
Divisions Affected – Eynsham; Hanborough & Hailey; North Hinksey; Kidlington West

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

22 January 2026

Eynsham Local Cycling and Walking Infrastructure Plan (LCWIP)

Report by Director for Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

a) Approve the Eynsham Local Cycling and Walking Infrastructure Plan (LCWIP).

Executive Summary

1. A strategic Local Cycling and Walking Infrastructure Plan (LCWIP) has been produced for Eynsham (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 networks of walking, wheeling and cycling routes in Eynsham and connections to the surrounding area. It also sets out high level proposals for improvements to the infrastructure that forms these networks. These improvements have been identified through data analysis, public and stakeholder engagement, an audit process and refined through public consultation.
3. These infrastructure improvements will be developed over a ten-year period to 2036. This aims to encourage and support modal shift from private motor vehicle use to walking, wheeling and cycling for short journeys or as part of longer journeys.
4. Adopting Eynsham LCWIP will help to provide local policy backing to maximise the County Council's ability to secure funding for development and delivery of walking, wheeling and cycling infrastructure in the Eynsham area. Funding for implementation is likely to come from central government and through planning obligations from development sites within Eynsham and the surrounding 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 by walking, wheeling and cycling.
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 also benefits community health and health inequalities, air quality and climate change
 - (d) guiding developers and developer funding to invest in active travel measures
7. Eynsham LCWIP was developed following Department for Transport (DfT) guidance on LCWIP production. This included identifying where residents and visitors would like to travel in Eynsham and 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 Eynsham Parish Council and local community action groups supported the development of the LCWIP. Public engagement was also key to the development.
8. A draft of Eynsham LCWIP was publicly consulted on and further detail as to this consultation is set out in paragraph 31 onwards of this report. The proposed walking, wheeling and cycling networks were broadly supported. However, additional and modified network connections and improvements were suggested. The draft 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 full routes where possible.
10. The Council has adopted 12 LCWIPs so far and adoption of this proposed LCWIP would be the 13th. A further 4 LCWIPs are in progress across Oxfordshire.

Local Policy

11. Production of Eynsham 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 2022¹).
- b) Ensure that all new developments have safe and attractive walking, wheeling and cycling connections to the site, include a connected attractive network for when people are walking, wheeling and cycling within the development and that the internal routes connect easily and conveniently to community facilities and the local walking, wheeling and cycling network.
- c) Work closely with stakeholders using co-production methods when developing and improving walking, wheeling and cycling 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.
 - b) Implement local walking, wheeling and cycling 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
 - 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%

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

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. The Oxfordshire Strategic Plan 2025-2028 sets out priorities for achieving a greener, fairer and healthier Oxfordshire. The LCWIP directly supports all three elements of the Plan including by:
- a) Supporting the roll out of the Local Transport and Connectivity Plan, 'which aims to cut carbon emissions from transport'... by 'encouraging people to use public transport, cycling and walking instead of driving'
 - b) Making 'it easier for people to access local facilities and services'
 - c) Supporting the delivery of Oxfordshire's Health and Wellbeing Strategy and enabling 'residents to remain physically active' including by walking and cycling

Financial Implications

14. There are no specific financial implications as a result of this recommendation to adopt the Eynsham LCWIP. It 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.
15. 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.
16. 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 will 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:

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Legal Implications

17. LCWIPs are 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.²
18. Delivering Eynsham LCWIP is likely to require the County Council to exercise its powers to make traffic orders to regulate traffic in Eynsham and the surrounding area. The appropriate statutory consultation will take place as and when any orders are promoted, together with compliance with any relevant statutory duty applicable at the time.

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Staff Implications

19. 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 managed within existing staff resources and budgets. Any staffing implications for scheme development and delivery will be included and covered from the project capital budget once allocated.

Equality & Inclusion Implications

20. An Equalities Impact Assessment (EqIA) is available in **Annex B**.
21. 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"*.³
22. Whilst no negative equalities impacts have been identified that could arise as a direct result of approving Eynsham LCWIP, there is a significant opportunity to tackle inequality.

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

³ 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>

23. Investment in walking, wheeling and cycling measures improves travel choice and encourages active and healthy lifestyles. Once implemented, the LCWIP will make a positive contribution to improving connectivity throughout Eynsham and connections to the surrounding area. Improvements will ensure all socio-economic groups and those with protected characteristics have access to opportunities to walk, wheel and cycle to key destinations in Eynsham and connections to the surrounding area. Having the right infrastructure for walking, wheeling and cycling in the right places will enable greater uptake of active travel and could help to reduce inequalities in health.
24. Individual schemes may result in unintended negative equalities impacts. As such, specific scheme risks will be considered in detail on a scheme-by-scheme basis (using scheme-specific EqlA as appropriate) when the individual schemes promoted in the LCWIP are developed.

Sustainability Implications

25. 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".
26. 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

27. No significant risks arising from adopting the LCWIP have been identified.
28. 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.
29. 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.
30. There are several risks associated with a decision not to approve Eynsham LCWIP:

- (a) Risk of failure to achieve the goal set out in LTCP Policy 3 due both to the resulting delay to the Eynsham 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 Eynsham and the surrounding 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), notably the nearby Local Plan allocations (to 2031) not already built out (Salt Cross and West Eynsham Strategic Development Area, and future Local Plan allocations to 2043)
- (d) Risk that OCC will not maintain its Active Travel England capability rating of 3

Consultation

- 31. A steering group made up of local stakeholders including Eynsham Parish Council, Bike Safe, Green TEA, CAPzero and West Oxfordshire District Council was set up at the beginning of the project and informed the development of the project.
- 32. Some stakeholders from the steering group attended the walking, wheeling and cycling audits for the LCWIP. They provided invaluable local knowledge to inform the auditing process.
- 33. The public informed the development of the LCWIP at two stages, first during an initial information gathering exercise via Let's Talk Oxfordshire where comments 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.
- 34. The formal consultation process of the Draft Eynsham LCWIP occurred between Monday 29th September to Monday 27th October 2025. Consultation took place via Let's Talk Oxfordshire. Copies of the consultation and questionnaire were also available from Eynsham Parish Council offices. A consultation report is available in **Annex D**.
- 35. A total of 63 responses were received to the online questionnaire and a further 11 written responses were received from local stakeholders.
- 36. With regards to cycling, of those who completed the questionnaire 62% of people said that the cycling network was comprehensive, 21% said they had a 'mixed' view of the cycling network and that there were some 'unnecessary or missing routes', 5% said that the cycling network did not make sense and 8% did not have a view. In addition, 57% said that the proposed improvements to the cycling network were 'ambitious and addressed all issues', 28% of people had a 'mixed' view of the proposed cycle improvements, 7% said that the proposed cycle improvements were 'bad' and 7% did not have a view.

37. With regards to walking, of those who completed the questionnaire 44% of people said the walking network was 'good', a further 23% had 'mixed' views and stated that there were some missing or irrelevant routes, 3% said the network was 'bad' and 18% did not have a view. In addition, 44% stated that the proposed improvements to the walking network were 'good', 28% had 'mixed' views, 7% stated the improvements were 'inadequate and negative' and 13% did not have a view.
38. The plan and its aims are supported by Eynsham Parish Council.
39. The Eynsham LCWIP has been amended where possible based on the comments received through the consultation to ensure the LCWIP reflects residents/ visitors and stakeholder views. Full details of amendments and responses to comments can be found in **Annex D**.
40. The LCWIP improvements are suggestions and further assessment, including feasibility design and consultation, will be required to deliver improvements. The LCWIP is a live document that will be updated at regular intervals to ensure it remains relevant and addresses local issues and developments.

Paul Fermer
Director of Environment and Highways

Annexes:

Annex A: Eynsham LCWIP

Annex B: Equalities Impact Assessment

Annex C: Climate Impact Assessment

Annex D: Eynsham LCWIP Consultation Report

Background papers:

Appendix B: Eynsham LCWIP Background Report

Appendix C: Eynsham LCWIP Audit Report

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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Annex A: Eynsham Local Cycling and Walking Infrastructure Plan

December 2025

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Acknowledgements

This LCWIP has been possible thanks to the time given by stakeholders and the public, in particular the volunteers who sit on the Steering Group and whose local knowledge has been invaluable; the volunteers who gave up their time to participate in the walking and cycling audits; and all those who responded to the online pin-drop exercise and consultation – thank you.

Executive summary

Eynsham is a village in West Oxfordshire with strong connections to surrounding settlements and the countryside including Cassington, Freeland, Stanton Harcourt and the Hanborough's. Eynsham provides many services and amenities for its community and surrounding communities. The proximity of these services and amenities supports walking, wheeling and cycling journeys. The condition and layout of current streets and roads, whilst posing challenges for walking, wheeling and cycling, also present 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 and West Oxfordshire District Council pledges to be carbon neutral by 2030 and have a net-zero energy system by 2050, due to a reduction in vehicle emissions.

Eynsham LCWIP was developed in collaboration with Eynsham Parish Council and other key stakeholders. Department for Transport (DfT) technical guidance for producing LCWIPs and national and local policies were also considered.

Eynsham LCWIP vision includes: *'by 2035 becoming a healthy and safe community in which to walk, wheel and cycle, its historic core protected currently threatened by the unsustainable, unmanaged levels of through traffic. Local walking, wheeling and cycling journeys will have become the mode of choice to its schools, multiple workplaces, key health facilities and the wide range of shops, which make the village so attractive for new families...strengthened its connections with the surrounding countryside and communities including.'*

This LCWIP presents the current and proposed walking, wheeling and cycling network in Eynsham and connections to the surrounding area. Areas for improvement have been identified through site auditing, stakeholder and community engagement and review of background data to ensure a connected, place centred plan. An exhaustive list of improvements is not presented, and further improvements may 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. Mill Street/ Hanborough Road, Beech Road and Witney Road 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

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

1.1. What is a LCWIP?

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

1.1.1. Process

The development of an LCWIP follows Department for Transport (DfT) Technical Guidance and Eynsham LCWIP has been structured accordingly:⁴

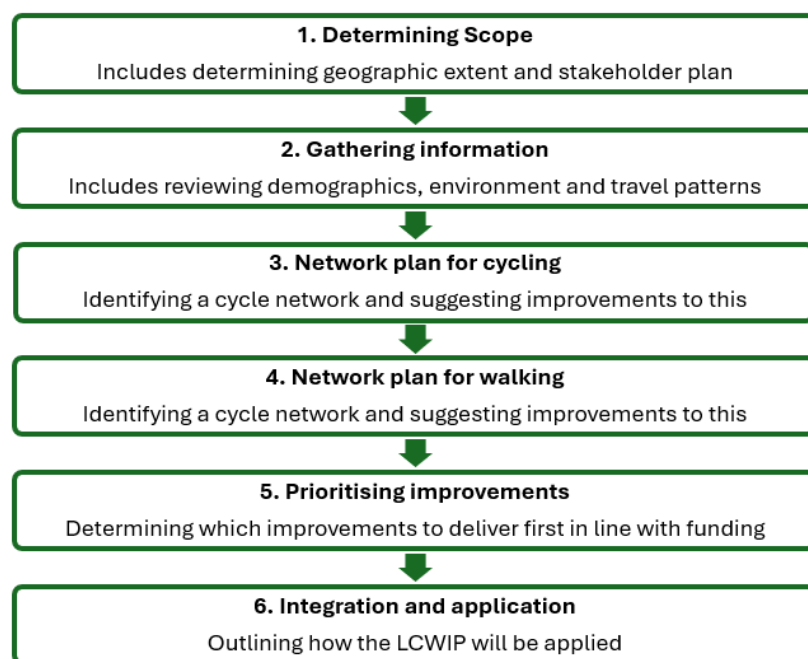


Figure 1: DfT LCWIP development guidance

⁴ Department for Transport, Local Cycling and Walking Infrastructure Plans Technical Guidance for Local Authorities, 2017

1.1.2. Outputs

The primary outputs produced during an LCWIP are⁵:

- **Network Map for Cycling** – identifies the cycling network based on analysis of cycling demand to establish a primary focus for infrastructure improvements
- **Network Map for Walking** – identifies core walking zones based on analysis of walking demand to establish a primary focus for infrastructure improvements
- **Table of prioritised infrastructure improvements** – one tool for guiding the delivery of improvements, should funding become available.

These outputs support Local Authorities to deliver improvements to walking, wheeling and cycling conditions. Detailed outputs of stages 1 and 2 can be found in **Appendix B: Background Report**.

1.2. Developing the Eynsham LCWIP

This LCWIP has been developed in collaboration with Eynsham Parish Council and other key stakeholders, in line with the DfT guidance. Local and national policies and strategies, including Eynsham Neighbourhood Plan, Oxfordshire County Council's (OCC) Local Transport and Connectivity Plan (LTCP) (2022) and West Oxfordshire District Council's Climate Strategy 2021 – 2025 have been considered throughout the development of this LCWIP to ensure alignment with best practice and policies to tackle key challenges including the climate emergency.^{6 7}

1.2.1. Governance

Eynsham LCWIP was produced by officers at Oxfordshire County Council with support from consultants Pell Frischmann. Pell Frischmann led on stage 3 – network planning for cycling, stage 4 – network planning for walking, and stage 5 – prioritisation.

1.2.2. Stakeholder engagement

Eynsham LCWIP was produced in collaboration with local stakeholders through the formation of a steering group. The steering group included including:

- County Councillor for Eynsham
- Eynsham Parish Council
- West Oxfordshire District Council (WODC) councillors and officers
- Coalition of Healthy Streets and Active Travel
- Bike Safe
- Low Carbon Hub

1.2.3. Public engagement

Online public engagement took place from May – June 2025. Residents and visitors in the Eynsham area were asked to identify on a map the location and types of improvements

⁵ <https://assets.publishing.service.gov.uk/media/5f622fade90e072bb68d5c74/cycling-walking-investment-strategy.pdf>

⁶ [Oxfordshire County Council Local Transport and Connectivity Plan 2022 – 2050, 2022](#)

⁷ [West Oxfordshire District Council Climate Strategy 2021 - 2025](#)

needed to make walking, wheeling and cycling safer and more accessible. Responses informed the network auditing stage. Details of the analysis can be found in **Appendix B**.

1.3. Vision and Targets

1.3.1. Vision

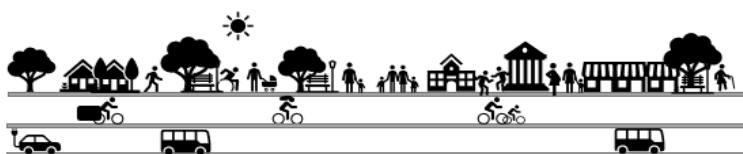
The vision for walking, wheeling and cycling in Eynsham has been developed by Eynsham Parish Council.

Vision for walking, wheeling and cycling in Eynsham

By 2035, the existing Eynsham will have become a healthy and safe community in which to walk, wheel and cycle, its historic core protected currently threatened by the unsustainable, unmanaged levels of through traffic. Local walking, wheeling and cycling journeys will have become the mode of choice to its schools, multiple workplaces, key health facilities and the wide range of shops, which make the village so attractive for new families. The planned major expansion to double the size of Eynsham will therefore have been better integrated in a more sustainable way than currently envisaged. Eynsham will have utilised historic Active Travel infrastructure and strengthened its connections with the surrounding countryside and communities including: Begbroke, Botley, Cassington, Farmoor, Freeland, Hanborough, South Leigh, Stanton Harcourt, Swinford, and Yarnton as well as the larger conurbations of Oxford and Witney.

Eynsham Parish council supports Active Travel (walking, wheeling, and cycling) for residents and visitor as it:

- promotes health, wellbeing and reduces social isolation
- is less harmful to the natural environment and contributes less to the climate emergency than other modes of transport
- compliments the County's' plans for connectivity



1.3.2. Targets

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

1. Zero deaths/ injuries to people walking, wheeling and cycling in Eynsham and connections to surrounding towns and villages by 2050
2. Create a fully connected and accessible walking, wheeling and cycling network in Eynsham by 2050

2. Geographic scope

Chapter Overview: This chapter presents the geographic scope of Eynsham, which includes – Begbroke, Botley, Cassington, Church Hanborough, Farmoor, Freeland, Long Hanborough, Stanton Harcourt, South Leigh, River Thames, Wytham Woods and Yarnton. Full details can the background information that has informed this report can be found in **Appendix B**.

2.1. Geographic scope

Eynsham LCWIP covers Eynsham village and key connections to the surrounding area that are significant to the population of Eynsham (**Figure 2**). The scope was determined in consultation with local stakeholders. Factors that were considered in determining the scope include key trip generators such as retail centres, employment locations, schools, leisure attractions and planned development sites in Eynsham. The LCWIP can only consider trip generators that are known with some certainty and not speculative sites, amenities and services. The list of trip generators is not exhaustive and future iterations of Eynsham LCWIP will consider whether additional connections should be included.

Trip generators were considered within a 10 km catchment area of Eynsham and include routes to surrounding settlements and some key strategic locations. This reflects the standard (up to) 10km distance people will reasonably cycle for local trips - the selected central point is the Acre End Street/ Mill Street/ High Street/ Lombard Street crossroads in the centre of Eynsham (**Figure 3**). This also encompasses the (up to) 2km distance people will reasonably walk for local trips, determined from the core walking zone of the village centre (**Figure 4**). It is acknowledged that some people will not be able to walk/ wheel or cycle this distance, and some will choose to walk, wheel or cycle further.

The geographic scope of the Eynsham LCWIP includes:

- **Eynsham village** – including the existing built-up area
- **Salt Cross Garden Village** – connections to this planned development but not infrastructure within this development, which will be determined through the planning process. Additional offsite infrastructure not included in the LCWIP may also be required depending on the details of the development
- **West Eynsham Strategic Development Area (SDA)** connections to this planned development but not infrastructure within this development, which will be determined through the planning process. Additional offsite infrastructure not included in the LCWIP may also be required depending on the details of the development
- **Key cycle connections beyond Eynsham** including: Long Hanborough, Church Hanborough, Farmoor, Botley, Cassington, Freeland, Stanton Harcourt, South Leigh

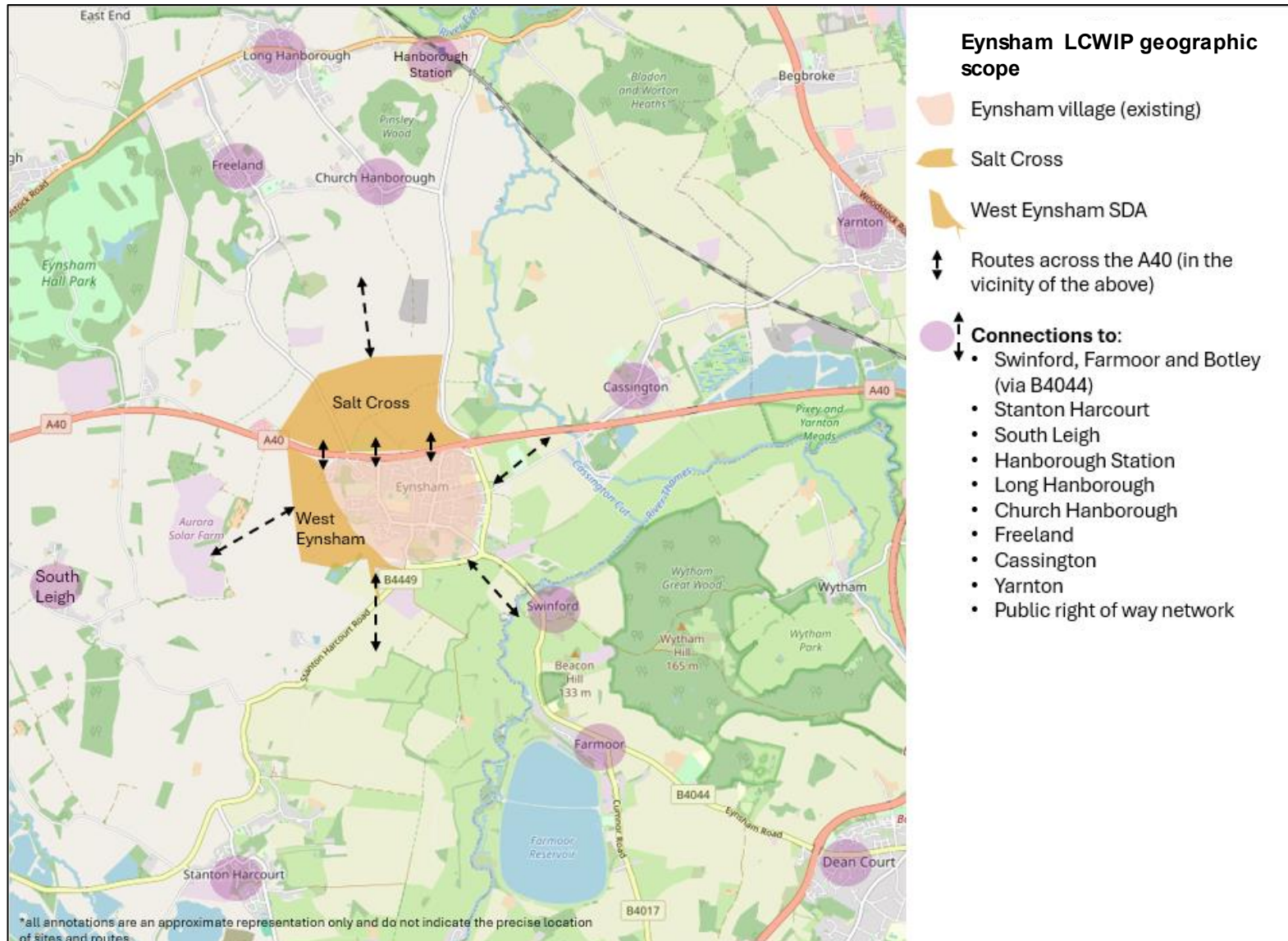


Figure 2: Eynsham LCWIP geographic scope

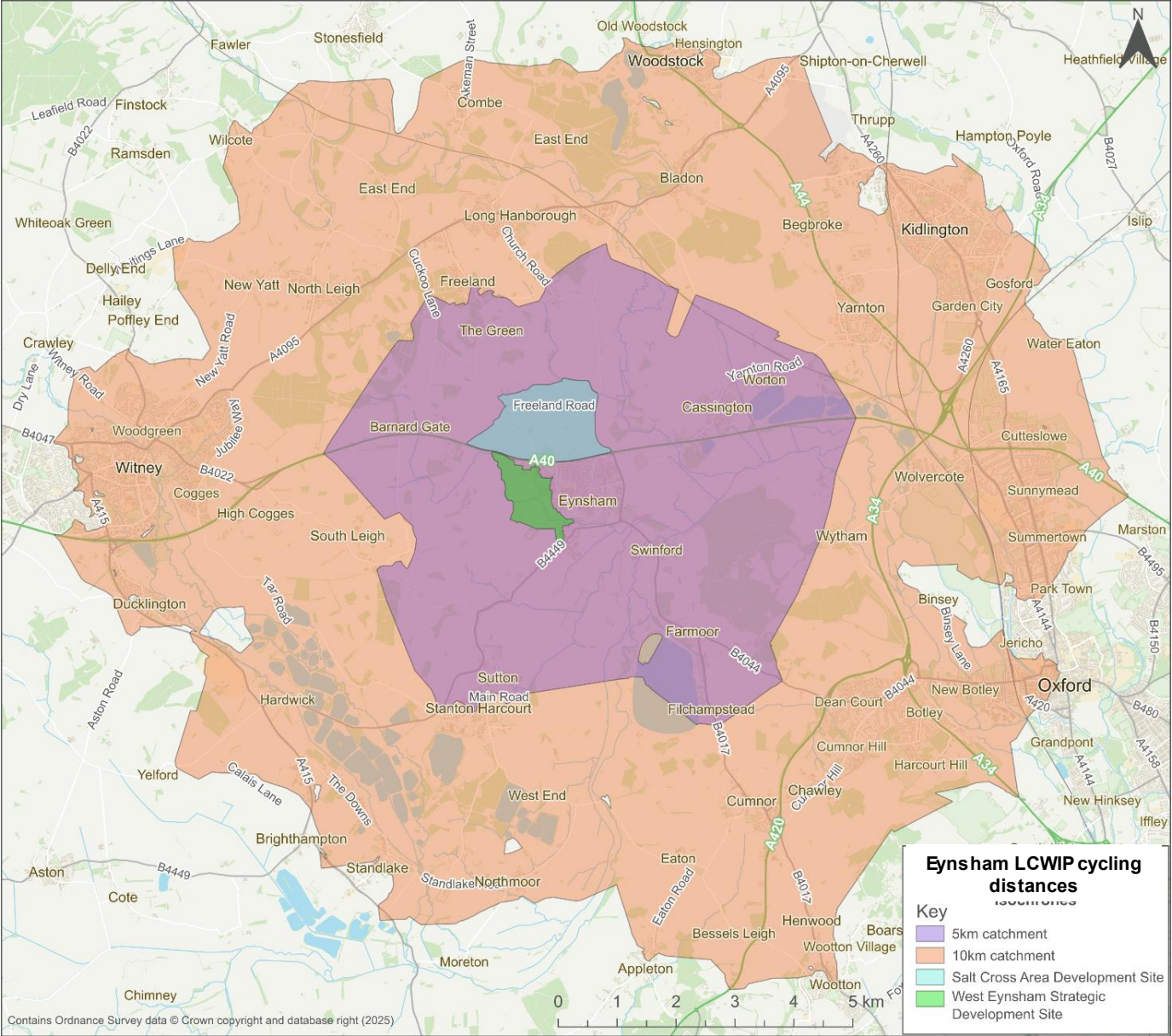


Figure 3: Cycling 5km and 10km Isochrones

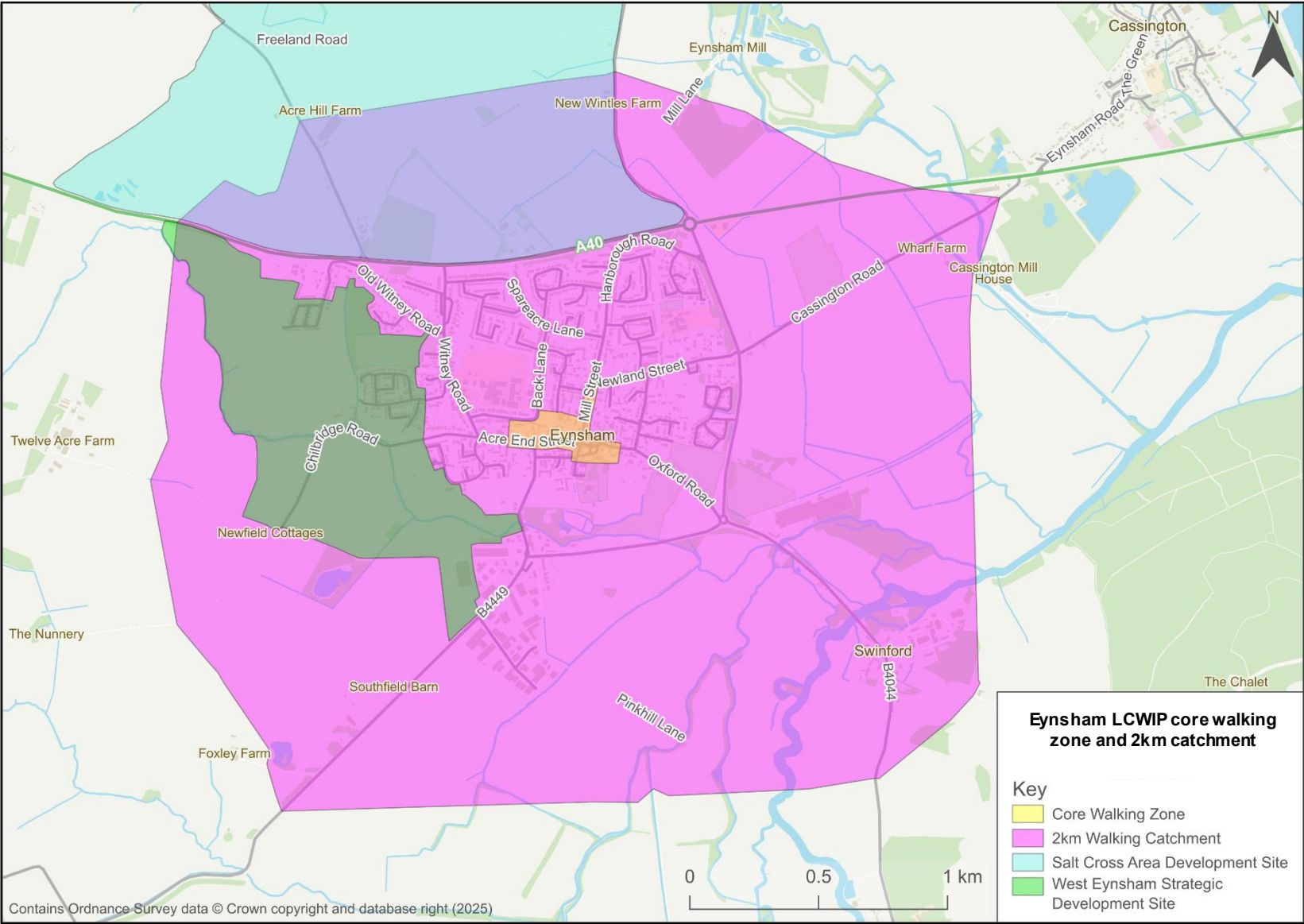


Figure 4: Eynsham Core Walking Zone and 2km Walking Catchment

3. Network Plan for Cycling

Chapter Overview: This chapter sets out the cycling specific findings following information gathering and analysis as part of Stage 2 and the site audit. A cycling audit was undertaken of Eynsham and connections to the surrounding area. Based on this, a cycling network was identified alongside possible improvements to this. Further work is required at a later stage to determine the details and feasibility of proposals. The audit report, which provides the detailed findings from the cycling audit, is available at **Appendix C**.

The development of the cycling network has been an iterative process informed by a site audit, data tools and knowledge from key stakeholders including OCC officers, and councillors from OCC, WODC and Eynsham Parish Council. The site audit was not a road safety audit, but an assessment of current provision against national guidance (including LTN 1/20). The audit considered how cycling provision could better align with the outcomes outlined in **Figure 5**.

Improvements are suggestions at this stage; additional work is required following the production of the LCWIP to develop proposals further and determine feasibility (and this will be subject to funding). The improvements proposed are not exhaustive and further improvements may be identified at a later stage.

3.1. Methodology

3.1.1. Network development process

1. Trip generators were first determined to understand common places people could travel to and from by cycling.
2. The most direct cycle routes (desire lines) between trip generators and the potential number of users on these routes were then determined using existing data (detailed in **Appendix B**).
3. The desire line network was refined through a site audit and data analysis to form the cycle network for inclusion in the LCWIP (**Figure 10**). **Appendix C** details the outcomes of this audit.
4. Finally, improvements were suggested to the cycling network following the audit and stakeholder and public engagement (**Table 1**). The core design principles for the improvements to the cycle network are described in **Figure 5**. All existing committed plans and proposals have been taken into consideration when proposing the improvements, including the A40 Eynsham Park and Ride to Wolvercote committed scheme.⁸
5. The improvements identified are high-level proposals and require further feasibility and design work and public consultation before being implemented.

⁸ [A40 Eynsham Park and Ride to Wolvercote scheme](#)

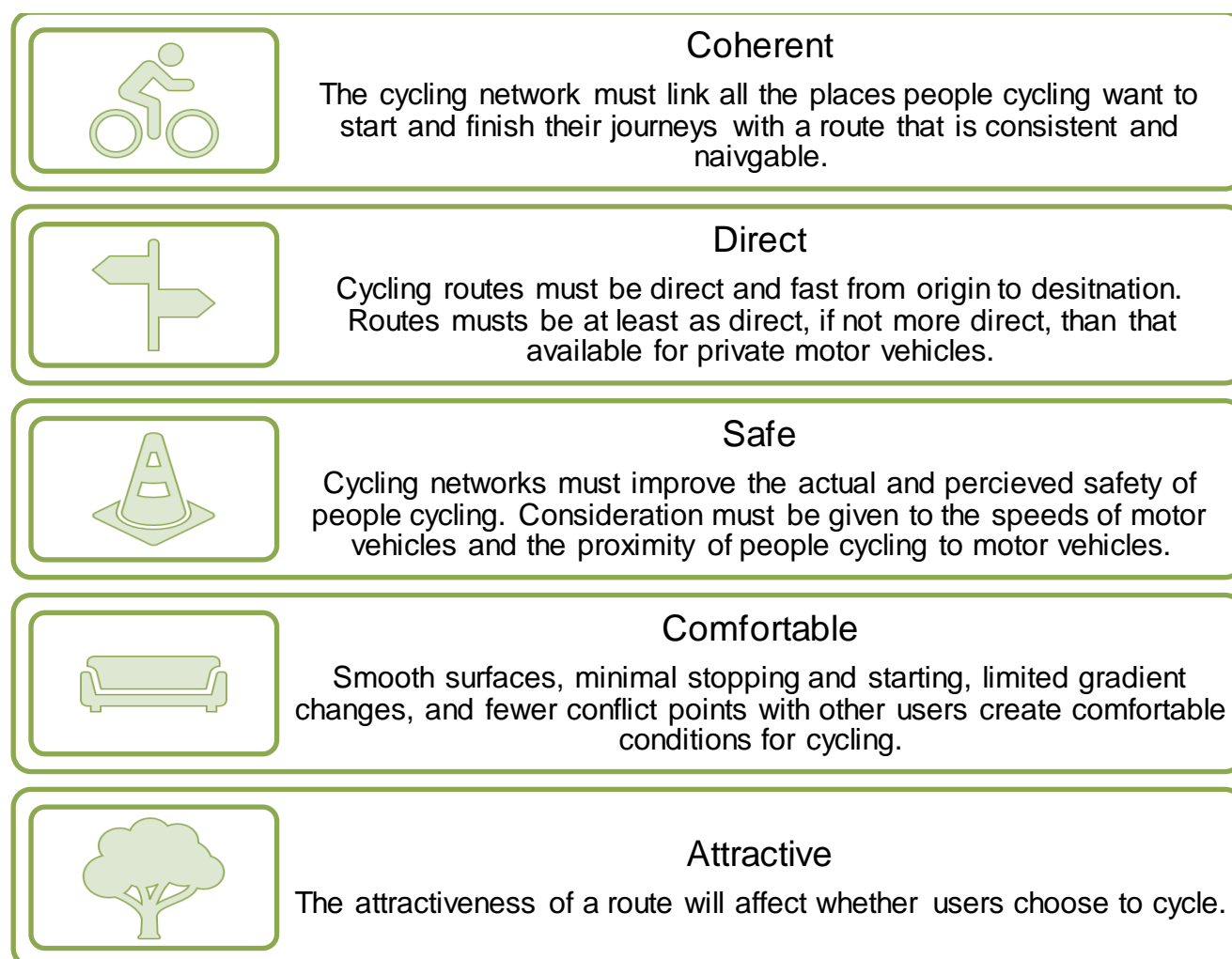


Figure 5: Core Design Outcomes for Cycling

3.2. Proposed Cycling Improvements

Following the audit in June 2025 and stakeholder and public engagement, proposals have been developed to address identified issues. To inform proposals, a 'Walking, Wheeling and Cycling Improvements Toolkit' has been created (**Appendix A**).

The cycling improvements proposed for Eynsham and connections to the surrounding area are shown in **Figures 6 – 9**. The reference numbers shown on the maps refer to the measures described in **Table 1**.

The improvements proposed connect to existing sections of cycle route. Once these improvements are implemented, they will form a high-quality cycle network for Eynsham and connections to the surrounding area (**Figure 10**).

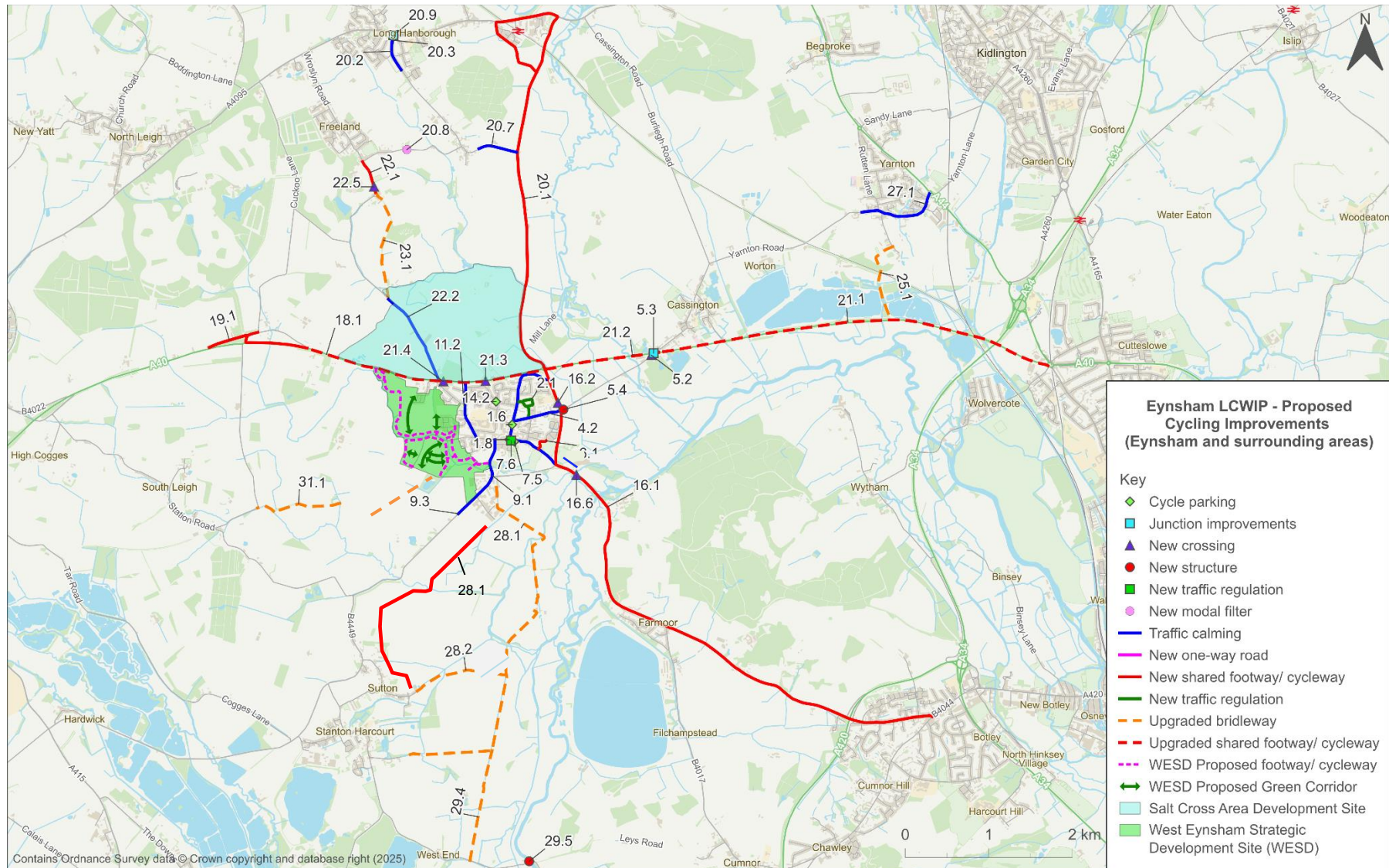


Figure 6: Proposed cycling improvements for Eynsham and connections to the surrounding area

