and 27 February 2026. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the

Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, South Oxfordshire District Council, relevant local District Councillors, Forest Hill with Shotover Parish Council, and the local County Councillor representing the Wheatley division.

15. During the course of the formal consultation, nine responses were received via the online survey, comprising of one objection, and eight in support.
16. Additionally, a further two emails were received directly – with Thames Valley Police not objecting, and ‘Oxfordshire Liveable Streets’ (a not-for-profit campaign organisation) offering their support.
17. Cllr Emily Kerr, the Council’s Active Travel Champion, expressed support for the proposals.
18. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

## **Officer Response to Objections/Concerns**

19. The objection from a member of the public was on the grounds of need, and concerns that the proposals was not in accordance policy and that the plan contained an error labelling the extent of the proposal being subject to a 30mph speed limit, whereas the current limit is national speed limit. The response also queried the adequacy of the repeater sign spacing should a 20mph speed limit be approved.
20. Noting the above, Officers can confirm that the plan originally uploaded onto the Councils ‘Let’s Talk’ consultation portal incorrectly showed an existing 30mph speed limit to be replaced. This was however rectified as soon as Officers were made aware of the error, and a replacement plan was subsequently drafted & made available. Officers are keen to stress that the supplied Legal documentation, as well as the accompanying text did not mirror this error.
21. In terms of the detail of the objection, while the approved criteria for the 20mph project include that 20mph limits should only be considered for roads where the current speed limit is 40mph or less, there are a number of precedents of departures from this approach where considered appropriate (as is the case here), taking account of the detailed specific site circumstances.
22. Officers can also confirm that repeater signs will be placed where most practical, taking environmental factors – such as the available verge widths – into account where possible.

**Paul Fermer**  
**Director of Environment and Highways**

Annex(es):                   Annex 1: Consultation plan  
Annex 2: Consultation responses

Background papers:       n/a  
Other Documents:         n/a

Contact Officer(s):       Anthony Kirkwood (Team Leader – Vision Zero)  
Daron Mizen (Operational Manager – Highway Schemes)

April 2026

Drawing No. 0

**Key**

- Proposed 20mph speed limit in place of existing 60mph National speed limit
- Existing 20mph speed limit

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION	(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)
USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

**OXFORDSHIRE COUNTY COUNCIL**  
 Paul Ferner  
 Director for Environment and Highways  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1ND  
 Tel: 0345 310 11 11

**Project title**  
 FOREST HILL & SHOTOVER  
 OLD ROAD AND SHOTOVER HILL

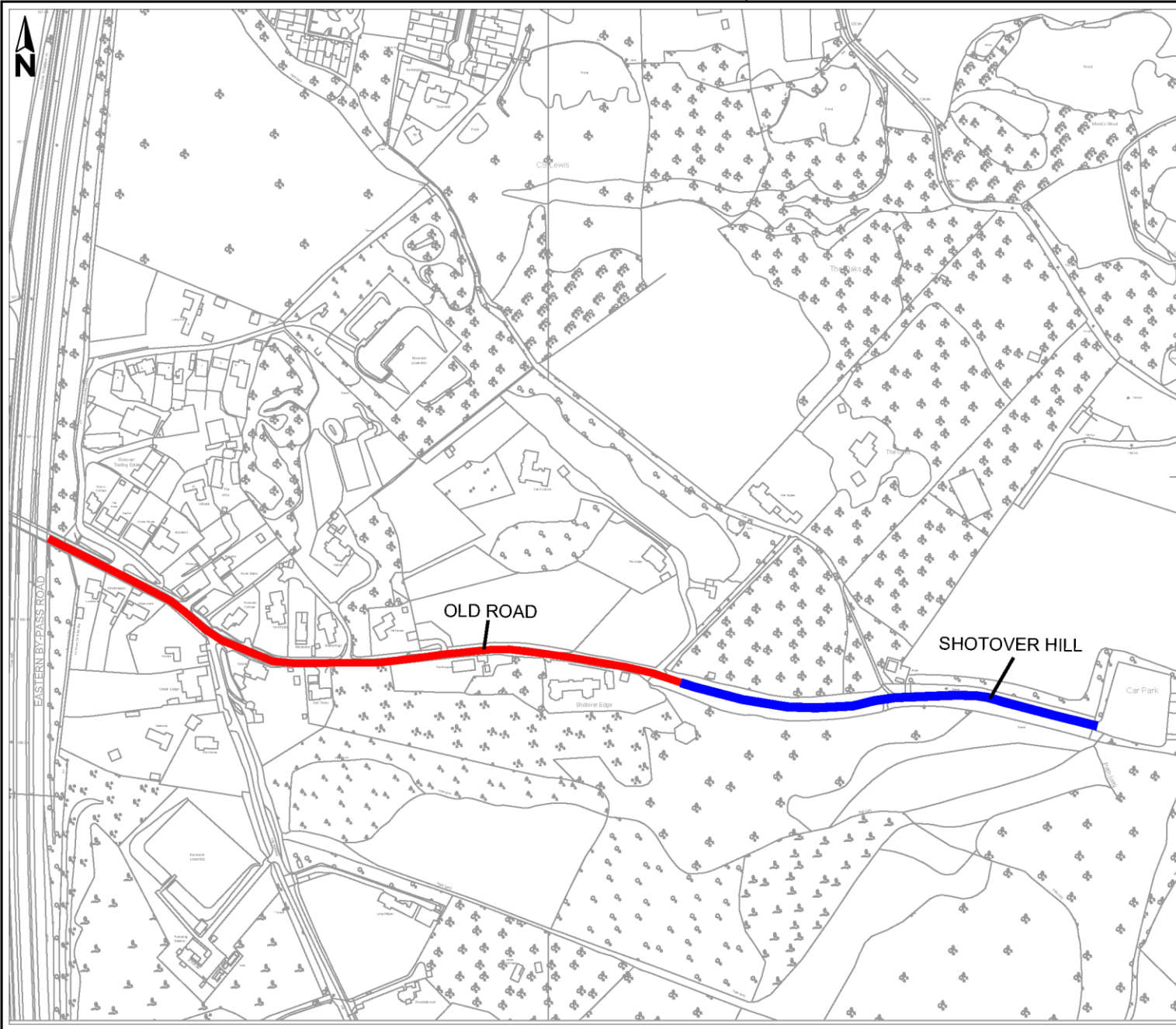
**Drawing title**  
 20MPH SPEED LIMIT EXTENSION