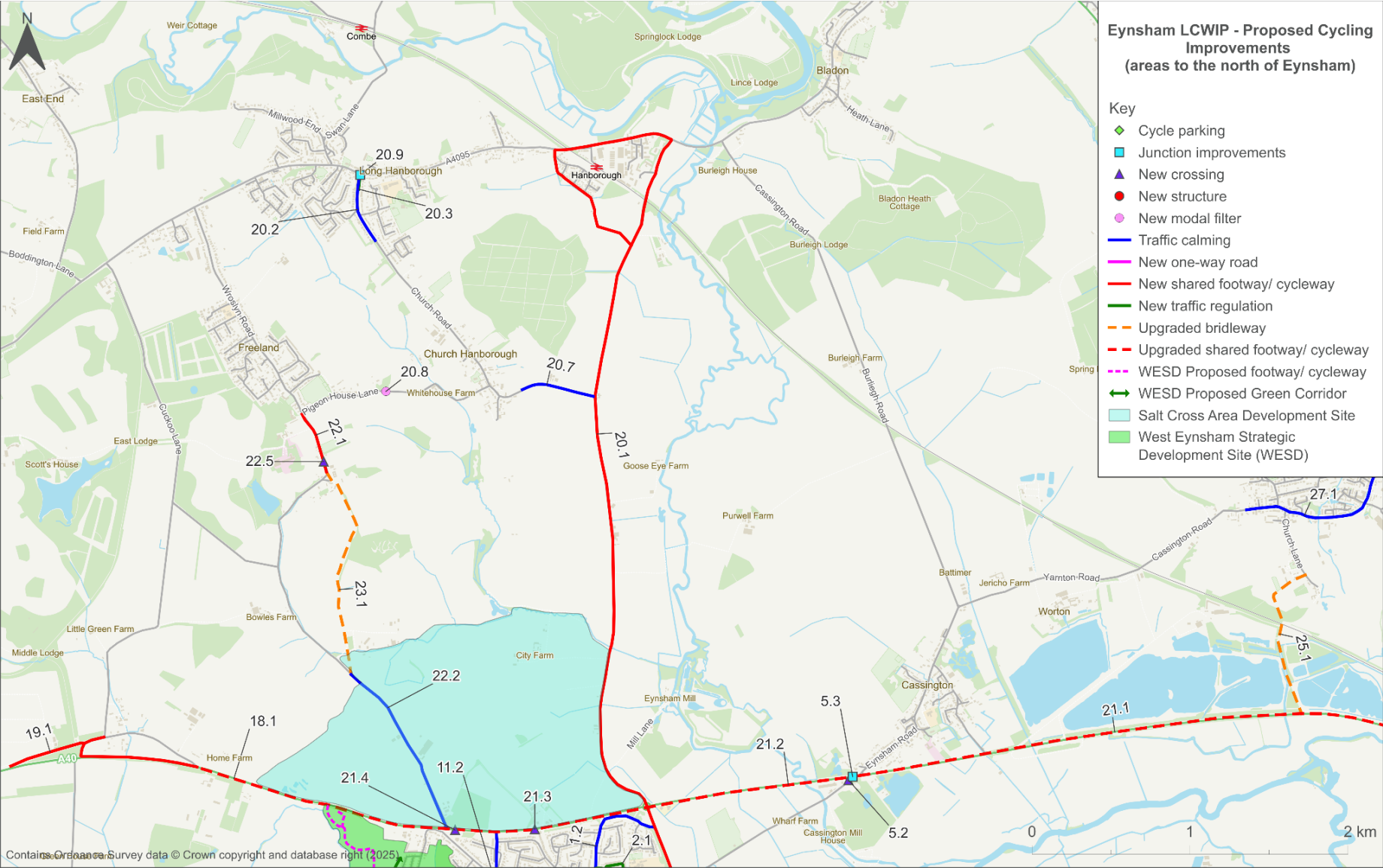


Figure 7: Proposed cycle improvements for areas to the north of Eynsham

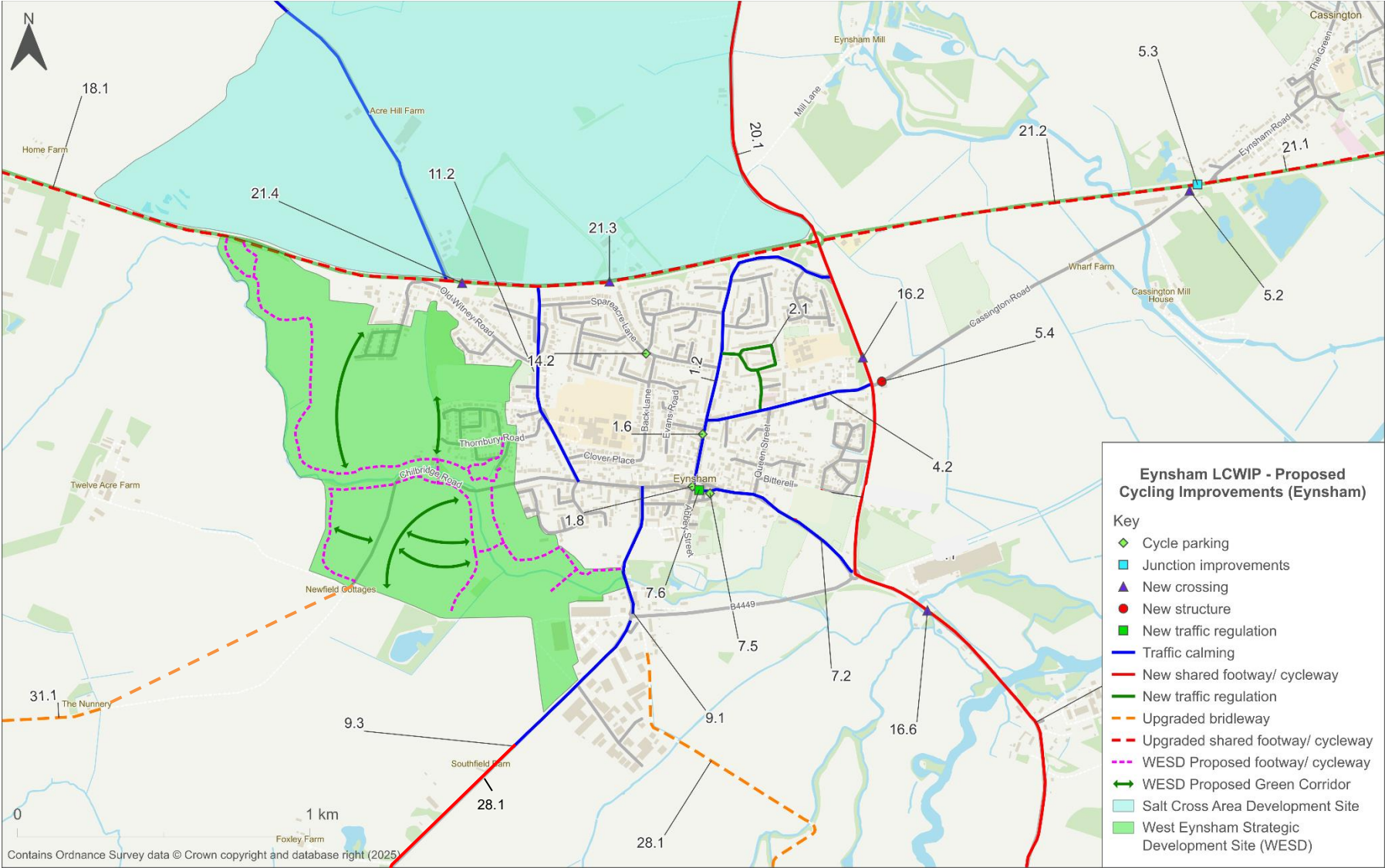


Figure 8: Proposed cycle improvements for Eynsham

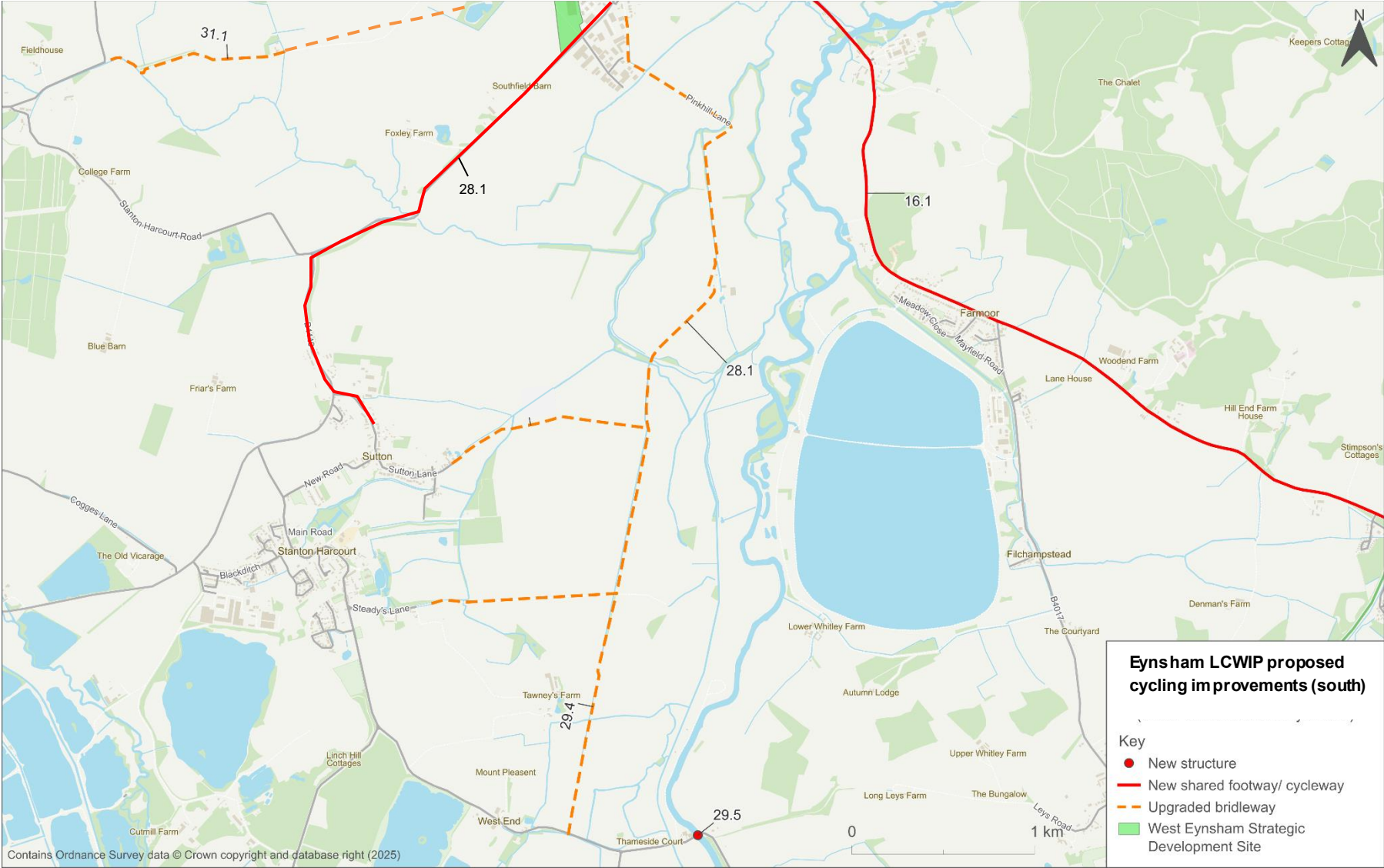


Figure 9: Proposed cycle improvements for areas to the south of Eynsham

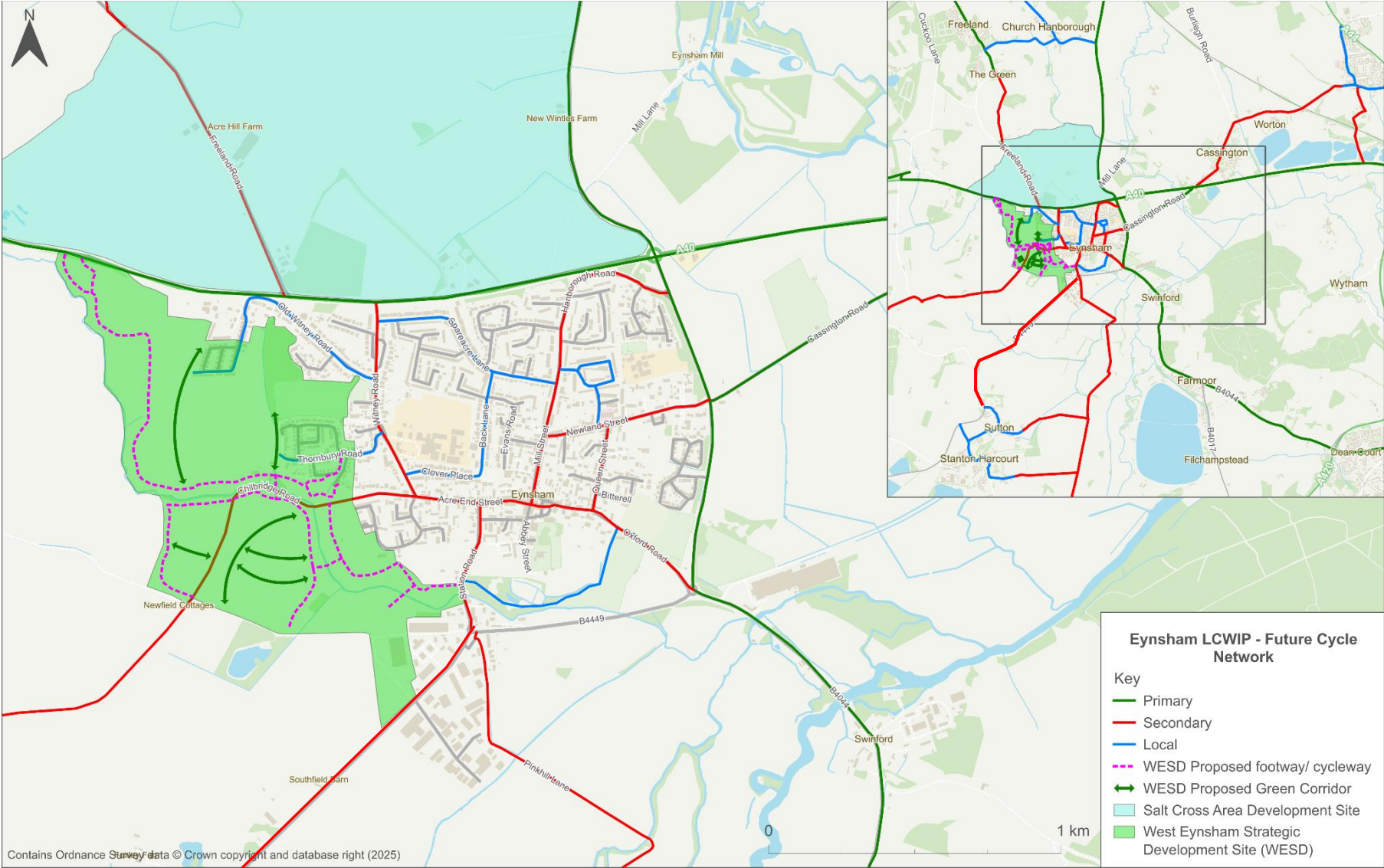


Figure 10: Eynsham Future Cycle Network

Table 1 outlines each of the proposals. These proposals should be viewed in conjunction with **Figure 6** to understand the exact location of the proposal. Proposals marked with an asterisk symbol (*) relate directly to improving connections to schools. Measures that benefit walking only are shown in **Section 4**.

Table 1: List of all cycling proposed improvements

Ref no.	Benefit to	Location	Description
1.2	Walking/ Wheeling & Cycling	Mill Street and Hanborough Road	Install traffic calming measures, such as chicanes, build outs and raised tables, to reduce traffic speeds, ensuring people cycling can navigate the infrastructure smoothly. Enforce a weight restriction on vehicles over 7.5 tonnes (except for access).
1.6	Cycling	Mill Street	Install new cycle parking outside Eynsham Post office and collection of retail properties.
1.7	Walking/ Wheeling & Cycling	Mill Street/ Acre End Street/ High Street junction	Review traffic routing, access and parking through this junction better manage traffic and create more space for people walking, wheeling and cycling.
1.8	Cycling	Mill Street, at the junction with Acre End Street	Remove one parking bay on the southern end of Mill Street and replace with footway build-out, improving pedestrian visibility when crossing Mill Street. Install new cycle parking outside the butchers.
2.1*	Walking/ Wheeling & Cycling	Beech Road, Hawthorn Road, Millmoor Crescent	Introduce walking and cycling accessibility measures consistent with a school street environment.
4.2	Walking/ Wheeling & Cycling	Newland Street/ Cassington Road	Install traffic calming measures, such as chicanes, build outs and raised tables, to reduce traffic speeds, ensuring people cycling can navigate the infrastructure smoothly. Enforce a weight restriction on vehicles over 7.5 tonnes (except for access).
5.1	Walking/ Wheeling & Cycling	Cassington Road, at the junction with A40	New pedestrian and cycle-controlled crossing over Cassington Road at the junction with A40.
5.2	Walking/ Wheeling & Cycling	Cassington Road/ A40 junction	Upgrade traffic lights with improved detection to reduce waiting times for people walking, wheeling and cycling to make junction more efficient at the Cassington Road/ A40 junction.
5.3	Walking/ Wheeling & Cycling	Cassington Road/ B4449 junction	Install a gateway feature at the western end of Cassington Road to reinforce the quiet nature of the road.
7.2	Walking/ Wheeling & Cycling	Oxford Road/ High Street	Install traffic calming measures, such as chicanes, build outs and raised tables, to reduce traffic speeds, ensuring people cycling can navigate the infrastructure smoothly. Enforce a weight restriction on vehicles over 7.5 tonnes (except for access).
7.5	Cycling	Village square outside St. Leonards Church	Upgrade existing cycle parking and install new cycle parking at the village square outside St Leonards Church.
7.6	Walking/ Wheeling & Cycling	High Street	Relocate existing loading bay on High Street east by 5m to improve visibility for people walking, wheeling and cycling throughout the High Street/ Mill Street/ Acre End Street junction.
9.1	Walking/ Wheeling & Cycling	Station Road	Install traffic calming measures, such as chicanes, build outs and raised tables, to reduce traffic speeds, ensuring people cycling can navigate the

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Ref no.	Benefit to	Location	Description
			infrastructure smoothly. Enforce a weight restriction on vehicles over 7.5 tonnes (except for access).
11.2*	Walking/ Wheeling & Cycling	Witney Road	Install traffic calming measures, such as chicanes, build outs and raised tables, to reduce traffic speeds, ensuring people cycling can navigate the infrastructure smoothly. Enforce a weight restriction on vehicles over 7.5 tonnes (except for access).
14.2	Cycling	Retail units on Spareacre Lane, west of Back Lane	Install new cycling parking at the retail units on Spareacre Lane.
16.1	Walking/ Wheeling & Cycling	B4449 (eastern link) and B4044	New shared-use footway/ cycleway between Eynsham and Botley, via B4449 and B4044.
16.2	Walking/ Wheeling & Cycling	B4449/ Bridleway (206/8/20) junction	New controlled pedestrian and cycle crossing over B4449 at the bridleway (206/8/20) access.
16.6	Walking/ Wheeling & Cycling	B4044, opposite Long Mead Local Wildlife Site	New pedestrian and cycle-controlled crossing over B4044 to provide access to Long Mead Local Wildlife Site.
18.1	Walking/ Wheeling & Cycling	A40, between Barnard Gate access and Eynsham Park and Ride	Widen shared use path to 3m on northern side of carriageway along the A40, between Barnard Gate and Eynsham Park and Ride.
19.1	Walking/ Wheeling & Cycling	Barnard Gate access from A40	Extend shared use footway/ cycleway along the A40 west of the service road access to Barnard Gate, before continuing along existing route past the solar farm. Provide short access to Barnard Gate access road.
20.1	Walking/ Wheeling & Cycling	Lower Road	New shared-use footway/ cycleway between Eynsham and Hanborough via Lower Road, including improved walking and cycling provision on the A4095 across the railway bridge at Long Hanborough.
20.2*	Walking/ Wheeling & Cycling	Church Road, between A4095 and Woodward Lane	Reduce the speed limit to 20mph. Install traffic calming measures, such as chicanes, build outs and raised tables, to reduce traffic speeds, ensuring people cycling can navigate the infrastructure smoothly.
20.3	Walking/ Wheeling & Cycling	Church Road, on the northern section near the A4095	Install and enforce parking restrictions on both sides of the carriageway of Church Road to increase pedestrian visibility at the junction.
20.7	Walking/ Wheeling & Cycling	Church Road, between Lower Road and the entrance to Church Hanborough	Reduce the speed limit to 40mph. Install traffic calming measures, such as removal of the centre line and gateway features to reduce traffic speeds.
20.8	Walking/ Wheeling & Cycling	Pigeon House Lane	Explore installing a two-way modal filter permitting only active travel modes to use Pigeon House Lane as a through-route (whilst still allowing access for residents and businesses).
20.9	Walking/ Wheeling & Cycling	A4095/ Church Road junction	Upgrade existing roundabout to a priority crossroad junction (A4095 priority), narrowing the junction mouth radii and improving the pedestrian crossings on each arm of the junction.
21.1	Walking/ Wheeling & Cycling	A40, between Eynsham Park and Ride and Wolvercote	Widen shared use footway/ cycleway to 3m on southern side of carriageway along the A40 in line with the A40 Eynsham Park and Ride to Wolvercote scheme (committed).
21.2	Walking/ Wheeling & Cycling	A40, between Eynsham Park and Ride and Cassington	Widen shared use footway/ cycleway to 3m on northern side of carriageway along the A40 in line with the A40 Eynsham Park and Ride to Cassington scheme (committed).

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Ref no.	Benefit to	Location	Description
21.3	Walking/ Wheeling & Cycling	A40, north of Spareacre Lane connecting to footpath	New controlled pedestrian and cycle crossing over the A40 at the Bridleway (206/31/20) access.
21.4	Walking/ Wheeling & Cycling	A40, north of Old Witney Road (tbc)	New grade-separated crossing of the A40 to facilitate access between the Salt Cross and West Eynsham developments, and existing Eynsham.
22.1	Walking/ Wheeling & Cycling	Wroslyn Road, south of Freeland	Widen existing footway to 3m to provide a shared use footway/ cycleway between Pigeon House Lane and the access to Bridleway (216/2/10).
22.2	Walking/ Wheeling & Cycling	Cuckoo Lane	Restrict through traffic movements on southern part of Cuckoo Lane in support of the Salt Cross Area developments, between the A40 and Cuckoo Wood Farm.
22.5	Walking/ Wheeling & Cycling	Wroslyn Road, south of Freeland	New raised pedestrian and cycle-controlled crossing to improve access to the Bridleway (216/2/10) access.
23.1	Walking/ Wheeling & Cycling	Bridleway 216/2/10 and 216/2/20	New unbound paved surface to improve accessibility along Bridleway (216/2/10 and 216/2/20) through Vincent's Wood whilst maintaining the character of the woodland. Install new signage along the route where appropriate.
25.1	Walking/ Wheeling & Cycling	Bridleway 420/21/20 and 420/21/30	New unbound paved surface to improve accessibility along Bridleway (420/21/20 and 420/21/30), connecting Church Lane and A40. Install new signage along the extent of the route.
27.1	Walking/ Wheeling & Cycling	Cassington Road, between A44 and western extent of Yarnton	Reduce the speed limit from 30mph to 20mph along Cassington Road. Install traffic calming measures (e.g. chicanes and build outs), ensuring people cycling can navigate the infrastructure smoothly.
28.1	Walking/ Wheeling & Cycling	Connection between Eynsham and Stanton Harcourt	Explore options to create a safer walking, wheeling and cycling route between Eynsham and Stanton Harcourt. Route options for further investigation include: <ul style="list-style-type: none"> - exclusively along B4449 (with cycle and walking provision separated from motor vehicles) - utilising the bridleway network and resurfacing including Pinkhill Lane bridleway and converting PRow footpath (362/3/10) connecting Sutton Lane with Pinkhill Lane Bridleway (362/1/30) to be a bridleway - A route that combines the B4449 and bridleway network
29.4	Walking/ Wheeling & Cycling	Connection between Stanton Harcourt and Bablock Hythe and Northmoor (362/1/40)	Upgrade the surface of the existing Bridleway (362/1/40) to match the quality of the rest of the Pinkhill Lane Bridleway, connecting to West End, and onwards to Bablock Hythe and Northmoor.
29.5	Walking/ Wheeling & Cycling	Bablock Hythe	Install a new pedestrian and cycle bridge over the river Thames at Bablock Hythe.
31.1	Walking/ Wheeling & Cycling	South Leigh/ Chilbridge Road	Upgrade the surface of the existing Bridleway (353/12/10) past Lower Farm to match the quality of the rest of Chilbridge Road, connecting Eynsham and South Leigh.

3.3. Additional Design Principles

As part of the overall proposed improvements detailed in **Table 1**, a series of design principles have been identified to help deliver consistent and high-quality infrastructure when undertaking future feasibility design. These principles include:

- **Narrow junction mouth radius, with side-road treatment and Dutch kerbs (entrance kerbs) at shared-use footways/ cycleways** – side road crossing treatments are designed to minimise conflicts between people walking, cycling and motor vehicles. They enable the shared-use route to run at a continuous, raised (table or Dutch entry kerbs), flat level across minor side roads, clearly maintaining the legal priority over motor vehicles turning into or out of a minor side road. The steep gradient to transition from road level to shared-use level forces motor vehicles to slow, increasing safety for people using the route. Where not detailed in the main proposed improvements table, these measures should be considered where future junction improvements are being made.
- **Wayfinding and signage** – updated wayfinding and signage throughout a town makes active travel more accessible and attractive for all users. Signage should include information about distances, destinations and direction, with a consistent branding to maintain easy navigation throughout. Cycleway markings can also be used to clarify routings.
- **Cycle parking** – in addition to the proposals that identify new cycle parking locations, major destinations on cycle routes 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 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.
- **Gateway features** – gateway treatments help define a transition from a higher speed link road environment, into a more walking- and cycle-friendly environment, often marking entry into residential or low-speed areas. These features can include changes in surface material, signage, road narrowing, or planting to visually cue drivers to reduce speed and be more aware of vulnerable road users. These features should be considered when transitioning from a higher speed environment (such as a road with a 50mph speed limit), into a residential area (a road with a 20mph speed limit).
- **Centre line removal where speed limit is 20mph** – removing the centre line on lower-speed roads encourages drivers to slow down and be more cautious of their surroundings. The lack of a defined lane can create a perception of a narrower carriageway. This contributes to improved safety and comfort for people walking/ wheeling and cycling using the road and adjacent footway.

4. Network Plan for Walking and Wheeling

Chapter Overview: This chapter sets out the walking and wheeling specific findings following information gathering and analysis as part of Stage 2 and the site audit. A walking audit was undertaken in Eynsham. Based on this, a walking and wheeling network was identified alongside possible improvements to this. Further work is required at a later stage to determine the details and feasibility of proposals. The audit report, which provides the detailed findings from the walking audit, is available at **Appendix C**.

4.1. Methodology

The walking and wheeling network of this LCWIP primarily focusses on Eynsham village. Development of the network has been an iterative process informed by the recommended Walking Route Assessment Tool (WRAT) and knowledge from key stakeholders, including OCC officers, and councillors from OCC, WODC and Eynsham Parish Council. The WRAT is not a road safety audit, but an assessment of current provision against national guidance (including LTN 1/20). The WRAT considers how walking and wheeling can be made more pleasant against the core design principles for walking and wheeling outlined in **Figure 11**.

Improvements are suggestions at this stage; additional work is required following the production of the LCWIP to develop proposals further and determine feasibility (and this will be subject to funding). The improvements proposed are not exhaustive and further improvements may be identified at a later stage.

4.1.1. Network development process

1. Trip generators were first determined to understand common places people could travel to and from by walking/ wheeling.
2. A core walking zone was formed of trip generators within a 2km walking and wheeling distance of Eynsham village centre (**Figure 4**).
3. The possible routes between trip generators in the core walking and wheeling zone was established, alongside the potential number of users of these routes.
4. The network of routes was refined through a site audit and data analysis to form a walking and wheeling network for inclusion in the LCWIP. **Appendix C** details the outcomes of this audit.
5. Finally, improvements were suggested to the walking and wheeling network following the audit and stakeholder and public engagement (**Table 2**). Existing committed proposals have been considered when proposing the improvements, including the A40 Eynsham Park and Ride to Wolvercote committed scheme.⁹
6. The improvements identified are high-level proposals and require further feasibility and design work and public consultation before being implemented.

⁹ A40 Eynsham Park and Ride to Wolvercote scheme

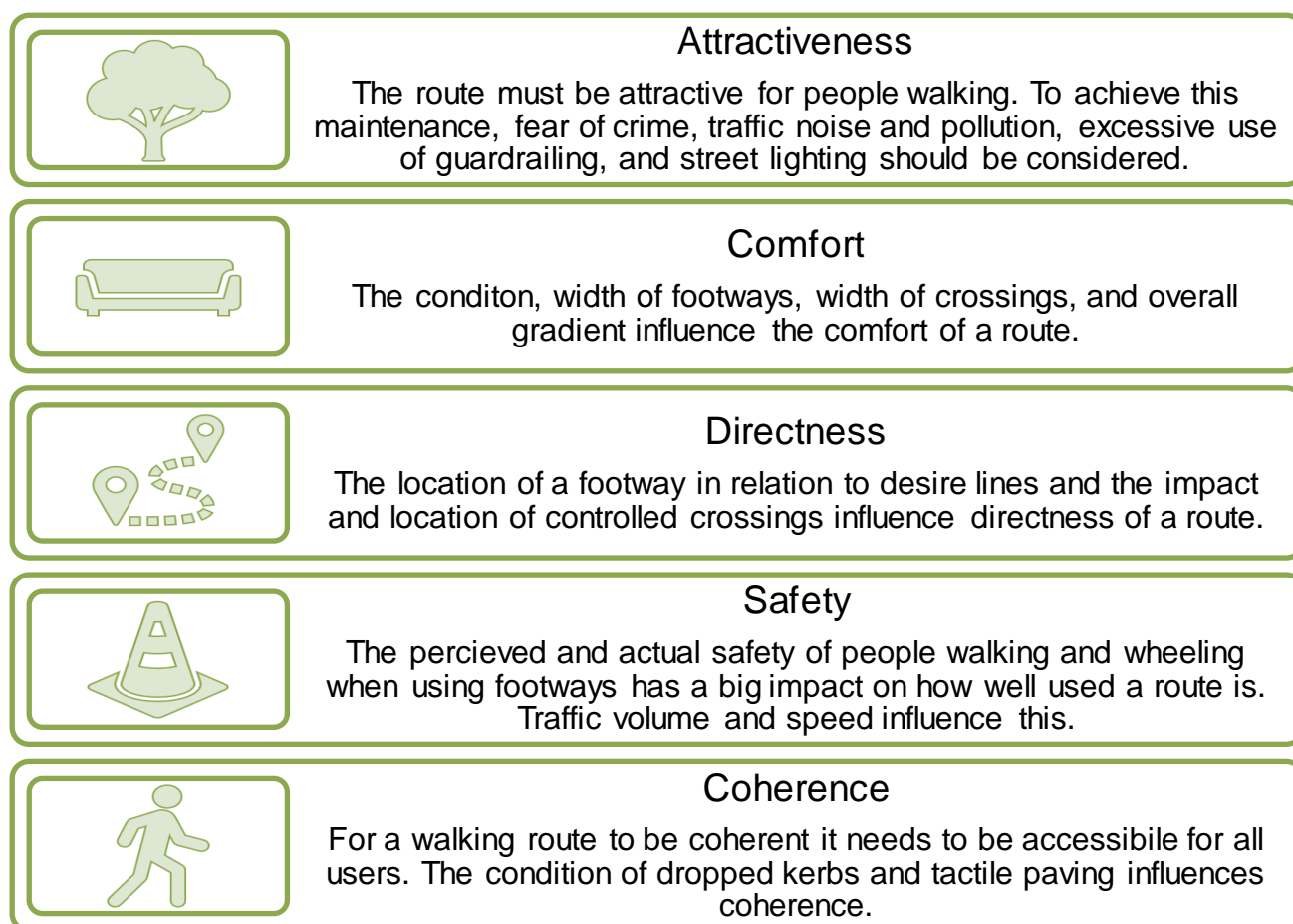


Figure 11: Core Design Outcomes for Walking and Wheeling

4.2. Proposed walking and wheeling network improvements

Following the audit in June 2025 and stakeholder and public engagement, proposals have been developed to address identified issues. To inform proposals, a 'Walking, Wheeling and Cycling Improvements Toolkit' has been created (**Appendix A**).

The walking improvements proposed for Eynsham and connections to the surrounding area are shown in **Figure 12 – 15**. The reference numbers shown on the maps refer to the measures described in

Table 2.

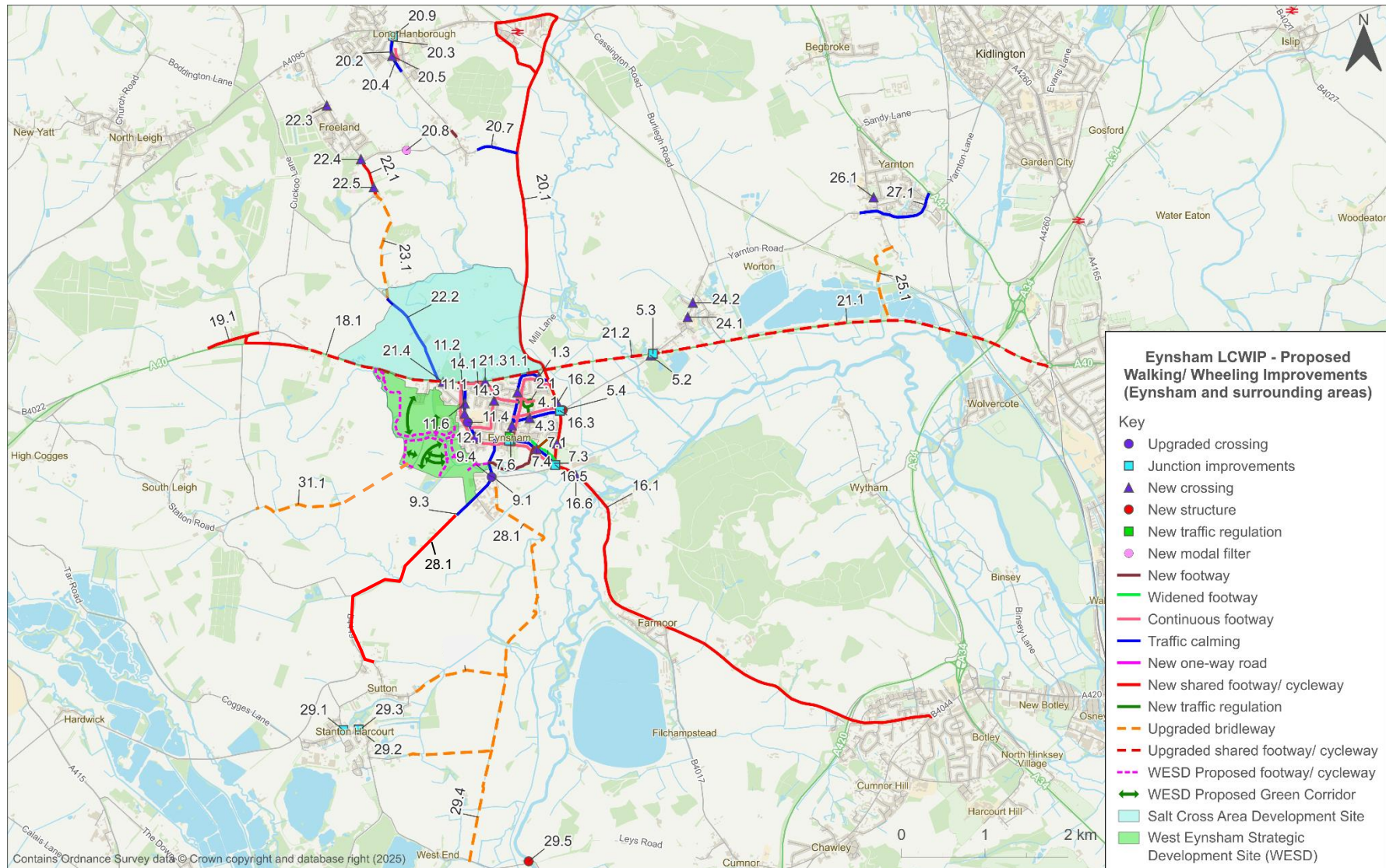


Figure 12: Proposed walking/ wheeling improvements for Eynsham and connections to the surrounding area

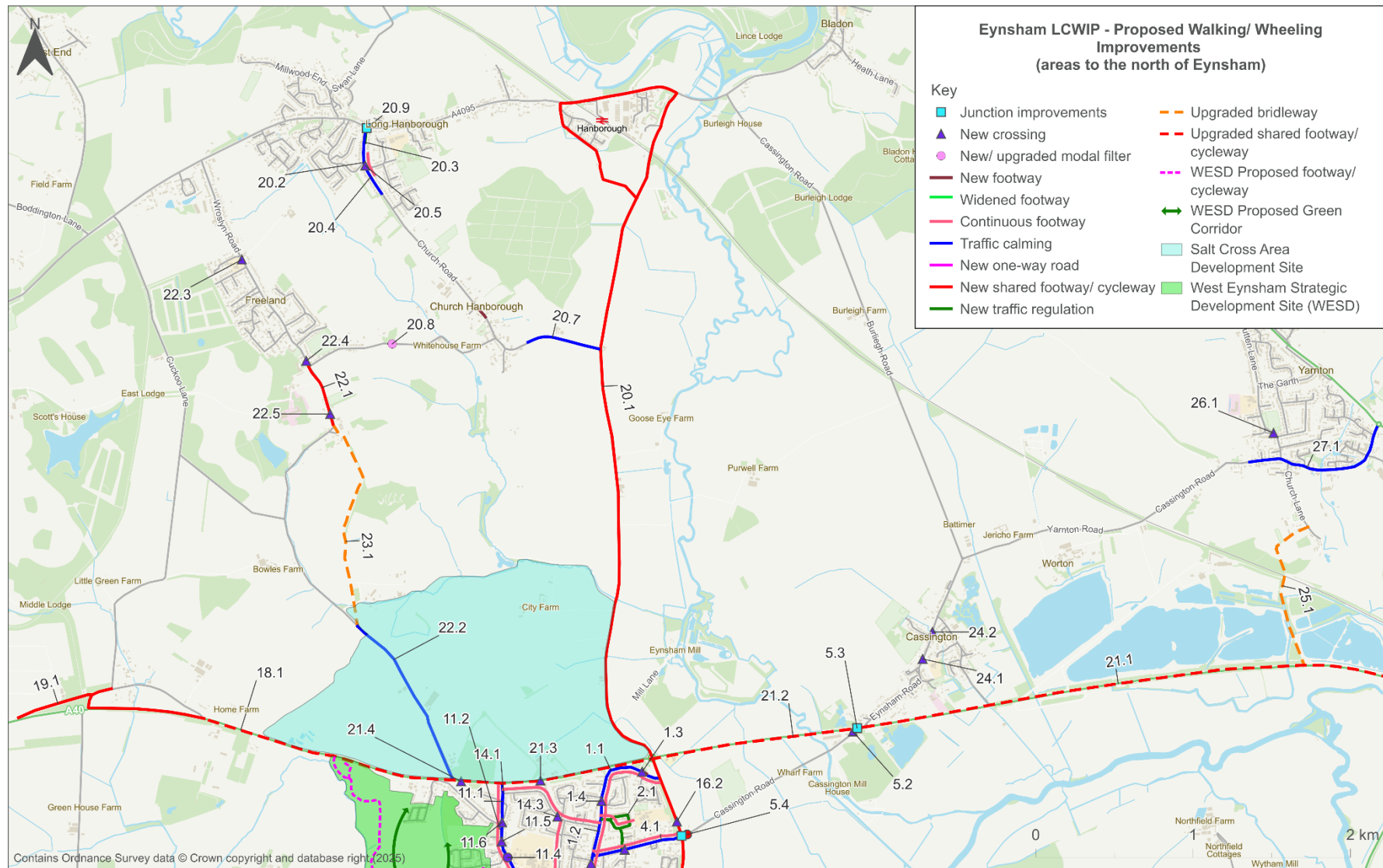


Figure 13: Proposed walking/ wheeling improvements for areas to the north of Eynsham

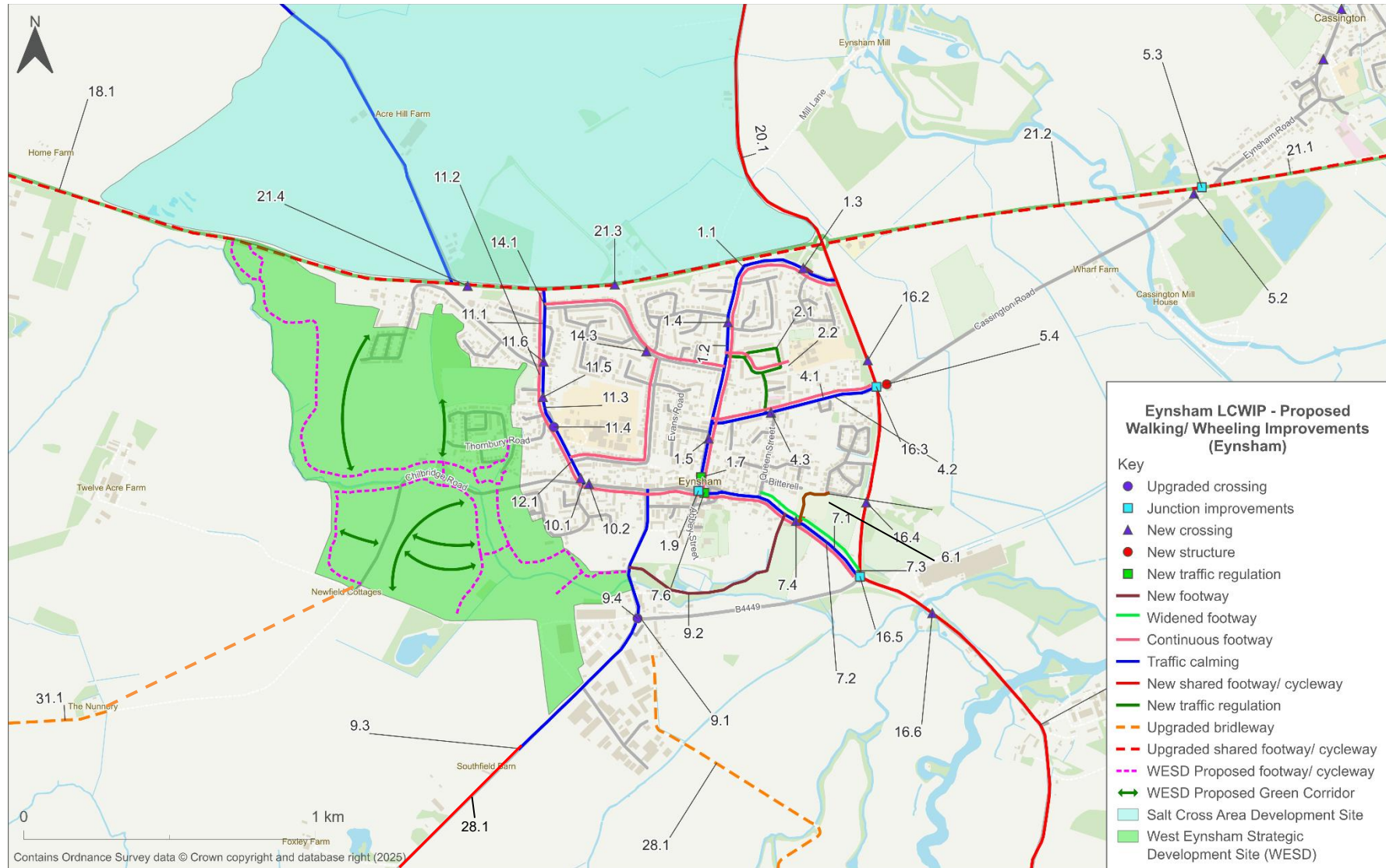


Figure 14: Proposed walking/ wheeling improvements for Eynsham

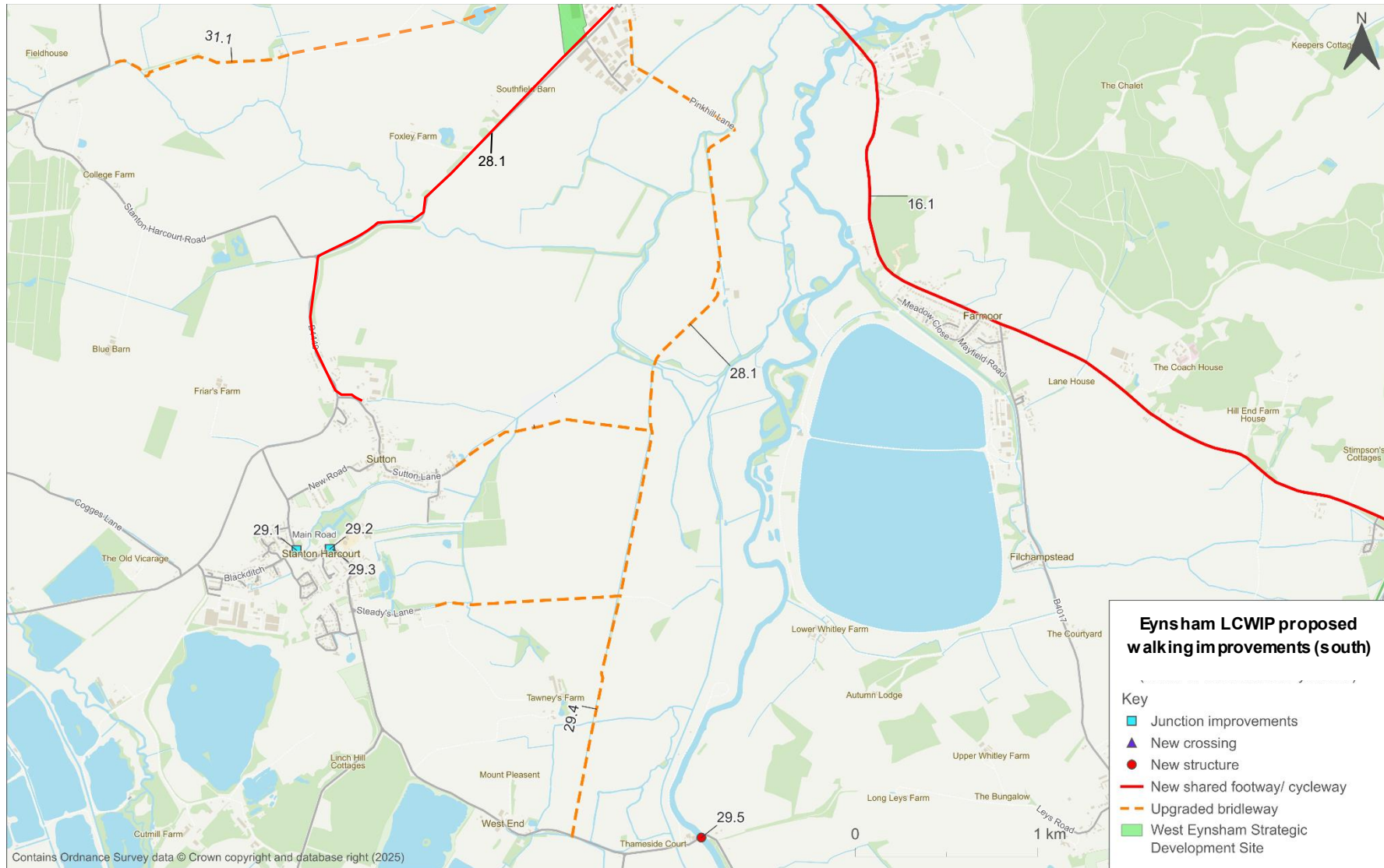


Figure 15: Proposed walking/ wheeling improvements for areas to the south of Eynsham

Table 2 describes each of the proposals. These proposals should be viewed in conjunction with **Figure 12**. Proposals marked with an asterisk symbol (*) relate directly to improving connections to schools.