**Drawing Status**

Scale @ A3	Drawn by	Checked by	Approved by
NTS	JaC		
	Date drawn	Date checked	Date approved
	01/26		

Oxfordshire Project No. & File Ref

Drawing No. 0



## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – The current state of this road and the presence of a fallen tree makes driving at more than 20 mph impossible.
(e2) Local group/organisation, (Oxfordshire Liveable Streets)	<b>Support</b> – This is a short stub of single-track road, heavily used by people walking and cycling, which should clearly be 20mph.

## B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Oxford, New Road)	<b>Support</b> – As Active Travel Champion, I support measures which are proven to improve the safety of pedestrians, cyclists and horse-riders - as extending the 20mph zone will do. I am particularly keen to see 20mph in a place which I myself use regularly with my children when accessing Shotover by bike or on foot - as thousands of other people do - and I've frequently been dismayed by the NSL here. So good work in adjusting it!
(o2) Member of public, (Uffington, Green Lane)	<b>Object</b> – 1) This proposal seems completely unnecessary. The nature of the road is sufficient to make it obvious to drivers that a lower speed is appropriate. There is no need to spend any money here.  2) The proposal contradicts the Council policy on introducing 20mph restrictions which states that the existing speed restriction must not be more than 40mph.

	<p><a href="https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.oxfordshire.gov.uk%2Fsites%2Fdefault%2Ffiles%2Ffile%2Froads-and-transport-major-projects%2F20mphPolicydocument.docx&amp;wdOrigin=BROWSELINK">https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.oxfordshire.gov.uk%2Fsites%2Fdefault%2Ffiles%2Ffile%2Froads-and-transport-major-projects%2F20mphPolicydocument.docx&amp;wdOrigin=BROWSELINK</a></p> <p>3) The consultation plan is incorrect as it shows the existing speed restriction as 30mph rather than national limit.</p> <p>4) Given that the proposed extension of the 20mph zone is greater than 200m then further repeater signs are required as per table 8.4 of the DfT Traffic Signs Manual. Otherwise there would be a risk that the speed restriction would be unenforceable. If the response to this point is that the repeater signs are not required because it is clear that a lower speed is appropriate then there is no need to change the restriction in the first place.</p>
(o3) Member of public, (Oxford, Maidcroft Road)	<b>Support</b> – 20mph here is a safety necessity.
(o4) Local Cllr (Oxford, St Aldates)	<b>Support</b> – This is aligned with the policy of Vision Zero. The road is often used by pedestrians and runners, as well as cyclists so it will make it safer for all vulnerable road users.
(o5) Local resident, (Oxford, Harold Hicks Place)	<b>Support</b> – Fully support, for safety - a narrow steep lane with no footpath or bike path should definitely be no more than 20mph, thank you for prioritising safety
(o6) Member of public, (Oxford, Westbury Crescent)	<b>Support</b> – This is a narrow steep winding road with people walking and cycling along with vehicles accessing the car park. Low speed makes perfect sense for safety of all
(o7) Local group/organisation, (Oxfordshire Cycling Network)	<b>Support</b> – Shotover Country Park is a local asset, and we should encourage people to travel there by sustainable means. Old Road is challenging enough with its steep gradients, but occasionally fast traffic makes this intimidating even for the cyclists who are fit enough to pedal up the hill. A 20mph limit will calm the environment and be far more suitable for the short approach road to a country park, with no footway and high likelihood of people walking, or cycling.

(o8) Local resident, (Stanton St John, Middle Road)	<b>Support</b> – Seeems v sensible
(o9) Local resident, (Wheatley, Templars Close)	<b>Support</b> – Safety of other users paramount as no pavement

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Division(s) affected: *Chalgrove & Thame West, Watlington & Rotherfield*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**23 APRIL 2026**

### **BRIGHTWELL BALDWIN & BRIGHTWELL UPPERTON – PROPOSED 20MPH SPEED LIMIT**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of a 20mph speed limit within Brightwell Baldwin & Brightwell Upperton, as advertised.**

#### **Executive Summary**

1. This report presents responses received to a statutory consultation on proposals to introduce a 20mph speed limit within Brightwell Baldwin & Brightwell Upperton, replacing in full the existing 30mph speed limit, but also extending the 20mph limit further on the unnamed road from Cuxham through Brightwell Baldwin south-westwards by a further 385 metres, replacing that length of 60mph National speed limit in the process – as shown in **Annex 1**.
2. Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle. To enable this, 20mph speed restrictions are being used to help promote alternative modes of transport for local travel.
3. Streets are central to everyday life in Oxfordshire. They play a role in all transport journey's and are places where people shop, work and spend time. Improving the experience of being on Oxfordshire's streets will therefore improve people's local areas and their everyday lives. Improving streets to encourage active travel will also help to deliver further benefits for people in Oxfordshire. A wide range of people choosing to walk, and cycle will help to improve public health, reduce road noise, improve air quality and make local areas more relaxing. Furthermore, 20mph speed limits will help reduce casualty rates and improve road safety