Table 2: List of all walking/ wheeling proposed improvements

Ref no.	Benefit to	Location	Description
1.1	Walking/ Wheeling	Mill Street and Hanborough Road	Narrow junction mouths to reduce crossing widths and provide a continuous footway at all minor side roads (10 in total) to emphasise pedestrian priority in line with highway code along this route.
1.2	Walking/ Wheeling & Cycling	Mill Street and Hanborough Road	Install traffic calming measures, such as chicanes, build outs and raised tables, to reduce traffic speeds, ensuring people cycling can navigate the infrastructure smoothly. Enforce a weight restriction on vehicles over 7.5 tonnes (except for access).
1.3	Walking/ Wheeling	Hanborough Road, west of Dovehouse Close	New uncontrolled pedestrian crossing over Hanborough Road and new short section of footway to improve access eastbound bus stop.
1.4	Walking/ Wheeling	Hanborough Road, north of Wytham View	New raised zebra crossing over Hanborough Road, between Wytham View and Marlborough Place, to improve access to Eynsham Primary School.
1.5	Walking/ Wheeling	Mill Street, between Eynsham Library and Eynsham Post Office	New raised zebra crossing over Mill Street to access collection of retail properties in vicinity of Eynsham Post Office.
1.7	Walking/ Wheeling & Cycling	Mill Street/ Acre End Street/ High Street junction	Review traffic routing, access and parking through this junction better manage traffic and create more space for people walking, wheeling and cycling.
1.9	Walking/ Wheeling	Mill Street/ Acre End Street/ High Street junction	Install raised table across the junction to slowing motor traffic and improve pedestrian crossing movements by installing tactile paving.
2.1*	Walking/ Wheeling & Cycling	Beech Road, Hawthorn Road, Millmoor Crescent	Introduce walking and cycling accessibility measures consistent with a school street environment.
2.2*	Walking/ Wheeling	Beech Road	Narrow junction mouths to reduce crossing widths and provide a continuous footway at all minor side roads (4 in total) to emphasise pedestrian priority in line with highway code along this route.
4.1	Walking/ Wheeling	Newland Street/ Cassington Road	Narrow junction mouths to reduce crossing widths and provide a continuous footway at all minor side roads and entrances (8 in total) to emphasise pedestrian priority in line with highway code along this route.
4.2	Walking/ Wheeling & Cycling	Newland Street/ Cassington Road	Install traffic calming measures, such as chicanes, build outs and raised tables, to reduce traffic speeds, ensuring people cycling can navigate the infrastructure smoothly. Enforce a weight restriction on vehicles over 7.5 tonnes (except for access).
4.3	Walking/ Wheeling	Newland Street	New raised zebra crossing over Newland Street, west of Queen Street to improve access to Eynsham Primary School.
5.1	Walking/ Wheeling & Cycling	Cassington Road, at the junction with A40	New pedestrian and cycle-controlled crossing over Cassington Road at the junction with A40.

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Ref no.	Benefit to	Location	Description
5.2	Walking/ Wheeling & Cycling	Cassington Road/ A40 junction	Upgrade traffic lights with improved detection to reduce waiting times for people walking, wheeling and cycling to make junction more efficient at the Cassington Road/ A40 junction.
5.3	Walking/ Wheeling & Cycling	Cassington Road/ B4449 junction	Install a gateway feature at the western end of Cassington Road to reinforce the quiet nature of the road.
6.1	Walking/ Wheeling	Eynsham Recreation Grounds	New footpath through Recreation Grounds around western edge of the field connecting Bitterell and Oxford Road.
7.1	Walking/ Wheeling	Oxford Road/ High Street	Narrow junction mouths to reduce crossing widths and provide a continuous footway at all minor side roads and entrances (8 in total) to emphasise pedestrian priority in line with highway code along this route.
7.2	Walking/ Wheeling & Cycling	Oxford Road/ High Street	Install traffic calming measures, such as chicanes, build outs and raised tables, to reduce traffic speeds, ensuring people cycling can navigate the infrastructure smoothly. Enforce a weight restriction on vehicles over 7.5 tonnes (except for access).
7.3	Walking/ Wheeling	Between Queen Street and B4449	Widen the footway to improve safety of walking/ wheeling along Oxford Road between Queen Street and B4449.
7.4	Walking/ Wheeling	Oxford Road (next to the pavilion and play areas)	New raised zebra crossing over Oxford Road to access The Pavillion and Oxford Road Play Area.
7.6	Walking/ Wheeling & Cycling	High Street	Relocate existing loading bay on High Street east by 5m to improve pedestrian visibility throughout the High Street/ Mill Street/ Acre End Street junction.
9.1	Walking/ Wheeling & Cycling	Station Road	Install traffic calming measures, such as chicanes, build outs and raised tables, to reduce traffic speeds, ensuring people cycling can navigate the infrastructure smoothly. Enforce a weight restriction on vehicles over 7.5 tonnes (except for access).
9.2	Walking/ Wheeling	Eynsham Abbey Fishponds	Surface the existing footpath via Abbey Fishponds to provide all weather route to connect Station Road and Oxford Road.
9.3	Walking/ Wheeling	Stanton Harcourt Road	Reduce the speed limit to 30mph. Install traffic calming measures including gateway features and footway build-outs.
9.4	Walking/ Wheeling	Stanton Harcourt Road/ B4449 junction	Upgrade pedestrian crossings on each arm of the roundabout, installing dropped kerbs and tactile paving on each arm, a pedestrian refuge island on the eastern arm, as well as a set-back crossing on the southern arm to improve access to Oasis Business Park.
10.1	Walking/ Wheeling	Acre End Street	Narrow junction mouths to reduce crossing widths and provide a continuous footway at all minor side roads (1 in total) to emphasise pedestrian priority in line with highway code along this route.
10.2	Walking/ Wheeling	Acre End Street/ Witney Road	New raised zebra crossing over Acre End Street, set back from mini-roundabout to improve safety of walking and wheeling through the junction.
11.1*	Walking/ Wheeling	Witney Road	Narrow junction mouths to reduce crossing widths and provide a continuous footway at all minor side roads and entrances (13 in total) to emphasise

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Ref no.	Benefit to	Location	Description
			priority for people walking and wheeling in line with highway code along this route.
11.2*	Walking/ Wheeling & Cycling	Witney Road	Install traffic calming measures, such as chicanes, build outs and raised tables, to reduce traffic speeds, ensuring people cycling can navigate the infrastructure smoothly. Enforce a weight restriction on vehicles over 7.5 tonnes (except for access).
11.3	Walking/ Wheeling	Witney Road/ Acre End Street	New raised zebra crossing over Witney Road, set back from mini-roundabout to improve safety of walking and wheeling through the junction.
11.4*	Walking/ Wheeling	Witney Road, south of Thornbury Road	Upgrade existing zebra crossing over Witney Road to be a raised zebra crossing.
11.5*	Walking/ Wheeling	Witney Road, north of Star Close	New raised zebra crossing over Witney Road to improve pedestrian access to Bartholomew School.
11.6*	Walking/ Wheeling	Witney Road, north of Star Close	New raised zebra crossing over Witney Road to improve pedestrian access to Oxford Nursery.
12.1*	Walking/ Wheeling	Clover Place/ Back Lane	Narrow junction mouths to reduce crossing widths and provide a continuous footway at all minor side roads and entrances (6 in total) to emphasise pedestrian priority in line with highway code along this route.
14.1	Walking/ Wheeling	Spareacre Lane	Narrow junction mouths to reduce crossing widths and provide a continuous footway at all minor side roads (6 in total) to emphasise pedestrian priority in line with highway code along this route.
14.3	Walking/ Wheeling	Spareacre Lane	New raised zebra crossing over Spareacre Lane, west of Marlborough Place, to improve pedestrian access to the retail units and eastbound bus stop.
16.1	Walking/ Wheeling & Cycling	B4449 (eastern link) and B4044	New shared-use footway/ cycleway between Eynsham and Botley, via B4449 and B4044.
16.2	Walking/ Wheeling & Cycling	B4449/ Bridleway (206/8/20) junction	New controlled pedestrian and cycle crossing over B4449 at the bridleway (206/8/20) access.
16.3	Walking/ Wheeling	B4449/ Cassington Road junction	Upgrade existing roundabout at the Cassington Road/ B4449 junction to a signal-controlled junction, with pedestrian crossings over each arm.
16.4	Walking/ Wheeling	B4449/ Bitterell footpath (206/5/10) junction	New controlled pedestrian crossing over B4449 at the PRow footpath (206/5/10) access.
16.5	Walking/ Wheeling	B4449/ Oxford Road junction	Upgrade existing roundabout at the Oxford Road/ B4449 junction to a signal-controlled junction, with pedestrian crossings over Oxford Road and the B4449 (north).
16.6	Walking/ Wheeling & Cycling	B4044, opposite Long Mead Local Wildlife Site	New pedestrian and cycle-controlled crossing over B4044 to provide access to Long Mead Local Wildlife Site.
18.1	Walking/ Wheeling & Cycling	A40, between Barnard Gate access and Eynsham Park and Ride	Widen shared use footway/ cycleway to 3m on northern side of carriageway along the A40, between Barnard Gate and Eynsham Park and Ride.
19.1	Walking/ Wheeling & Cycling	Barnard Gate access from A40	Extend shared use footway/ cycleway along the A40 west of the service road access to Barnard Gate, before continuing along existing route past the solar farm. Provide short access to Barnard Gate access road.

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Ref no.	Benefit to	Location	Description
20.1	Walking/ Wheeling & Cycling	Lower Road	New shared-use footway/ cycleway between Eynsham and Hanborough via Lower Road, including improved walking and cycling provision on the A4095 across the railway bridge at Long Hanborough.
20.2*	Walking/ Wheeling & Cycling	Church Road, between A4095 and Woodward Lane	Reduce the speed limit to 20mph. Install traffic calming measures, such as chicanes, build outs and raised tables, to reduce traffic speeds, ensuring people cycling can navigate the infrastructure smoothly.
20.3	Walking/ Wheeling & Cycling	Church Road, on the northern section near the A4095	Install and enforce parking restrictions on both sides of the carriageway of Church Road to increase pedestrian visibility at the junction.
20.4*	Walking/ Wheeling	Church Road and Churchill Way, and Roosevelt Road junctions	Narrow junction mouths to reduce crossing widths and provide a continuous footway at all minor side roads and entrances (two in total) to emphasise priority of people walking and wheeling in line with highway code along this route.
20.5*	Walking/ Wheeling	Church Road, between Churchill Way and Roosevelt Road	Upgrade existing zebra crossing over Church Road to be a raised zebra crossing.
20.6*	Walking/ Wheeling	Church Road, between Mansell Close and the church entrance	Explore options to provide a footway through the pinch point on Church Road in Church Hanborough, including: <ul style="list-style-type: none"> - relocating the carriageway to build a footway on the western side; - providing footway on the eastern side of the carriageway with an uncontrolled crossing; - narrowing the carriageway to a single lane to provide a footway on the western side, where opposing vehicles give way to one another.
20.7	Walking/ Wheeling & Cycling	Church Road, between Lower Road and the entrance to Church Hanborough	Reduce the speed limit to 40mph. Install traffic calming measures, such as removal of the centre line and gateway features to reduce traffic speeds.
20.8	Walking/ Wheeling & Cycling	Pigeon House Lane	Explore installing a two-way modal filter permitting only active travel modes to use Pigeon House Lane as a through-route (whilst still allowing access for residents and businesses).
20.9	Walking/ Wheeling & Cycling	A4095/ Church Road junction	Upgrade existing roundabout to a priority crossroad junction (A4095 priority), narrowing the junction mouth radii and improving the pedestrian crossings on each arm of the junction.
21.1	Walking/ Wheeling & Cycling	A40, between Eynsham Park and Ride and Wolvercote	Widen shared use footway/ cycleway to 3m on southern side of carriageway along the A40 in line with the A40 Eynsham Park and Ride to Wolvercote scheme (committed).
21.2	Walking/ Wheeling & Cycling	A40, between Eynsham Park and Ride and Cassington	Widen shared use footway/ cycleway to 3m on northern side of carriageway along the A40 in line with the A40 Eynsham Park and Ride to Cassington scheme (committed).
21.3	Walking/ Wheeling & Cycling	A40, north of Spareacre Lane connecting to footpath	New controlled pedestrian and cycle crossing over the A40 at the Bridleway (206/31/20) access.

Eynsham Local Cycling and Walking Infrastructure Plan

Ref no.	Benefit to	Location	Description
21.4	Walking/ Wheeling & Cycling	A40, north of Old Witney Road	New grade-separated crossing of the A40 to facilitate access between the Salt Cross and West Eynsham developments, and existing Eynsham.
22.1	Walking/ Wheeling & Cycling	Wroslyn Road, south of Freeland	Widen existing footway to 3m to provide a shared use footway/ cycleway between Pigeon House Lane and the access to Bridleway (216/2/10).
22.2	Walking/ Wheeling & Cycling	Cuckoo Lane	Restrict through traffic movements on southern part of Cuckoo Lane in support of the Salt Cross Area developments, between the A40 and Cuckoo Wood Farm.
22.3*	Walking/ Wheeling	Wroslyn Road, Freeland	New raised zebra crossing over Wroslyn Road, between Oakland Close and Parklands, to improve access to Freeland CE Primary School.
22.4	Walking/ Wheeling	Wroslyn Road, Freeland	New raised zebra crossing over Wroslyn Road, north of Pigeon House Lane.
22.5	Walking/ Wheeling & Cycling	Wroslyn Road, south of Freeland	New raised pedestrian and cycle-controlled crossing to improve access to the Bridleway (216/2/10) access.
23.1	Walking/ Wheeling & Cycling	Bridleway 216/2/10 and 216/2/20	New unbound paved surface to improve accessibility along Bridleway (216/2/10 and 216/2/20) through Vincent's Wood whilst maintaining the character of the woodland. Install new signage along the route where appropriate.
24.1*	Walking/ Wheeling	The Green, Cassington; near the Red Lion pub	New raised zebra crossing over The Green, improving access to St Peter's C of E Primary School.
24.2	Walking/ Wheeling	The Green, Cassington; north of Elms Road	New raised zebra Crossing over The Green, north of Elms Road.
25.1	Walking/ Wheeling & Cycling	Bridleway 420/21/20 and 420/21/30	New unbound paved surface to improve accessibility along Bridleway (420/21/20 and 420/21/30), connecting Church Lane and A40. Install new signage along the extent of the route.
26.1	Walking/ Wheeling	Rutten Lane, Yarnton	New raised zebra crossing over Rutten Lane to improve access to Rutten Lane Park.
27.1	Walking/ Wheeling & Cycling	Cassington Road, between A44 and western extent of Yarnton	Reduce the speed limit from 30mph to 20mph along Cassington Road. Install traffic calming measures (e.g. chicanes and build outs), ensuring people cycling can navigate the infrastructure smoothly.
28.1	Walking/ Wheeling & Cycling	Connection between Eynsham and Stanton Harcourt	<p>Explore options to create a safer walking, wheeling and cycling route between Eynsham and Stanton Harcourt. Route options for further investigation include:</p> <ul style="list-style-type: none"> - exclusively along B4449 (with cycle and walking provision separated from motor vehicles) - utilising the bridleway network and resurfacing including Pinkhill Lane bridleway and converting PRoW footpath (362/3/10) connecting Sutton Lane with Pinkhill Lane Bridleway (362/1/30) to be a bridleway - A route that combines the B4449 and bridleway network

Eynsham Local Cycling and Walking Infrastructure Plan

Ref no.	Benefit to	Location	Description
29.1	Walking/ Wheeling	Blackditch/ Main Road junction	Narrow junction mouth and provide a continuous footway over Blackditch. Upgrade uncontrolled crossing over Main Road to improve accessibility.
29.2*	Walking/ Wheeling	Main Road/ School Lane junction	Narrow junction mouth to reduce crossing width and provide a continuous footway over School Lane to emphasise pedestrian priority in line with highway code.
29.3*	Walking/ Wheeling	Main Road, Stanton Harcourt	New raised zebra crossing over Main Road to improve access to Stanton Harcourt C of E Primary School.
29.4	Walking/ Wheeling & Cycling	Connection between Stanton Harcourt and Bablock Hythe and Northmoor (362/1/40)	Upgrade the surface of the existing Bridleway (362/1/40) to match the quality of the rest of the Pinkhill Lane Bridleway, connecting to West End, and onwards to Bablock Hythe and Northmoor.
29.5	Walking/ Wheeling & Cycling	Bablock Hythe	Install a new pedestrian and cycle bridge over the river Thames at Bablock Hythe.
31.1	Walking/ Wheeling & Cycling	South Leigh/ Chilbridge Road	Upgrade the surface of the existing Bridleway (353/12/10) past Lower Farm to match the quality of the rest of Chilbridge Road, connecting Eynsham and South Leigh.

4.3. Additional Design Principles

As part of the overall proposed improvements detailed in

Table 2, a series of design principles have been identified to help deliver consistency and high-quality infrastructure when undertaking future feasibility design. These principles include:

- **Narrow junction mouth radius, with side-road treatment and Dutch kerbs (entrance kerbs) at segregated cycleways** – side road crossing treatments are designed to minimise conflicts between people walking, wheeling cycling and motor vehicles. They enable the shared-use route to run at a continuous, raised (table or Dutch entry kerbs), flat level across minor side roads, clearly maintaining the legal priority over motor vehicles turning into or out of a minor side road. The steep gradient to transition from road level to footway level forces motor vehicles to slow, increasing safety for pedestrians. These measures should be considered where junction improvements are being made.
- **Wayfinding and signage** – updated wayfinding and signage throughout a town makes active travel more accessible and attractive for all users. Signage should include information about distances, destinations and direction, with a consistent branding to maintain an easy navigation throughout.
- **Gateway features** – gateway treatments help define a transition from a higher speed link road environment, into a more walking- and cycle-friendly environment, often marking entry into residential or low-speed areas. These features can include changes in surface material, signage, road narrowing, or planting to visually cue drivers to reduce speed and be more aware of vulnerable road users. These features should be considered when transitioning from a higher speed environment (such as a road with a 50mph speed limit), into a residential area (a road with a 20mph speed limit).

- **Centre line removal where speed limit is 20mph** – removing the centre line on lower-speed roads encourages drivers to slow down and be more cautious of their surroundings. The lack of a defined lane can create a perception of a narrower carriageway. This contributes to improved safety and comfort for people walking/wheeling and cycling using the road and adjacent footway.

5. Prioritisation of improvements and Packaging of improvements

Chapter Overview: This chapter sets out the methodology for prioritising routes for improvement. This is standard criteria developed by OCC and applied to all LCWIPs. Prioritisation scoring is a guide only – many factors influence prioritisation where this method and ranking may not be appropriate e.g. in situations where there is specific funding criteria or development proposals.

5.1. Prioritisation Criteria and Methodology

OCC's standardised prioritisation criteria, that has been developed based on recommendations from LCWIP guidance, was used to determine the priority of each route within this LCWIP. Each route was assessed against the criteria and scored on a scale of 0 to 2. The prioritisation criteria can be seen in **Figure 16**, and **Table 3** outlines the scoring requirements of each criterion. Prioritisation of routes is indicative only based on these criteria and does not solely dictate what schemes will be delivered and when. There are several factors that are often more influential and singularly determine delivery of a scheme, including funding, location of scheme and land ownership.

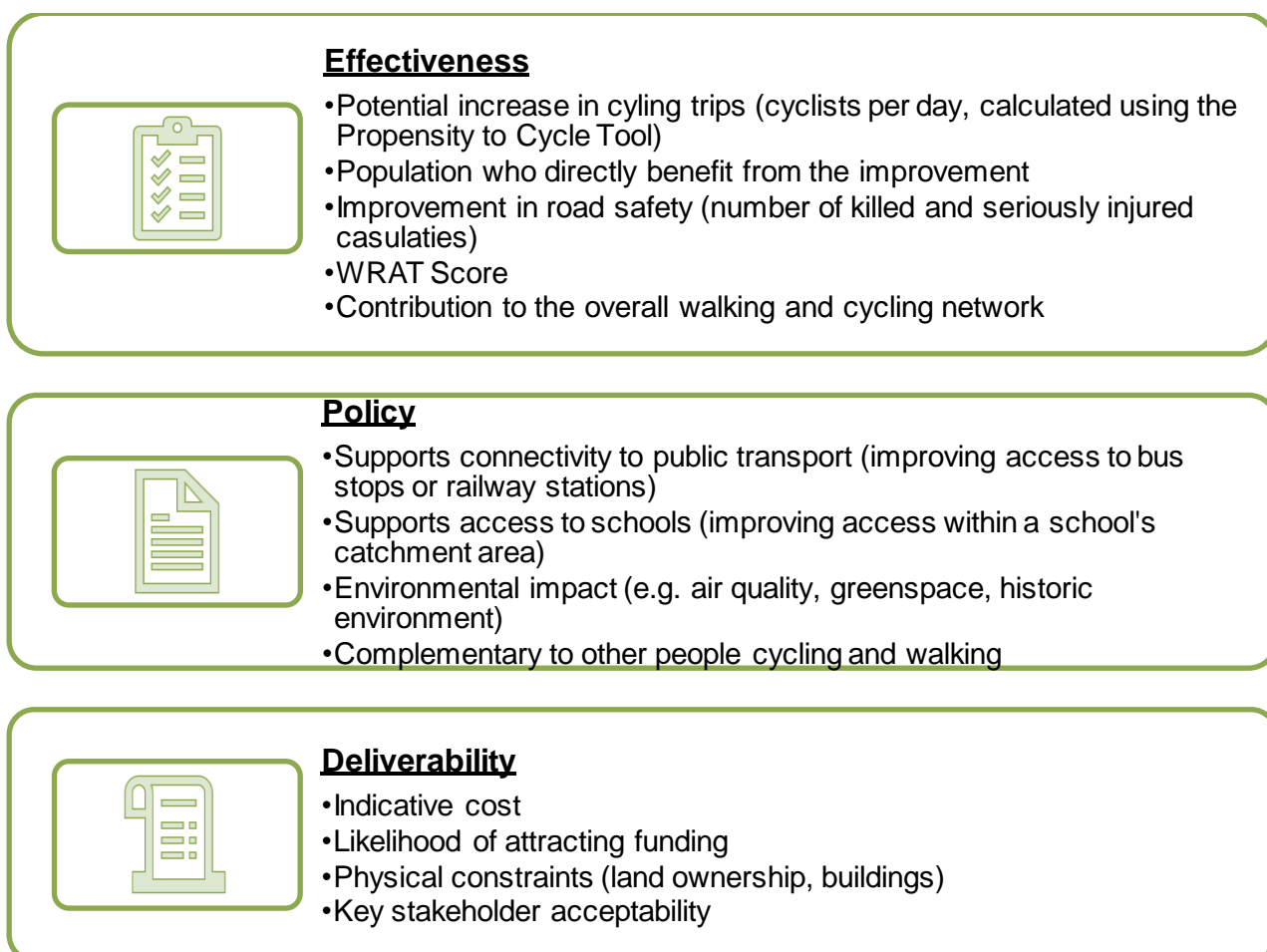


Figure 16: Prioritisation Criteria

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)	<5	5-10	>10
Population who directly benefit from the improvement.	<800	800 - 1800	>1800
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 = 1	Pedestrian or cyclist casualties along route ≥ 2
WRAT Scoring	>70%	35 to 70%	<35%
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 schools	Scheme not within school catchment area	Scheme improves secondary route within school catchment area	Scheme improves primary route within school catchment area
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
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)
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, i.e. not highway land, land take likely	Minor ownership issues. i.e. land take possible	No ownership issues, improvement falls within highway boundary
Key stakeholder acceptability	Not supported by stakeholders	Partial support by stakeholders	Strongly supported by stakeholders

5.2. Prioritisation of improvements

The proposals detailed in **Section 0** and **Section 0** have been grouped together with other measures along the same route of similar characteristics. Once grouped, 25 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.

Two factors were used to influence the assessment of delivery timescale. Firstly, each route's total prioritisation score determined using the criteria outlined in **Table 3** was assessed. Low scoring routes were prioritised for long term delivery while improvements that scored highly, which offer greater benefits, were prioritised for short term delivery. Secondly, consideration of whether a high scoring measure can practicably be delivered in the short term given the level of complexity of the scheme – estimated construction cost has been used as proxy for complexity. **Figure 17** sets out the approach to determining the appropriate timescale.

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.

Eynsham Local Cycling and Walking Infrastructure Plan

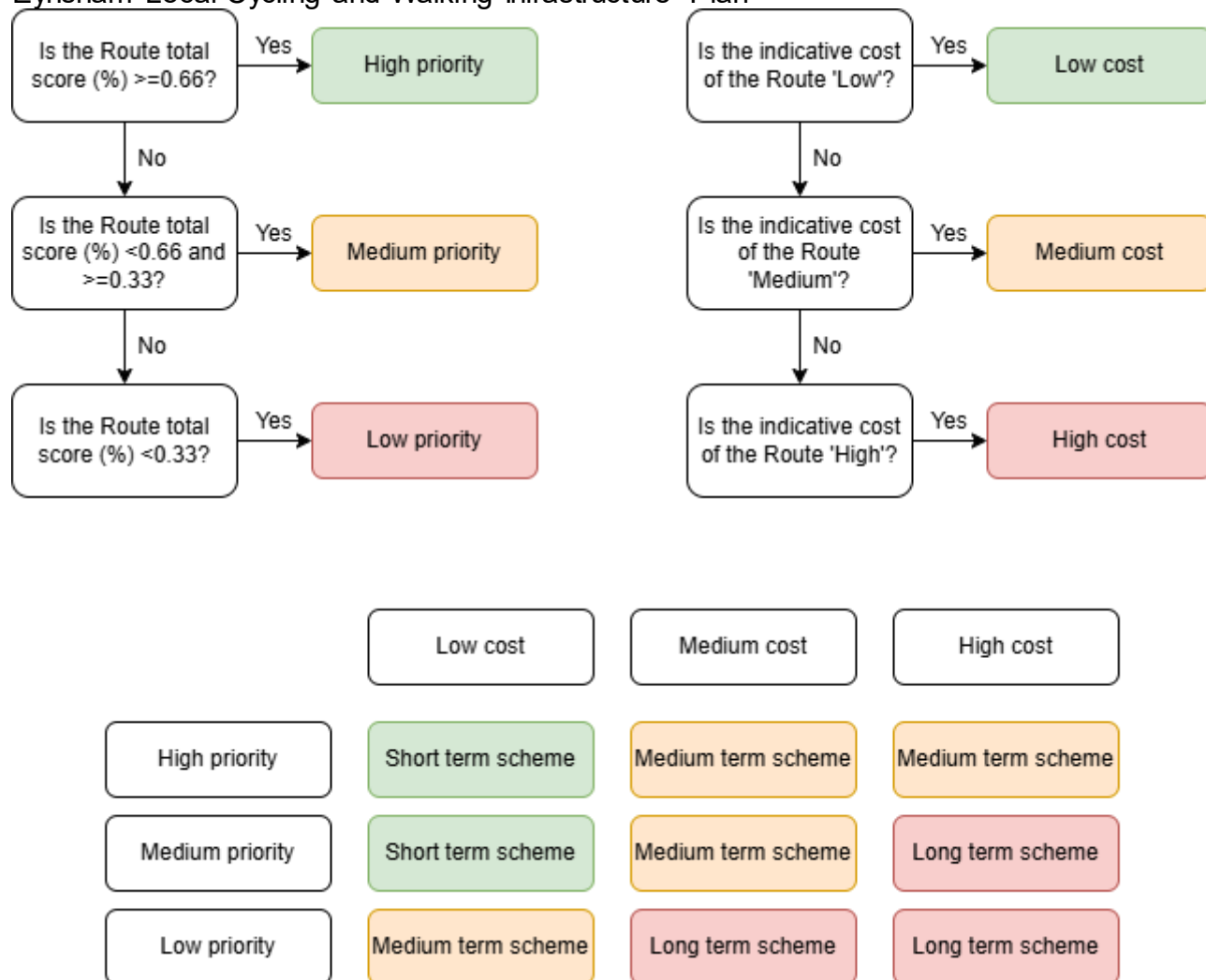


Figure 17: Route Proposal Timescale Approach

Table 4 outlines the route rankings, overall score, and associated timescale. 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, wheeling and cycling network and provide improved connectivity to key destinations.

Table 4: Prioritisation - Ranking of proposed routes

Route No.	Proposal Ref No.	Location	Total Score	Rank	Timescale
1*	1.1 – 1.9	Mill Street/ Hanborough Road (Acre End Street - B4449)	0.81	=1	Medium
2*	2.1 – 2.2	Beech Road (Hanborough Road - Eynsham Primary School)	0.81	=1	Short
11*	11.1 – 11.6	Witney Road (Acre End Street - A40)	0.77	3	Medium
10	10.1 – 10.2	Acre End Street (Mill Street - Witney Road)	0.73	=4	Short
16	16.1 – 16.6	B4449 (A40 - Oxford Road)	0.73	=4	Medium
20	20.1 – 20.9	Lower Road and Church Road (A40 - A4095)	0.67	=6	Medium
26*	26.1	Rutten Lane (Cassington Road - A44)	0.67	=6	Short
12*	12.1	Clover Place/ Back Lane (Witney Road - Spareacre Lane)	0.65	8	Short
22*	22.1 – 22.5	Cuckoo Lane/ Wroslyn Road (A40 - A4095)	0.63	9	Medium
5*	5.1 – 5.3	Cassington Road (B4449 - A40)	0.62	=10	Medium
7	7.1 – 7.6	High Street/ Oxford Road (Mill Street - B4449)	0.62	=10	Medium
21	21.1 - 21.4	A40 (Cuckoo Lane - Wolvercote)	0.58	12	Long
9	9.1 – 9.4	Station Road (Acre End Street - Oakfield Industrial Estate)	0.58	13	Short
24*	24.1 – 24.2	Eynsham Road/ Yarnton Road (A40 - Rutten Lane)	0.54	14	Medium
14	14.1 – 14.3	Spareacre Lane (Witney Road - Mill Street)	0.54	15	Medium
4	4.1 – 4.3	Newland Street/ Cassington Road (Mill Street - B4449)	0.46	16	Medium
18	18.1	A40 (Cuckoo Lane - Barnards Gate)	0.46	=17	Short
29*	29.1 – 29.5	Main Road (B4449 - Halifax Way)	0.46	=17	Long
27	27.1	Cassington Road (Rutten Lane - A44)	0.42	=19	Short
31	31.1	Chillbridge Road (Witney Road - Stanton Harcourt Road)	0.42	=19	Short
6	6.1	Bitterell and connecting footpath (Queen Street - Siemens factory)	0.35	21	Short
28	28.1	B4449/ Eynsham Road (Oakfield Industrial Estate - Main Road)	0.25	22	Long
25	25.1	Church Lane/ Yarnton bridleway (Cassington Road - A40)	0.21	23	Medium
19	19.1	Normans Way (A40 - Barnards Gate)	0.17	24	Long
23	23.1	Bridleway through Vincent's Wood (Wroslyn Road - Cuckoo Lane)	0.13	25	Long
* denotes proposals that relate directly to improving connections to schools					

5.3. Costs

Initial indicative costings have been undertaken to estimate the capital cost of each of the 25 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 Q2 prices.

Costs for the proposed interventions have been included:

- Mixed strategic cycle route (shared-use footway/ cycleway with junction alignment with cycle route)
- Remodelled major junction (cycling piggybacking on traffic measures)
- 20mph zone (with traffic calming 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)
- Footway widening into existing carriageway (1m widening)
- New footway (2m wide)
- Cycle parking (estimated five Sheffield stands)
- Traffic Regulation Orders (TROs – parking restrictions/ school street)
- Continuous footways over minor side roads
- Resurfacing public right of way/ bridleway (3m wide)
- Shared use, active travel bridge (3m wide)

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 Q2 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.
- 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.

For routes that have a number of possible options, and average cost of the options has been taken where known. Costs will be refined as schemes are developed following completion of this LCWIP.

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

Table 5.

Table 5: Indicative cost estimates for each route

Route Number	Location	Total Cost (£000's)	
1	Mill Street/ Hanborough Road (Acre End Street - B4449)	£	1,310
2	Beech Road (Hanborough Road - Eynsham Primary School)	£	190
4	Newland Street/ Cassington Road (Mill Street - B4449)	£	450
5	Cassington Road (B4449 - A40)	£	900
6	Bitterell and connecting footpath (Queen Street - Siemens factory)	£	40
7	High Street/ Oxford Road (Mill Street - B4449)	£	620
9	Station Road (Acre End Street - Oakfield Industrial Estate)	£	180
10	Acre End Street (Mill Street - Witney Road)	£	190
11	Witney Road (Acre End Street - A40)	£	930
12	Clover Place/ Back Lane (Witney Road - Spareacre Lane)	£	220
14	Spareacre Lane (Witney Road - Mill Street)	£	370
16	B4449/ B4044	Current design work to inform cost	
18	A40 (Cuckoo Lane - Barnards Gate)	£	260
19	Normans Way (A40 - Barnards Gate)	£	2,730
20	Lower Road and Church Road (A40 - A4095)	£ 8,840 (excluding rail bridge works)	
21	A40 (Lower Road - Yarnton bridleway)	£	4,390
22	Cuckoo Lane/ Wroslyn Road (A40 - A4095)	£	730
23	Bridleway through Vincent's Wood (Wroslyn Road - Cuckoo Lane)	£	320
24	Eynsham Road/ Yarnton Road (A40 - Rutten Lane)	£	420
25	Church Lane/ Yarnton bridleway (Cassington Road - A40)	£	240
26	Rutten Lane (Cassington Road - A44)	£	210
27	Cassington Road (Rutten Lane - A44)	£	30
28	B4449/ Eynsham Road (Oakfield Industrial Estate - Main Road)	£ 1,350 (average of suggested schemes but dependent on scheme taken forward)	
29	Main Road (B4449 - Halifax Way)	£	3,560
31	Chillbridge Road (Witney Road - Stanton Harcourt Road)	£	240

Following the prioritisation of each route and the associated proposed cycling and walking measures, **Section 0** explores how these measures will be integrated into new and existing transport frameworks.

6. Integration and Application

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

6.1. Embedding the Eynsham LCWIP

6.1.1. Policy

The Oxfordshire Local Transport and Connectivity Plan (LTCP)

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

West Oxfordshire Local Plan update

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

6.1.2. Future developments

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

6.1.3. Funding bids

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

6.1.4. Initiatives to support infrastructure improvements

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

6.2. Monitoring and reviewing Eynsham LCWIP

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

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

Understanding changes in the number of people walking, wheeling and cycling in association with the implementation of improvements, will be important in showing whether this LCWIP is effective and whether further changes need to be made. There are a range of methods for counting the number of people walking. These are often ad hoc surveys that are commissioned over a specified period e.g., one week, and make use of CCTV cameras. Surveys will take place on key routes where walking, wheeling and cycling can be expected, and locations where improvements have been implemented.

Stages of monitoring and review

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

2. Eynsham LCWIP will be reviewed every 2 years or earlier if deemed necessary. A supplementary document will be produced. This will include a review of progress against the LCWIP targets and local monitoring data for levels of walking, wheeling and cycling in Eynsham and the level of change recorded in association with implemented improvements.
3. Eynsham LCWIP will be updated and re-issued, if necessary, to reflect the current situation and aspirations.

7. Glossary

Active travel	‘Making journeys in physically active ways – like walking, wheeling (using a wheelchair or mobility aid), cycling, or scooting’. ¹⁰
At-grade controlled crossing	A signalised (traffic light) crossing across a road
Audit	The examination of something against set criteria
Bridleway	A path or track where horse riders have right of way which can also be used for walking and cycling
Conservation Area	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.
Contraflow cycle lane	A cycle lane which allows people cycling to travel in the opposite direction to other traffic. Often used on one-way roads to allow people cycling a direct passage along the road. ¹¹
Department for Transport (DfT)	The government department responsible for the English transport network
Desire lines	The most direct route for people cycling or walking to travel; this may not be a formal path
Dropped kerbs	Features to facilitate non-stepped access to allow wheelchair/mobility aid users and people with pushchairs to cross the road unimpeded.
Feasibility	How easy something is to do
Footway buildout	Widenings of footways that run beside a carriageway to provide greater space for people walking to wait, to reduce the crossing distances or to improve the visibility between people walking and other road users.
Formal pedestrian crossing	A signal-controlled crossing for people walking across a road
Guard railing	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.

¹⁰ Paths for all, *About Active Travel*, <https://www.pathsforall.org.uk/about-active-travel>

¹¹ Photo credit: TSRGD 2016, Diagram 960.2

Link footway	Linking local access footways through urban areas and busy rural footways
Local access footways	Footways associated with low usage, short estate roads to the main roads and cul-de-sacs
Local cycling and walking infrastructure plan (LCWIP)	Strategic policy documents that identify improvements to active travel infrastructure at the local level
Local cycle connection	Cycle route where lower flows of people cycling are forecast along desire lines that cater for local cycle trips, often providing links to primary or secondary desire lines
Local Transport and Connectivity Plan (LTCP)	Oxfordshire County Council's new Local Transport Plan (2022)
Long term	Typically, more than 5 years – more aspirational improvements or those awaiting a defined solution
Medium term	Typically, less than 5 years – improvements where there is a clear intention to act, but delivery is dependent on further funding availability or other issues.
Network plan	A map showing routes for cycling and walking and how these connect together between origins and destinations
Pegasus crossing	A type of controlled crossing that caters to people riding horses as well as people walking and cycling.
Pelican crossing	A type of controlled pedestrian crossing. These are signalised (traffic light) crossings and require people walking to press the button and wait for the green man to appear before crossing the road.
Prestige/primary walking route	Very busy areas of town, with high public space and street scene contribution and main walking routes
Primary cycle connection	High flows of people cycling are forecast along desire lines that link large residential areas to trip attractors such as town centre
Propensity to Cycle Tool (PCT)	A tool that shows routes where cycling is currently common and routes where there is the potential for cycling to increase
Public Rights of Way (PRoW)	Network of routes where public use is legally protected
Public transport	Transport that is available to the public for a set fare and includes buses and trains
Puffin crossing	A type of controlled pedestrian crossing. These are signalised (traffic light) crossings similar to Pelican crossings in that they require people walking to press the

button. However, they are more advanced than Pelican crossings as they can detect people walking in the waiting area and also whilst they are crossing the road.

Raised table

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

Route Selection Tool (RST)

A tool for assessing the suitability of a route in its existing condition against the core design outcomes to identify where improvements need to be made

Secondary cycle connection

Medium flows of people cycling are forecast along desire lines that link to trip attractors such as schools, colleges and employment sites

Secondary walking route

Medium, usage routes through local areas feeding into primary routes, local shopping centres, etc

Service centre

A place that provides a range of everyday services such as shops, schooling and medical to many people living both in the immediate area and further afield who lack services where they live

Segregated cycle track

A cycle facility physically segregated from vehicles and people walking

Segregated shared footway/cycleway

A footway that legally allows cycling, with separate spaces for people walking and cycling. Segregation is usually light and consists of signage and markings.

Shared use footway/cycleway

Shared use paths allow people cycling and walking to share the space, although people walking have priority. These paths are identified by a blue circle with a white symbol of people walking and a bike.¹²

Sheffield cycle stand

A metal cycle stand that is inverted U shaped

Short term

Typically, less than 3 years – improvements which can be implemented quickly or are under development

Sparrow crossing

A sparrow crossing is the same as a tiger crossing; however, it is at a signal-controlled (traffic light) junction¹³

Steering group

A group of local stakeholders and council officers, which gathers to discuss progress and ideas and ensures that local views are represented

¹² Photo credit: TSRGD 2016, Diagram 956

¹³ Photo credit: <https://www.stockport.gov.uk/news/stockports-first-bee-network-scheme-which-will-be-part-of-greater>

Strategic Development Areas (SDA)	A large-scale site that has been allocated for development of houses and/or employment. This is included within the local plan.
Tactile paving	There are different types of tactile paving with the purpose providing a warning to visually impaired people who would otherwise find it difficult to differentiate between where the footway ends, and the carriageway begins.
Tiger crossing	(Parallel crossing) – A tiger crossing consists of a zebra crossing with a parallel priority space for people cycling to cross.
Toucan crossing	A signal-controlled (traffic light) crossing that allows people walking and cycling to cross together. Toucan crossings are usually wider than standard pedestrian crossings to accommodate people cycling safely.
Trip generator	An area or place people travel from and to
Uncontrolled pedestrian crossing	Unlike controlled crossings, people walking must wait for traffic to stop or for a suitable gap in order to cross the road. These crossings may include dropped kerbs, tactile paving and a refuge island.
Walking Route Audit Tool (WRAT)	A tool developed to assess the condition and suitability of walking routes. This requires evaluation of features along the route including crossings and dropped kerbs.
Wayfinding	Signage to support people walking and cycling navigate their way around a place
Wheeled users (wheeling)	People who use a mobility scooter or wheelchair instead of walking. Also includes people with pushchairs and who travel by small, self-propelled wheeled modes such as skateboards, rollerblades and scooters.
Zebra crossing	A type of controlled pedestrian crossing. These crossings are marked out by black and white stripes across the road with flashing beacons and zig zag markings.

Appendix A: Walking, Wheeling and Cycling Improvements Toolkit

Types of Improvements



(Source: Pell Frischmann)

Cycle parking – There are many different types of cycle parking, most common are ‘Sheffield’ stands, which are inverted ‘U’ shapes and support the whole bike. Other types of cycle parking include two-tier cycle racks, and cycle-hubs. All cycle parking installed should be covered, and include repair stands with tyre pumps.



(Source: Pell Frischmann)

Toucan crossing – A signal-controlled crossing that allows people walking, wheeling and cycling to cross together. Toucan crossings are usually wider than standard pedestrian crossings. All users are in the same shared space.



(Source: Bournemouth University)

Tiger crossing (Parallel crossing) – A priority-controlled (zebra) crossing with parallel priority space for people cycling to cross. A parallel crossing would be preferred over a toucan or sparrow crossing on a road with lower traffic flows where people walking, wheeling and cycling need to be separated.

Sparrow crossing (signalised priority crossing) – A crossing that provides separate and parallel space for people walking, wheeling and cycling to cross the road, separate from one another. The crossing is activated by pushing a button and crossing on the green signal.

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



(Source: Pell Frischmann)

Pelican – People walking are required to press a button and wait for the green man before crossing the road.

Puffin – Like Pelican crossings but they can also detect people in the waiting area and crossing the road.



(Source: Pell Frischmann)

Uncontrolled pedestrian crossings – Typically support people crossing side roads. They may include dropped kerbs, tactile paving and a refuge island if the road width suffices. These may be used in areas with lower traffic flows, where a controlled crossing would be unsuitable.



(Source: Pell Frischmann)

Shared use footway/ cycleway – People walking, wheeling and cycling share the space. Paths are identified by a blue circle with a white symbol of a people walking and cycling. Shared use is not recommended in LTN 1/20 for routes with high flows of people walking, wheeling and cycling, although can be appropriate in areas with lower footfall.



(Source: Pell Frischmann)

Junction improvements – These can be for major and minor road junctions and included narrowing the junction mouth radius, optimising traffic signal timings, and replacing mini-roundabout junctions with more cycle friendly junctions.



(Source: Pell Frischmann)

Wayfinding – Signage to support people walking, wheeling and cycling to navigate.



(Source: Hedgehog Cycling)

Traffic calming (cycle bypasses at chicanes) – Chicanes for traffic calming with cycle bypass lanes enabling people cycling to pass without having to move in front of motor vehicles to navigate the chicane.



(Source: OCC)

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



(Source: Pell Frischmann)

Dropped kerbs – Enables non-stepped access to allow wheelchair users and people with pushchairs to cross the road unimpeded.



(Source: Pell Frischmann)

Tactile paving – Supports visually impaired people to differentiate between the end of the footway and the start of the carriageway begins.



(Source: Pell Frischmann)

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



(Source: Pell Frischmann)

New footway – The minimum desired width of a footway is 2m to be fully accessible.

Footway widening – Widening the footway that runs beside a carriageway to: provide greater space for people waiting to cross, reduce the crossing distances; and improve the visibility between people walking, wheeling and other road users.



(Source: Google Maps)

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



(Source: Google Maps)

Narrow junction mouth – Reducing the road width at a junction to slow motor vehicles and reduce the crossing distance for people walking and wheeling. This can be done by building out the kerb.

Eynsham Local Cycling and Walking Infrastructure Plan

Appendix B: Background Report

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1. Policy Context

1.1. Policy context detail

National and local policies underpin the development of an LCWIP and outline what an LCWIP should include and support.

Table 6 – National policy/ guidance context detail

National Policy/ Guidance document	Key points:
<u>Cycling and Walking Investment Strategy DfT, 2017</u>	The Strategy outlines Government's ambition to make walking and cycling the natural choice for shorter journeys or as part of longer journeys by 2040. Emphasis is placed on improving the safety of streets for cycling and supporting more school children to cycle.
<u>Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities, DfT, 2017</u>	Government guidance for producing LCWIPs. This recommends an approach that follows six stages – determining scope, gathering information, network planning for cycling, network planning for walking, prioritising improvements, and integration and application.
<u>The Transport Investment Strategy: Moving Britain Ahead, DfT, 2017</u>	<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.</p> <p>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>
<u>Inclusive Transport Strategy: Achieving equal access for disabled people, DfT, 2018</u>	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.
<u>Future of Mobility: Urban Strategy – Moving Britain Ahead, DfT, 2019</u>	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:

National Policy/ Guidance document	Key points:
	<ul style="list-style-type: none"> • ensuring cycling and walking are the first mode choice for short journeys; • promoting innovation to reduce congestion and more efficiently use road space, such as through ride sharing; • promoting transport modes that contribute to the zero carbon emissions transition; and • creating an integrated transport system combining public, private and multiple modes.
Cycle Infrastructure Design, Local Transport Note 1/20, DfT, 2020	<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"> • ensuring cycle infrastructure is accessible for everyone; • treating cycles as vehicles and providing space for people to cycle that is separate from people walking; • physically separating people cycling from motor vehicles at junctions and on roads; • designing cycle infrastructure for a high number of people cycling and for all types of cycles; • considering the closure of side streets as an alternative to main road routes for people cycling; • providing cycle parking in sufficient amounts at the places where people want to go; and • consistent, logical, direct and comfortable routes must be provided. <p>Cycle networks and routes should be designed so that they are:</p> <ul style="list-style-type: none"> • coherent; • direct; • safe; • comfortable; and • attractive. <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>
Gear Change: A bold vision for cycling and walking, DfT, 2020	<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>

National Policy/ Guidance document	Key points:
	<ul style="list-style-type: none"> • cycling and walking becoming the natural choice for short journeys, with half of all journeys in towns and cities cycled or walked by 2030; • providing everybody with the opportunity to cycle or walk to address inequalities; and • creating safe streets where people feel confident to cycle. <p>The following actions and design principles will help realise this ambition:</p> <ol style="list-style-type: none"> a) cycle infrastructure should be accessible for everyone; b) cycle tracks that are physically separated from all other modes of travel on roads and at junctions; c) cyclists must be treated as vehicles, not pedestrians; d) cycling, walking and bus corridors created through low traffic neighbourhoods e) implement school streets; f) creation of zero-emission zones; g) removal of barriers on existing cycle routes h) infrastructure that caters for a high number of people cycling; i) connecting routes to produce a continuous, direct, logical and coherent network; j) increase cycle parking and locate it where it is needed; k) wayfinding to assist navigation of routes; l) promotion of cycling for freight; m) cycling and walking prescribed by GPs; n) improved cycle training opportunities for everybody and; o) increased funding opportunities for local authorities for schemes that meet the strict criteria outlined in the plan.
Inclusive Mobility: A guide to best practice on access to pedestrian and transport infrastructure, DfT, 2021	<p>This guidance considers the features of an inclusive environment as well as potential barriers, the use of technology, maintenance, awareness of the needs of disabled people, and community engagement.</p>
Decarbonising Transport: A Better, Greener Britain, DfT, 2021	<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</p>

National Policy/ Guidance document	Key points:
	<p>establishing a net zero transport system, setting the following targets:</p> <ul style="list-style-type: none"> • half of all journeys in towns and cities will be cycled or walked by 2030 • a world class cycling and walking network in England will be delivered by 2040 <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>

Table 7: Local policy/ guidance context detail

Local Policy/ Guidance	Key points:
Oxfordshire Walking Design Standards, OCC, 2017	Guidance is provided on the design of walking infrastructure to support a greater uptake of walking by all; this includes standards on footway widths and appropriate crossings.
Oxfordshire Cycling Design Standards, OCC, 2017	Guidance is provided on the design of cycling infrastructure to support a greater uptake of cycling by all; this includes standards on cycle lane widths, crossings and road speeds.
West Oxfordshire Local Plan - 2031, WODC, 2018	<p>The West Oxfordshire Local Plan sets out a vision for the district that includes alleviating traffic congestion and improving air quality and journey times by reducing the reliance on private vehicles through the uptake of more walking, cycling and the use of public transport.</p> <p>This is supported by core objectives including:</p> <p>CO11: maximising the opportunity for walking, cycling and use of public transport.</p> <p>CO15: contributing to a reduction in the causes and adverse impacts of climate change.</p> <p>Key policies to achieve this vision include:</p> <p>Policy OS1: Presumption in favour of sustainable development</p> <p>Policy T1 Sustainable Transport: priority will be given to new developments in areas with convenient access where the need to travel by private car can be minimised due to opportunities for walking, cycling and public transport use.</p> <p>Policy T2 Highway Improvement Schemes: new developments will be required to 'demonstrate safe access</p>

Local Policy/ Guidance	Key points:
	<p>and an acceptable degree of impact on the local highway network’.</p> <p>Policy T3 Public Transport, Walking and Cycling: new developments will be located and designed to maximise opportunities for walking, cycling and public transport and help reduce car use as appropriate.</p> <p>Policy EH4 Public Realm and Green Infrastructure: public space and green infrastructure will be protected and enhanced due to the multi-functional role of such.</p>
Oxfordshire Joint Health and Wellbeing Strategy (2018-2023), 2019	<p>Sets out how residents’ health and wellbeing can be improved and includes the following objectives/ aims relevant to transport:</p> <ul style="list-style-type: none"> • promoting physical activity including active travel to prevent illness and improve health; • tackling inequality, including by improving access to opportunities; and • promoting healthy place making.
Climate Action Framework, OCC, 2020	<p>Objectives for Oxfordshire are identified in response to the climate crisis, these include:</p> <ul style="list-style-type: none"> • normalising active travel and making this accessible to all; • reducing emissions by 50% by 2030; and • achieving net zero by 2050.
Oxfordshire Strategic Vision for Long-term Sustainable Development, 2021	<p>The Vision for Oxfordshire is the transformation of movement and connectivity by 2050 so that the economic, social and environmental wellbeing of people and places is enhanced. Emphasis is placed on carbon neutrality, digital connectivity and sustainable travel.</p>
Oxfordshire Local Transport and Connectivity Plan (LTCP), OCC, 2022 and Active Travel Strategy, OCC, 2022	<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> <p>Key policies (condensed for inclusion in this document) to achieve the above objectives include:</p> <p>Policy 01: Promote a transport user hierarchy that prioritises walking, followed by cycling and riding, public transport, motorcycles, shared vehicles and finally motorised modes in transport schemes, development proposals and policies.</p> <p>Policy 02: Develop comprehensive walking and cycling networks.</p>

Local Guidance	Policy/ Key points:
	<p>Policy 03: Develop Local Cycling and Walking Infrastructure Plans... according to national guidance and best practice with the aim of increasing walking and cycling activity.</p> <p>Policy 07: Oxfordshire County Council will ensure that improvements to cycling and walking networks and access to green infrastructure are supported by community activation measures.</p> <p>Policy 08: Embed the Healthy Streets approach.</p> <p>Policy 13: Develop 20-minute neighbourhood concept.</p> <p>Policy 15: Adopt a vision zero approach that seeks to eliminate all fatalities and severe injuries on Oxfordshire's roads and streets.</p> <p>Policy 22: Consider multi-modal travel as a central option for transport planning.</p> <p>Policy 27: Net-zero transport network by 2040.</p> <p>Policy 33: Ensure the parking requirements of all modes of transport are considered.</p> <p>Active Travel Strategy - a component of LTCP. This sets a vision for 'Oxfordshire towns and villages to be places where most residents choose active and healthy travel (walking and cycling) as the natural first choice for making most of their local journeys and many of their longer journeys'. The aim is to increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week by 2031. As part of this West Oxfordshire must increase cycle trips per week from 50,000 to 100,000. This document sets out how an increase in walking and cycling will be achieved through street and infrastructure design.</p>
Oxfordshire County Council Strategic Active Travel Network, 2024	<p>The Strategic Active Travel Network (SATN) is a proposal for a countywide Active Travel network of walking and cycling routes, forming a countywide LCWIP. Inter-settlement connectivity by cycling and walking is considered as part of Oxfordshire's SATN. Routes identified in the SATN will connect Eynsham to further afield settlements, including those with developed and emerging LCWIPs. Some connections beyond Eynsham have been included in the geographic scope of Eynsham LCWIP due to their significance to the population of Eynsham and the surrounding area.</p>
Climate Change Strategy for West	<p>A framework for how the Council's priorities for climate action across the district, for 2021-2025, can be achieved. One key theme identified to support Climate Action and</p>

Local Policy/ Guidance	Key points:
Oxfordshire 2021 - 2025, WODC	deliver on the Council's vision, is 'low carbon transport and active travel'.
West Oxfordshire District Council Carbon Action Plan 2024-2030	Plan for how West Oxford District Council will reach its carbon neutral target by 2030. Encouraging staff to travel by active modes is part of this plan.
Pathways to a Zero Carbon Oxfordshire (PAZCO) Report	An evidence base to support Oxfordshire in planning and implementing steps to achieve net-zero. This report identifies the potential for walking and cycling to support Oxfordshire in achieving net zero. The need to urgently improve walking and cycling infrastructure is also highlighted.
Eynsham Neighbourhood Plan 2018 - 2031	<p>A number of policies are set out that the LCWIP must support:</p> <p>ENV5 Transport and parking: New development shall be planned and constructed to ensure that all residents have ready access to local transport networks by private car, bicycle or public transport and that excellent paths are created for pedestrians, cyclists and mobility vehicles. New developments should not exacerbate existing parking problems within the village centre and shall ensure adequate and appropriate parking for new residents.</p> <p>ENV7 Sustainability and climate change: New development shall be sustainable now and in the long term without compromising one for the other...</p> <p>ENP1 Housing: Larger residential developments should include a mix of housing types and tenures to make balanced communities. The ideal community will include a wide range of ages, incomes, education and skills so that the community could be largely self-sustaining. This shall be achieved by... (C) New residential development designed, where possible to enable residents to walk to key village facilities to maintain the compact, inclusive community nature of the village</p> <p>ENP7 Sustainable Transport: (E) Encouragement shall be given to the use of alternatives to private cars and documented in Travel Plans* submitted with each planning application where appropriate</p> <p>ENP8 Connected Place: Integration of new developments with the village - the village should be connected and integrated with new developments, having regard to the walking distances. To achieve this effectively development proposals should: A Where appropriate, demonstrate at</p>

Local Guidance	Policy/ Key points:
	<p>least one 'Designated Path' providing direct, secure, safe access to 'key facilities' (ENP1 D) and the village centre for pedestrians, cycles, pushchairs and mobility vehicles. These designated routes should be constructed to adopted standards B Provide paths wide enough for concurrent use by permitted wheeled equipment and pedestrians in accordance with guidance from OCC. C Provide, wherever practical, a green corridor to the open countryside and link up with existing footpaths and bridleways while not having any adverse effect on the village character</p> <p>ENP14 Sustainable Growth: (H.) Provide accessible and safe connectivity between new development and Eynsham for pedestrians, cyclists, riders and motorised vehicles designed to minimise the impact on through traffic and existing road users. I. Avoid congestion in the village by limiting vehicular access through the village to new developments.</p>
Salt Cross Area Action Plan	<p>The Plan sets out the vision for Salt Cross to become a 'truly sustainable place' and core themes including movement and connectivity and healthy place shaping that will help to realise this vision. These themes help to deliver Garden Village (GV) principles including:</p> <p>Movement and connectivity GV Principle 5: 'A wide range of local jobs in the Garden Village within easy commuting distance of homes' GV Principle 8: 'Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods' GV Principle 9: 'Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport'</p> <p>Core movement and connectivity principles at Salt Cross include:</p> <ul style="list-style-type: none"> • Movement within the site must be prioritised for sustainable modes • Roads within the Garden Village must be designed such that rat-running through the site to avoid the congested A40 is discouraged • The design of the Garden Village must ensure permeability of walking and cycling routes <p>Policy 14 – Active and Healthy Travel, includes the following priorities:</p> <ul style="list-style-type: none"> • Walking and cycling routes must be coherent, direct, safe and attractive, whilst being inclusive and wide

Local Guidance	Policy/ Key points:
	<p>enough to accommodate people with disabilities and young children</p> <ul style="list-style-type: none"> • New routes must be created both within and in the vicinity of the site to provide safe and convenient connections to key services and facilities including schools • A grade-separated crossing (underpass) shall be provided between the Garden Village and Eynsham, • Segregated cycle and pedestrian provision via Lower Road and Hanborough Station shall be provided <p>Healthy place shaping GV Principle 8: 'Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods' Walking and cycling are integral to healthy place shaping at Salt Cross:</p> <ul style="list-style-type: none"> • Walking and cycling routes and connections to the public right of way network and green spaces will support people in living healthy lives and help to reduce obesity, chronic diseases and levels of physical inactivity • Improved walking and cycling connectivity will support more journeys by walking and cycling and reduce air pollution
West Eynsham Masterplan	<p>This document is in response to West Oxfordshire Local Plan Policy EW2, which requires the West Eynsham Strategic Development Area (SDA) 'to be led by an agreed masterplan'.</p> <p>West Eynsham SDA encompasses multiple landowners. The masterplan sets out the phasing of the development, the contributions or infrastructure required for direct delivery to mitigate the impact of the development, and which developer will deliver these mitigations and when. The masterplan includes details of the spine road location and where and in what form walking and cycling connections will be provided.</p> <p>Transport contributions include: A40 Eynsham Park and Ride to Wolvercote, A40 pedestrian and cycle crossings, Old Witney Road/ Witney Road walking and cycling improvements, Chilbridge Road walking and cycling improvements, walking and cycling connection to the B4044 cycle path and contribution to the delivery of the path, Stanton Harcourt Road walking and cycling improvements, Lower Road walking and cycling path, public rights of way improvements.</p>

Local Guidance	Policy/	Key points:
Cassington Neighbourhood Plan		Cassington Neighbourhood Plan is a community developed plan that sets out the vision, opportunities and challenges for the village in response to future development. Lack of sustainable transport options are seen as a key issue in Cassington. Key priorities include an improved bus service with better connectivity to bus stops, cycle links to destinations including Long Hanborough and Hanborough Station, Yarnton and Botley to Oxford. The plan highlights key active travel routes between Cassington and the surrounding area and issues with these.

1.2. Local plan housing and employment allocations

West Oxfordshire Local Plan 2031 allocates a large proportion of its housing and employment growth to Eynsham and the surrounding area.¹⁴ It is important that these new houses and areas of employment are well connected to existing and proposed amenities and facilities by high quality walking, wheeling and cycling routes. New developments present an opportunity to improve walking, wheeling and cycling routes by providing funding and/ or directly delivering improvements, which will mitigate the impact of these developments on the environment and existing communities and ensure connectivity.

Table 8: West Oxfordshire Local Plan allocated housing and employment in Eynsham and the surrounding area

Housing site	Housing number	Details
EW1 Oxfordshire Cotswolds Garden Village Strategic Location for Growth (Salt Cross)	2,200	Developing a community driven development with integrated and accessible transport systems; cultural, recreational and shopping facilities, and enhanced natural environment. To include around 40 hectares of business land for a campus style science park, a park and ride and 2 new primary schools. Transport contributions expected to mitigate impact including on the A40. Park and ride complete, the remainder of the development is currently unbuilt (April 2025).
EW2 West Eynsham Strategic Development Area (SDA)	1,000	Contributing to Oxford's unmet housing need. A spine road to be provided to mitigate impact on existing Eynsham village with further transport contributions expected to mitigate impact including on the A40. Contributions to/ delivery of improvements to walking, wheeling and cycling

¹⁴ [West Oxfordshire Local Plan 2031](#)

		within and between the site and the surrounding area are required. Currently unbuilt (April 2025)
EW6 Myrtle Farm, Long Hanborough	50	Transport contributions expected to mitigate impact. Currently unbuilt (April 2025)
EW7 Oliver's Garage, Long Hanborough	25	Built out.
EW8 Former Stanton Harcourt Airfield, Main Road, Stanton Harcourt	50	Built out.
Total	3,325	

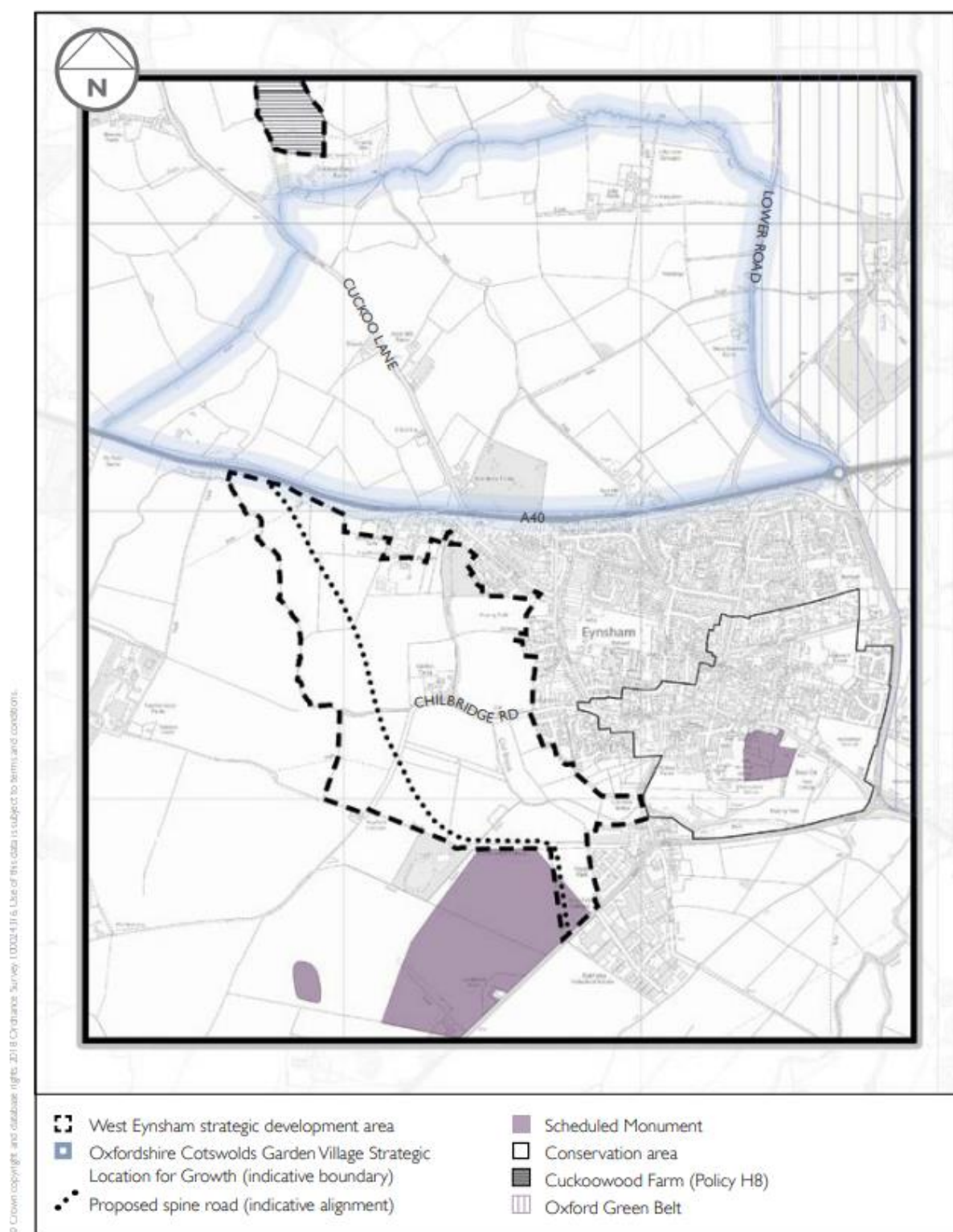


Figure 18: West Oxfordshire Local Plan 2031 allocated sites in Eynsham area

2.Environmental

Eynsham local geography and environment summary



- Eynsham is situated in rural West Oxfordshire
- Eynsham is located at the crossing of the River Thames, midway between Oxford and Witney
- Eynsham village is compact with services and amenities close to one another meaning distance is not a barrier to cycling and walking for local trips
- There are several open public spaces in Eynsham and the surrounding area, most notable are Longmead Nature Recovery Site and the Thames Path, these areas are popular trip generators
- Eynsham village centre, Stanton Harcourt and Church Hanborough are designated as conservation areas, which limits the changes that can be made
- Eynsham is relatively flat
- There are a combination of long wide roads and narrow streets in Eynsham
- Areas around Eynsham are at risk of surface water flooding, due to the proximity to the River Thames and reservoirs, which needs to be considered when developing cycling and walking improvements, so it is not a barrier
- There are no notable air quality issues in Eynsham
- The surrounding area includes farmland, semi-natural grassland, and watercourses, contributing to the region's ecological diversity, which must be protected when delivering cycling and walking improvements

2.1. Topography

Eynsham Village is largely flat. It has an average elevation of 75m above sea level – this supports walking, wheeling and cycling for journeys.¹⁵

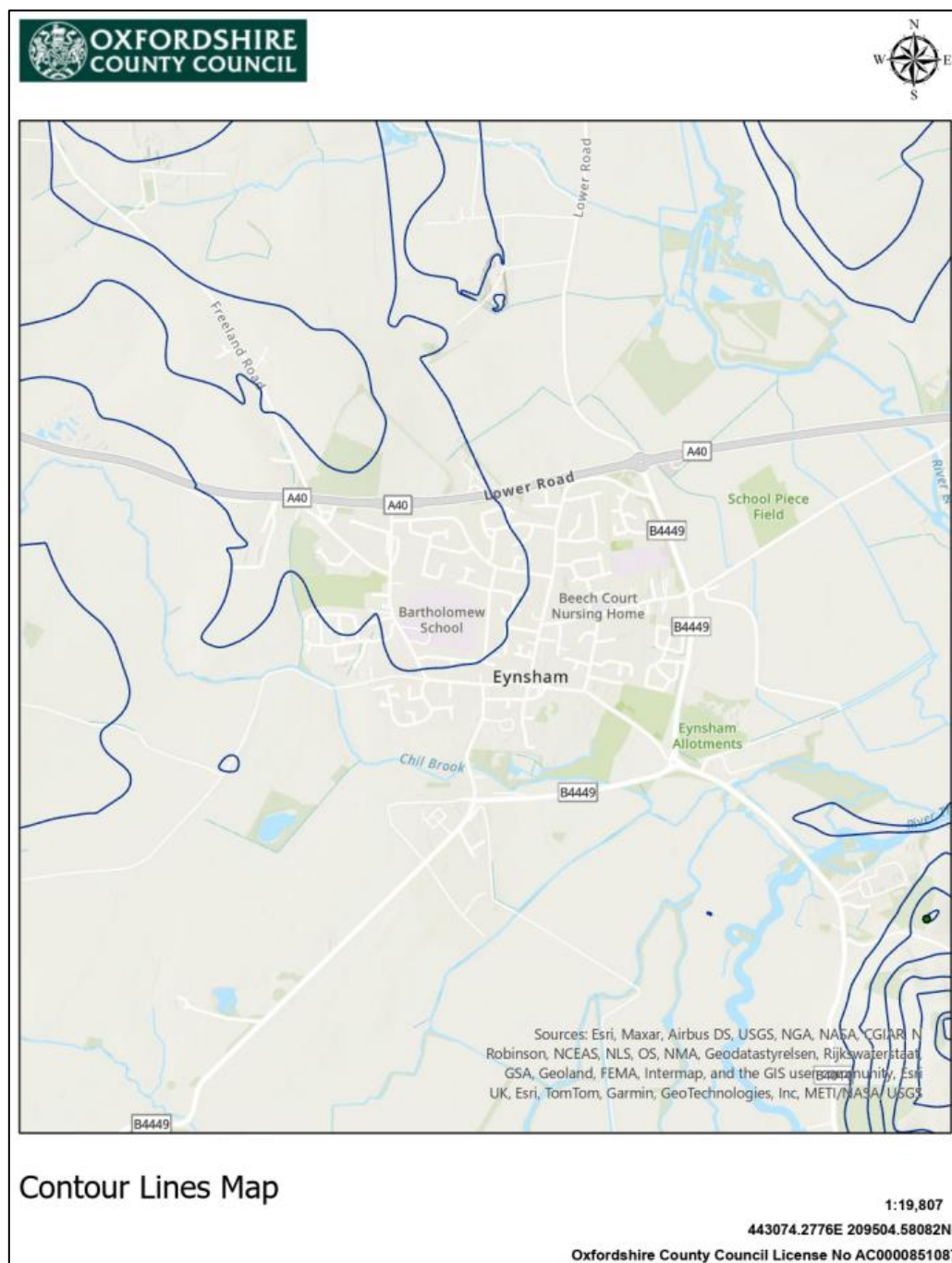
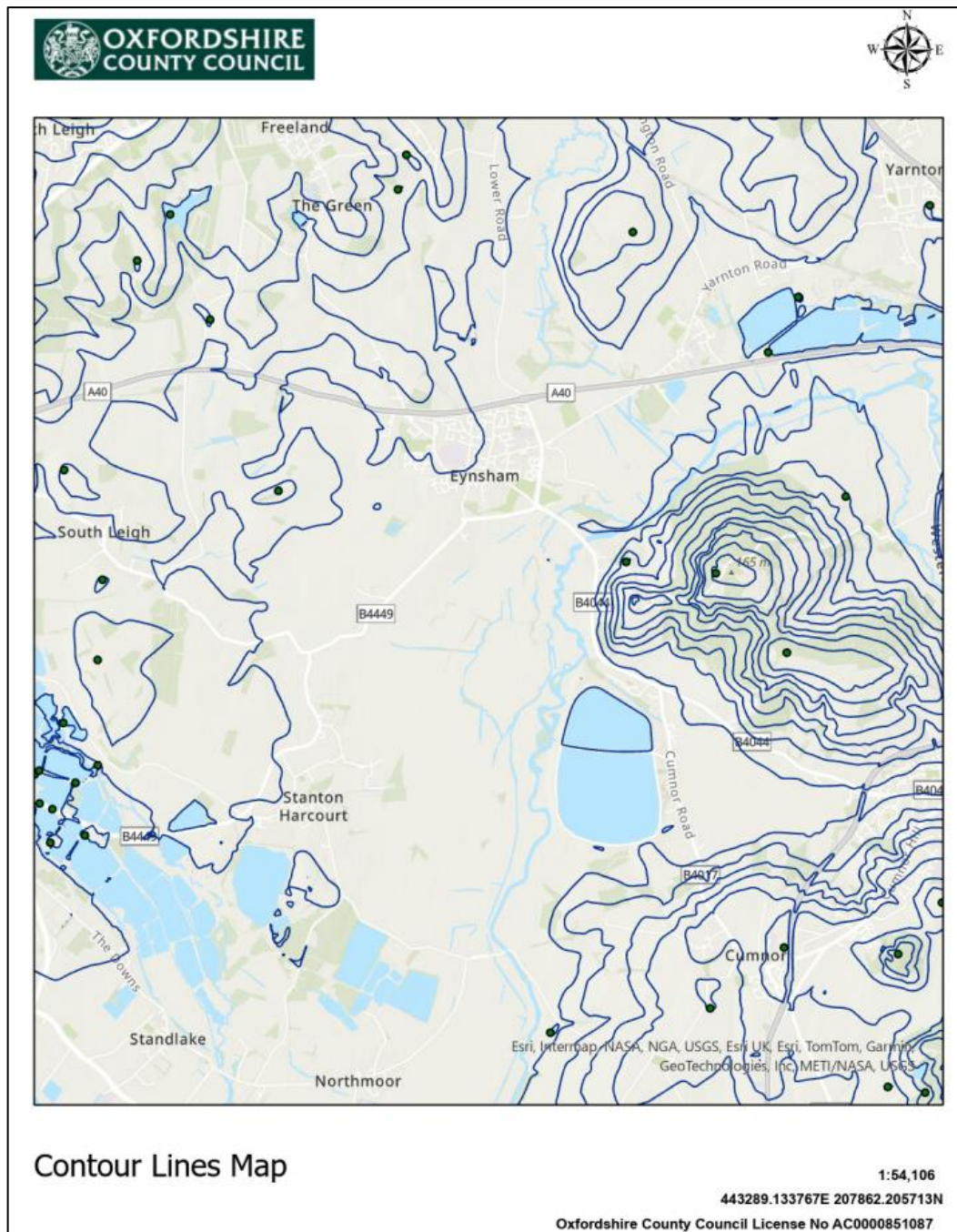


Figure 19: Eynsham Village topographic map (Ordnance Survey, 2025)

¹⁵ [Eynsham topographic map, elevation, terrain](#)

The wider LCWIP scope has higher areas of elevation. Particularly around Wytham, where Wytham Hill reaches 165m above sea level and Cuckoo Lane and Cassington, which have elevation levels that are 85 to 90 meters above sea level - this can make walking, wheeling and cycling more challenging.¹⁶



¹⁶ [Eynsham topographic map, elevation, terrain](#)

Figure 20: Wider LCWIP scope topographic map (Ordnance Survey, 2025)

2.2. Flood risk

The outskirts of Eynsham including part of the West Eynsham SDA, neighbouring settlements including Cassington, and roads with proposed walking, wheeling and cycling routes including the B4044 and Lower Road, are located in the national flood zone (shown in dark blue in Figure 4). This is due to the proximity to the River Thames and many tributaries running through the area. Areas shown in light blue are also at risk of flooding. Any walking, wheeling or cycling improvement should avoid where possible the area subject to flooding so that accessibility by walking, wheeling and cycling can be maintained all year round. Should a walking, wheeling and cycling route be provided in an area at risk of flooding, alternative routes should also be available.

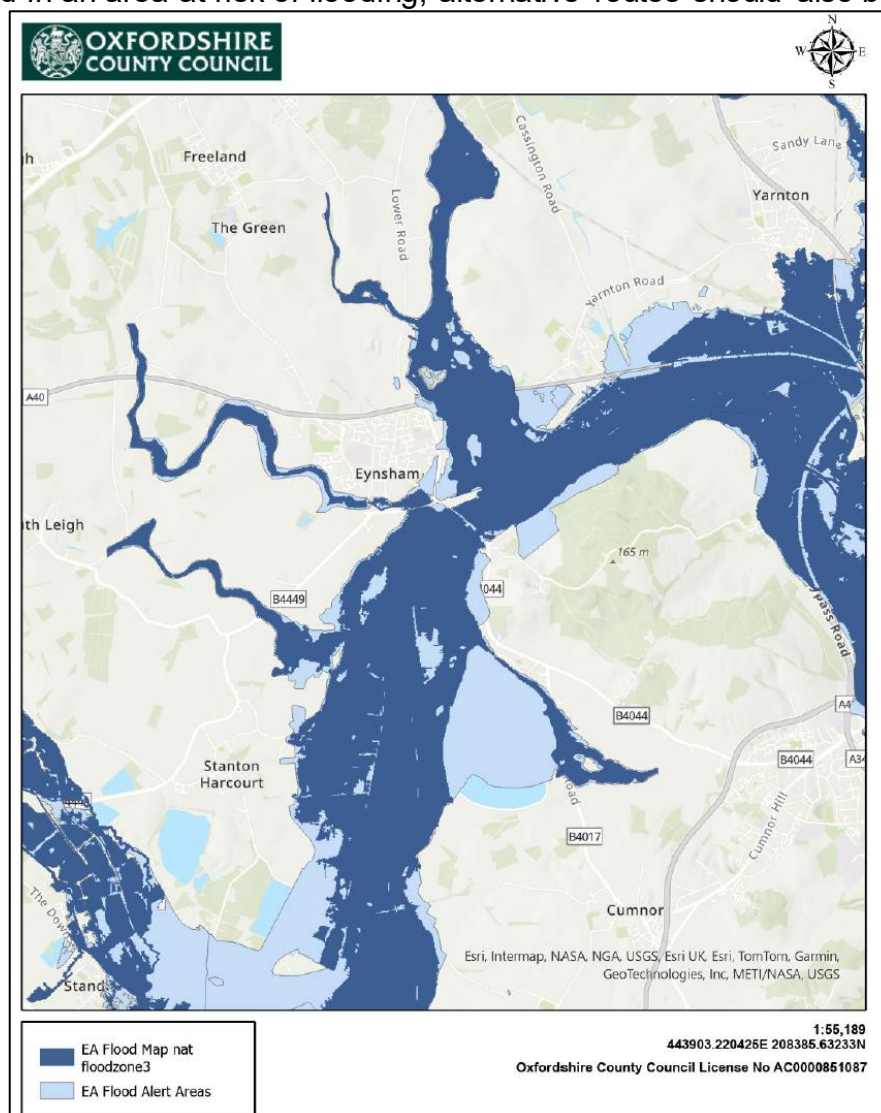


Figure 21: Eynsham and surrounding area flood risk map (Environment Agency, 2025)

2.3. Air quality

There are two air quality monitors in Eynsham measuring nitrogen dioxide levels, these are located on Witney Road and Hanborough Road south of the A40. Both monitors collected data between 2019 – 2023. The annual mean nitrogen dioxide level was low meaning that air pollution from nitrogen dioxide was not an issue at these locations.

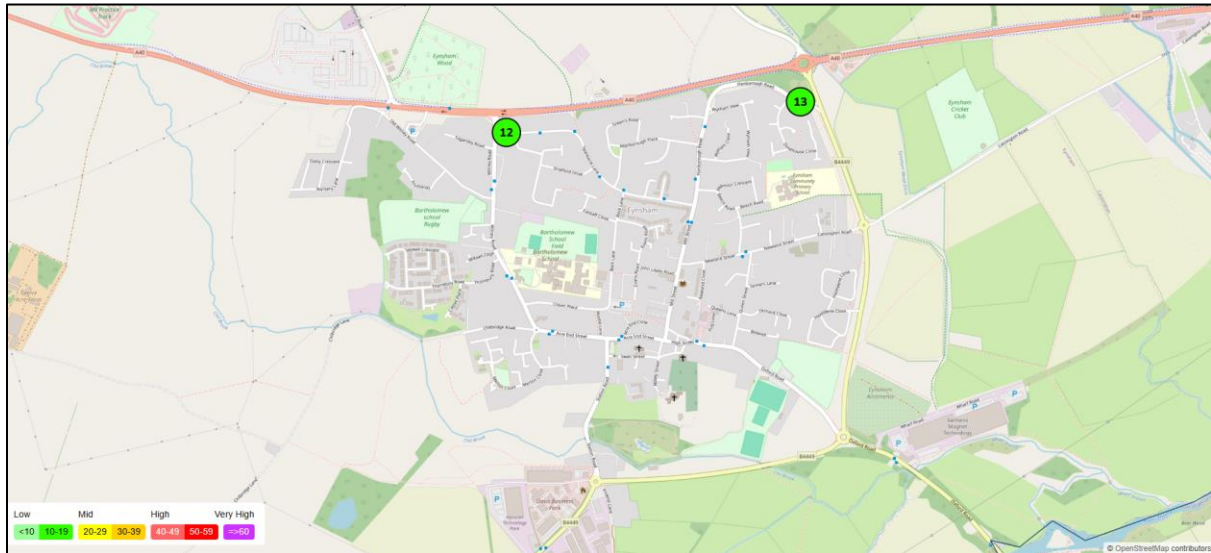


Figure 22: Location of air quality monitoring tubes in Eynsham (indicating low nitrogen dioxide levels, OxonAir, 2025¹⁷)

¹⁷ [OxonAir dashboard](#)

2.4. Conservation

There are larger conservation areas covering Eynsham village, Stanton Harcourt, Northmoor, Church Hanborough and Cumnor, whilst smaller conservation areas cover Cassington and Wytham. Wytham Woods is also a Site of Special Scientific Interest (SSSI). A designated conservation area includes architecturally and historically significant sites that are protected. This designation limits the changes that can be made in some locations to preserve character and heritage.

There is a large area of green belt land to the east of Eynsham, which also limits the types of changes that can be made to the land in this area.

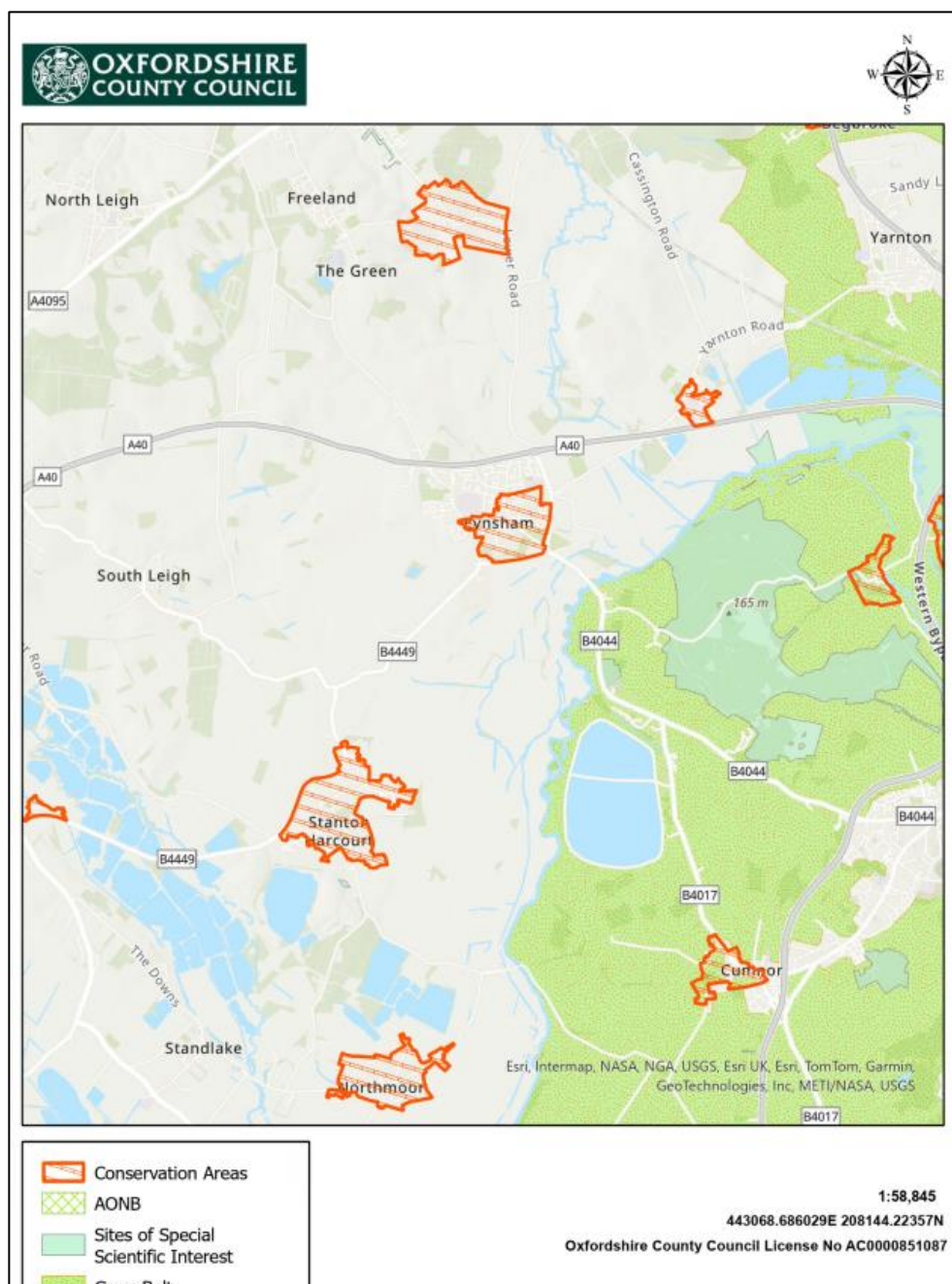


Figure 23: Conservation areas and green belt land in and around Eynsham

2.5. Summary of Constraints

There are a range of constraints in Eynsham and the surrounding area (mainly flooding and conservation areas), which must be considered when implementing walking, wheeling and cycling improvements. Walking, wheeling and cycling networks must be adaptable to environmental and climate challenges and not have a negative impact and be in keeping with the surrounding environment.

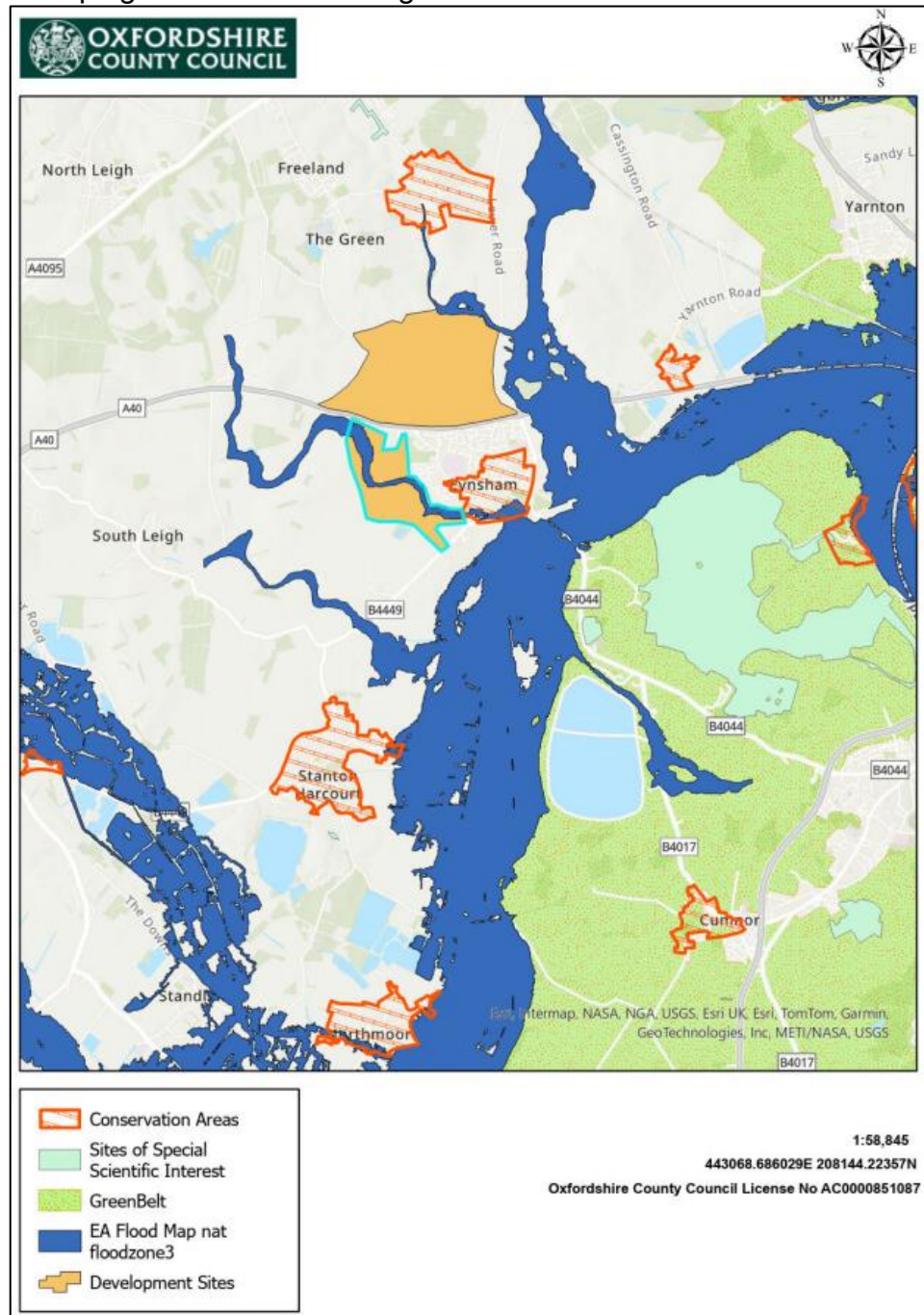


Figure 24: Constraints map Eynsham and the surrounding area

3. Socio- economic

Eynsham demographics summary



- Eynsham is the fourth largest settlement in West Oxfordshire. It has a population of around 6,500 (ONS, 2021)
- The area around Eynsham includes the villages of Cassington Freeland, Hanborough, Standlake, and Stanton Harcourt, where the population is approximately 10,000
- Eynsham has a growing population due to new housing developments being built, with significantly more houses anticipated
- The community of Eynsham engage in, and support many sustainable initiatives
- Eynsham has a strong sense of community, which is reflected in the many events that annually take place
- Eynsham has an older population relative to the county average, which further necessitates creation of safe and inclusive cycling and walking routes for local trips
- Although Eynsham is relatively un-deprived, there are pockets of deprivation in the Lower Super Output Area (LSOA) West Oxfordshire 011C, which covers the western edge and Marlborough Place area of Eynsham. Cycling and walking infrastructure should help to address these inequalities
- Eynsham has moderate to high levels of physical activity and average levels of child obesity, which creates opportunities to promote increase the uptake for walking and cycling, particularly for local trips

3.1. Demographics

The age range in Eynsham is evenly spread across the population and male and females, with no age category significantly larger than another (Census, 2021). This contrasts with the West Oxfordshire average population, which is an aging population. Allocated housing development (Salt Cross and West Eynsham) and associated

additional primary and secondary school facilities, alongside new job opportunities and proximity to employment opportunities in Oxford, will likely bring more young families and working professionals to the area.