## Corporate Policies and Priorities

4. The proposals form part of the County Councils 20mph transformation programme, as approved at Cabinet.
5. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
  - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
  - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
  - (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

## Financial Implications

6. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.
7. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

*Comments checked by:*

*Andrew Price – Interim Business Partnering Accountant*

[Andrew.Price@Oxfordshire.gov.uk](mailto:Andrew.Price@Oxfordshire.gov.uk)

## Legal Implications

8. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the

Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

9. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch – Principal Solicitor (Regulatory)*

[Jennifer.Crouch@Oxfordshire.gov.uk](mailto:Jennifer.Crouch@Oxfordshire.gov.uk)

## **Staff Implications**

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the ‘Vision Zero’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

## **Equality & Inclusion Implications**

10. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

## **Sustainability Implications**

11. The proposals have been put forward for road safety reasons, and aim to reduce vehicle speeds to safer levels for all motorists & road users, specifically those considered to be more vulnerable, including pedestrians, cyclists, equestrians, and motorcyclists.

## **Risk Management**

12. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

## **Formal Consultation**

13. Formal consultation was carried out between 28 January and 27 February 2026. A notice was published in the Oxfordshire Herald Series newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, South Oxfordshire District Council, relevant local District Councillors, Brightwell Baldwin, and Cuxham with Easington Parish Meetings, and the local County

Councillors representing the Chalgrove & Thame West, and the Watlington & Rotherfield divisions.

14. During the course of the formal consultation, 38 responses were received via the online survey, comprising of five objections (13%), one partially supporting/having concerns, and 32 in support (84%)
15. Additionally, a further two emails were received directly – with Thames Valley Police not objecting, and ‘Oxfordshire Liveable Streets’ (a not-for-profit campaign organisation) offering their support, albeit they felt there was an opportunity to also reduce the speed limits on the lanes running southwest to the B4009 and east towards Cuxham. The response from Oxfordshire Cycling Network similarly flagged the need for a wider review of speed limits on the network to provide safer and more attractive routes for active travel between villages.
16. Cllr Emily Kerr, the Council’s Active Travel Champion, expressed support for the proposals.
17. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

## **Officer Response to Objections/Concerns**

18. Five objections were received from members of the public, four being residents of the area; the grounds for objection included the lack for need for any change to the current speed limits and included comments on there being higher priorities for public expenditure.
19. One of the objections also cited doubts over the effectiveness of 20mph speed limits and also that it was essential that an adequate number of speed limit repeater signs are installed; in respect of the latter, it is confirmed that repeater signs will be provided in accordance with national guidelines.
20. Two responses – one expressing partial support and support – raised concerns that in addition to the current proposals, further speed management measures were needed to provide safer and more attractive routes for cyclists / active travel users between the villages in the area, echoing the views summarised above of the Oxfordshire Liveable Streets and the Oxfordshire Cycling Network.
21. The general review in progress of speed limits on A and B roads outside towns and villages will take account of active travel links; current resources however severely limit the potential to widen its scope to include minor roads, although noting that the ‘Quiet Lanes’ programme is seeking to establish a consistent framework for assessing and delivering traffic management schemes on minor roads.

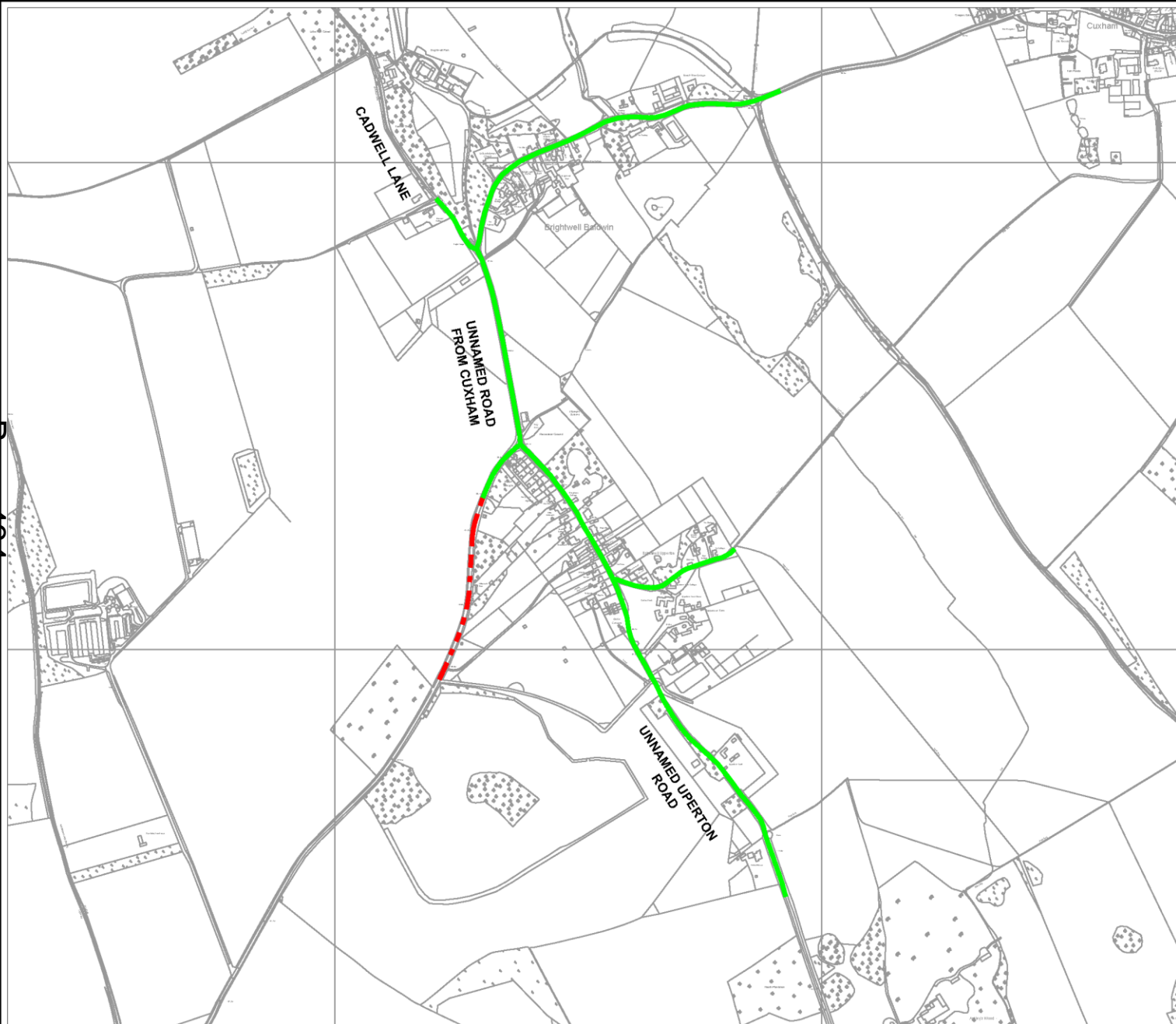
**Paul Fermer**  
**Director of Environment and Highways**

Annex(es):                      Annex 1: Consultation plan  
   Annex 2: Consultation responses

Background papers:        n/a  
Other Documents:         n/a

Contact Officer(s):        Anthony Kirkwood (Team Leader – Vision Zero)  
   Daron Mizen (Operational Manager – Highway Schemes)

April 2026



Drawing No. Revision 0

- Proposed 20MPH speed limit - replacing existing 60MPH National speed limit
- Proposed 20MPH speed limit - replacing the existing 30MPH speed limit

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION  
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MAINTENANCE/CLEANING  
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USE  
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DECOMMISSIONING/DEMOLITION  
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Paul Farmer  
Director of  
Environment & Highways  
Oxfordshire County Council  
County Hall  
New Road  
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OX1 1ND  
Tel: 0845 310 1111

**Project title**  
Brightwell  
Baldwin

**Drawing title**  
Proposed 20MPH  
Speed Limit

**Drawing Status**

Scale @ A3	Drawn by AC	Checked by CM	Approved by CM
	Date drawn 09/01/2026	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0

## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – In principle I do not object to replacing the existing 30 through both villages with 20, but would add future signing needs to be improved throughout.</p> <p>I have to say I am not so keen on your proposal to replace a section of 60 limit with 20. I fail to see the justification for this as it has not been explained sufficiently to convince me of the need.</p>
(e2) Local group/organisation, (Oxfordshire Liveable Streets)	<p><b>Support</b> – 20mph speed limits through Brightwell Baldwin and Brightwell Upperton are entirely appropriate given narrow roads with many driveway accesses and no footways. This seems a missed opportunity to reduce the speed limits on the lanes running southwest to the B4009 and east towards Cuxham, from NSL / 60mph to 50mph, or even 40mph. This would have made them consistent with the speed limits on the other lanes in the area (for example on the B480 on either side of Cuxham).</p>

## B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Oxford, New Road)	<p><b>Support</b> – As Active Travel Champion, I support measures which are proven to improve the safety of pedestrians, cyclists and horse-riders - as putting in this 20mph zone will do.</p>
(o2) Local resident, (Brightwell Baldwin)	<p><b>Object</b> – The 20 mph limits are impractical for drivers to maintain. Trust drivers to use appropriate speeds and judgement at any given moment in whatever conditions. Arbitrary speed limits are patronising and frustrating and ultimately won't be adhered to. Keep the speed limit at 30 and save us all a load of time and hassle and expense.</p>

(o3) Local resident, (Brightwell Baldwin, Main Road)	<b>Object</b> – There have never been any road accidents with the current 30mph limit why change? A stupid use of tax payers money.
(o4) Member of public, (Uffington, Green Lane)	<b>Object</b> – 1) I do not see why a 20mph restriction is necessary on large parts of the proposed area. The nature of the road makes it obvious that a lower speed is required.  2) Large numbers of repeater signs will be required to comply with table 8.4 of chapter 3 of the DfT Traffic Signs Manual. These are not shown on the consultation plan. Without these repeaters the restriction will be unenforceable and meaningless. If the response to this is that the appropriate speed is obvious without repeater signs then there is no need to implement the restriction.
(o5) Local resident, (Upperton)	<b>Object</b> – The majority of the green area proposed is self restricting to speed, due to parked cars and the narrow road in Upperton. The area between the villages have a 30mph and that isn't always adhered to, why should a new 20mph sign be any different! The money for this project would be much better spent on the maintenance of the roads, Pot holes are occurring everywhere.  The new 20mph signs do not slow traffic.
(o6) Local resident, (Upperton)	<b>Object</b> – Money spent on the project would probably be better spent on road maintenance, putting 20mph signs on the narrow road in Upperton is a waste of resources. If pedestrians are walking along these roads traffic would need to slow as common sense would dictate. a 20mph sign telling drivers would not make any difference, as shown in Cuxham.
(o7) Local resident, (Brightwell Baldwin, Cadwell Lane)	<b>Partially support/concerns</b> – The original proposed 20mph limit did not include the road between Brightwell Baldwin and Upperton which was to remain 30mph. Also no extension of the limit on the road up towards the junction of the B4009 and Eyres lane and no extension all the way to Cuxham
(o8) Local group/organisation,	<b>Support</b> – We support 20mph as the sensible and safe speed in built-up areas, based on an accumulating evidence on how it reduces serious casualties and road deaths by 20-30%.