Table 9: Eynsham age profile (Census, 2021)

Age Group	Percentage of population (%)
Under 14	16.5
15 to 24	9.8
25 to 34	10.6
35 to 44	10.4
45 to 54	15.1
55 to 64	14.4
65 to 74	11.2
75 +	11.9

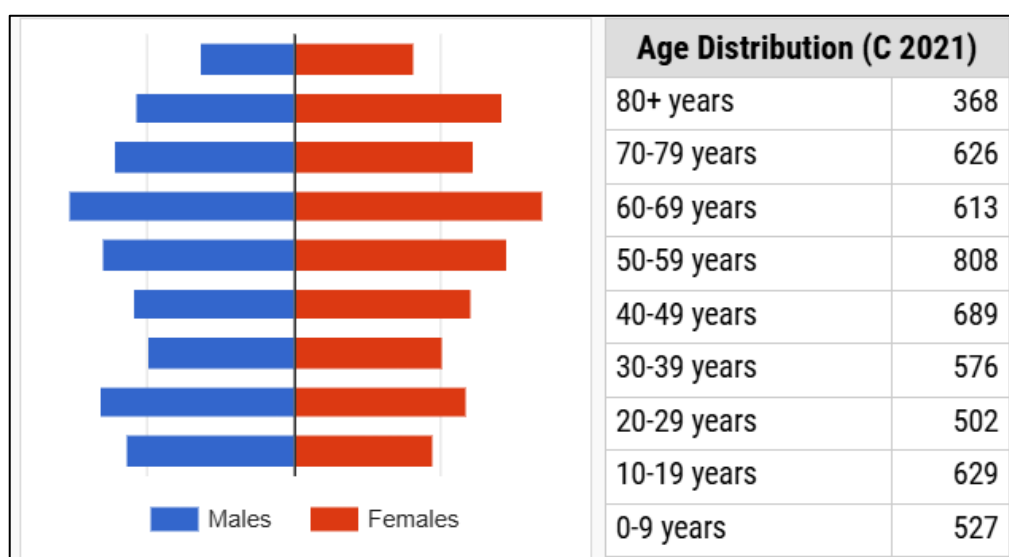


Figure 25: Eynsham age distribution profile (Census, 2021)

3.2. Deprivation

The English Index of Multiple Deprivation (IMD) 2019 shows that Eynsham is relatively un-deprived. Most areas of Eynsham and the surrounding area are within the 20% least deprived nationally except for one Lower Super Output Area (West Oxfordshire 011C), which falls within the 50% most deprived areas nationally¹⁸. Improved walking, wheeling and cycling provision will ensure greater access to services, amenities and opportunities for all.

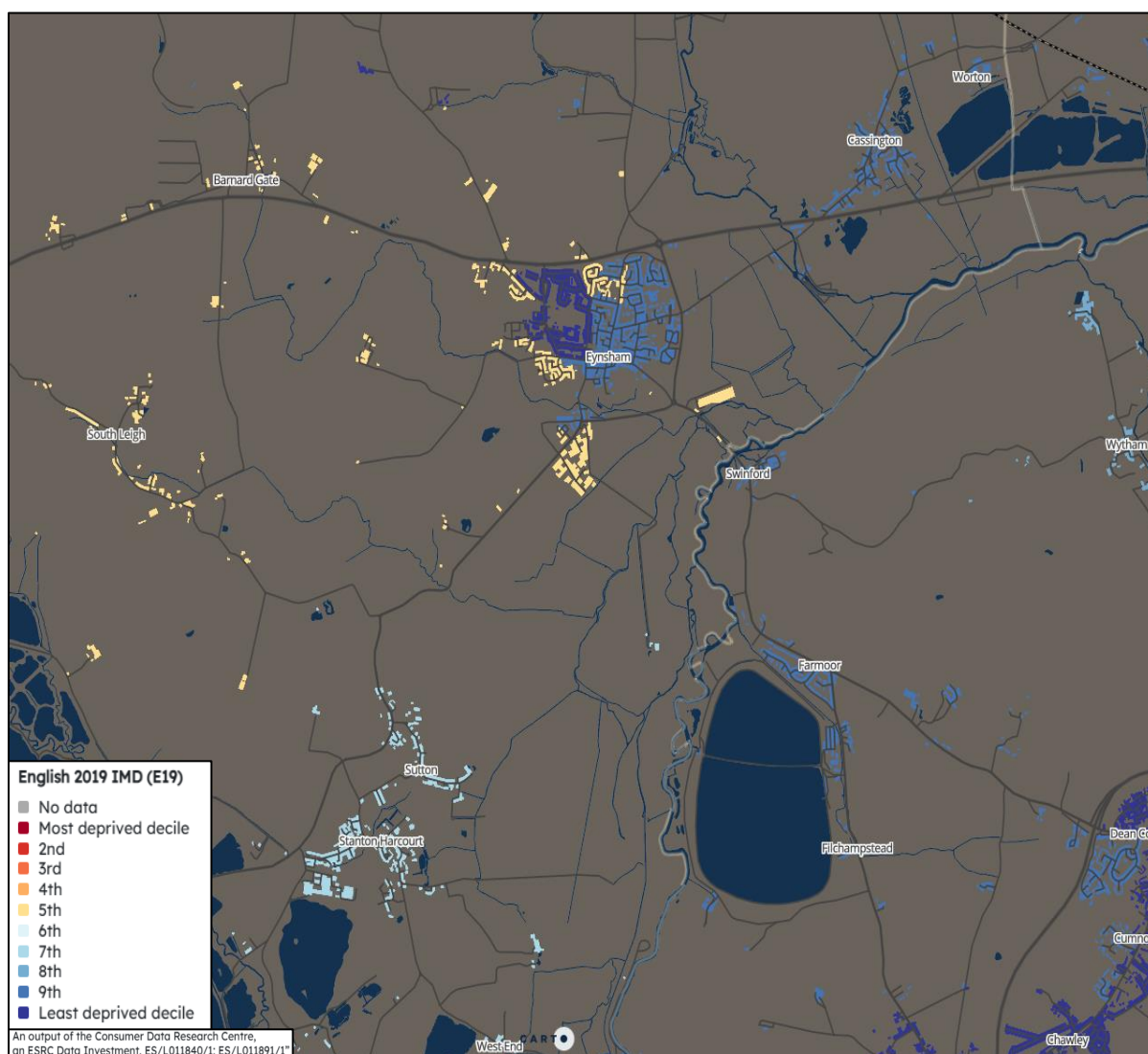


Figure 26: Index of Multiple Deprivation choropleth map of Eynsham (Consumer Data Research Centre (map) with Office for National Statistics, 2019 (data))

¹⁸ [CDRC Mapmaker: Deprivation Indices \(IMD\) \(English 2019 IMD \(E19\)\)](#)

3.3. Population health

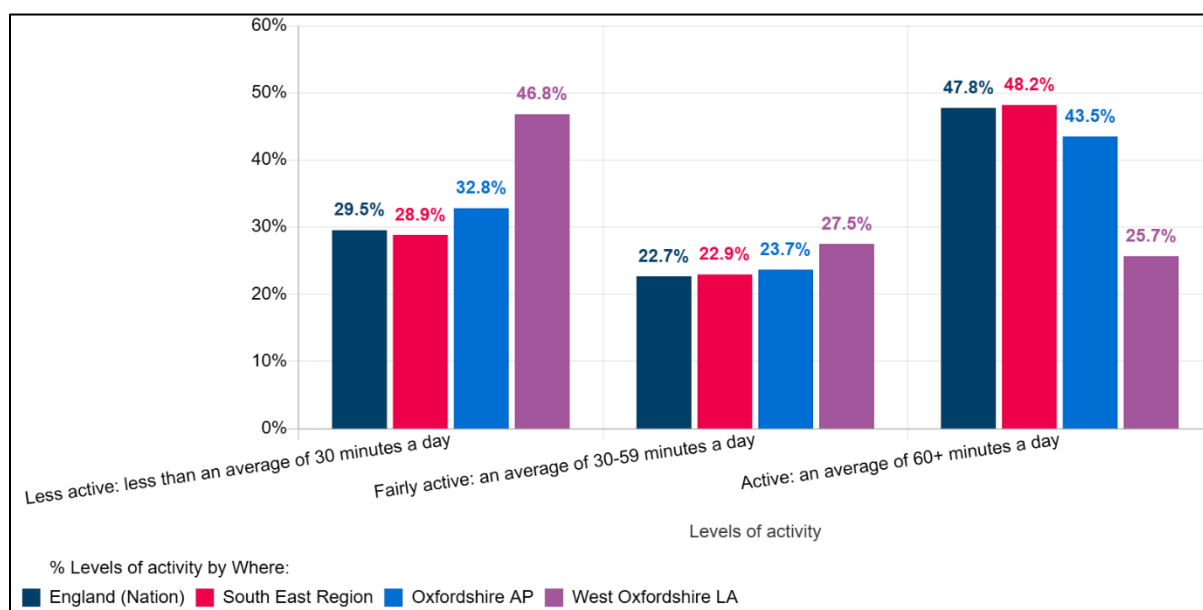


Figure 27: Levels of activity in children between the ages of 5-16 in the academic year 23/24 compared at local, regional and national level (Sport England, 202519)

Children aged between 5 and 16 in the academic year 23/24 showed levels of activity in West Oxfordshire:

- Above regional and national average for less than 30 minutes of activity a day
- On average with regional and national average of activity between 30-59 minutes a day
- Significantly below regional and national average for over 59 minutes a day

However, child obesity is shown to be 'similar' in the Eynsham and Stanton Harcourt MSOA to the average for the whole of Oxfordshire and the average for England (as shown in **Figure 11**). Year 6 prevalence of children who are overweight is 'better' than the average for England, which suggests there was less children overweight on average in Eynsham and Stanton Harcourt MSOA than compared to the average in England as a whole.²⁰

Improved walking, wheeling and cycling infrastructure that is safe and accessible for all, will provide greater opportunities for being active and reaping the health benefits that this brings, including maintaining a healthy weight.

¹⁹ [Active Lives | Results](#)

²⁰

Eynsham Local Cycling and Walking Infrastructure Plan

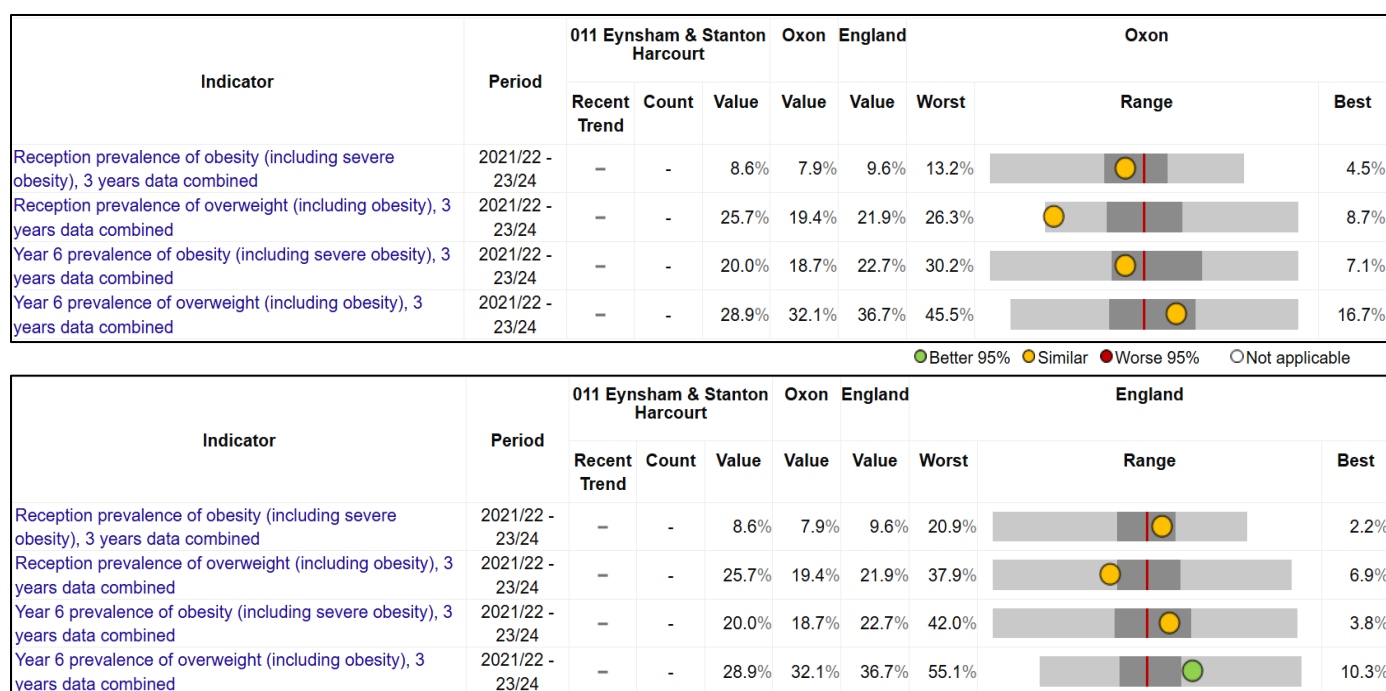


Figure 28: Prevalence of child obesity in reception children and year 6 children between academic years 21/22 and 23/24 (National Child Measurement Programme, Office for Health Improvement and Disparities, 2024)

4. Travel and Transport

Eynsham current travel and transport patterns summary



- Eynsham has a walking network of varying quality, which is often inaccessible due to narrow footways and severed due to lack of safe crossing points, including at the junction of Acre End Street/ Mill Street/ High Street/ Lombard Street
- Safe walking and cycling connections between settlements in the Eynsham area is lacking
- Existing Eynsham is abutted to the north by the A40, which experiences significant congestion and bus delays
- Eynsham Park and Ride has been built and will be connected and operational by 2028 as part of the A40 Eynsham Park and Ride to Wolvercote scheme
- Improvements to cycling and walking routes along and across the A40 and bus lanes on the A40 between Eynsham and Wolvercote are planned for delivery by 2028 as part of the A40 Eynsham Park and Ride to Wolvercote scheme
- The A40 presents a severance risk between existing Eynsham, Salt Cross and West Eynsham Strategic Development Area
- Car is the most common mode of travel for commutes for people living in Eynsham
- There is an extensive public right of way network in the Eynsham area, providing opportunities for walking and cycling journeys
- Eynsham centre is 4 miles from Hanborough Station via Lower Road
- The B4044 is a notable hotspot for collisions involving people cycling and walking, it is also a key route into Oxford. Design of a scheme between Eynsham and Botley via the B4449 and B4044 is underway
- Eynsham is a service centre meaning people from neighbouring villages and parishes travel there
- There is regular bus connectivity between Eynsham, Witney and Oxford

4.1. Trip generators

Key trip generators in Eynsham that have informed the LCWIP include (but are not limited to):

Education

- Eynsham Primary School (and Pre-School)
- Bartholomew School
- The Oxford Nursery Eynsham

Community places

- Village Hall
- Library
- Post office
- Eynsham Museum and Heritage Centre

Places of worship

- St Leonard's Church
- St Peter's Church
- Baptist Church

Leisure and recreation

- Bartholomew Sports Centre
- Eynsham Football Club Sports Pavilion
- Cricket and Croquet Club grounds
- Eynsham Skatepark
- Eynsham Scout Hall
- Eynsham Allotments

Health

- Eynsham Medical Centre
- Pharmacy
- Eynsham Dental Care
- Medivet

Green spaces

- Eynsham Recreation Ground
- Eynsham Millenium Wood
- Abbey Fishponds
- Old Witney Road Playground

Employment

- Elm Place Industrial Estate
- Oasis Park Industrial Estate
- Oakfields Industrial Estate
- Siemens

Eynsham Local Cycling and Walking Infrastructure Plan

Daily convenience

- SPAR
- Coop Food

Transport

- Car share - Back Lane car park, OX29 4QP ([Co Wheels website](#))
- Eynsham Park and Ride
- Bus stops

Proposed future development

- Salt Cross (Local Plan 2031 allocation)
- West Eynsham Strategic development area (Local Plan 2031 allocation)

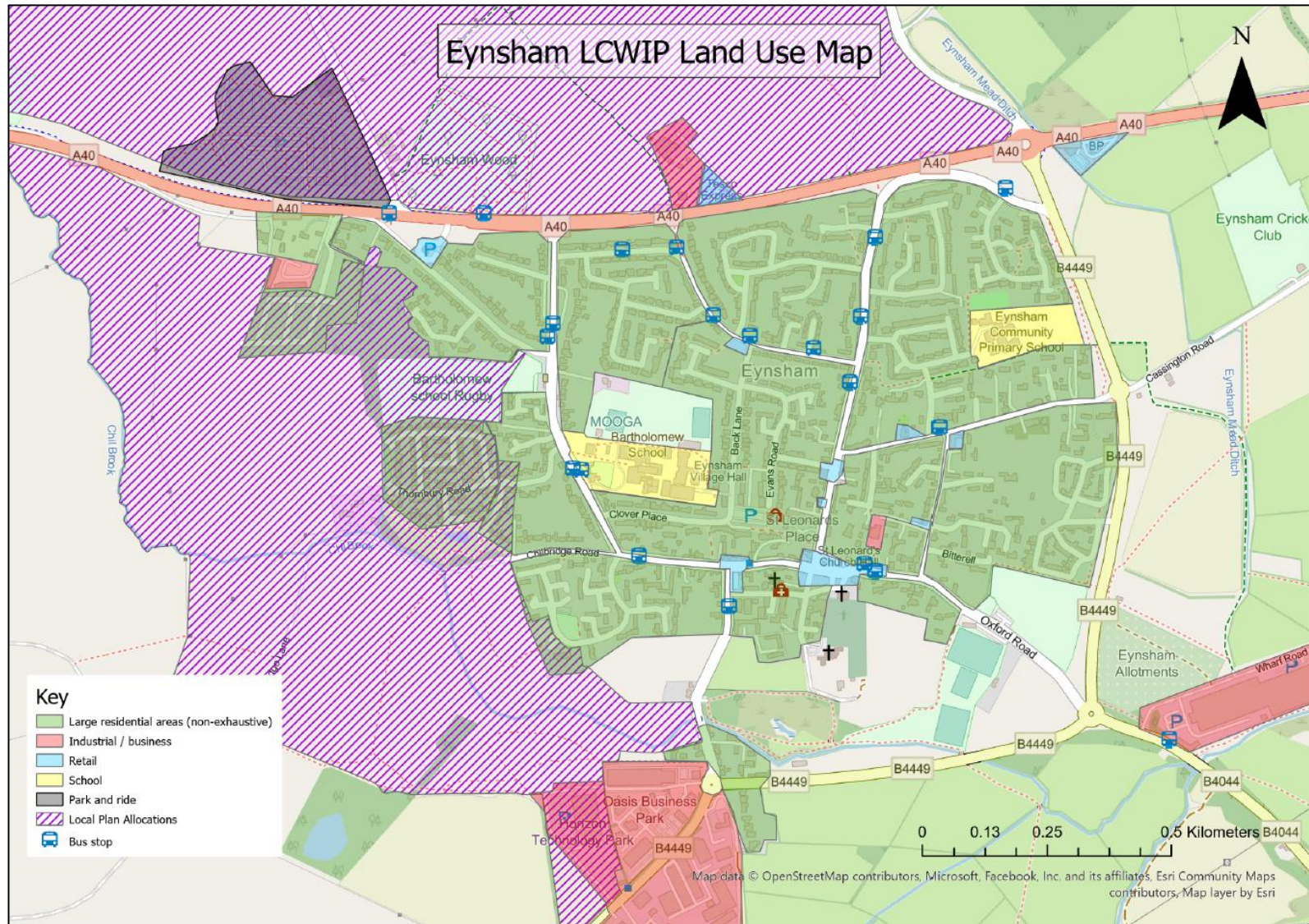


Figure 29: Indicative land use map for Eynsham

4.1.1. Cycle network development

Following the identification of trip generators, the most direct cycle connections between these trip generators was assessed and a desire line map produced. Tools such as the Propensity to Cycle Tool helped in the development of this. Desire lines have been assigned to roads/ cycle routes and categorised into the following classifications, defined by the DfT:

- **Primary:** High flows of people cycling are forecast along desire lines that link large residential areas to trip attractors such as a town centre. Additionally, primary routes can connect smaller towns and villages with larger towns, where high demand is less likely.
- **Secondary:** Medium flows of people cycling are forecast along desire lines that link to trip attractors such as schools, colleges and employment sites.
- **Local:** Lower flows of people cycling are forecast along desire lines that cater for local cycle trips, often providing links to primary or secondary desire lines.

The desire line classification (shown in **Figure 13**) shows that the primary arterial routes connect Eynsham with Cassington, Yarnton and Kidlington to the east, and Barnard Gate, Stanton Harcourt and Witney to the west. Most secondary routes connect the primary roads with local roads, serving primary schools and large housing developments.

The desire line network is based on data collection, and the final cycle network will be refined and additional routes added if necessary, following stakeholder engagement.

4.1.2. Walking network development

A similar process to the cycle network development was followed to develop the walking network. Following the identification of trip generators, a core walking zone was established that comprised of trip generators that fall within a 2km catchment area of the village centre (the typical distance people walk and wheel). Once the core walking zone and 2km radius was established, the key walking and wheeling routes that serve both areas have been located and mapped. The walking route hierarchy map is used to illustrate the different roles that each road has with regards to walking preference. The routes are mapped in **Figure 31**, with the routes defined in four main categories which include:

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

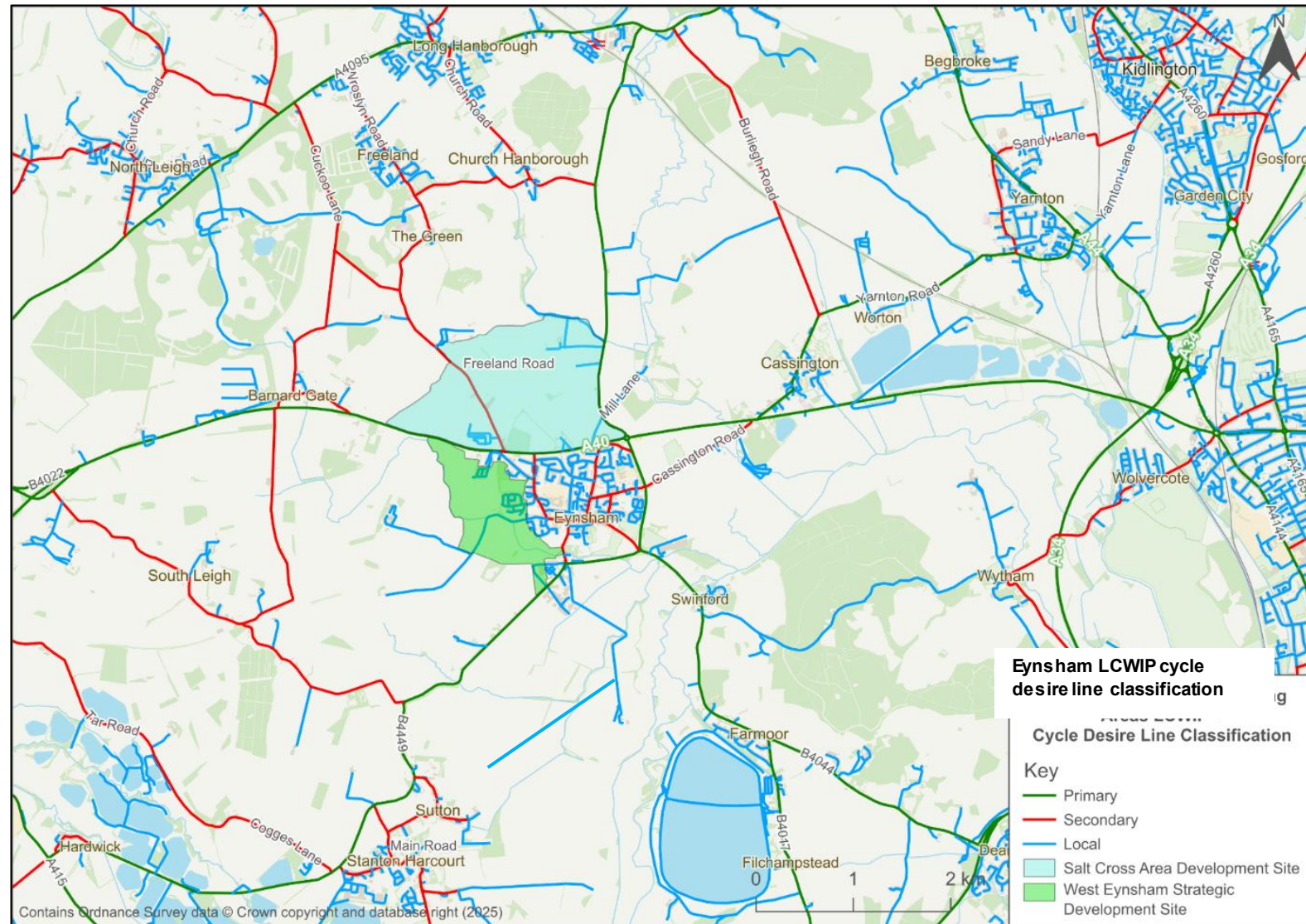


Figure 30: Eynsham cycle desire line network

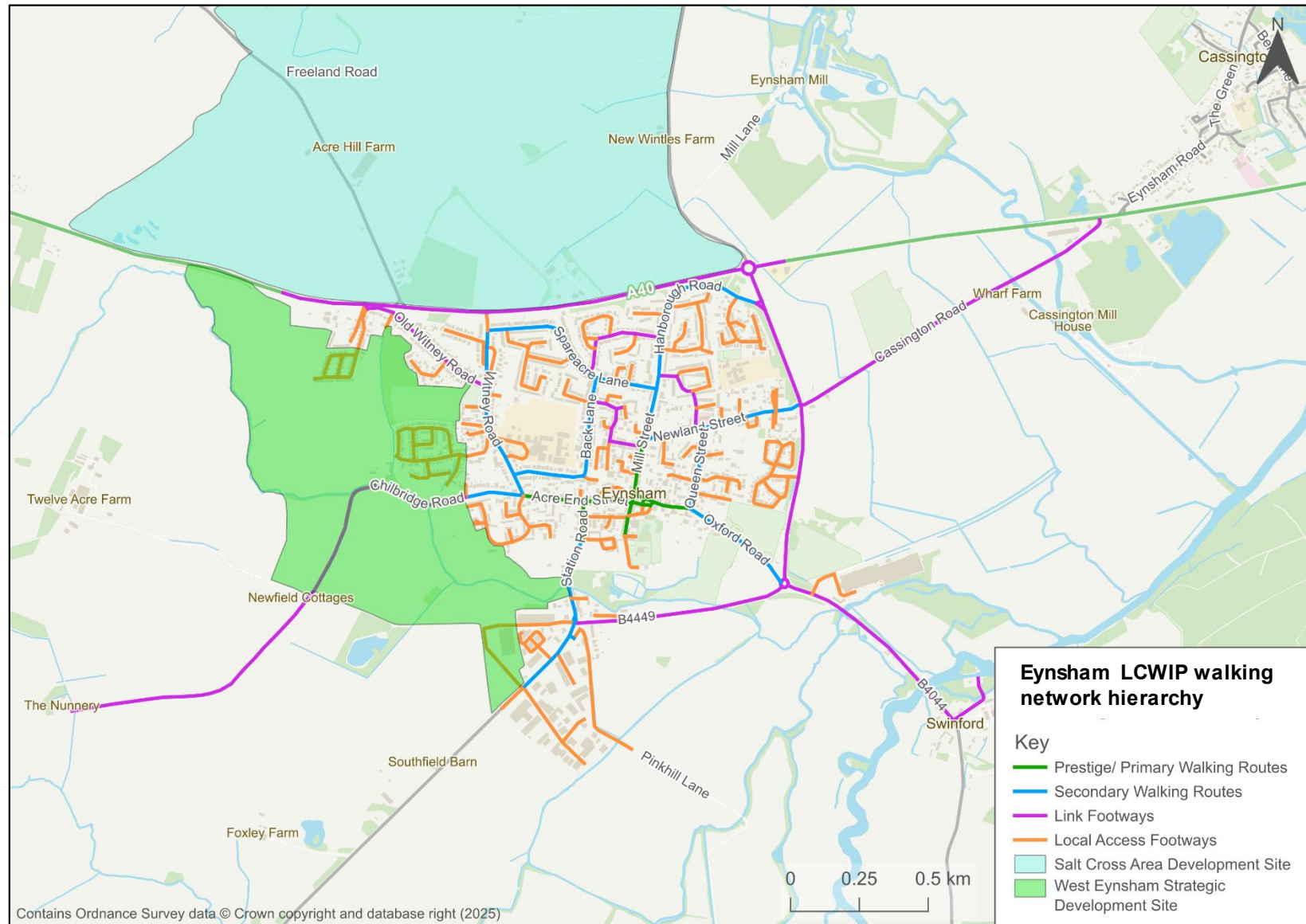


Figure 31: Eynsham Existing Walking Network Hierarchy Map

4.2. Traffic flow data

Traffic flow levels on key routes with potential for walking, wheeling and cycling are summarised in the table below. The data is derived from data gathered in surveys commissioned by OCC or, where this was not possible, from estimations based on informal on-site observations and proximity of local trip attractors.

Table 10: Traffic flow data summary – Eynsham area

Road	Survey Type	Date	Motor vehicle volume (two-way, 7-day, 24hr average)	Mean speed	Cycle volume (7-day, 24hr average)
B4449 South of A40	Automatic Traffic Count (ATC)	March 2025	>8,000		10 (southbound); 5 (northbound)
B4044 north-west of Swinford Toll Bridge	ATC	March 2025	>8,000		9 (southbound); 2 (northbound) There is a greater number of people cycling on weekdays compared to the weekend
A40 East of Cassington	ATC	March 2025	>8,000		
B4449 South of Eynsham	ATC	April 2024	4,000 – 6,000		
Mill Street/ High Street/ Lombard Street/ Acre End Street	Junction	June 2024	2,000 – 4,000 (total entering the junction including cycles)		Entering junction: 40 from Mill Street; 24 from High Street; 9 from Lombard Street, 68 from Acre End Street Exiting junction: 19 to Mill Street; 71 to High Street; 9 to Lombard Street; 52 to Acre End
Old Witney Road	ATC	January 2022	<1,000	<20 mph	2 (average) northwest bound 3 (average) southeast bound
South Leigh Road (between Station Road	ATC	May 2022	<1,000	30 – 40mph	

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and High Cogges)					
Chapel Road (South Leigh)	ATC	September 2024	<1,000	20mph - 30mph	
Station Road (between Lymbrook Close and High Cogges)	ATC	May 2022	<1,000	20mph - 30mph	
Station Road (between Lymbrook Close and Stanton Harcourt Road)	ATC	September 2024	<1,000	20mph - 30mph	
Stanton Harcourt Road (between B4449 Eynsham Road and Station Road)	ATC	May 2022	<1,000	20mph - 30mph	
Un-named Road through Barnard Gate	ATC	May 2022	<1,000	30mph - 40mph	
B4449 (E)/ B4449 Eynsham Road/ Stanton Harcourt Road	Junction	May – June 2022	4,000 – 6,000 (total entering the junction including cycles)		Entering junction: 35 from B4449 east; 40 from B4499 Eynsham Road; 14 from Stanton Harcourt Road Exiting junction: 32 to B4449 east; 33 to B4499 Eynsham Road; 24 to Stanton Harcourt Road
Witney Road (south of Old Witney Road)	ATC	October-November 2023	2,000 – 4,000	20mph - 30mph	24 (average)
Witney Road (south of Bartholomew School)	ATC	October-November 2023	2,000 – 4,000	20mph - 30mph	44 (average)
Station Road (south of Abbey Farm Barns)	ATC	October-November 2023	2,000 – 4,000	20mph - 30mph	26 (average)
Oxford Road (north of	ATC	October-November 2023	2,000 – 4,000	20mph - 30mph	32 (average)

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Eynsham skatepark)					
Hanborough Road (south of Wytham View)	ATC	October-November 2023	2,000 – 4,000	20mph - 30mph	17 (average)
Hanborough Road (south of A40)	ATC	October-November 2023	2,000 – 4,000	20mph - 30mph	7 (average)
B4449 (south of Eynsham roundabout)	ATC	October-November 2023	>8,000	30mph – 40mph	14 (average)
B4449 (south of Hazeldene Close)	ATC	October-November 2023	>8,000	30mph – 40mph	20 (average)
B4449 (between junction with Stanton Harcourt Rd and B4044)	ATC	October-November 2023	4,000 – 6,000	40pmh – 50mph	21 (average)
Rutten Lane	ATC	January 2024	2,000 – 4,000	20mph - 30mph	
Eynsham Road (Cassington)	ATC	September 2024	2,000 – 4,000	20mph - 30mph	0 (average)
The Green (Cassington)	ATC	September 2024	2,000 – 4,000	20mph - 30mph	22 (average) northbound 17 (average) southbound

4.3. School travel

Table 11: School travel data

(based on 2011 Census data from the Propensity to Cycle Tool)²¹

School	Total number of pupils	Proportion of pupils cycling to school	Proportion of pupils driven to school
Bartholomew School	1031	1%	11%
Eynsham Community Primary School	332	5%	27%

Bartholomew School has a wide catchment area that includes:

- Eynsham
- Stanton Harcourt
- Standlake
- Cassington
- Church Hanborough
- Long Hanborough
- Freeland
- Northmoor
- Southmoor
- Carterton
- Witney
- Ducklington
- Farmoor
- Botley
- Cumnor
- Wootton
- Kidlington
- Yarnton
- Oxford City
- Bicester
- Upper Heyford
- Chipping Norton

Many pupils do not live within a reasonable cycling distance of Bartholomew (up to 10km) or if they do cycle provision is unsafe, which makes cycling to school an unrealistic option.

There are school buses for pupils living in Northmoor, Stanton Harcourt, Long Hanborough, Cassington, Freeland, Standlake, New Yatt, North Leigh, East End, Stonesfield, Combe, and Sutton.

²¹ [Propensity to Cycle Tool](#)

Direct public transport (where changing a bus is not required), is not available between Eynsham and most settlements from which pupils originate, although a direct bus service between Botley, Farmoor and Eynsham and between some areas of Oxford City and Eynsham is available.

Eynsham Community Primary School

Most pupils attending Eynsham Community Primary School live in Eynsham, although pupils also live in Witney, Stanton Harcourt, and other West Oxfordshire villages. There is an opportunity to support walking wheeling and cycling to school for most, and park and stride for those who arriving by motor vehicle due to living outside Eynsham and the immediate area.

Eynsham Community Primary School travel information²²

Eynsham Community Primary School promote safe travel to school, which the Eynsham and the surrounding area will support.

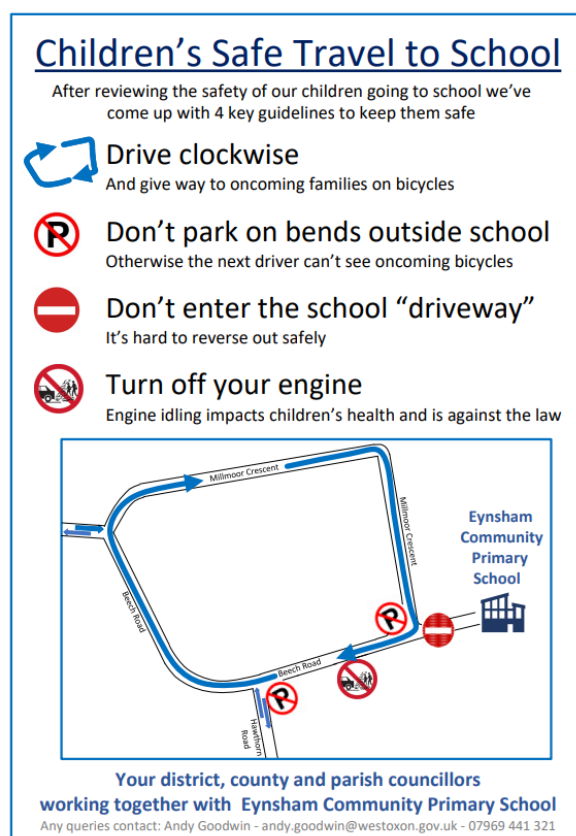


Figure 32: Eynsham Community Primary School safe travel to school promotion (Eynsham Community Primary School)

²² [Eynsham Community Primary School website](#)

St Peter's CE Primary School, Cassington

St Peter's CE Primary School has a dispersed catchment area. Most pupils live in Cassington, Eynsham, or Yarnton, but pupils also attend from other West Oxfordshire villages including Long Hanborough, and from Woodstock and Botley. There is an opportunity to support walking, wheeling and cycling to school for most, and park and stride for those who arriving by motor vehicle due to living outside Eynsham and the immediate area.

William Fletcher Primary School, Yarnton

Most pupils attending William Fletcher Primary School live in Yarnton or Kidlington. There is an opportunity to support walking, wheeling and cycling to school for most.

Hanborough Manor CE School

Most pupils attending Hanborough Manor CE School live in Long Hanborough. Some pupils live in Eynsham and other surrounding West Oxfordshire villages. There is an opportunity to support walking, wheeling and cycling to school most pupils.

Freeland CE Primary School

Freeland CE Primary has a dispersed catchment area. Most pupils live in Freeland or Long Hanborough. Pupils also live in Eynsham, Witney, North Leigh and other surrounding West Oxfordshire villages. Supporting walking, wheeling and cycling journeys to school where possible, and providing park and stride opportunities will create safer and healthier (for people and the environment) journeys to school.

Stanton Harcourt CE Primary School

Most pupils at Stanton Harcourt CE Primary School live in Stanton Harcourt. Many also live in Eynsham. There is an opportunity to support walking, wheeling and cycling to school for most pupils.

4.4. Travel to Work

According to the 2011 Census for the Eynsham area, most people who travelled for work used a motor vehicle (61.4%) and a smaller proportion (13.8%) worked from home. In comparison, in the 2021 census, more than double the number of people worked from home (36.2%) and less people travelled by motor vehicle (43.5%). In 2021 a further 15.5% of people travelled sustainably (by walking, cycling or bus).

Table 12: Eynsham area mode of travel for work (Census 2011)

Category	Percentage (%)
Work from home	13.8
Train/metro/tram/bus/coach	6.1
Driving	61.4
Other	18.7

Table 13: Eynsham area mode of travel for work (Census, 2021)

Category	Percentage (%)
Work from home	36.2
Driving	43.5
Bicycle	3.4
On foot	6.2
Bus	5.9
Passenger in a vehicle	3
Other	1.8

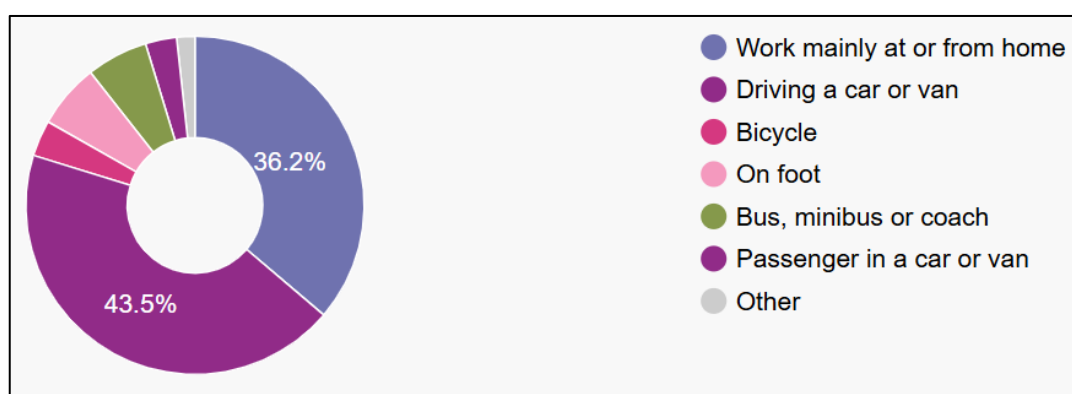


Figure 33: Eynsham area mode of travel for work (Census 2021)

4.5. Leisure routes

There are opportunities for leisure walking, wheeling and cycling in Eynsham and the surrounding area via the highway and PRow network.

The leisure walking, wheeling and cycling maps below indicate some of the pathways that leisure walkers, runners, and people cycling access in and around Eynsham, based on data obtained from Strava. The white (brightest) lines indicate routes that are most frequently used by the highest number of people. For walking, running and cycling, Witney Road, Spareacre Lane, Mill Street, Acre End Street, High Street and Cassington Road are all popular routes. What is also evident is the importance of the PRow network beyond Eynsham for facilitating leisure trips.



Figure 34: Strava leisure heat map for walking



Figure 35: Strava leisure heat map for running



Figure 36: Strava leisure heat map for cycling

Eynsham Parish Council also promote several walking routes in and around Eynsham. An extensive list and regular updates on the routes, can be found on their website²³. Routes include Eynsham Mill Circular Walk, Wharf Stream Way, Eynsham – Church Hanborough – Freeland Circular Walk, and the Thames Path National Trail.

²³ [Maps and Walks - Footpaths](#)

4.6. Collision statistics²⁴

There have been a number of collisions involving people walking and/or cycling in the Eynsham area in the period 01/01/2015 to 31/12/2024.

The most common mode of travel involved in collisions in this period is motor vehicles.

Table 14: Collision statistics for the Eynsham area

	Fatal	Serious	Slight	Total
Motor vehicles	6	69	256	331
Pedestrian	3	18	24	45
Pedal cycles	3	23	75	101
Total	12	110	355	477

The most common factors given for collisions include:

- Motor vehicle drivers being careless/reckless/in a hurry
- Motor vehicle drivers poorly manoeuvring
- Motor vehicle drivers failing to look properly
- Motor vehicle drivers failing to judge other persons path or speed

The above highlights the vulnerability of people walking, wheeling and cycling in spaces with motor vehicles.