(Oxfordshire Cycling Network)	<p>For Brightwell Baldwin, we support this as the village is an important link in the rural cycling network, on the route for example between Wallingford, Benson or Ewelme and Thame.</p> <p>There is one key link on this route near here we would also like you to look at. Cuxham's 20mph speed limit is a huge improvement, but there is about 800 metres of the B480 from there to the turn to Stoke to Talmage that is 50mph that used to be a reasonable cycling route but more, larger and faster vehicles have made more dangerous. Some attention to restoring some safety here as well would be greatly appreciated.</p>
(o9) Local resident, (Brightwell Baldwin, Cadwell Lane)	<p><b>Support</b> – The road through the village is only just wide enough for two cars to pass in places. It gets ever busier with traffic, but is also used by pedestrians, horse riders and cyclists frequently. There is no street lighting and the edges are not marked, notwithstanding many deep potholes.</p> <p>Drivers frequently have to drive round these hazards. A reduced speed would increase the time to appreciate the need for this, and be safer.</p>
(o10) Local resident, (Brightwell Baldwin, Cadwell Lane)	<p><b>Support</b> – The road through the village is narrow and with variable road restrictions appearing frequently to fix potholes etc traffic volumes can go up with the 30mph limit is not adhered to. This would help slow it down.</p>
(o11) Local resident, (Brightwell Baldwin, Cadwell Lane)	<p><b>Support</b> – The roads are used by walkers , riders and children getting to the playground, there are lots of pets and animals in the village. Traffic has increased over the last 10 years . There is a tendency for drivers to exceed 30MPH. 20MPH calms the traffic and works well in Cuxham.</p>
(o12) Local resident, (Brightwell Baldwin)	<p><b>Support</b> – I strongly support its implementation, I believe it will make a significant difference to the safety for residents, cyclist &amp; pedestrians , particularly as there are no footpaths in the village. Extending the speed limit creates consistency for drivers, which would hopefully improve compliance.</p>
(o13) Local resident, (Brightwell Baldwin)	<p><b>Support</b> – Fully support this proposal as I frequently see cars entering scheme from Benson direction at speed in excess of current limit (road turns in front of village play area) and additionally have seen increase in cut</p>

	<p>through traffic (at rush hours) not respecting current limit or size of road and road becoming "wider" as a result leading to pot holes as drivers attempt to avoid each other.</p> <p>Additionally with the removal of previously proposed Cuxham bypass, any future development in Chalgrove will undoubtedly increase traffic flow through the village. I wholeheartedly support this proposal.</p>
(o14) Local resident, (Brightwell Baldwin, Unnamed road)	<b>Support</b> – Safety concerns for walkers, children, horse and pony riders and cyclists (I mean locals when we take the risk of cycling into Watlington). There are dangerously bends on entering the village from the Cuxham end, around the end of Cadwell Lane and by the sign post in Upperton where I regularly see near misses and dangerous speeds.
(o15) Local resident, (Brightwell Baldwin, Unnamed road)	<b>Support</b> – more traffic than ever before and lorries rattling at high speed equals more noise
(o16) Local resident, (Brightwell Baldwin, Unnamed road)	<b>Support</b> – From Rectory bend through Brightwell Baldwin ( coming from Cuxham) heavy traffic from the Chalgrove building programme travels too fast. I live on village road and my verge has been ruined by these vehicles passing each other. 20 mph limit is essential for our road and also for upperton. I don't personally think it's necessary all the way up the unnamed road towards the B4009.
(o17) Local resident, (Brightwell Baldwin)	<b>Support</b> – I live on that stretch of road and would love everyone to slow down
(o18) Local resident, (Brightwell Upperton)	<b>Support</b> – I support a 20mph speed limit as it is a quiet village where people should be able to walk on the roads with their children with less fear of fast cars. Moreover, the section between Brightwell Upperton and Baldwin is an area where people often exceed the speed limit and go 50mph. I feel that a 20mph speed limit would dampen down people's exceeding of the speed limit as excessively as they do now.
(o19) Local resident, (Brightwell Upperton)	<b>Support</b> – People often drive at 40mph+ and it is dangerous when walking

(o20) Local resident, (Brightwell Upperton)	<p><b>Support</b> – We live on the road in Brightwell Upperton and have a young family. We are terrified of our young child getting hit by a car given how fast some drivers, especially trucks, go, and how little visibility there is around the hedges.</p> <p>We are very supportive of this change, given this street is also not a main route through to businesses and is entirely residential.</p>
(o21) Local resident, (Brightwell Upperton)	<p><b>Support</b> – The road through the village, particularly in Upperton, is extremely narrow and is frequently used as a cut-through by both lorries and cars. In the absence of footpaths, this creates a significant safety risk, especially for residents whose gates open directly onto the road, as well as for pedestrians generally. For some residents and visitors, on-street parking is the only option, which further exacerbates the danger posed by speeding vehicles.</p>
(o22) Local resident, (Brightwell Upperton, Unnamed road)	<p><b>Support</b> – As a walker/rider it can be very dangerous. The speed limit changing will at least make some difference to driver's behaviour</p>
(o23) Local resident, (Brightwell Upperton, Upperton Road)	<p><b>Support</b> – I live on The Upperton crossroads and the speeding is bad. We welcome this speed limit.</p>
(o24) Local resident, (Brightwell Upperton)	<p><b>Support</b> – Makes eminent sense to reduce the speed people drive with animals etc</p>
(o25) Local resident, (Brightwell Upperton)	<p><b>Support</b> – This is a small rural village , I and lots of residents use these roadways at all times of day - on foot , walking dogs &amp; on bikes, pushing prams &amp; some on horseback too- my elderly mother in her 80's also uses these roads to walk.</p> <p>Traffic continuously exceeds the 30mph limit which is frightening and dangerous when conditions are light and normal- when there are dark mornings and evenings - ice on our always untreated roads and or mist, rain etc it makes matters worse for all road users.</p>

	Having a 20mph limit may encourage people to slow down more than when they see the 30mph signs. It would feel so much safer especially on the straight bit of road between Brightwell Upperton & Brightwell Baldwin where traffic seems to accelerate hugely.
(o26) Local resident, (Cuxham, Gregory Estate)	<b>Support</b> – As a runner I often feel in danger from drivers passing me at high speeds. This may discourage them.
(o27) Member of public, (Frieth, Frieth Road)	<b>Support</b> – I visit my daughter and grand children regularly and find walking along the stretch of road with the children really quite scary
(o28) Local resident, (Oxford, Pochard Place)	<b>Support</b> – These are narrow roads, regularly used by walkers, cyclists and horse riders. The high hedges and sharp bends make travelling any faster extremely unsafe
(o29) Local resident, (Upperton, Norton Cottages)	<b>Support</b> – I turn into and out of a concealed driveway at Norton Cottages. It is extremely dangerous as the cars either fly down the hill at speed or hurtle around the blind corner at the three way junction. I have had several near misses so this is why I whole heartedly support the 20mph speed change.
(o30) Local resident, (Upperton, road through Upperton)	<b>Support</b> – I support this as traffic goes through the village (where there are pedestrians) and past the Upperton playground too fast. These areas need the proven advantages of reduced accident rates in 20mph zones.
(o31) Local resident, (Upperton, unnamed road / track)	<b>Support</b> – I am supporting this due to: A) the narrow country lanes that serve our village. There is not enough room for 2 cars to pass each other B) its very unsafe for the pedestrians, bikes, horses and animals that are on the road ( there is no pavement ) due to the narrowness and cars / vans speeding C) Vans really speed through the village and I hope that at 20mph will encourage them to drive more slowly and responsibly. D) There are a couple dangerous very sharp blind bends which would benefit from a slower speed. Thank you
(o32) Local resident, (Upperton, Unnamed road)	<b>Support</b> – Totally supportive as increasingly the village is used as a cut through for speeding commuters and, as a horse rider and walker, I cannot count the number of near misses I've had, and the number of people who think 45mph is the right speed to pass a horse. The corner by Norton Cottages is particularly perilous as people hurtle

	down the hill & end up cornering on the wrong side of the road, and I've seen a number of near misses with oncoming traffic.
(o33) Local resident, (Upperton)	<b>Support</b> – Traffic is negotiating the areas marked at too great a speed for the width of the road and closeness to residential properties.
(o34) Local resident, (Upperton, Unnamed road)	<b>Support</b> – No pavement or street lights so reducing the speed limit will improve safety for local residents and those passing through Brightwell Baldwin and Upperton.
(o35) Local resident, (Upperton Brightwell Baldwin)	<b>Support</b> – Upperton is very narrow road and vehicles frequently need to get out of driveways In Brightwell Baldwin speeding drivers frequently brake sharply by Nelson pub As vehicles often parked along road
(o36) Local resident, (Upperton, Brightwell Baldwin)	<b>Support</b> – Currently cars coming down the hill from the main road come into Upperton on the corner by Norton Cottages too fast.
(o37) Local resident, (Upperton, Brightwell Baldwin)	<b>Support</b> – It is unlikely that the 20mph speed limit will be observed on the road between Brightwell Baldwin and Upperton as a vast majority of users do not keep to the current 30mph limit, but I suppose if it reduces their speed a bit then it is welcome. I fully support the 20mph limit in the two villages.
(o38) Local resident, (Upperton, Brightwell Baldwin)	<b>Support</b> – I walk the road between our villages every morning and it is becoming increasingly more dangerous as the volume of traffic from surrounding areas increases. There is no pavement and drivers accelerate on the long straight between the villages. I have witnessed many near misses and have had to physically jump out of the way of speeding vehicles.  I have lived in the village for 30 years and have never been as concerned as I am now. Ideally, there should be a chicane to stop drivers accelerating and allow pedestrians, of which, there are many, to walk safely on this road. As a village, we all pay a considerable amount of CT and get very little for our contributions. It is the least the council can do for a village that feels forgotten. The road between Stadhampton and Chistlehampton has a

	pedestrian walkway and it has a 20 mile speed limit. We have no street lights, no pavement and an extraordinary amount of lethal potholes.
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Division(s) affected: *Chesterton & Launton*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**23 APRIL 2026**

### **CHESTERTON: GREEN LANE – PROPOSED 20MPH SPEED LIMIT EXTENSION**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the extension of the existing 20mph speed limit on Green Lane westwards to a point 20 metres east of its crossroad junction with Akeman Street & The Hale, as advertised.**

#### **Executive Summary**

1. This report presents responses received to a statutory consultation on proposals to extend the existing 20mph speed limit on Green Lane westwards to a point 20 metres east of its crossroad junction with Akeman Street & The Hale, replacing that length of the existing 40mph speed limit in the process – as shown in **Annex 1**.
2. The proposals have been put forward as a result of the development of land for residential purposes adjacent to Green Lane at the western end of Chesterton, which will see the construction of a new junction for access to the site, and the likely increase in traffic capacity in the area.