Key:

-  Fatal
-  Severe
-  Slight

²⁴ OCC Highways Team, 2025

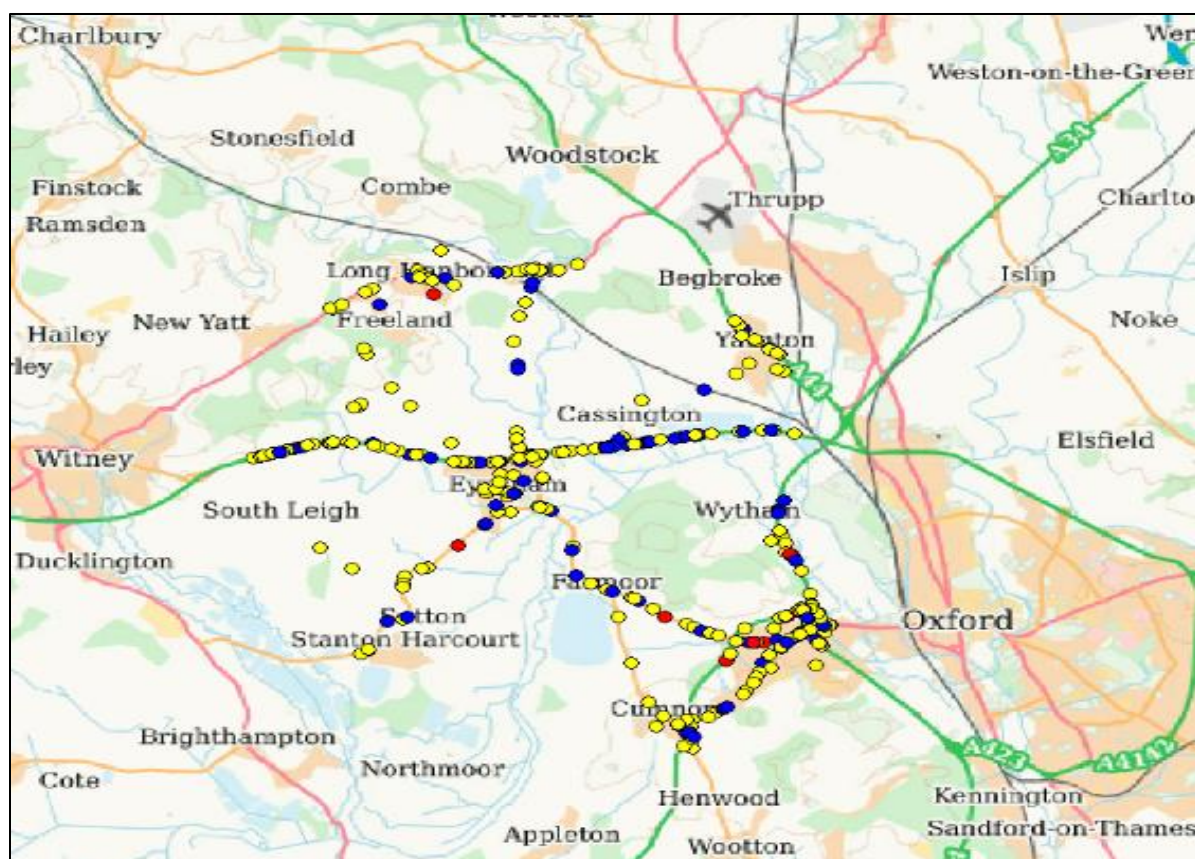


Figure 37: Location map of all collisions in the LCWIP scope area

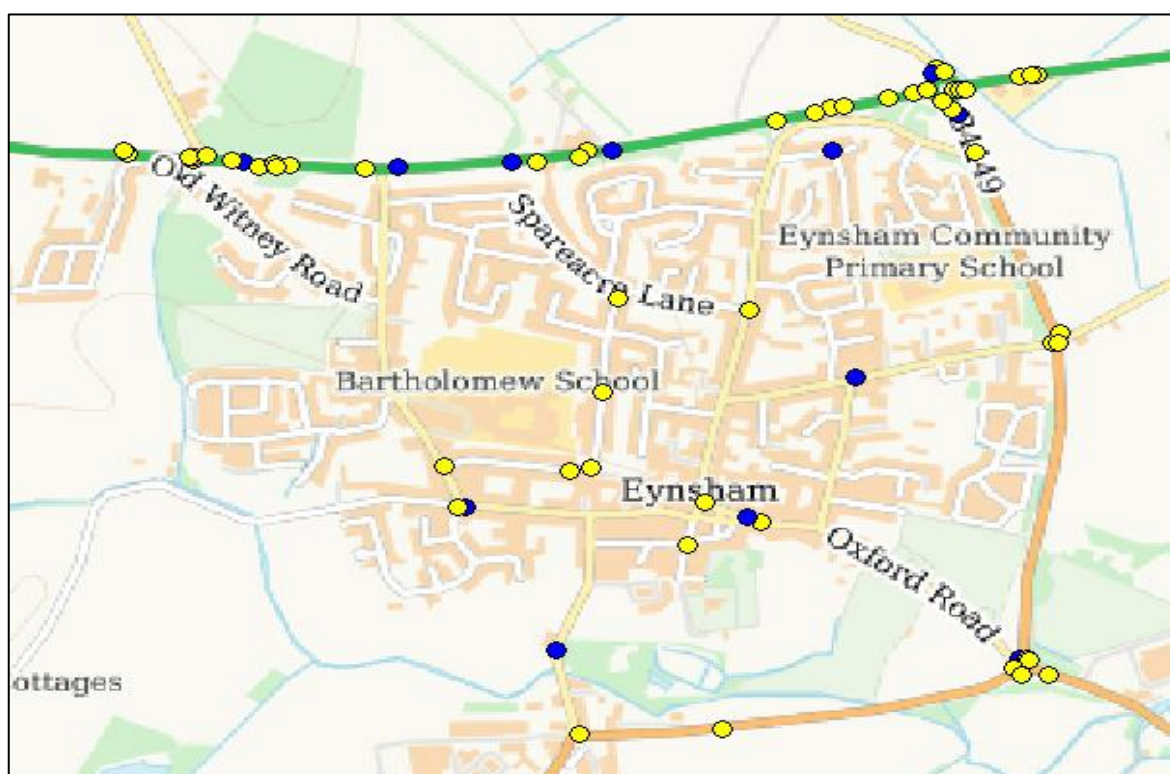


Figure 38: Location map of all collisions in Eynsham

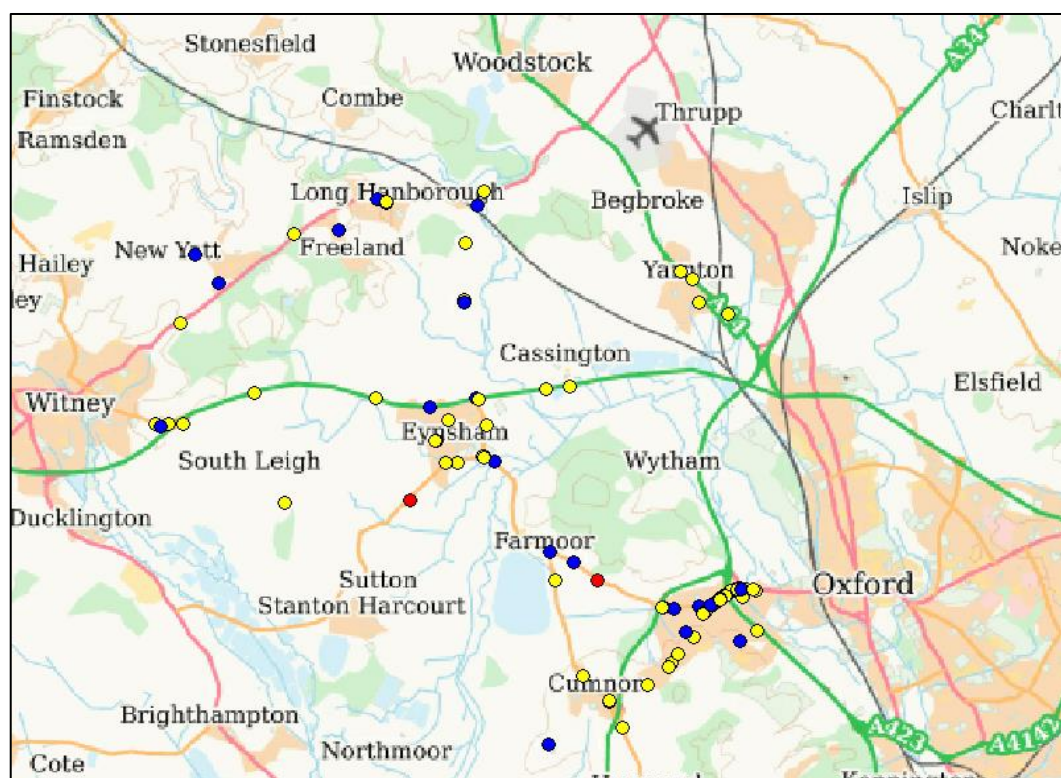


Figure 39: Location map of collisions involving people cycling

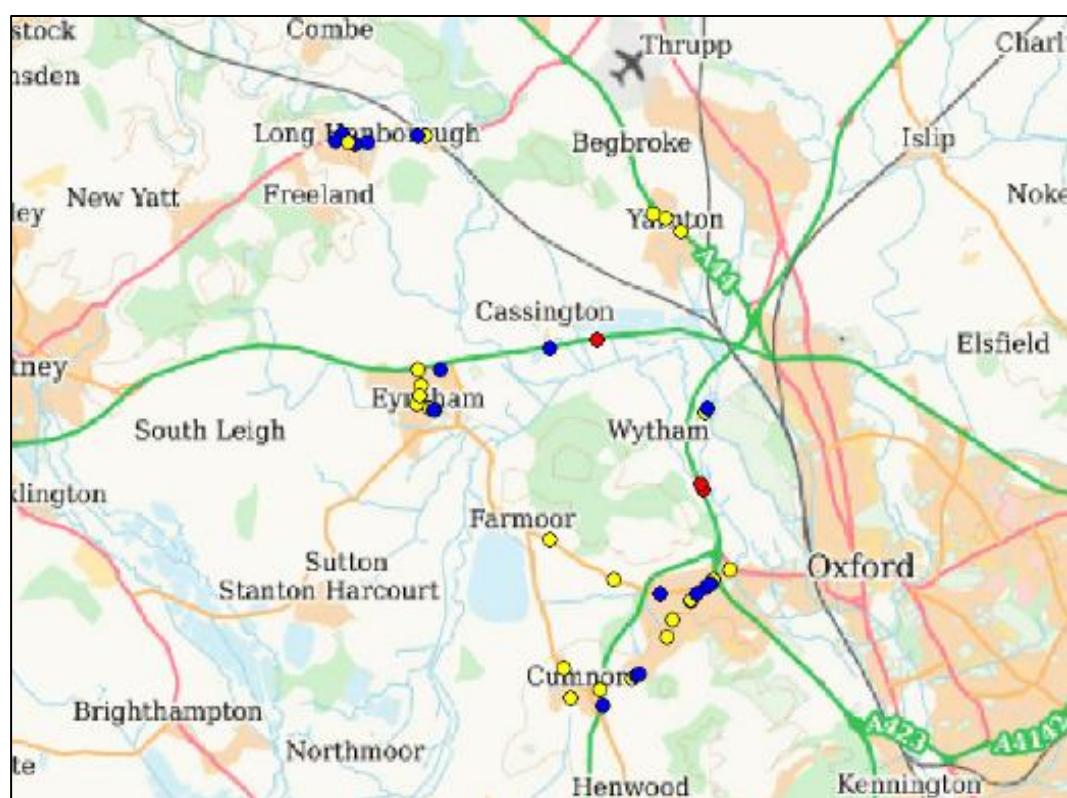


Figure 40: Location map of collisions involving people walking

4.7. Future schemes

Table 15: Future schemes this LCWIP supports (not exhaustive)

Scheme Name	Scheme description	Status
A40 Eynsham Park and Ride to Wolvercote ²⁵	A new junction to the Eynsham Park and Ride; new bus lanes for fast, reliable, and congestion-free bus travel; and improved walking and cycling routes. This scheme will support future housing growth in the area.	A planning application for the scheme is due to be submitted in Summer 2025. Construction is due to be finished by summer 2028.
Eynsham to Botley walking and cycling route	There is a community aspiration, backed by Oxfordshire County Council, to deliver an off-carriageway dedicated walking and cycling route between Eynsham (from the B4449 junction with the A40) and Botley via the B4449 and B4044.	Pre-liminary design of the scheme is due to be completed in Winter 2025. Funding opportunities for the scheme, including from (Section 106) S106, continue to be pursued (delivery of this scheme is currently unfunded).
Lower Road walking and cycling route	There is a community aspiration, backed by Oxfordshire County Council, to deliver an off-carriageway dedicated walking and cycling route between Eynsham and Hanborough Station via Lower Road.	A feasibility design for the route has been completed. Funding opportunities for the scheme, including from S106, continue to be pursued (delivery of this scheme is currently unfunded). It is a requirement of proposed developments in this area to contribute to delivery of the route.
Eynsham A40 grade separated crossing	A grade-separated crossing of the A40 at Eynsham in the form of an underpass or bridge is required to help mitigate the impact of Salt Cross and West Eynsham SDA developments by providing a safe and sustainable route to school. The preferred location of this crossing is between Old Witney Road and Cuckoo Lane.	A feasibility study into the optimum design and location of a grade-separated crossing has been completed. A further study is due to be completed to address unresolved challenges identified through the initial feasibility report. Delivery of this grade-separated crossing is sought

²⁵ [A40 Eynsham Park and Ride to Wolvercote Scheme](#)

		from Salt Cross and West Eynsham developers.
Eynsham to Begbroke walking and cycling route	Improving the walking and cycling route between Eynsham and Begbroke via Yarnton using a combination of Public Right of Way (420/21/30), A40 shared use path and quiet roads, thereby bypassing north Oxford and contributing to OCC's Strategic Active Travel Network.	S106 has been secured to deliver this route.

4.8. Propensity to cycle

The Propensity to Cycle Tool (PCT), was developed by the Department for Transport (DfT) as a web-based tool for estimating the potential number of people cycling for commutes in the future, based on factors including route length and hilliness. The PCT shows both baseline data from the 2011 travel to work Census data and future targets to estimate how cycling could change under different scenarios. It should be noted that the data is based on travel to work data so does not take into consideration trips for any other purposes. Additionally, trips to developments that have been built since 2011 or are future developments are not included. Further, as the data used is over 10 years old, it has been used as a guide and supplemented with local knowledge when informing LCWIP routes.

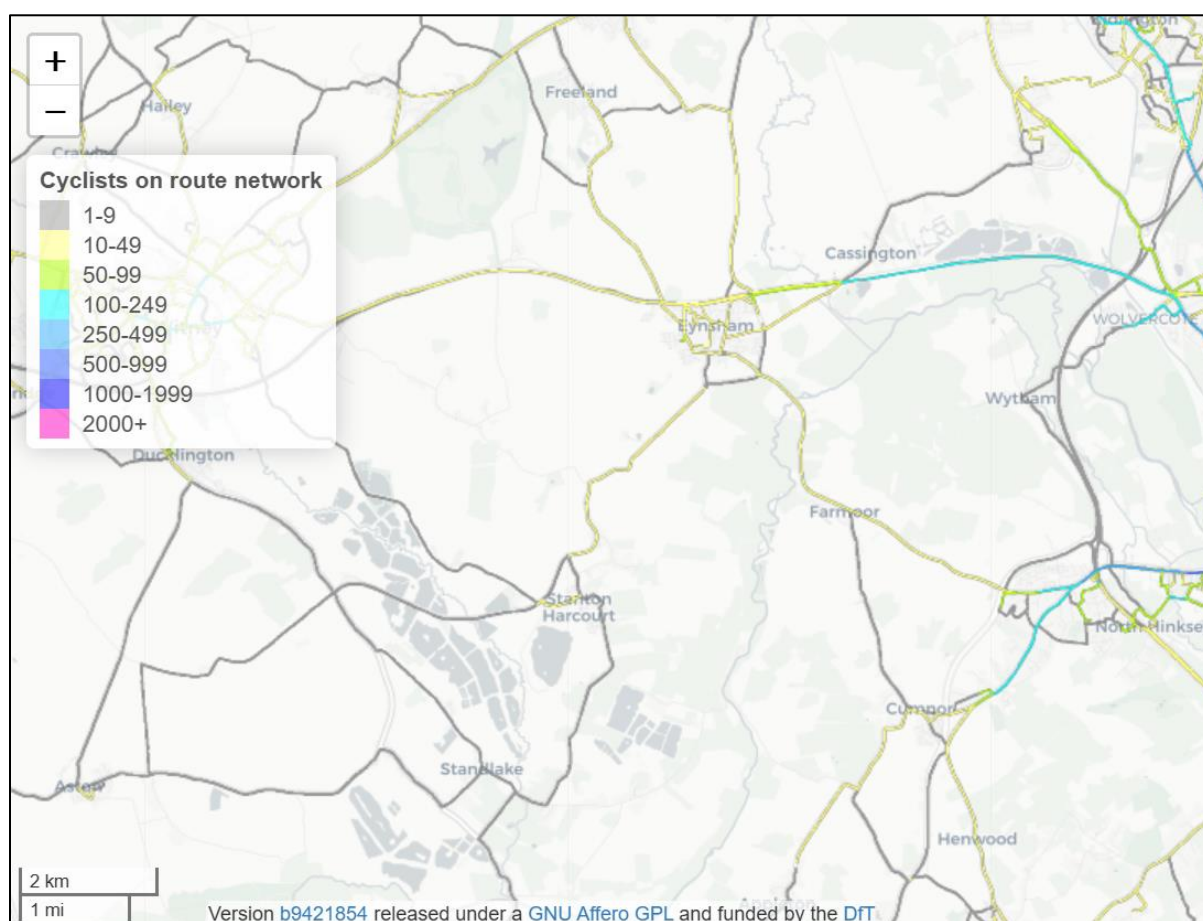


Figure 41: Propensity to Cycle, Census 2011 (Baseline Data)

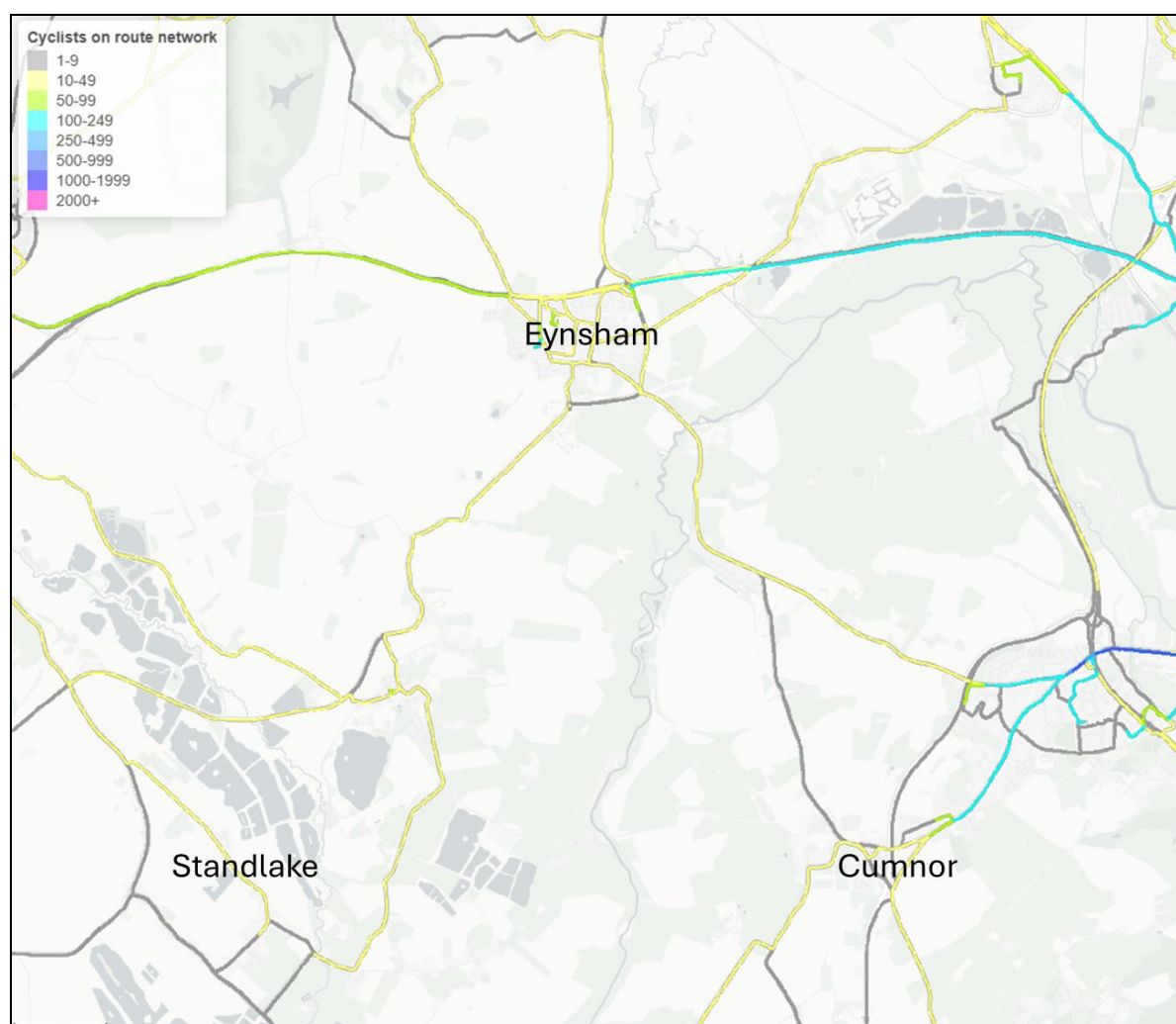
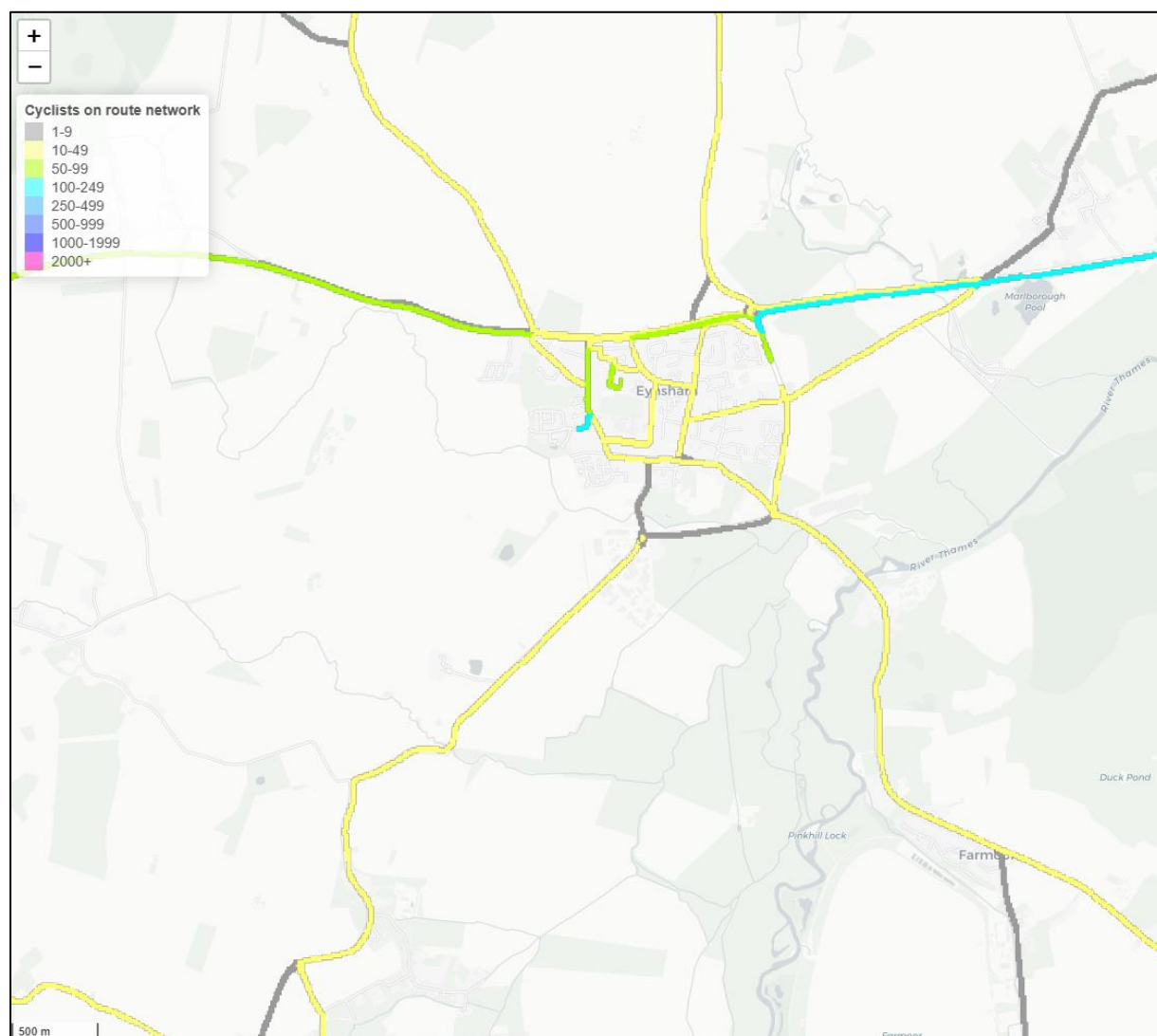


Figure 42: Propensity to Cycle, Government Target (Equality)

This scenario models DfT's ambition to double cycling in England between 2013 and 2025. Key routes include:

- A40 corridor between Witney and Oxford
- Connection between Eynsham and Oxford via Farmoor
- Connection between Eynsham and Standlake via Stanton Harcourt



This scenario models a situation where gender differences are eliminated. Key routes, similarly, include:

- A40 corridor
- Connecting routes from the A40 to Eynsham
- Connection via Farmoor
- Connection via Stanton Harcourt

Figure 43: Propensity to Cycle, Gender Equality scenario

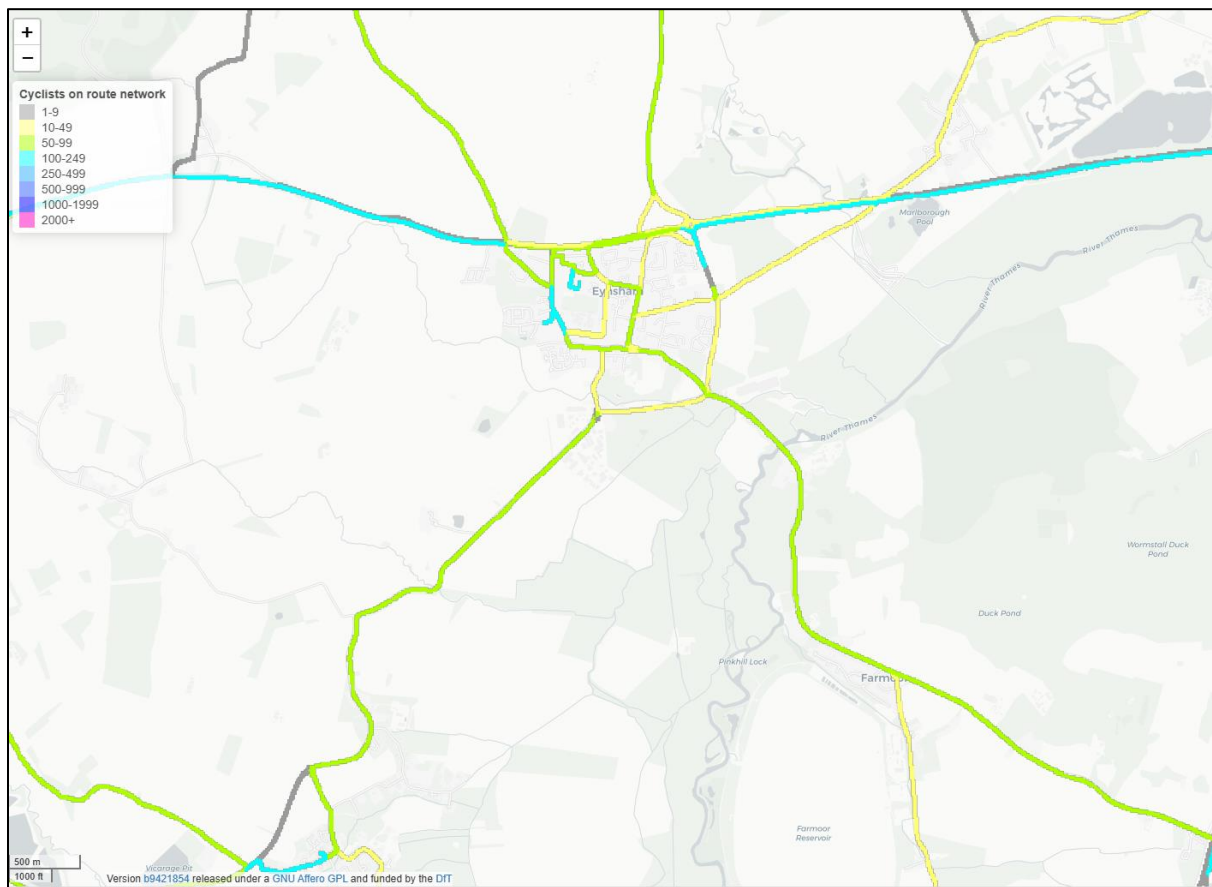


Figure 44: Propensity to Cycle, Go Dutch scenario

This scenario models where investment results in the provision of cycling infrastructure to Dutch standards, alongside a cultural shift in attitudes towards cycling. Increases in cycling would occur:

- A40
- B4449 Stanton Harcourt
- B4044 Farmoor
- Lower Road
- Cuckoo Lane
- Witney Road, Eynsham
- High Street, Eynsham
- Oxford Road, Eynsham

The Go Dutch scenario shows a significant increase in the number of people cycling, which suggests the approach addresses many barriers to cycling and therefore making it more accessible. Notably, rural routes also benefit from an increase in cycling, which is crucial to bridge the rural connectivity gap.

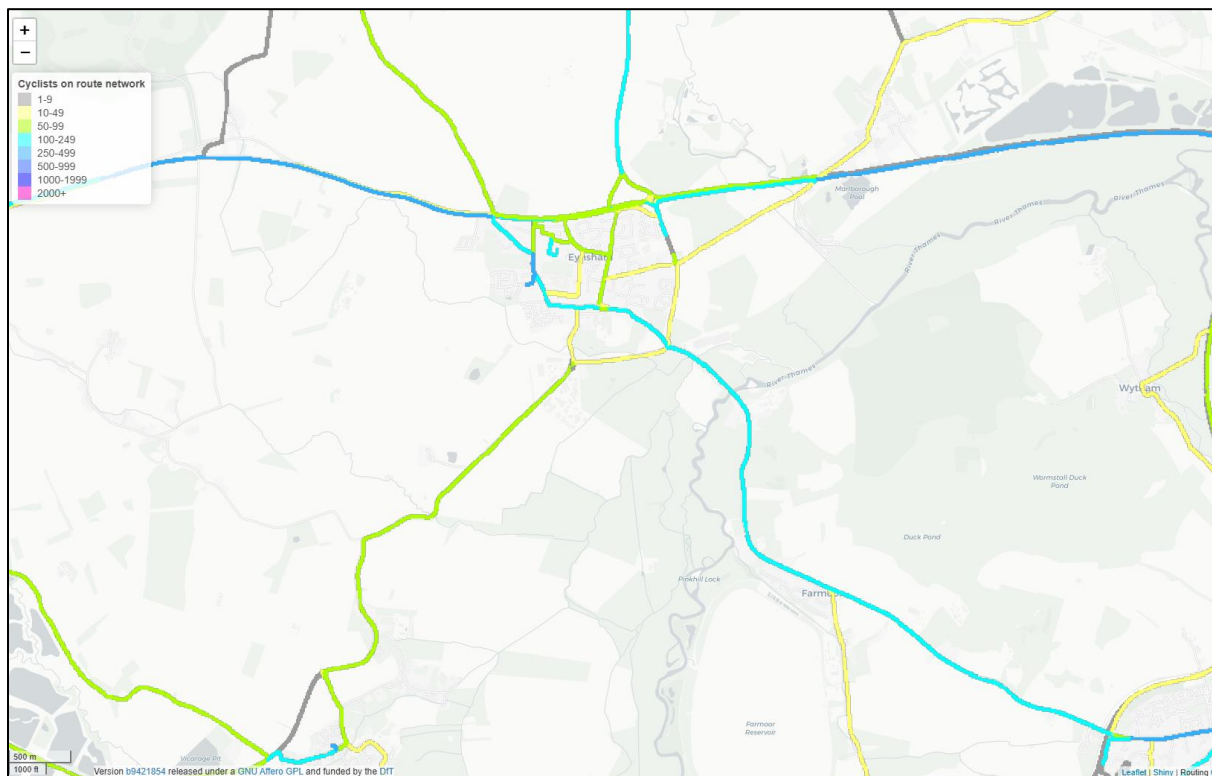


Figure 45: Propensity to Cycle, E-bikes scenario

This scenario models the impact of widespread e-bike adoption, as an extension of the Go Dutch scenario. E-bikes would further increase cycling, particularly on routes with steeper gradients and longer distances and contributes to a removal of barriers to cycling. Key routes:

- A44
- B4044 via Farmoor
- B4449 via Stanton Harcourt
- Through Eynsham via Witney Road, High Street and Oxford Road
- Lower Road
- Cuckoo Lane
- South Leigh village

4.9. Public right of way network

There is an extensive public right of way network connecting Eynsham with surrounding settlements and the countryside. The public right of way network is of varying quality and typically not suitable for all weather conditions and times of year.

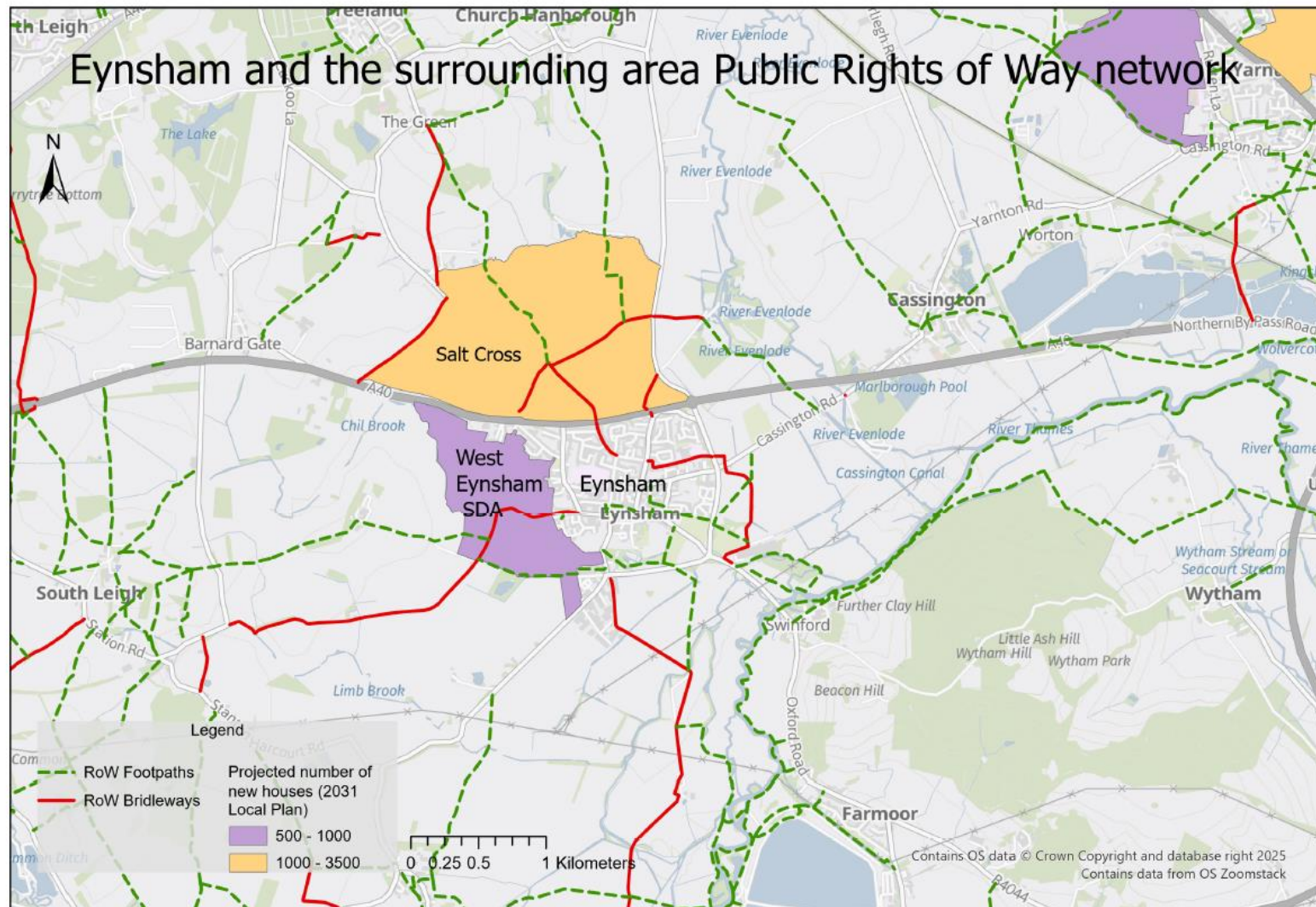


Figure 46: Eynsham and the surrounding area Public Right of Way network

4.10.Strategic Active Travel Network

Eynsham and the surrounding area LCWIP will support and connect with Oxfordshire's Strategic Active Travel Network (SATN)²⁶. The SATN identifies strategic connections (that make a larger contribution to active travel) between settlements that require further development. In the case of Eynsham, strategic/ primary links have been identified between Eynsham and Witney, North Oxford, Farmoor, Cumnor, Botley and Hanborough, and complementary/ secondary links including to Stanton Harcourt. This is indicated in **Figure 30** where connections are illustrated as desire lines (and not actual route alignments). Eynsham and the surrounding area LCWIP considers many of these routes due to their significance for everyday journeys, particularly given Eynsham's role as a service centre for neighbouring settlements.

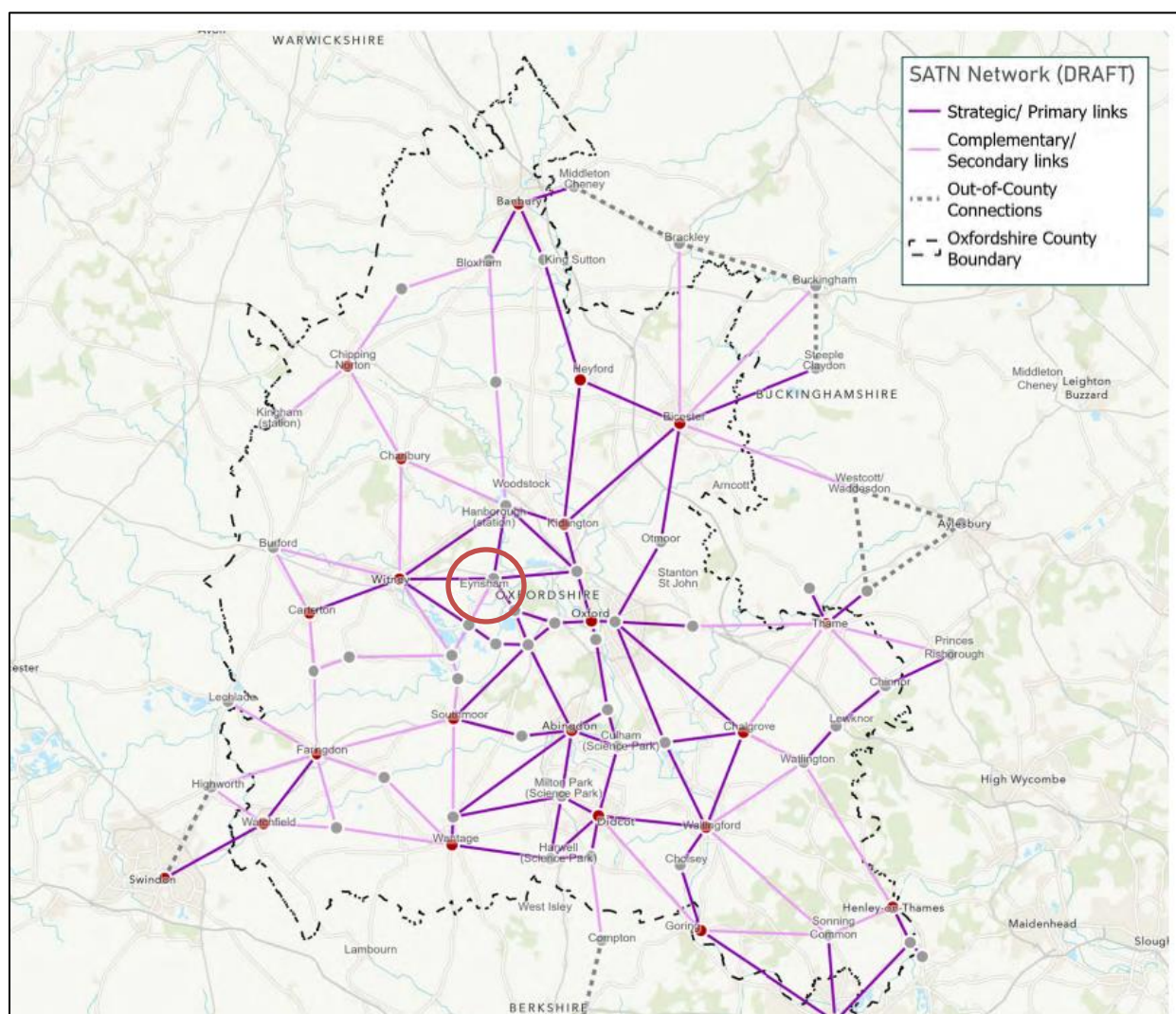


Figure 47: Eynsham (red circle) and identified strategic connections (illustrated as desire lines only) to surrounding areas (OCC, SATN, 2023)

²⁶ [Oxfordshire County Council Strategic Active Travel Network](#)

4.11.Public transport

4.11.1. Bus

Table 16: Bus services that serve Eynsham and the surrounding connections

Service	Route	Provider	Frequency
S1/NS1	Carterton/Witney to Oxford	Stagecoach	Every 20 minutes between 6am and 2am
S2	Burford to Oxford	Stagecoach	Th Evenlode stop only.
E1	Eynsham to Oxford	Stagecoach	Every 20/30 minutes between 5:30am and 1am
H2	Witney to the hospitals	Stagecoach	Every 30 minutes between 5:30 am and 21:30
OX3	To Kassam Stadium on home game days	Pulhams	Only on OUFC home game days
411	Hanborough to Eynsham loop	First & Last Mile	Monday to Friday only – 5 times a day

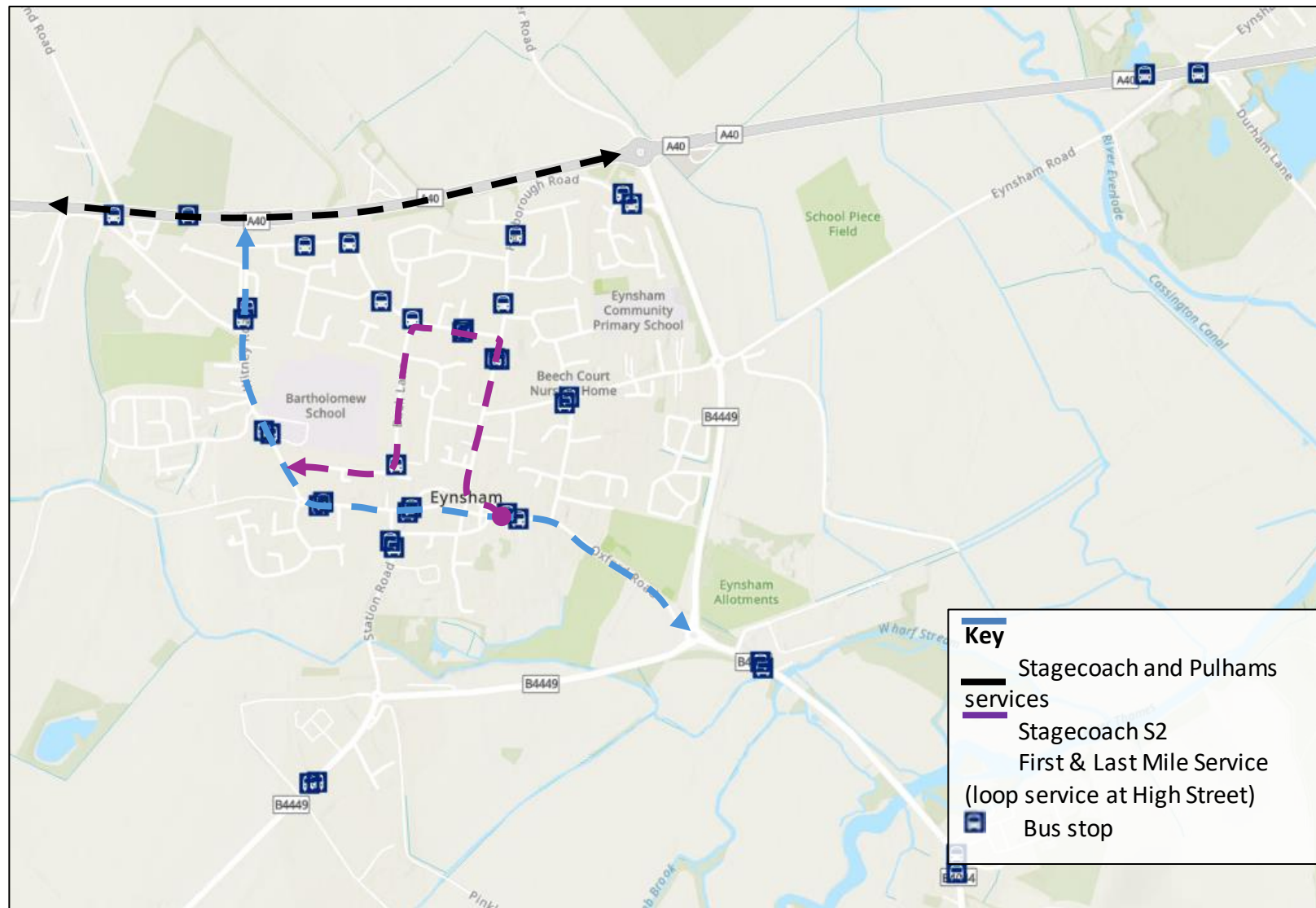


Figure 46. Location of bus stops in Eynsham

4.11.2. Rail

The closest train station to Eynsham is Hanborough station in Long Hanborough. The typical off-peak service is 1 train per hour to Oxford and London Paddington and 1 train per hour to Worcester Foregate Street, with some continuing to Great Malvern and Hereford.

The most direct route from Eynsham to Hanborough Station is via Lower Road. The 4-mile route is on average, an 8-minute trip by car and a 20-minute cycle journey. There is no direct bus service from Eynsham to Hanborough Station.