#### **Corporate Policies and Priorities**

3. The proposals form part of the County Councils 20mph transformation programme, as approved at Cabinet.
4. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

(1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move*

*around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*

(2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*

(3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

## **Financial Implications**

5. Funding for consultation on the proposals has been provided directly by the developer, with the relevant agreements in place to also fund implementation if approved.
6. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

*Comments checked by:*

*Andrew Price – Interim Business Partnering Accountant*

[Andrew.Price@Oxfordshire.gov.uk](mailto:Andrew.Price@Oxfordshire.gov.uk)

## **Legal Implications**

7. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
8. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch – Principal Solicitor (Regulatory)*

[Jennifer.Crouch@Oxfordshire.gov.uk](mailto:Jennifer.Crouch@Oxfordshire.gov.uk)

## Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the ‘Highway Agreements North’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

## Equality & Inclusion Implications

9. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

## Sustainability Implications

10. The proposals have been put forward for road safety reasons, helping ensure safety for pedestrians & other vulnerable road-users in the vicinity of the new development.

## Risk Management

11. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

## Formal Consultation

12. Formal consultation was carried out between 29 January and 27 January 2026. A notice was published in the Bicester Advertiser newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, relevant local District Councillors, Chesterton Parish Council, and the local County Councillor representing the Chesterton & Launton division.
13. During the course of the formal consultation, 17 responses were received via the online survey, comprising of six objections (35%), and 11 in support (65%).
14. Additionally, a further two emails were received directly – with Thames Valley Police not objecting, and Oxfordshire Liveable Streets (not-for-profit campaign organisation) offering their support, albeit with a suggestion to reduce speed limits further on Green Lane to 30mph.
15. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that

Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

## **Officer Response to Objections/Concerns**

16. The extension of the 20mph on Green Lane is required due to the proposed development adjacent to Green Lane, and Officers are keen to reiterate that the proposals are being funded by the developer directly.
17. The current 40mph speed limit was considered adequate for the current arrangement/road environment, but it is important to note that there is a new junction being construed for access to the development. This will require the existing 20mph speed limit being extended to accommodate/cover the site access, and also help ensure speeds are kept low near the development.
18. The extension of the existing 20mph will also help encourage pedestrians and cyclists to use the existing (and proposed) footways on Green Lane, helping to ensure that the more vulnerable road users – such as pedestrians & pedal cyclists – feel safer as vehicles will be traveling slower.
19. Officers confirm that there will be clear and adequate signage (as per the required regulations) to ensure drivers are aware of speed limits.
20. The proposals are in line with OCC policy for all new residential developments, to help ensure vehicle speed are kept low near built up areas, encouraging residents to make active travel choices (i.e. walk or cycle) in the local area, instead of relying on their cars.
21. OCC encourages all road users to obey the signed speed limits for all classified and non-classified roads across the county, as exceeding the posted limit is extremely dangerous (especially in built-up areas), and can be a significant causation factor in serious road traffic accidents, resulting in higher risk to the more vulnerable road-users, such as pedestrians and cyclists.

### **Paul Fermer Director of Environment and Highways**

Annex(es):                      Annex 1: Consultation plan  
   Annex 2: Consultation responses

Background papers:        n/a  
Other Documents:            n/a





Contact Officer(s):         Angelo Antenucci (Engineer – Highway Agreements  
   North)

Adam Barrett (Technical Lead Engineer – Highway Schemes)

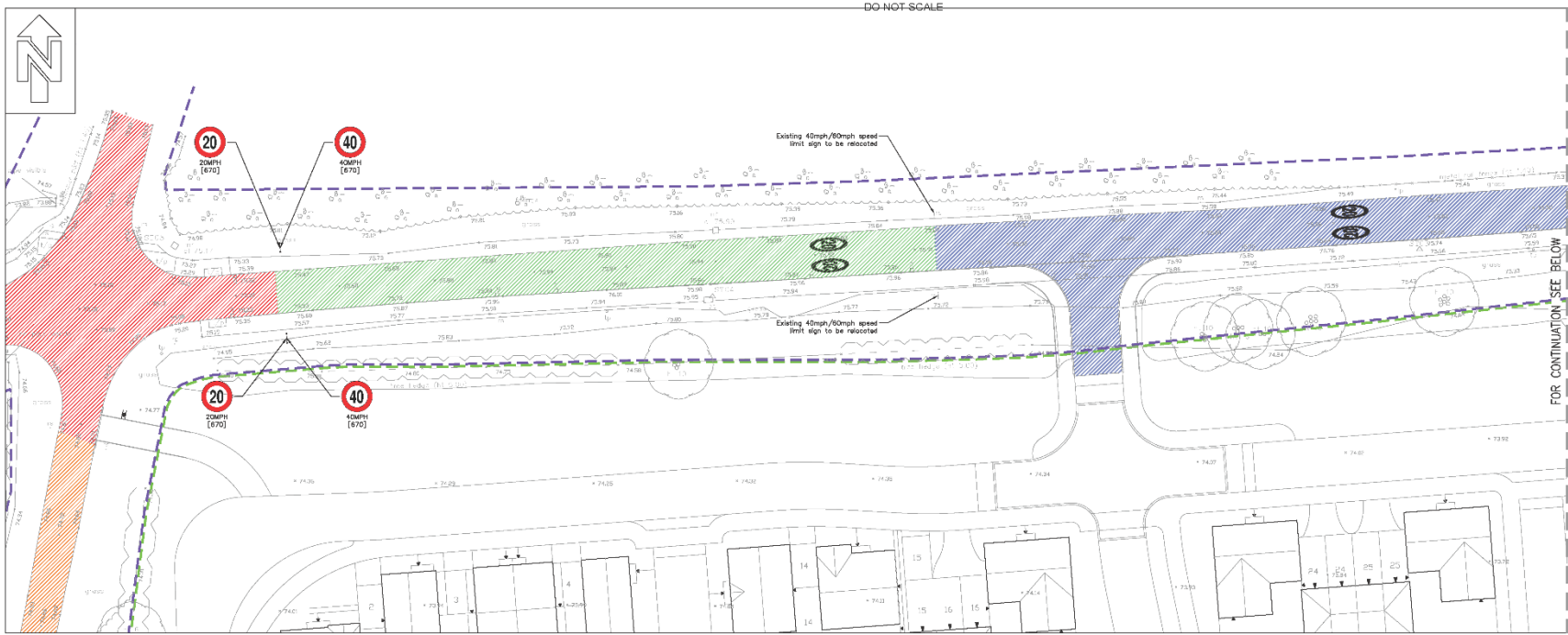
April 2026

DO NOT SCALE

# ANNEX 1

- S278 TRC
-  Existing 20mph Zone
  -  Proposed 20mph Zone
  -  Existing 40mph Zone
  -  Existing National Speed Limit Zone

- BOUNDARIES
-  Colchester Highway Boundary
  -  Site Boundary



FOR CONTINUATION SEE BELOW



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PI	ISSUE FOR COMMENT	BY	17/06/25
001	PRELIMINARY	BY	18/06/25

PRELIMINARY



SECTION 278 AGREEMENT  
TRAFFIC REGULATION  
ORDER PLAN

PROJECT  
LAND TO THE SOUTH OF  
GREEN LANE,  
CHESTERTON,  
BICESTER



Drawn by: M. Heston  
Checked by: M. Heston  
Scale: 1:500 @ A1  
Date: 18/06/25

FOR INFORMATION  
Drawing Number: P24-1340-1029  
Revision: P1

## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(e2) Local group/organisation, (Oxfordshire Liveable Streets)	<p><b>Support</b> – We support this speed limit change. It is consistent with the changing use of Green Lane as housing is built along it.</p> <p>Our only suggestion is that the opportunity could have been taken to reduce the speed limit at the Green Lane-A4095 junction itself, and along Green Lane as far as the golf club entry, to 30mph. There have been six injuries at these two junctions in the last 20 years, two of them (including one serious) in the last 10 years.</p>

## B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Oxford, New Road)	<b>Support</b> – As Active Travel Champion, I support measures which are proven to improve the safety of pedestrians, cyclists and horse-riders - as extending the 20mph zone will do.
(o2) Local resident, (Chesterton, Maunde Close)	<b>Object</b> – Stop wasting taxpayer money on 20mph limits. Fix the roads.
(o3) Local resident, (Chesterton, Banks Furlong)	<b>Object</b> – Existing 40mph speed limit is perfectly adequate.

(o4) Local resident, (Chesterton, Orchard Rise)	<b>Object</b> – I can't see why a 20mph speed is needed there there are no houses and 40 mph has slowed a lot up and stopped the amount of accidents there has been on that junction. 20mph as you come in to the village is fine as a built up area but this is just not needed on that part of the road. Plus there are pathways from The golf club so it's not even like pedestrians would be on the road.
(o5) Member of public, (Didcot, Brasenose)	<b>Object</b> – Pointless very few sticks to limit
(o6) Member of public, (Filkins)	<b>Object</b> – The 20mph limit is used far too widely and is a very blunt tool for restricting speed when necessary, such as around schools.
(o7) Local resident, (Woodstock, High Street)	<b>Object</b> – this will be yet another 20mph limit for me to ignore like i have every single other one you has brought in. I just tailgate and overtake anyone going less than 30mph and will continue to do so
(o8) Local Cllr, (Oxford, St Aldates)	<b>Support</b> – This is in line with county's Vision Zero goals and policy.
(o9) Local group/organisation, (Oxfordshire Cycling Network)	<b>Support</b> – We support the speed limit extension, as 20mph is the sensible speed limit for a built-up area. As several observational studies have now shown, 20mph speed limits reduces serious road casualties by 20-30% compared to 30mph speed limits.  We add the question of whether The Hale should be at 30mph speed limit as it is now the access road for residential developments.
(o10) Local resident, (Chesterton, Alchester Road)	<b>Support</b> – I support

(o11) Local resident, (Chesterton, Alchester Road)	<b>Support</b> – The four way junction at The Hayle and Little Chesterton is only going to get busier with the planned development so it makes sense
(o12) Local resident, (Chesterton, Alchester Road)	<b>Support</b> – Speed of vehicles heading to Golf and Spa
(o13) Local resident, (Chesterton, Fortescue Drive)	<b>Support</b> – I support all the 20mph zones already I place in Chesterton, and agree that extending Green Lane is a no brainer it should have been included in the original decision. However I would like to point out that the majority of drivers take absolutely no notice of the signs in place. Outdoor it be that they are so small? Of course they are. Other local villages who became 20 mph zones after us, have much larger signs and flashing warning signs. Why do we not have these? I walk my dog most days around the village, and it can be really dangerous, especially at the junction of the A4095 and the Hale. Something more drastic need to be done, and sooner rather than later.
(o14) Local resident, (Chesterton, Green Lane)	<b>Support</b> – I live on Green Lane. Too much traffic still travels at 40mph in the existing 20mph limit. More needs to be done to enforce the current 20mph limit.
(o15) Local resident, (Chesterton, The Green)	<b>Support</b> – It makes sense to extend the 20mph zone. Walking to the golf club can be dangerous with cars coming down the road so fast.
(o16) Local resident, (Chesterton, Bicester, Alchester)	<b>Support</b> – Rat run which will get worse, especially with no speed watch
(o17) Member of public, (Kingsmere, Ascot Way)	<b>Support</b> – Very dangerous along there as a pedestrian as vehicles don't keep to the 40mph. Unless it's monitored it's pointless as vehicles will go at whatever speed they want as proven with speedwatch statistics over the years! As there is no speedwatch anymore uyou can spend all that money for it to be a worthless exercise

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