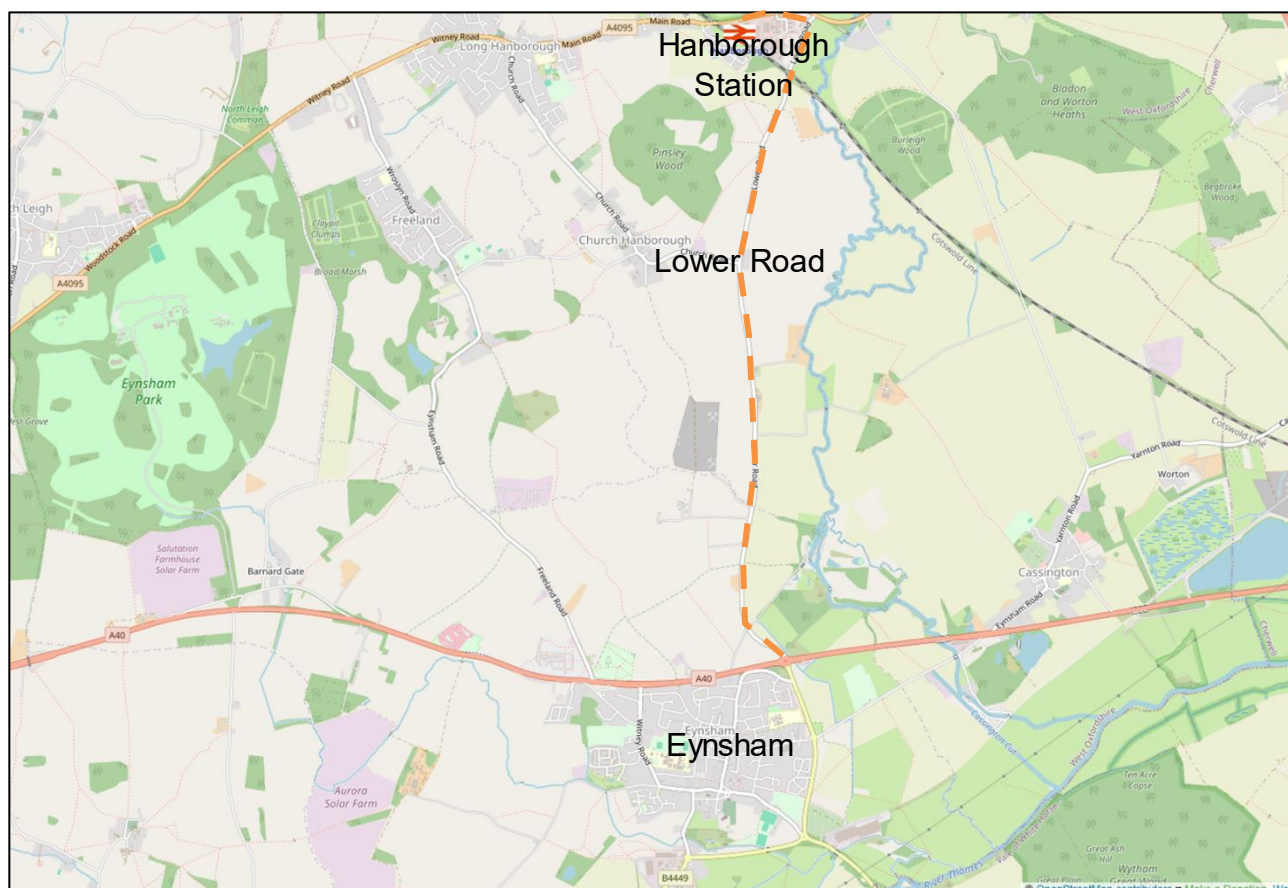


Figure 49: Proximity of Hanborough Station to Eynsham (Ordnance Survey, 2025)

5. Engagement summary

Between May 2025 and June 2025 Oxfordshire County Council ran an engagement exercise on Let's Talk Oxfordshire that asked members of the public and stakeholders in Eynsham to drop a pin on a map to indicate an issue with walking and/ or cycling infrastructure in Carterton. In total 210 pins were dropped, 60% of these indicated a 'safety concern', 36% indicated an 'improvement needed', and 4% indicated an 'other issue'. Written responses were also received to the pin drop exercise, with suggestions falling into the categories detailed above. These comments have been analysed and used to inform the LCWIP.

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

Table 17: Pin drop exercise comments consolidation (including written responses)

Location	Comment
Eynsham to Botley via the B4044*	<ul style="list-style-type: none"> • Unsafe for people cycling • Speeding • Lack of crossings including at Talbot Inn and Swinford Toll Bridge bus stops, Oakenholt Nursing Home, Hill End Centre • Poor road surface for cycling • Alternative route suggested via the perimeter of Wytham Woods and connecting to Botley Gate <p>The location with the most comments and support for improvement</p>
B4449 Oxford Road	<ul style="list-style-type: none"> • Lack of crossing between bus stops • Lack of crossing for Longmead Nature Recovery Centre, allotments and PRoW • Speeding • Make crossing places more visible
Swinford Toll Bridge	<ul style="list-style-type: none"> • Too narrow for people walking • Consider traffic lights to create a wider space for people walking and cycling and to deter rat running • An additional bridge for people walking and cycling sought
Queens Lane	<ul style="list-style-type: none"> • Cars parked close to the junction makes cycling into the junction unsafe and risk colliding with vehicles travelling south
Cassington Road/ B4449 roundabout	<ul style="list-style-type: none"> • Poor visibility for people walking, cycling and driving traversing the roundabout • Lack of formal crossing including for PRoW
Cassington Road	<ul style="list-style-type: none"> • Speeding • Risk of conflict with HGVs entering/ leaving road
A40	<ul style="list-style-type: none"> • Unsafe crossing before Tesco garage • Cycle and walking route is narrow and too close to the A40 meaning it is unsuitable for everyone • Northern bypass east of Cassington is narrow • Cycle parking
Old Witney Road	<ul style="list-style-type: none"> • More direct footpath from south of Old Witney Road to Witney Road sought to avoid having to go up to the A40

Eynsham Local Cycling and Walking Infrastructure Plan

	<ul style="list-style-type: none"> • Lack of lighting near the A40 • Lack of continuous footways on both sides of the road
High Street/ Mill Street/ Acre End Street/ Lombard Street junction	<ul style="list-style-type: none"> • Crossing the road for people walking is challenging due to limited visibility • Narrow footways • Uneven footways • Speeding
Off-road route between Wharf Road and Cassington Road	<ul style="list-style-type: none"> • Lack of lighting
Thames Path Swinford to Wolvercote	<ul style="list-style-type: none"> • Unsuitable for cycling – turn into a bridleway to allow cycling
South Leigh to Tar Lane	<ul style="list-style-type: none"> • Turn old railway into bridleway
Lower Road (connection to Hanborough and Hanborough Station)	<ul style="list-style-type: none"> • Unsafe for people cycling in part due to high speeds • Safe cycle connection between Eynsham and Hanborough sought (which would also support school journeys)
Eynsham general	<ul style="list-style-type: none"> • Need to better manage speeds and traffic including considering one-way
B4449 Sutton/ Stanton Harcourt to Eynsham	<ul style="list-style-type: none"> • Unsafe for people cycling
Witney Road	<ul style="list-style-type: none"> • Speeding • Parking on footway by people collecting from nursery • No safe crossing for nursery, bus stops or play park (existing crossing is not on the desire line)
Yarnton Road	<ul style="list-style-type: none"> • Unsuitable for people cycling and does not prioritise walking and cycling
Freeland to Eynsham	<ul style="list-style-type: none"> • No safe connection for walking and cycling – upgrade to bridleway sought (which would also support school journeys) • Boardwalks sought due to continual flooding
Bridleway north of Sutton and Stanton Harcourt	<ul style="list-style-type: none"> • Poor surface for cycling
Eynsham Road roundabout	<ul style="list-style-type: none"> • Segregated crossing required to support proposed cycle routes • Underpass sought
Eynsham to Wytham Woods	<ul style="list-style-type: none"> • No safe connection
Stanton Harcourt Road	<ul style="list-style-type: none"> • Unsafe due to motor vehicle volumes and speeds
Spareacre Lane*	<ul style="list-style-type: none"> • Unsafe for people cycling due to traffic volume • Narrow footways <p>*noted as a key route to school</p>
Bablock Hythe	<ul style="list-style-type: none"> • Footbridge over the River Thames sought

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Station Road (north of junction with B4449)	<ul style="list-style-type: none"> Cars parked on bends increasing risk of head on collision with someone cycling
Hawthorne Road (at the junction with Newland Street)	<ul style="list-style-type: none"> Parked cars restrict visibility for people crossing No dropped kerbs or tactile paving
Mews (at the with Mill Street)	<ul style="list-style-type: none"> Priority for people walking is not obvious and people driving do not give way
Beech Road	<ul style="list-style-type: none"> No dropped kerbs
Oxford Road	<ul style="list-style-type: none"> Crossing between skatepark and football fields required
Chilbridge Road	<ul style="list-style-type: none"> Better signage for circular walks required Wayfinding for cycle route to Witney
Witney Road/ Clover Place	<ul style="list-style-type: none"> Parked cars reduce visibility, which makes it more hazardous to cross
Thames Street/ The Tuer	<ul style="list-style-type: none"> Illegally cars reduce visibility, which makes it more hazardous for people walking and cycling
Back Lane	<ul style="list-style-type: none"> Dangerous parent parking Pupils emerging and crossing the road in all directions Car park is inaccessible for people in wheelchairs - i) exit ramp to Evans Road and ii) exit from Wastie Lane to Acre End St is too steep for wheelchair users.
Clover Place	<ul style="list-style-type: none"> Cars parked on the bend causing blind spots for people cycling and driving
Church Street/ High Street/ The Tuer	<ul style="list-style-type: none"> Narrow footways Request for traffic restriction in this area Highlighted as pedestrian centre
Kings Lock to A40 cycle path	<ul style="list-style-type: none"> Cycle connection sought
B4449 between Eynsham Roundabout and Cassington Road roundabout	<ul style="list-style-type: none"> Formalise woodland path
Eynsham to Sutton and Stanton Harcourt	<ul style="list-style-type: none"> Improve connection including by resurfacing bridleway (362/1/20) at Pinkhill Farm to make it more suitable for walking and cycling
Stanton Harcourt and Sutton to Bablock Hythe and Northmoor	<ul style="list-style-type: none"> Improve connection for cycling by enhancing surface of the bridleway (362/1/40) past Tawney's Farm
Stanton Harcourt and Sutton to Standlake and Brighthampton	<ul style="list-style-type: none"> Improve the connection for cycling by converting footway 360/4/10 and 362/29/10 to a bridleway
Eynsham to South Leigh	<ul style="list-style-type: none"> Improve the connection for cycling by making the bridleway 206/19/30, 206/19/10, 353/12/10 an all weather surface

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Swinford Toll Bridge bus stops to Eynsham Lock and Thames Path	<ul style="list-style-type: none"> • All weather walking and cycling route sought
Oxford Road to Bitterell	<ul style="list-style-type: none"> • Apply for footpath across North Playing field between Oxford Rd and Bitterell footpath (extending 206/3 footpath from opposite playing field)
Station road to The Pavillion/ Oxford Road (part 206/2 & 206/3)	<ul style="list-style-type: none"> • Implement an all-weather path allowing Industrial Estate employees quicker access to main bus routes Carterton – Oxford.
Wharf Stream Way bridge (part of 206/7 circular path)	<ul style="list-style-type: none"> • Inaccessible for wheelchair users and less mobile people
B4449 to Wharf Road connection	<ul style="list-style-type: none"> • Lighting required

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Eynsham Local Cycling and Walking Infrastructure Plan

Appendix C: Audit Report

June 2025

This report is to be regarded as confidential to our Client and is intended for their use only and may not be assigned except in accordance with the contract. Consequently, and in accordance with current practice, any liability to any third party in respect of the whole or any part of its contents is hereby expressly excluded, except to the extent that the report has been assigned in accordance with the contract. Before the report or any part of it is reproduced or referred to in any document, circular or statement and before its contents or the contents of any part of it are disclosed orally to any third party, our written approval as to the form and context of such a publication or disclosure must be obtained.

Report Ref.		Eynsham LCWIP Audit Report V2.0.Docx				
Rev	Suit	Description	Date	Originator	Checker	Approver
1.0	-	Draft for OCC Review	27/06/2025	HT	MM	NY
2.0	-	Final	18/07/2025	ED	HT	NY
Ref. reference. Rev revision. Suit suitability.						

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1. Introduction

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

The purpose of the site audit was:

- to assess the existing provision along each of the routes;
- identify key barriers that may discourage active travel; and,
- identify infrastructure improvements to increase and encourage active travel along key corridors.

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

In addition to the site audits, a public pin-drop engagement exercise²⁷ was undertaken throughout May and June 2025 concurrently. Members of the public were able to add a point to the map to outline any issues or improvements to help build a high-quality walking and cycling network in Eynsham and connections to the surrounding area. A Steering Group has also been created including local key stakeholders from Eynsham Parish Council (EPC), West Oxfordshire District Council (WODC), Oxfordshire County Council (OCC) as well as local campaign groups. Inputs from both members of the public and key stakeholders have been reviewed and included within this Audit Report.

1.1. Site Audits

The site audits were undertaken over a single day, divided between two groups: a walking group, and a cycling group. The audits were attended by representatives from the Project Team from both Pell Frischmann (PF) and OCC well as councillors from OCC/ WODC and EPC. The details for the site visit and attendees in each group are set out in **Table 18**.

Table 18: Site visit details

	Walking Audit Group	Cycling Audit Group
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²⁷ [Improving walking and cycling in the Eynsham area | Let's Talk Oxfordshire](#)

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Date	Wednesday 4 th June 2025	
Area covered	<p>The main Eynsham village area, including the main routes into/ out of Eynsham.</p> <p>Further details of the area covered by the walking audit group are shown in Figure 52.</p>	<p>The link routes to/ from Eynsham and surrounding villages of Cassington, Yarnton, Barnard Gate, Freeland, South Leigh, Sutton, and Stanton Harcourt. Eynsham village centre was also audited.</p> <p>Further details of the area covered by the cycling audit group are show in Figure 54.</p>
Group members	<p>Kim Sutherland (OCC)</p> <p>Annabelle Calder (OCC)</p> <p>Cllr Tricia Crowley (EPC)</p> <p>Cllr Sue Osborne (EPC)</p> <p>Cllr Dan Levy (OCC and WODC)</p> <p>Matt Stevens (PF)</p> <p>Harry Thompson (PF)</p>	Nick Young (PF)
Weather	Warm, dry, and sunny throughout the whole day.	

2. Walking Audits

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

- Eynsham village centre;
- Eynsham Community Primary School;
- Bartholomew School;
- Oasis Business Park;
- Oakfield Industrial Estate;
- Siemens;
- Eynsham Locks and the Thames Path; and,
- Connections to future planned developments to the north and west of Eynsham.

In addition to identifying key destinations, the existing roads were classified as follows:

- **Primary:** High flows of pedestrians/ cyclists are forecast that link large residential areas to trip attractors. Primary routes also highlight routes and corridors that may connect smaller towns and villages, where a higher flow is less likely.
- **Secondary:** Medium flows of pedestrians/ cyclists are forecast that link to trip attractors such as schools, colleges, or employment sites.
- **Local:** Lower flows of pedestrians/ cyclists are forecast that cater for local trips.

Figure 50 shows the road classification within Eynsham and the surrounding area. This identified the main corridors of movement, informing the routes that were selected for audit.

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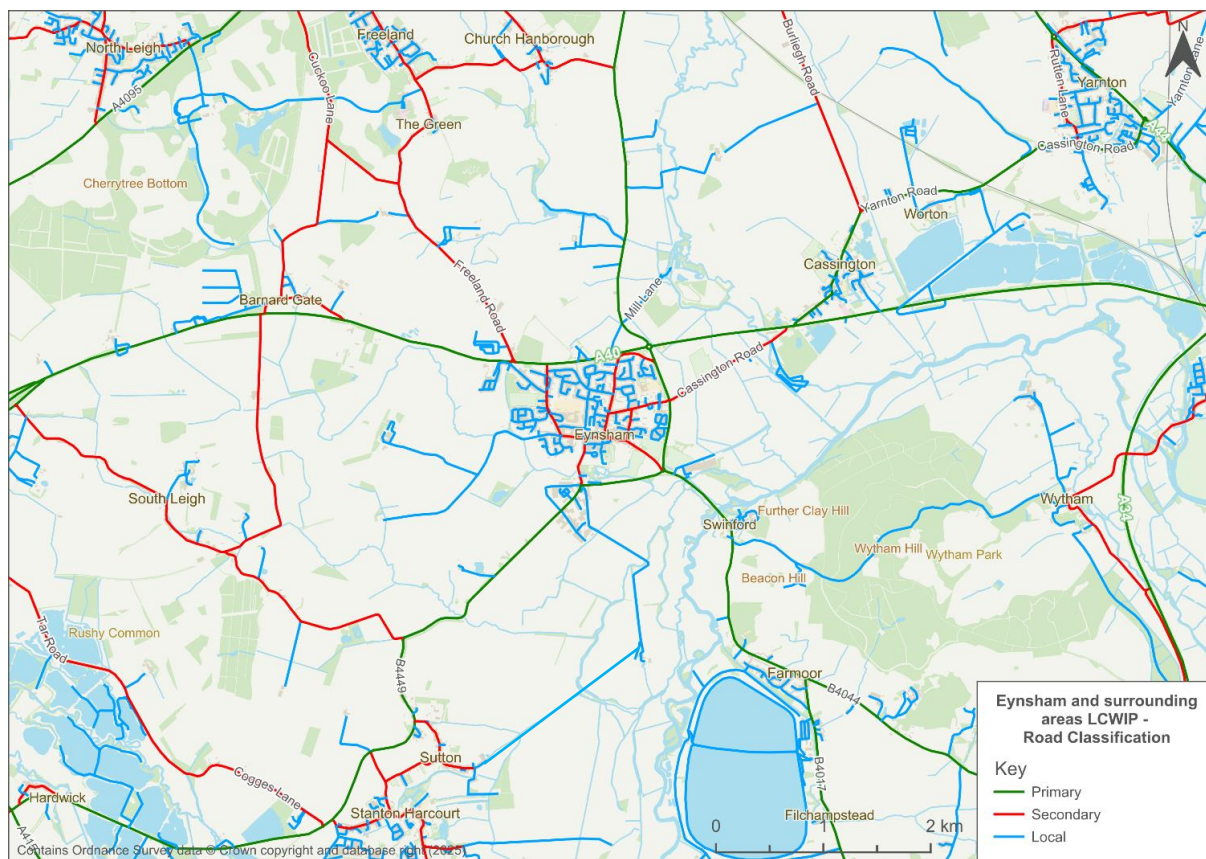


Figure 50: Eynsham and the surrounding area road classification

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A Core Walking Zone (CWZ), **Figure 51**, was identified using the key trip attractors and generators. The CWZ is an area identified within the village centre, and is roughly 400m in width along Acre End Street and High Street, and 300m in height along Mill Street, covering the core centre of Eynsham including shops, cafes, and the main village square.

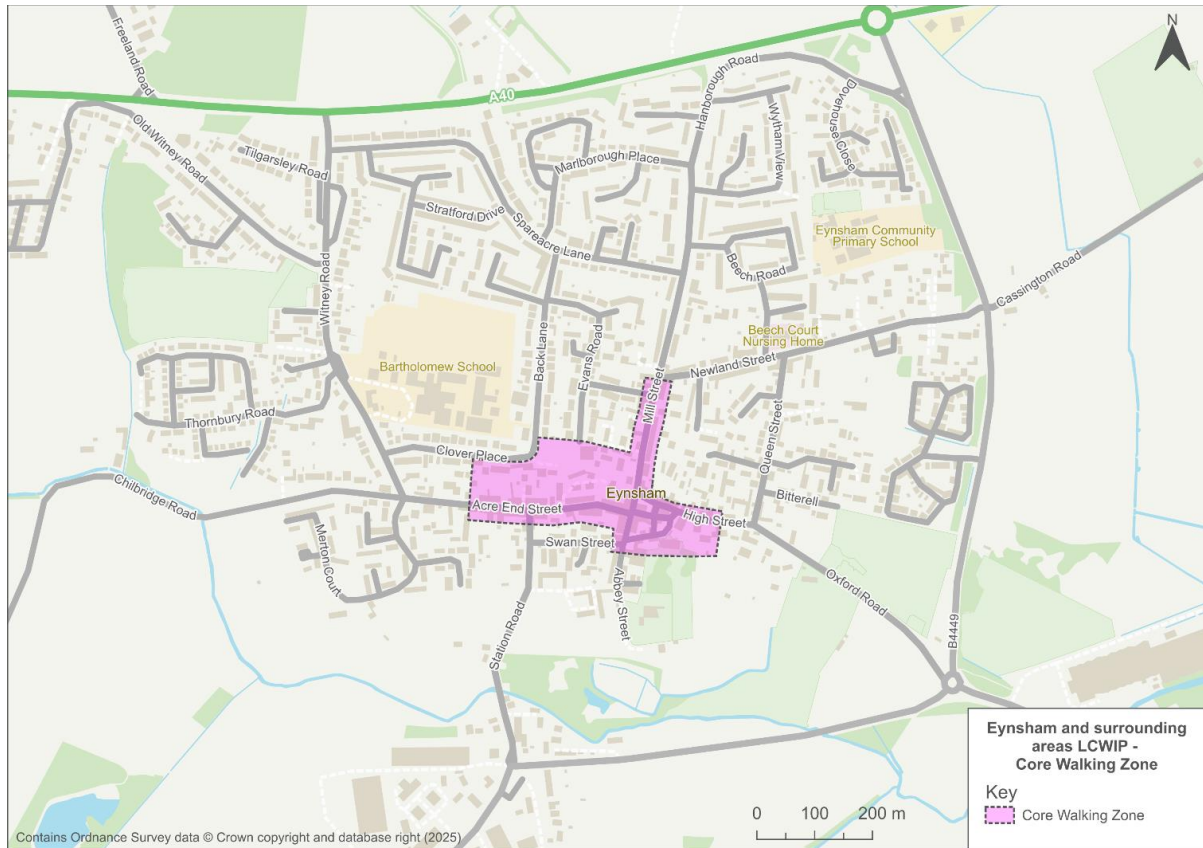


Figure 51: Eynsham Core Walking Zone

Following analysis of the findings from the trip attractors/ key destinations, the road classification, and the CWZ, 17 routes were chosen to be part of the walking audit. **Figure 52** presents the routes, with **Table 19** detailing the road names and start and end points. The route numbers on **Figure 52** are hyperlinks and can be used to navigate between the findings for the route set out in **Section 4**.

All routes have been numbered in a logical order, from Route 1 through to Route 31. **Figure 52** highlights the routes that were audited from a walking perspective. The routes that were audited from a cycling perspective can be found in **Section 3**, with a full run down of the findings from each route in **Section 4**.

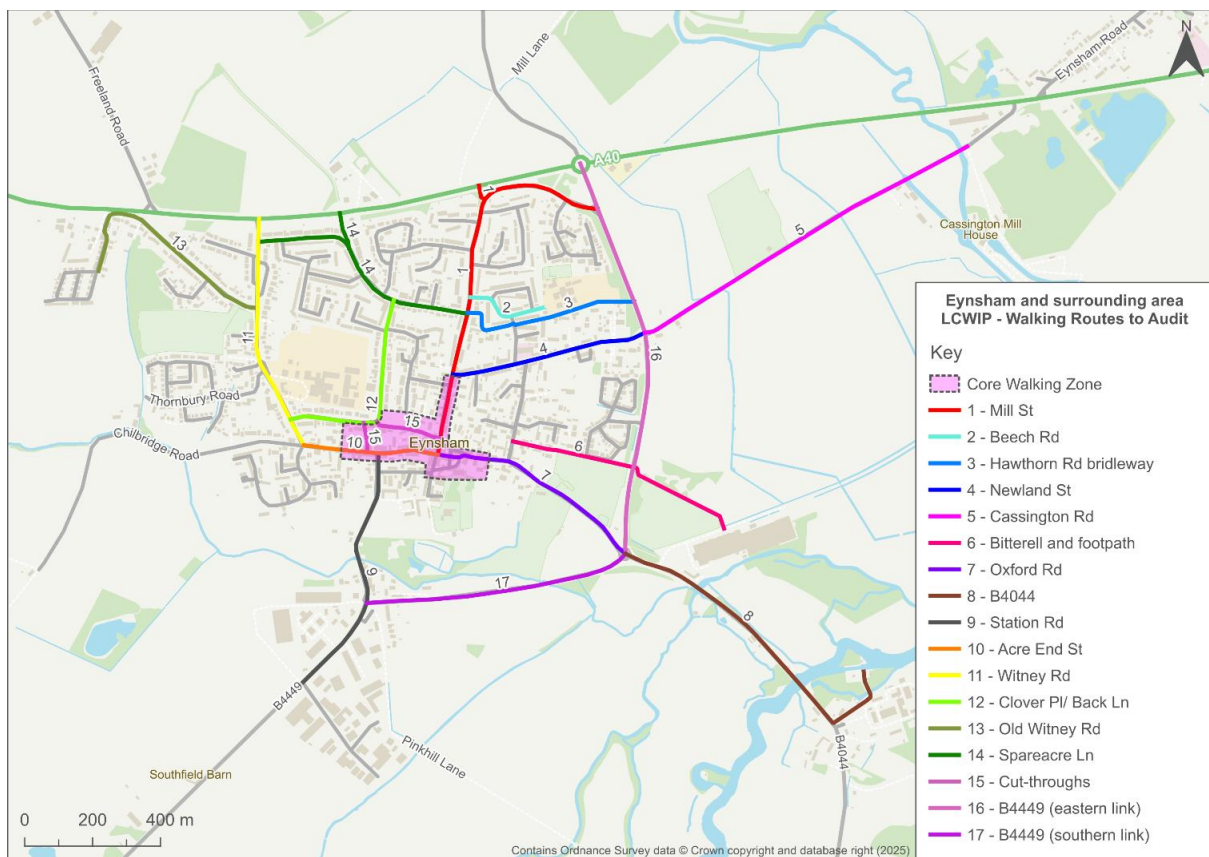


Figure 52: Walking Site Visit Audit Routes

Eynsham Local Cycling and Walking Infrastructure Plan

Table 19: Walking Site Visit Audit Routes

Route No.	Road Name(s)	Start Location	Start Coordinates	End Location	End Coordinates
1*	Mill Street/ Hanborough Road	High Street/ Acre End Street	51.780514, - 1.374596	B4449	51.787069, - 1.367672
2	Beech Road	Hanborough Road	51.784666, - 1.373084	Eynsham Primary School	51.784382, - 1.370076
3	Bridleway connecting Mill Street and B4449	Mill Street	51.784244, - 1.373224	B4449	51.784556, - 1.366153
4	Newland Street/ Cassington Road	Mill Street	51.782613, - 1.373885	B4449	51.783644, - 1.365816
5	Cassington Road	B4449	51.783644, - 1.365816	A40	51.788538, - 1.351806
6	Bitterell and connecting footpath	Queen Street	51.780837, - 1.371333	Siemens	51.778490, - 1.362352
7*	High Street/ Oxford Road	Mill Street/ Acre End Street	51.780514, - 1.374596	B4449	51.777919, - 1.366786
8	B4044 and route to Thames Path	B4449	51.777919, - 1.366786	Eynsham Lock	51.774670, - 1.356403
9	Station Road/ Stanton Harcourt Road	Acre End Street	51.780572, - 1.377121	Oakfield Industrial Estate	51.774528, - 1.380353
10*	Acre End Street	Mill Street/ High Street	51.780514, - 1.374596	Witney Road	51.780790, - 1.380311
11	Witney Road	Acre End Street	51.780790, - 1.380311	A40	51.786791, - 1.382144
12	Clover Place/ Back Lane	Witney Road	51.781480, - 1.380820	Spareacre Lane	51.784595, - 1.376379
13	Old Witney Road	Witney Road	51.784416, - 1.382223	Nursery Lane	51.785422, - 1.389051
14	Spareacre Lane	Witney Road	51.786187, - 1.382134	Mill Street	51.784247, - 1.373225
15*	Conduit Lane/ Wastie Lane	Mill Street/ Acre End Street	51.780943, - 1.374472/	Back Lane	51.781393, - 1.377108

			51.780623, - 1.377527		
16	B4449	A40	51.787944, - 1.368228	Oxford Road	51.777973, - 1.366562
17	B4449	Oxford Road	51.777973, - 1.366562	Station Road	51.776615, - 1.377485
*routes with sections within the Core Walking Zone					

During the walking audits, the WRAT was used to record the condition and suitability of existing walking routes to help identify where improvements would be most required. The WRAT assessed each route against the five core design outcomes: attractiveness, comfort, directness, safety, and coherence. Based upon established criteria and thresholds for each of the design outcomes, a score was given between 0 and 2 (0 = poor provision, 2 = good provision). The total available score for each section was 40, where a score of 28 (70%) was considered the minimum level of provision and routes scoring less than 70% identified as requiring improvements.

Overall, 17 routes were assessed using the WRAT. Eleven of the routes scored below the minimum threshold of 70%, identifying the need for improvement in some areas. **Table 20** and **Figure 53** outline each route and the respective WRAT score.

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

Table 20: WRAT Scoring (Low to High) – Routes

Route No.	Road Name(s)	Start Location	End Location	WRAT Score %
16	B4449	A40	Oxford Road	18%
17	B4449	Oxford Road	Station Road	40%
8	B4044 and route to Thames Path	B4449	Eynsham Lock	41%
6	Bitterell and connecting footpath	Queen Street	Siemens	42%
3	Bridleway connecting Mill Street and B4449	Mill Street	B4449	46%
9	Station Road/ Stanton Harcourt Road	Acre End Street	Oakfield Industrial Estate	53%
1*	Mill Street/ Hanborough Road	High Street/ Acre End Street	B4449	60%
10*	Acre End Street	Mill Street/ High Street	Witney Road	60%
7*	High Street/ Oxford Road	Mill Street/ Acre End Street	B4449	61%
5	Cassington Road	B4449	A40	63%
11	Witney Road	Acre End Street	A40	68%
15*	Conduit Lane/ Wastie Lane	Mill Street/ Acre End Street	Back Lane	70%
14	Spareacre Lane	Witney Road	Mill Street	71%
2	Beech Road	Hanborough Road	Eynsham Primary School	73%
4	Newland Street/ Cassington Road	Mill Street	B4449	75%
12	Clover Place/ Back Lane	Witney Road	Spareacre Lane	83%
13	Old Witney Road	Witney Road	Nursery Lane	83%
*routes with sections within the Core Walking Zone				

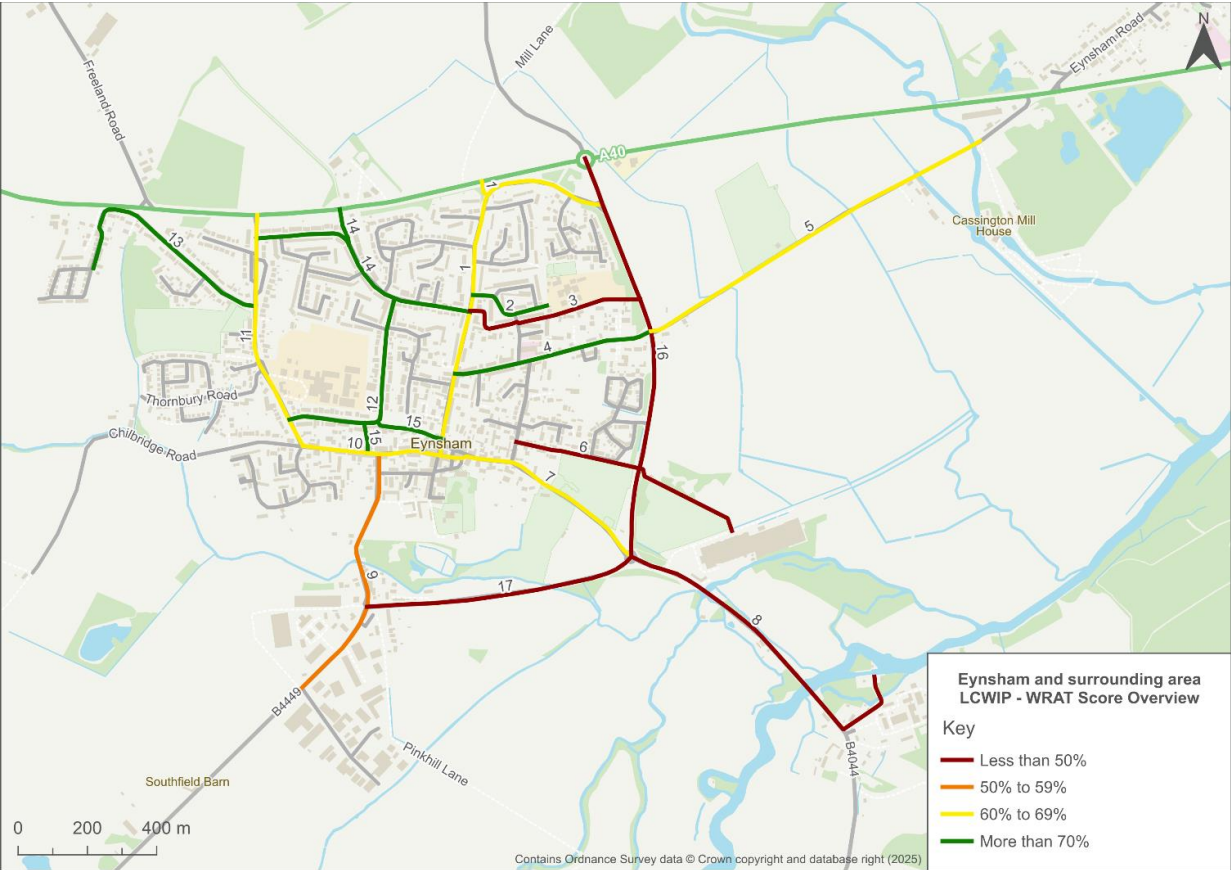


Figure 53: WRAT Score Overview

3. Cycling Audits

Similar to the walking audits, the cycling audits were also undertaken along each of the main primary and secondary roads within Eynsham. Additional routes connecting Eynsham with local villages, including Cassington, Yarnton, Freeland, South Leigh, Sutton, and Stanton Harcourt were also undertaken to identify improvements across a wider network. **Figure 54** shows the extents of the cycle audits, with **Table 21** detailing the road names, and start and end point of each route. The route numbers on **Figure 54** are hyperlinks and can be used to navigate between the findings for the route set out in **Section 4**.

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

All routes have been numbered in a logical order, from Route 1 through to Route 31. **Figure 54** highlights the routes that were audited from a cycling perspective. Routes that have been audited by both walking and cycling are distinguished using dashed lines, with solid lines used to show routes audited by cycling only. A full run down of the findings from each route is shown in **Section 4**.

Eynsham Local Cycling and Walking Infrastructure Plan

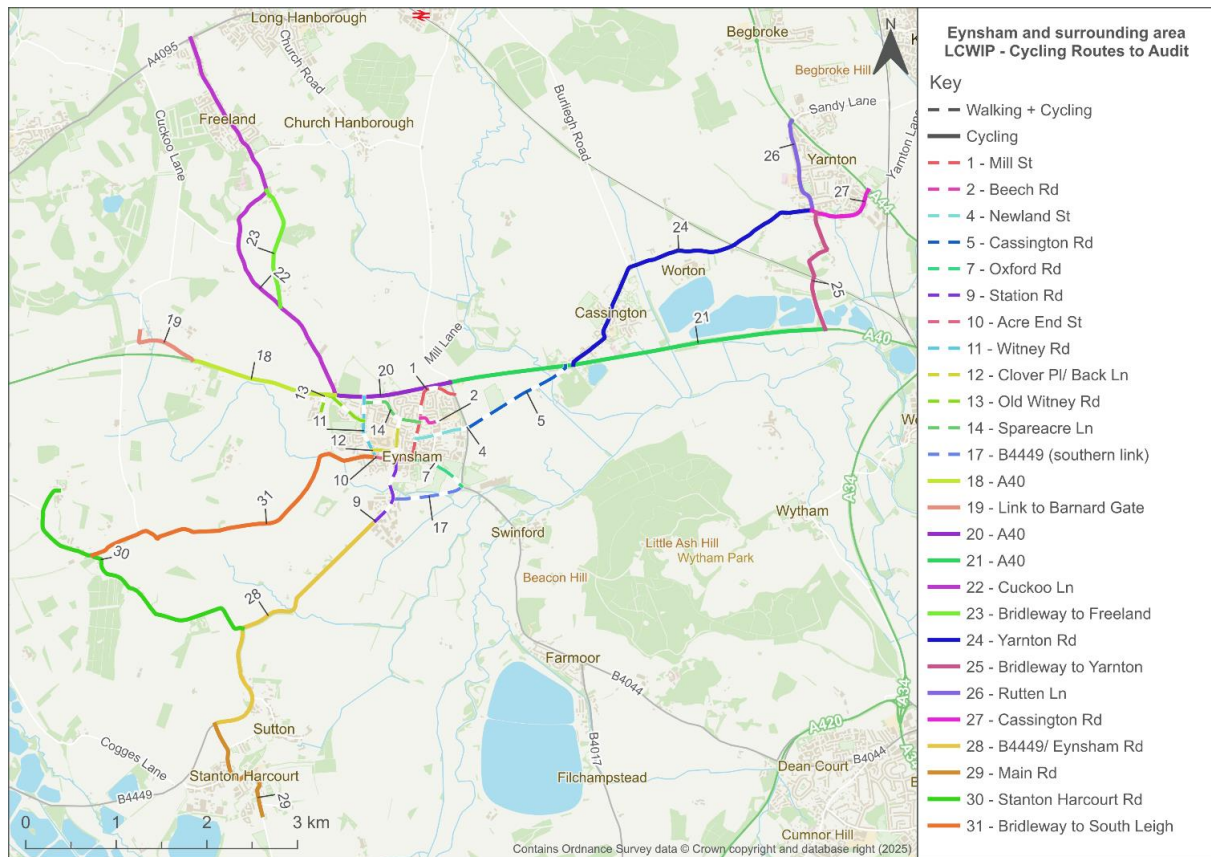


Figure 54: Cycling Site Visit Audit Routes

Eynsham Local Cycling and Walking Infrastructure Plan

Table 21: Cycling Site Visit Audit Routes

Rou te No.	Road Name(s)	Start Location	Start Coordinates	End Location	End Coordinates
1*	Mill Street/ Hanborough Road	High Street/ Acre End Street	51.780514, 1.374596	- B4449	51.787069, 1.367672
2	Beech Road	Hanborough Road	51.784666, 1.373084	- Eynsham Primary School	51.784382, 1.370076
4	Newland Street/ Cassington Road	Mill Street	51.782613, 1.373885	- B4449	51.783644, 1.365816
5	Cassington Road	B4449	51.783644, 1.365816	- A40	51.789698, 1.349816
7*	High Street/ Oxford Road	Mill Street/ Acre End Street	51.780514, 1.374596	- B4449	51.777919, 1.366786
9	Station Road/ Stanton Harcourt Road	Acre End Street	51.780572, 1.377121	- Oakfield Industrial Estate	51.774528, 1.380353
10*	Acre End Street	Mill Street/ High Street	51.780514, 1.374596	- Witney Road	51.780790, 1.380311
11	Witney Road	Acre End Street	51.780790, 1.380311	- A40	51.786791, 1.382144
12	Clover Place/ Back Lane	Witney Road	51.781480, 1.380820	- Spareacre Lane	51.784595, 1.376379
13	Old Witney Road	Witney Road	51.784416, 1.382223	- Nursery Lane	51.785422, 1.389051
14	Spareacre Lane	Witney Road	51.786187, 1.382134	- Mill Street	51.784247, 1.373225
17	B4449	Oxford Road	51.777973, 1.366562	- Station Road	51.776615, 1.377485
18	A40	Cuckoo Lane	51.786976, 1.386445	- Barnards Gate	51.790612, 1.409568
19	Normans Way	A40	51.790612, 1.409568	- Barnards Gate	51.793468, 1.417850
20	A40	Cuckoo Lane	51.786976, 1.386445	- Lower Road	51.788110, 1.368666
21	A40	Lower Road	51.788110, 1.368666	- Yarnton bridleway	51.793086, 1.308164
22	Cuckoo Lane/ Wroslyn Road	A40	51.786976, 1.386445	- A4095	51.822493, 1.409401

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23	Bridleway through Vincent's Wood	Wroslyn Road	51.807364, 1.397406	-	Cuckoo Lane	51.795985, 1.395543	-
24	Eynsham Road/ Yarnton Road	A40	51.789815, 1.348630	-	Rutten Lane	51.804870, 1.310181	-
25	Church Lane/ Yarnton bridleway	Cassington Road	51.804692, 1.309539	-	A40	51.793086, 1.308164	-
26	Rutten Lane	Cassington Road	51.804870, 1.310181	-	A44	51.813656, 1.313506	-
27	Cassington Road	Rutten Lane	51.804870, 1.310181	-	A44	51.806717, 1.301232	-
28	B4449/ Eynsham Road	Oakfield Industrial Estate	51.774528, 1.380353	-	Main Road	51.754530, 1.406156	-
29	Main Road	B4449	51.754530, 1.406156	-	Halifax Way	51.745389, 1.398894	-
30	Stanton Harcourt Road	B4449	51.763932, 1.401775	-	Church End	51.777777, 1.430842	-
31	Chillbridge Road	Witney Road	51.780790, 1.380311	-	Stanton Harcourt Road	51.771300, 1.425788	-
*routes with sections within the Core Walking Zone							

4. Findings

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

Figure 55 and **Figure 56** show a summary of the comments and constraints identified from both the walking and cycling audits, respectively. **Table 22** details the different comment categories. A more detailed breakdown of the findings for each route that was audited can be found in the following pages.

Table 22: Audit Comment Category Descriptions

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

Eynsham Local Cycling and Walking Infrastructure Plan



Figure 55: Walking Audit Comment Categories

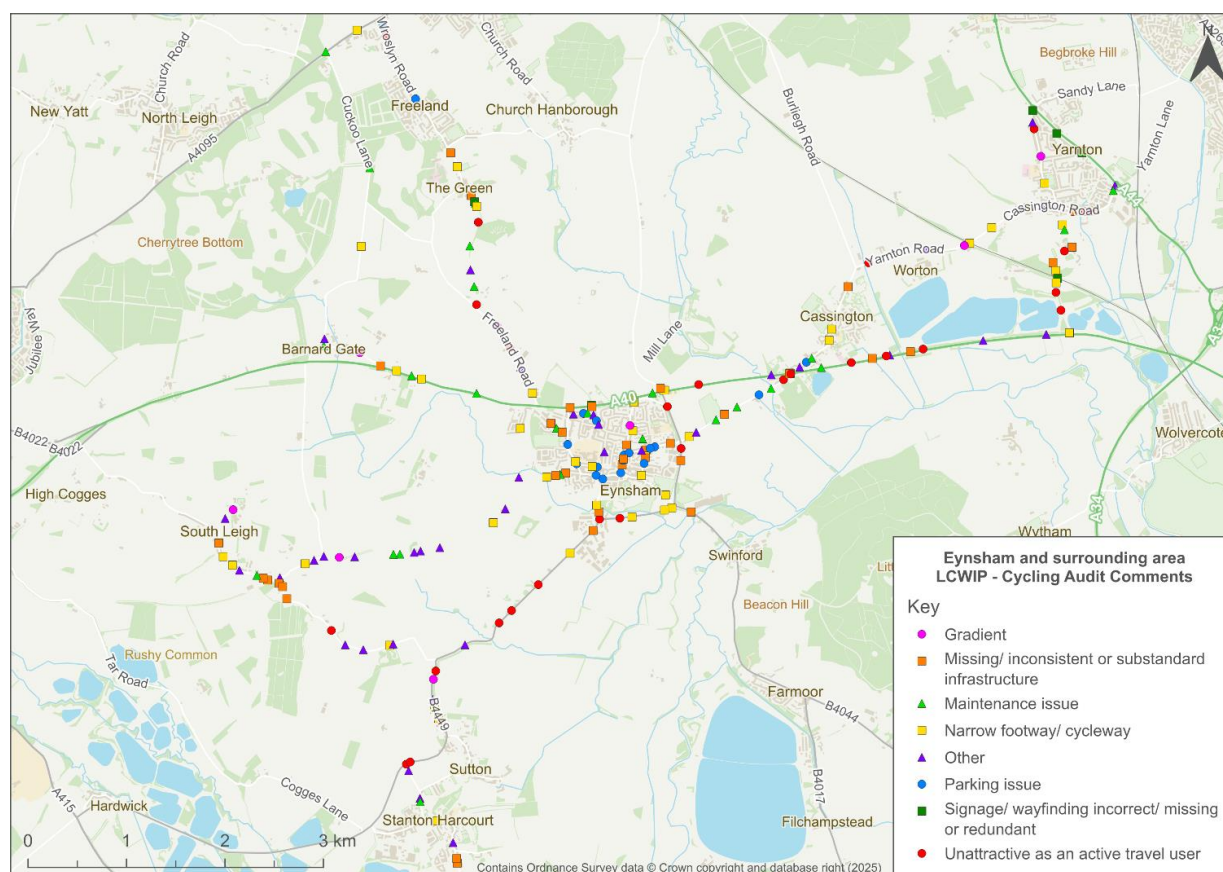


Figure 56: Cycling Audit Comment Categories

The key constraints and barriers have been highlighted in **Figure 55** and **Figure 56**. Some of the recurring constraints include:

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

The following pages of the report provide a summary of each of the routes that were audited as part of the walking and cycling audits. The WRAT percentage score from **Table 20** has been given again, alongside a colour coordinated breakdown of the score for each of the five areas. **Table 23** outlines the scoring ranges corresponding to the WRAT assessment.

Table 23: WRAT Scoring Range

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

Safety	5-6	3-4	0-2
Coherence	2	1	0

For each route, an icon has been included to indicate whether that audit summary applies to the findings from the walking, cycling, or both audits. In each case, selecting the icon will direct you back to **Figure 52** and **Figure 54** on to view the walking and cycling overview maps respectively.










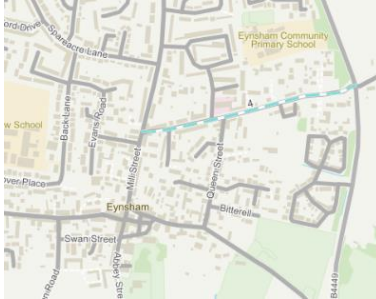


Route 1: Mill Street/ Hanborough Road (High Street – B4449)						
Route Description Mill Street and Hanborough Road are the main connections into Eynsham from the B4449 and A40 to north of the village. It is a two-way road, with footways running adjacent to the carriageway on both sides of the road from the village centre to the A40 cut-through, where the footway continues on the eastern side of the carriageway through to Dovehouse Close. Mill Street connects with multiple smaller minor roads, acting as a main arterial route out from the village.						
WRAT	60%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> Footway widths vary between 1m – 1.5m wide, despite there being a large verge on the northern section of the route. There is only one controlled crossing to cross over Mill Street – a zebra crossing to the south of Beech Road There is no tactile paving at any minor side road crossings, and many of the dropped kerbs are also substandard. The footways are of a poor quality for accessibility, with kerb edges higher than the main footway in most places, creating an uneven and inaccessible footway. Poor visibility for crossing (and no crossing provision) at the junction of Mill Street/ High Street/ Acre End Street 						Constraint Categories: <ul style="list-style-type: none"> Unattractive for active travel Inadequate infrastructure Maintenance issues
						
Figure 57: Zebra crossing over Mill Street, to the south of Spareacre Lane						Figure 58: Lack of dropped kerbs and tactile paving on both sides of the carriageway to access the cut-through


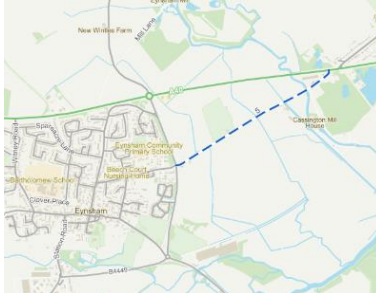





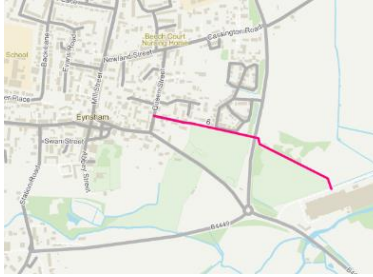

Figure 59: Wide verges on the northern section of the route, with the opportunity to widen the footway


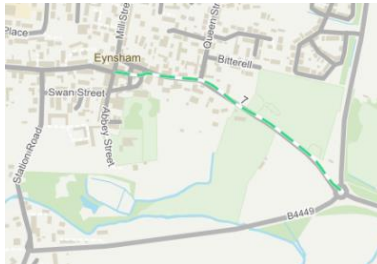



Route 2: Beech Road (Hanborough Road – Eynsham Community Primary School)						
Route Description Beech Road connects the main north-south arterial route of Hanborough Road with Eynsham Community Primary School. It is a two-way, residential street, with footways running adjacent to the carriageway on both sides of the road. Residential properties with driveways overlook this route.						
WRAT	73%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none">The carriageway is narrow along this road, meaning vehicle speeds are lowered. Footways also estimated to be approximately 1-1.5m wide.There are no dropped kerbs or tactile paving at minor side roads, making the route very inaccessible to some users.It is noted following stakeholder input, at school drop-off and pick-up times, this road can get very busy, with large amounts of carriageway parking.						Constraint Categories: <ul style="list-style-type: none">NarrowMaintenance issues
Figure 60: Missing tactile paving on approach to the Primary School						

Route 3: Bridleway connecting Mill Street and B4449						
Route Description <p>This bridleway connects Mill Street with the B4449, which acts as an outer ring road for Eynsham. At its western most extents, the bridleway passes through the ends of residential properties gardens, before crossing Hawthorn Road, and continuing along the edge of the Eynsham Community Primary School playing fields.</p> <p>This route is unpaved, with vegetation lining both sides of the route.</p>						
WRAT	46%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> The bridleway is very overgrown at points, with an average path width at present of less than 1m, however the available width considering the vegetation is approximately 1.5m. This route is not lit, and due to raised residential property fences lining the route, there is limited visibility resulting in potential safety concerns. The bridleway continues to the east of Eynsham over the B4449, however there are no crossings, meaning it is very difficult to cross safely, especially for the number of children that use this route. 						Constraint Categories: <ul style="list-style-type: none"> Narrow Maintenance issues Unattractive for active travel
						
Figure 61: Vegetation is very overgrown and narrows the effective widths of the bridleway			Figure 62: Dropped kerbs and tactile paving are missing from bridleway connection over Hawthorn Road			

Route 4: Newland Street/Cassington Road (Mill Street – B4449)						
Route Description Route 4 (Newland Street/ Cassington Road) runs east-west, connecting Mill Street and central Eynsham with the B4449 link road. It is a two-way road, with some kerbside parking on the southern side of the carriageway, with a footway only running along the northern side of the carriageway for the majority of the route. In the central section, the footway is at the same level as the carriageway and is delineated by a white line, whereas for the eastern section, a small verge divides the footway and the carriageway.						
WRAT	75%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> The footway width varies from 1.5-2m wide depending on hedgerows and how much they overhang into the footway space. There are very few spaces to cross over Newland Street/ Cassington Road, however some dropped kerbs are provided over minor side roads. Tactile paving is absent throughout the route. There is a large level difference between the footway and carriageway where a verge separates the two. 						Constraint Categories: <ul style="list-style-type: none"> Inadequate infrastructure Parking issues Gradient
						
Figure 63: The footway is not separated by a kerb and is at the same level as the carriageway between Chapel Yard and The White Hart pub			Figure 64: There is a levels difference between the raised footway (right) and the carriageway, separated by a verge			

Route 5: Cassington Road (B4449 – A40)						
Route Description Cassington Road continues from Route 4 in a north-easterly direction connecting to the A40. It is a two-way road, split in two parts by a modal filter towards the eastern extent (approximately 200m south-west of the A40). This road does not have footways on either side of the carriageway.						
WRAT	63%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> Whilst not observed, this route is known to be heavily used by pedestrians and cyclists, mainly children, travelling to/ from school in Eynsham. Speeding is an issue on this route and the route is unlit. There is a verge of between 1-2m on both sides of the carriageway, which is currently overgrown. Route surface not very well maintained, creating an uncomfortable journey for active travel users. There are several structures along this route (for example bridges over gulleys/ streams) limiting the scale of works that could be done. 						Constraint Categories: <ul style="list-style-type: none"> Narrow Inadequate infrastructure Maintenance issue
						
Figure 65: Modal filter at the eastern end of the route limits motor vehicles from passing through						Figure 66: Verge directly adjacent to the carriageway on Cassington Road

Route 6: Bitterell and connecting footpath (Queen Street – Siemens factory)							
Route Description <p>This bridleway extends from the end of the Bitterell, crossing over the B4449, before continuing onto the Siemens factory to the south-east of Eynsham.</p> <p>There are no footways on the western extent of the route where residential properties line both sides of the road, before reaching a paved route running to the south of Hazeldene Close. This route is a well-used connection to the allotments and the Siemens factory.</p>							
WRAT	42%	Attractiveness	Comfort	Directness	Safety	Coherence	
Findings: <ul style="list-style-type: none"> An unbound, unpaved section of footway connects the B4449 to the Siemens factory. This section is unlit, making it unattractive to active travel users in the dark and poor weather. There is no crossing provision over the B4449, with tactile paving absent. Additionally, the high volume of traffic and overgrown vegetation within the verges, make crossing this road very difficult. 							Constraint Categories: <ul style="list-style-type: none"> Inadequate infrastructure Maintenance issue Unattractive for active travel
							
Figure 67: Provision to cross over the B4449 is very poor, with high volumes of traffic, poor visibility, and missing tactile paving making this a difficult place to cross							

Route 7: High Street/ Oxford Road (Mill Street – B4449)						
Route Description Oxford Road is an arterial road, linking Eynsham village centre with the B4449 link road, running from the north-west to the south-east. It is a two-way road, with a footway running adjacent to the northern side of the carriageway along its extent, with a footway provided on both sides of the carriageway on the High Street in the centre of Eynsham.						
WRAT	61%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none">Footways are narrow and constrained within Eynsham village centre, where buses stop and dwell, blocking traffic and limiting visibility.There are very limited crossing options over Oxford Road, despite a clear desire to access both the playing fields and play area/ skate park.In the eastern sections of Oxford Road, the carriageway and adjacent verge widens, improving visibility down the road. This gives the impression of a higher speed limit, resulting in vehicles travelling above the speed limit.						Constraint Categories: <ul style="list-style-type: none">NarrowInadequate infrastructureUnattractive for active travel
						
Figure 68: Buses use this stop to dwell, blocking traffic and limiting visibility			Figure 69: Narrow footway build-out provides good opportunity for a crossing to be provided to access skate park/ play area and the playing fields			
						
Figure 70: Along this eastern section of Oxford Road, the carriageway and verges widen, improving visibility, however, this has also resulted in higher speeds.						


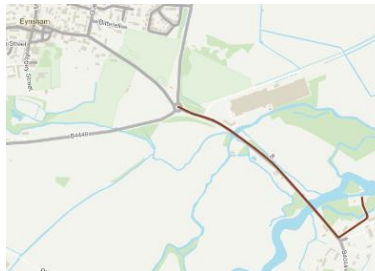



Route 8: B4044 and route to Thames Path (B4449 – Eynsham Lock)						
Route Description This route connects the edge of Eynsham with Eynsham Lock and the Thames path, a well-used recreational route. A footway runs adjacent to the carriageway on the northern side from the B4449 to the link down to the Thames Path, passing over Swinford Toll Bridge. The B4044 is a two-way major route connecting Eynsham and Oxford, meaning traffic volume is high, with a high proportion of buses and HGVs.						
WRAT	41%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none">There is no footway on the southern side of the carriageway, meaning the inbound bus stops are not served by a footway or a crossing point.Access to the Thames Path off the B4044 is poor, where a gate narrows the width of the path.Sections of the route have overgrown vegetation, which means pedestrians are near fast-moving traffic, posing a danger to pedestrian safety.Parts of the route are unlit, making this unattractive for active travel users outside of daylight hours.There are no dropped kerbs or tactile paving over minor side roads/ access roads.						Constraint Categories: <ul style="list-style-type: none">NarrowInadequate infrastructureMaintenance issueUnattractive for active travel
						
Figure 71: Footway is separated from carriageway by large verge with mature vegetation. Lighting and natural surveillance is poor			Figure 72: Vegetation is overgrown and impedes the footway forcing users closer to a high-speed carriageway			
						

Figure 73: Narrow footways on the Swinford Toll Bridge, making it feel very unsafe for pedestrians


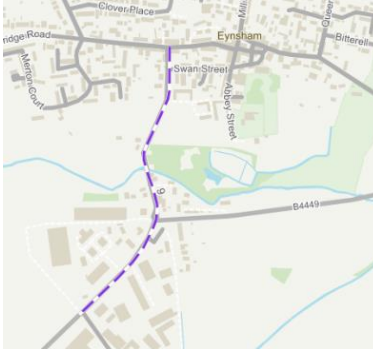








Route 9: Station Road (Acre End Street – Oakfield Industrial Estate)						
Route Description Station Road runs north-south, connecting Eynsham village centre with Oakfield Industrial Estate to the south. It is a two-way road, with footways adjacent to both sides of the carriageway for approximately 130m in the northern section, with the footway continuing on the eastern side of the carriageway until the junction with the B4449.						
WRAT	53%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> It is noted from input from stakeholders that this route is highly used by HGVs, ignoring the restrictions in place for Eynsham village centre. There are narrow footways, with widths varying between 1-1.5m in places, where passing another pedestrian with a pushchair would be difficult. The quality of the footway for pedestrians and road surface for cycling is poor. There are no dropped kerbs or tactile paving over access points and minor side roads. 						Constraint Categories: <ul style="list-style-type: none"> Narrow Inadequate infrastructure Maintenance issues Unattractive for active travel
						
Figure 74: Wide junction mouth, at Southfield Road, and no tactile paving makes this route very inaccessible			Figure 75: Tactile paving is absent from the pedestrian crossings on the arms of the roundabout with the B4449			



Figure 76: Wide junction mouth, at Oasis Business Park, with no dropped kerbs or tactile paving

Route 10: Acre End Street (Mill Street – Witney Road)						
Route Description This route runs east-west direction from Eynsham village centre. It is a two-way road, with residential properties lining each side of the carriageway. Footways run adjacent to the carriageway along the route's full extent, with some kerbside parking due to a lack of residential driveways. Two sets of bus stops can be found along this road, serving connections to Oxford.						
WRAT	60%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> Footways on the eastern extents of the route are very narrow, less than 1m, limiting the accessibility. A bus stop build out is provided to make accessing the service easier around the parked cars. The junction of Acre End Street and Witney Road has a very large area for a mini-roundabout. This makes active travel around the junction very difficult. 						Constraint Categories: <ul style="list-style-type: none"> Parking issues Inadequate infrastructure Narrow Unattractive to active travel
						
Figure 77: Narrow footways on the southern side of Acre End Street						Figure 78: Narrow footways with overgrown vegetation limits accessibility on northern side of Acre End Street
						
Figure 79: Undulating nature to the footways due to dropped kerbs to access house						Figure 80: Large area for a mini-roundabout at the junction with Witney Road makes active travel difficult

entrances and for drainage make travel uncomfortable	
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Route 11: Witney Road (Acre End Street – A40)						
Route Description Witney Road connects the A40 link road to the north of Eynsham with Acre End Street. The road serves as an access route for the western side of Eynsham, as well as a residential street. Bartholomew School is also situated on Witney Road, with the main school bus waiting area in a lay-by near the school entrance. <p>Throughout the whole route, a footway runs adjacent to both sides of the carriageway, only diverting away from the main carriageway following the service road on the western side to the south of Tilgarsley Road.</p>						
WRAT	68%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> There is one priority controlled pedestrian zebra crossing to the south of the school entrance, which was observed to be well used. There is a desire for another crossing to the north of the school entrance where pupils cross to access the school playing fields. The carriageway is wide, with school buses and local buses regularly using this route. As a result, some vehicles were observed travelling at an increased speed. Guard railings in place around the northbound bus stop next to the school gives a false impression of a safe place to cross for school children. Some cars were observed to park on the double yellow restrictions on side roads when waiting to collect school children. 						Constraint Categories: <ul style="list-style-type: none"> Parking issue Unattractive to active travel Inadequate infrastructure Maintenance issue
						
Figure 81: Guard railing near northbound bus stop and zebra crossing causes confusion over safe crossing places for school children			Figure 82: Observed that cars ignore parking restrictions and block the pavement whilst waiting to collect school children			



Figure 83: School buses park on the kerb to dwell at the end of the school day



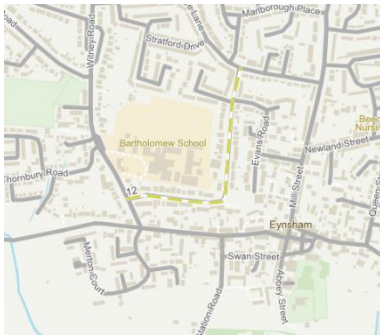
Figure 84: Footway diverts away from main Witney Road route, following a service road on the western side of the carriageway

Route 12: Clover Place/ Back Lane (Witney Road – Spareacre Lane)



Route Description

This route is primarily a residential street, with access also being provided to the main Eynsham village centre car park, as well as the medical centre, village hall and Scout hut. This route also provides the back entrance to Bartholomew School, with some pupils exiting through this route. There are footways running adjacent to the carriageway on both sides of the road and the carriageway is two-way.



WRAT	83%	Attractiveness	Comfort	Directness	Safety	Coherence
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Findings:

- There are dropped kerbs in place at minor side roads, however, these are very poorly maintained and do not have tactile paving.
- Some sections of the footway are very narrow, with widths limited by property boundaries.
- Due to on-street parking, vehicle speeds are limited despite the route having a very straight nature in its northern section.

Constraint Categories:


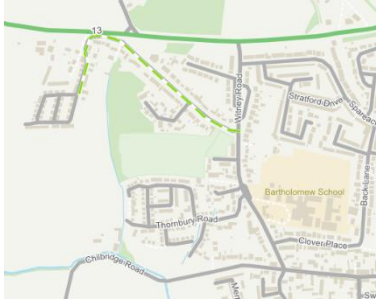

- Inadequate infrastructure
- Narrow



Figure 85: Narrow footways, directly adjacent to the highway boundary/ property boundaries



Figure 86: Poorly maintained dropped kerbs, and lack of tactile paving at junction of Back Lane and Spareacre Lane

Route 13: Old Witney Road (Witney Road – Nursery Lane)						
Route Description This route is in the north-west of Eynsham, connecting Witney Road with a new housing estate on Nursery Lane and Daisy Crescent in western Eynsham. Access for vehicles to Old Witney Road is only via Witney Road. A footway runs adjacent to the carriageway on the northern side and continues on the southern/ eastern side southbound towards the new housing development.						
WRAT	83%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> The footway is approximately 1.5m wide with a small verge between footway and carriageway. Dropped kerbs and tactile paving are provided within the new housing development. There is evidence of poor-quality road surface on the eastern end of the route. 						Constraint Categories: <ul style="list-style-type: none"> Maintenance issue Inadequate infrastructure
						
Figure 87: Dropped kerbs and tactile paving is provided within new housing estate on Nursery Lane						





Route 14: Spareacre Lane (Witney Road – Mill Street)						
Route Description Spareacre Lane is a residential road, running east – west in the north of Eynsham, connecting two main exit routes from the village. Residential properties with driveways line both sides of the carriageway. There is a footway on both sides of the carriageway for most of the route, with a short pedestrian connection through to the A40, diverting to the north. There is a small collection of retail units near the junction with Back Lane, with a set of Sheffield stand cycle parking available for use.						
WRAT	71%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none">The carriageway surface is very poor, with many defects which could affect those cycling.There is no tactile paving on dropped kerbs over minor side roads, reducing the accessibility along this route.The footway widths are approximately 1.5m wide on both sides of the carriageway, with no verge present.This route serves the H2 bus route (buses for Oxford hospitals) and serves as a cut-through for vehicles wanting to exit the village in an easterly direction.						Constraint Categories: <ul style="list-style-type: none">Maintenance issuesInadequate infrastructure
						
Figure 88: Raised table traffic calming along Spareacre Lane						Figure 89: This route lies on a bus route connecting to Oxford hospitals



Figure 90: Poor quality road surface along Spareacre Lane

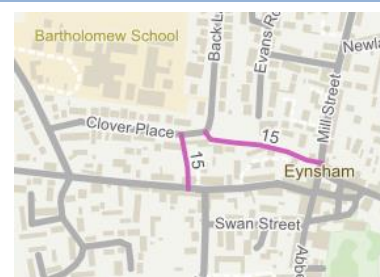
Route 15: Conduit Lane (Mill Street – Back Lane) and Wastie Lane (Acre End Street – Back Lane)



Route Description

Conduit Lane connects Eynsham village centre and Back Lane, passing the Medical Centre and the Back Lane car park. Wastie Lane connects Acre End Street with Back Lane. They are both traffic free routes, with cycling not permitted.

There is less natural surveillance on the route due to having no frontages, however lighting is ample, and the route feels very safe to use during daylight hours, especially with how well used it is.




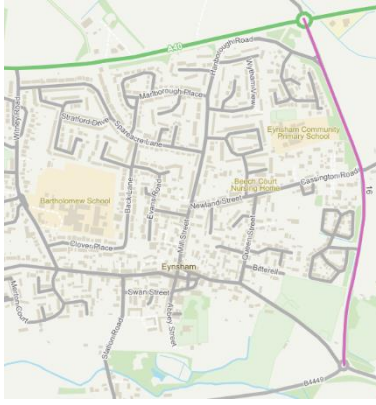


WRAT	70%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> The route is relatively narrow, with the footway varying between 1-2m wide, with very little vegetation overhanging into the footway. Due to the historical nature of the route, property boundaries create some pinch points along this route. Despite not needing any dropped kerbs throughout the route, the connection with Mill Street does not provide any safe and accessible crossing points with no tactile paving in the near vicinity. 						Constraint Categories: <ul style="list-style-type: none"> Narrow Inadequate infrastructure


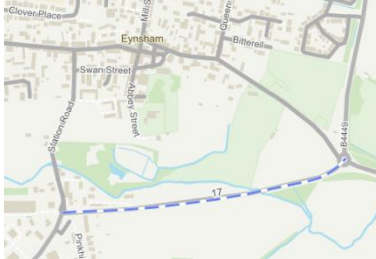







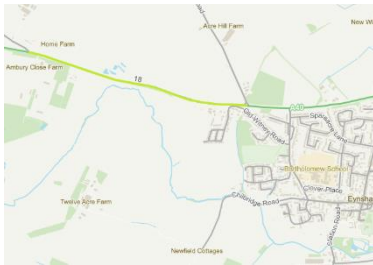


Figure 91: Connection at the Mill Street end of Conduit Lane has no tactile paving for and parked cars also blocking the desire line


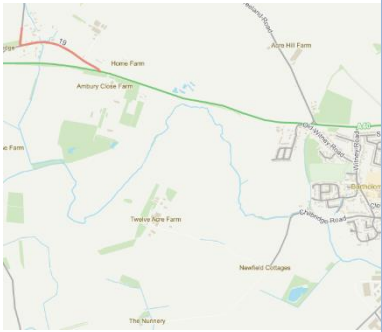





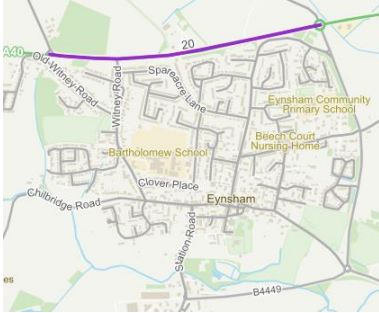


Figure 92: Refuge bin blocks part of an already narrow footway on Wastie Lane


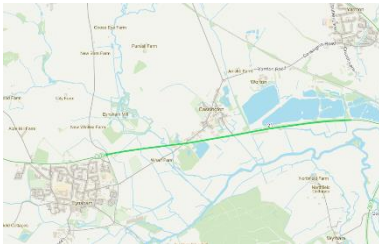


Route 16: B4449 (A40 – Oxford Road)							
Route Description <p>The B4449 extends north-south from the A40 connecting to the B4044 to the east of Eynsham. It is a two-way road, with high observed traffic volume, with a mix of vehicle types using this route. The maximum speed limit is 40mph.</p> <p>There is no footway provision on the northern section of the route, with a narrow footway being provided on the western side of the carriageway south of the junction with Cassington Road.</p> <p>Vegetation lines both sides of the carriageway, with large hedges and trees providing cover throughout the route.</p>							
WRAT	18%	Attractiveness	Comfort	Directness	Safety	Coherence	
Findings: <ul style="list-style-type: none"> Due to overgrown vegetation, visibility along this route is very poor for pedestrians using the footway and when wanting to access the area to the east of Eynsham. There are currently no controlled crossing options provided along this route, causing severance for active travel users wanting to access leisure routes to the east of Eynsham. This route is very wide, meaning vehicles speeds can be inflated, creating an unattractive environment for active travel users. The footway that is provided south of the Cassington Road junction is below 1m wide, with a small verge separating the carriageway and footway. 							Constraint Categories: <ul style="list-style-type: none"> Unattractive for active travel Inadequate infrastructure Narrow Maintenance issue
							
Figure 93: No footway provisions can be found on the northern section of the B4449 on this route				Figure 94: Poor visibility for pedestrians when crossing over the B4449 to access Cassington Road			


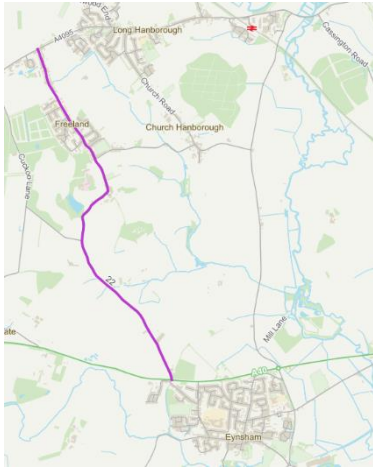


Route 17: B4449 (Oxford Road – Station Road)						
Route Description <p>The B4449 extends east-west to the south of Eynsham, connecting the B4044 with Station Road, and connections to the Oakfield Industrial Estate. It is a two-way road, with high observed traffic volume, with a mix of vehicle types using this route. The maximum speed limit is 40mph.</p> <p>There is a footway provided on the northern side of the carriageway throughout the route, varying in width with vegetation lining the full road-scape boundary.</p> <p>A public footpath crosses the B4449 near Chill Brook, with access into Eynsham, as well as the onwards destinations of Stanton Harcourt and Farmoor.</p>						
WRAT	40%	Attractiveness	Comfort	Directness	Safety	Coherence
Findings: <ul style="list-style-type: none"> The footway provided is approximately 1.5m wide, with no verge for the most part between the carriageway and footway. The road has a 40mph speed limit, however, it is wide, and visibility is good, meaning some vehicles will travel at speeds above this. This makes it an unpleasant and unattractive route for active travel users. The roundabouts at both ends of the route make pedestrian and cycle movements very difficult due to poor visibility, lack of formal crossings and increased vehicle speeds. Tactile paving is not present, with refuge islands narrow. Mature trees line the highway boundary limiting the overall potential of this route; however, some verge is available to the north of the footway. 						Constraint Categories: <ul style="list-style-type: none"> Unattractive for active travel Inadequate infrastructure Narrow Maintenance issue
						
Figure 95: Footways on the eastern section of the route are set back from the carriageway, with some overgrown vegetation impeding the footway width						Figure 96: Large carriageway width for pedestrians to cross at the roundabout junction with Station Road
						
Figure 97: HGVs use this route, making it very unattractive for cyclists to use the carriageway						Figure 98: Narrow footways are directly adjacent to the carriageway on this fast section of road





Route 18: A40 (Cuckoo Lane – Barnards Gate)		
Route Description Route 18 follows the A40 westbound from Eynsham, towards the exit for Barnards Gate. It is a national speed limit two-way road, with a shared-use footway/ cycleway provided on the northern side of the carriageway. There are verges immediately adjacent to the carriageway, with mature trees and hedgerows lining the highway boundary.		
WRAT	- No WRAT was completed due to being audited solely by cycling	
Findings: <ul style="list-style-type: none"> Where the footway is directly adjacent to the carriageway, there is a buffer of approximately 400mm to make walking and cycling safer alongside this higher speed route. LTN 1/20 recommends a minimum width of 500mm. Overgrown vegetation impedes the shared use footway/ cycleway from the verge north of the carriageway. As the route diverts north-west toward Barnards Gate from the A40, there is no clear continuation of the cycleway, both in terms of infrastructure and signage. 		Constraint Categories: <ul style="list-style-type: none"> Unattractive for active travel Inadequate infrastructure Maintenance issue Poor quality signage/ wayfinding
		
Figure 99: Overgrown vegetation impedes the shared use footway/ cycleway alongside the A40		Figure 100: There is no clear continuation of the shared use footway/ cycleway when travelling westbound towards Barnard Gate


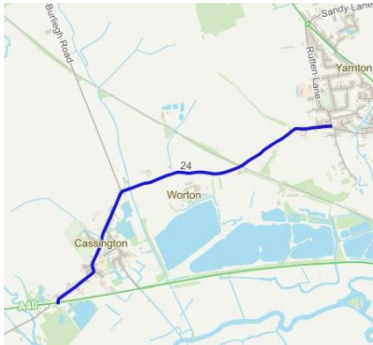


Route 19: Normans Way (A40 – Barnards Gate)		
Route Description <p>This route connects the A40 with Barnards Gate, following the short service road in a north-westerly direction. It is a two-way road, with no pedestrian or cycle facilities, however verges lie adjacent to the carriageway on both sides.</p> <p>Large mature trees line the highway boundary. There is no central separation line on the carriageway, however there is ample space for traffic in both directions to move easily.</p>		
WRAT	- No WRAT was completed due to being audited solely by cycling	
Findings: <ul style="list-style-type: none">• A wide verge can be seen on both sides of the carriageway throughout the extent of the route.• The condition of the road surface is very poor making cycling within the carriageway unpleasant.• A steep incline in the westbound direction is observed, with a gradient of approximately 6% which could limit those who would want to cycle this route.		Constraint Categories: <ul style="list-style-type: none">• Gradient• Maintenance issue
		
Figure 101: Road conditions along Normans Way are very poor		Figure 102: The carriageway here is wide, with large verges

Route 20: A40 (Cuckoo Lane – Lower Road)		
Route Description Route 20 is the A40 connection, travelling in an east-west direction, to the north of Eynsham. It is a two-way road, with national speed limit restrictions along it. A shared use footway/ cycleway is provided to the north of the carriageway extending along the full length of the route, with a footway provided on the southern side of the carriageway. There are three narrow connections to Spareacre Lane, Hanborough Close, and Hanborough Road within Eynsham, providing access onto the route. A small staggered uncontrolled crossing provides access to footpath links to Freeland and Hanborough to the north.		
WRAT	- No WRAT was completed due to being audited solely by cycling	
Findings: <ul style="list-style-type: none">Overgrown vegetation impedes the shared use footway/ cycleway, with approximately 0.5m of width lost.A staggered toucan crossing connects Witney Road with the A40. The staggered two-stage crossing limits and slows active travel movement.		Constraint Categories: <ul style="list-style-type: none">Inadequate infrastructureMaintenance issuesPoor quality signage/ wayfinding
		
Figure 103: Overgrown vegetation impedes the shared-use footway/ cycleway		Figure 104: Staggered toucan crossing to access Witney Road from the northern side of the A40

Route 21: A40 (Lower Road – Yarnton bridleway)		
Route Description Route 21 is a continuation of Route 20 and Route 18, extending further along the A40 in an easterly direction from Eynsham. A shared use footway/ cycleway is provided on both sides of the carriageway throughout the full extent. Mature trees and hedgerows line both sides of the highway boundary, with a small verge separating the carriageway from the shared use footway/ cycleway.		
WRAT	- No WRAT was completed due to being audited solely by cycling	
Findings: <ul style="list-style-type: none">• Signage for the shared use footway/ cycleway is unclear, and is not obvious that cycling is advised along this route.• Vehicle speeds are fast along this route, potentially discouraging cyclists from using this route.• The verge is observed to be slightly overgrown onto the shared use path, reducing the width available.• There is an opportunity for cycle priority to be given at the signalised crossing, as well as minor side roads to improve the continuity of the shared use footway/ cycleway.	Constraint Categories: <ul style="list-style-type: none">• Inadequate infrastructure• Unattractive for active travel• Maintenance issues• Poor quality signage/ wayfinding	
		
Figure 105: Cycle priority over minor side roads is not clear	Figure 106: Vehicle speeds on this section of route are very fast	

Route 22: Cuckoo Lane/ Wroslyn Road (A40 – A4095)		
Route Description This route connects the A40 and the A4095 extending north from Eynsham, passing through Freeland. It is a two-way, national speed limit road, with no existing pedestrian or cycle provision. Verges line the carriageway on both sides, with approximately 1m of space available before hedgerows line the highway boundary. Within Freeland, a footway is provided on both sides of the carriageway.		
WRAT	- No WRAT was completed due to being audited solely by cycling	
Findings: <ul style="list-style-type: none"> The road feels unsafe for cycling due to high vehicle speeds. This is also the case within Freeland, where, despite a speed limit of 30mph, the road is wide, and visibility is good. It was observed that vehicles travel at a higher speed. There is no current provision to cross over the road within Freeland to access the primary school. In some instances, overgrown vegetation impedes the carriageway, narrowing the effective width of the carriageway. Ditches line the carriageway to the south of Freeland, limiting the available highway width. 		Constraint Categories: <ul style="list-style-type: none"> Gradient Narrow Inadequate infrastructure Unattractive for active travel
		
Figure 107: Wide carriageway and verges within Freeland		Figure 108: No provision for pedestrians to cross over the road to access Freeland C of E Primary School

Route 23: Bridleway through Vincent's Wood (Wroslyn Road – Cuckoo Lane)		
Route Description Route 23 is the bridleway connecting Wroslyn Road, and onwards to Freeland, and Cuckoo Lane, providing an alternative, off-road route to Route 22. The bridleway passes through Vincent's Wood, as well as Cuckoo Wood Farm.		
WRAT	- No WRAT was completed due to being audited solely by cycling	
Findings: <ul style="list-style-type: none"> The surface of the bridleway is unpaved, and could be wet, muddy, and unsuitable for use in certain weather conditions. Overgrown vegetation impedes the bridleway, limiting the width and accessibility of the route. Signage onto and along the bridleway is unclear. 		Constraint Categories: <ul style="list-style-type: none"> Inadequate infrastructure Poor quality signage/wayfinding Narrow
		
Figure 109: Unclear signage to access bridleway southbound towards Vincent's Wood		Figure 110: Overgrown vegetation makes cycling down the bridleway very difficult

Route 24: Eynsham Road/ Yarnton Road (A40 – Rutten Lane)		
Route Description Route 24 continues from Route 5, connecting the A40 and Yarnton, passing through Cassington. It is a two-way road, with a speed limit of 20mph in Cassington, 30mph within Yarnton, and 40mph along the rest of the route. The links between Cassington and Yarnton briefly comprises of a carriageway with small verges and mature trees on either side of the carriageway. Within Cassington, a footway is provided on the northern side of the carriageway, whereas in Yarnton, a footway can be found on both sides of the carriageway.		
WRAT	- No WRAT was completed due to being audited solely by cycling	
Findings: <ul style="list-style-type: none"> Throughout the route, there are instances where the footway does not provide provision to residential properties, with a footway only available on the opposite side of the carriageway. This footway can vary in width between 1-1.5m. A small verge lines both sides of the carriageway on links between Cassington and Yarnton, however there is a large ditch on the northern side for most of the route, limiting the available space for proposed improvements. 		Constraint Categories: <ul style="list-style-type: none"> Inadequate infrastructure Narrow
		
Figure 111: Traffic calming on entry into Yarnton from Cassington Road		Figure 112: Footway is only provided on the northern side of the carriageway within Cassington




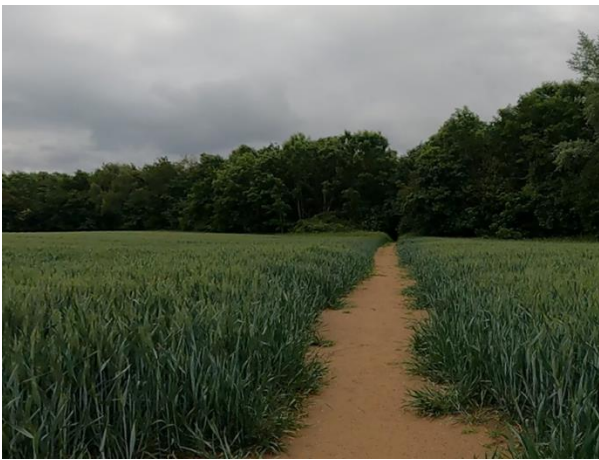
Route 25: Church Lane/ Yarnton bridleway (Cassington Road – A40)		
Route Description <p>This route connects Yarnton with the A40, following Church Lane and a bridleway that passes underneath the Cotswold railwayline. This route begins as a paved, single track, two-way road with a narrow footway on the western side of the carriageway, before joining the bridleway which transitions from paved to unpaved surfacing.</p> <p>This traffic free route provides access to the A40 and the onwards destination of Oxford to the east.</p>		
WRAT	- No WRAT was completed due to being audited solely by cycling	
Findings: <ul style="list-style-type: none"> For large parts, the bridleway is unpaved which would become unsuitable in wet and cold weather. Environmental factors would have to be taken into consideration when making any improvements on this route, with large amount of vegetation lining the route. The bridleway is unlit, so people may choose to only use this route during the daytime. The access to the bridleway at either end is very narrow, with the gate limiting access. Clearer and direct signage is required along the bridleway. The footway on the western side of Church Lane is narrow in places, however, is constrained by the boundary wall. 	Constraint Categories: <ul style="list-style-type: none"> Inadequate infrastructure Poor quality signage/ wayfinding Narrow 	
		
Figure 113: Bridleway access from Church Lane is poorly signed	Figure 114: The surface of the bridleway is unpaved for large parts, passing through farming fields	



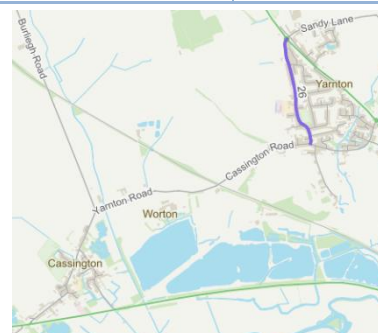
Figure 115: Narrow gate creates a pinch point when accessing the bridleway from the A40

Route 26: Rutten Lane (Cassington Road – A44)



Route Description

Rutten Lane forms part of the main road network in Yarnton, connecting the A44 in the north to Cassington Road, passing William Fletcher Primary School and the village playing fields. It is a two-way road, with footways on both sides of the carriageway, with a small, intermittent verge separating the footway and the highway boundary.



WRAT - No WRAT was completed due to being audited solely by cycling

Findings:

- Parts of this road has a 20mph speed limit, however due to the width of the road, and the overall road-scape, means that some vehicles may be encouraged to travel above the speed limit.
- Near the playing fields, the footways narrow, with no controlled pedestrian crossings to access the playing fields.
- There is a zebra crossing provided near William Fletcher Primary School providing a safe crossing point for people to use during school drop-off and pick-up times.

Constraint Categories:


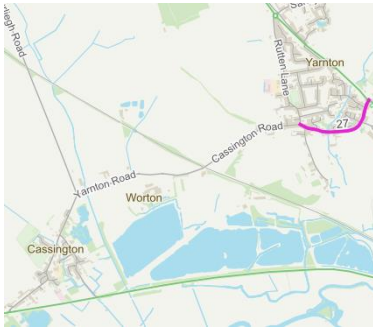


- Gradient
- Narrow
- Unattractive for active travel


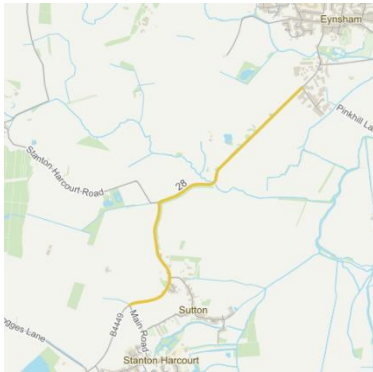





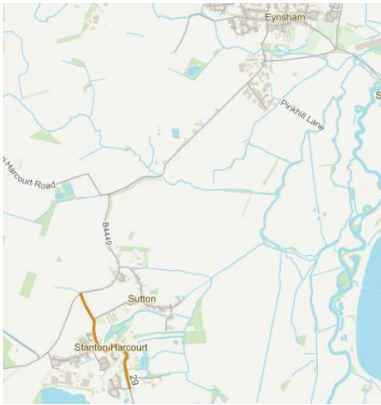


Figure 116: Pedestrian crossing across Rutten Lane to access William Fletcher Primary School


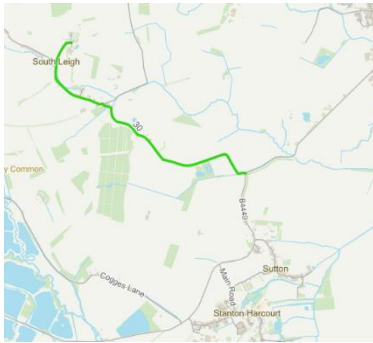





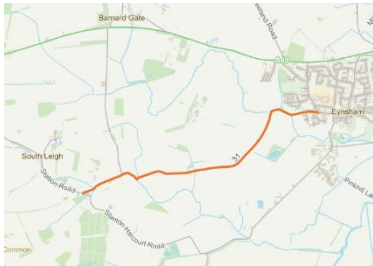


Figure 117: Wide carriageway with narrow footways on either side of the carriageway despite small verge

Route 27: Cassington Road (Rutten Lane – A44)		
Route Description Cassington Road is a two-way road, connecting the A44 with the centre of Yarnton. It has a speed limit of 20mph, with no footway provision between Church Lane and Cresswell Close. Beyond this, footways are provided on both sides of the carriageway.		
WRAT	- No WRAT was completed due to being audited solely by cycling	
Findings: <ul style="list-style-type: none"> For the section between Church Lane and Cresswell Close, there are no footways, with a small verge adjacent to the carriageway before large mature trees and hedgerows form the highway boundary. Overgrown vegetation impedes access to the A44 cycleway towards the east of the route. Due to the width of the road, the speed limit of 20mph was observed to not always be followed, meaning cycling within the carriageway does not always feel safe and comfortable. 	Constraint Categories: <ul style="list-style-type: none"> Maintenance issues Narrow Unattractive for active travel 	
		
Figure 118: Mature trees and hedgerows line the carriageway on Cassington Road	Figure 119: There is no footway provision connecting Church Lane and Cresswell Close	

Route 28: B4449/ Eynsham Road (Oakfield Industrial Estate – Main Road)		
Route Description The B4449/ Eynsham Road connects the Oakfield Industrial Estate to the south-west of Eynsham with Stanton Harcourt. It is a two-way link road, with the national speed limit applying along most of the route. There is limited pedestrian or cycle infrastructure along the length of the route.		
WRAT	- No WRAT was completed due to being audited solely by cycling	
Findings: <ul style="list-style-type: none"> Through the village of Sutton, footways are narrow (approximately 1-1.5m wide). The carriageway is wide, encouraging faster speeds creating an unattractive environment for active travel modes. Verges of approximately 1.5m line the northern section of the route on both sides of the carriageway. 		Constraint Categories: <ul style="list-style-type: none"> Narrow Unattractive for active travel
		
Figure 120: HGVs use this route, meaning it feels very unsafe and unattractive as a cyclist		Figure 121: Wide carriageway encouraging higher speeds creating an uncomfortable environment for cycling

Route 29: Main Road, Stanton Harcourt (B4449 – Halifax Way)		
Route Description <p>This route is a two-way road, providing access into Stanton Harcourt from the B4449, which provides onward connections to Eynsham, and the A415 beyond to Witney. It is of a primarily residential nature and has a speed limit of 20mph.</p> <p>Footways are intermittently provided on one side of the carriageway throughout the route – a small section to the south of the route provides a footway on both sides of the carriageway. There is a heavy presence of mature vegetation throughout, with the highway boundary lined by mature trees and hedges, as well as having a verge between the footway and property boundaries in some instances.</p>		
WRAT	- No WRAT was completed due to being audited solely by cycling	
Findings: <ul style="list-style-type: none">• A 20mph speed limit is in place, however, it was observed that some vehicles do not keep to this. The limited traffic calming on the entrance to the village from the north has a limited effect.• When the footway crosses from one side of the carriageway to the other at the junction with Blackditch, the footways here are very narrow and tactile paving is missing.• A new housing development has been built off Halifax Way, however pedestrian access along the carriageway on Main Road is very limited, with footways provision ending abruptly.		Constraint Categories: <ul style="list-style-type: none">• Inadequate infrastructure• Narrow• Unattractive for active travel
		
Figure 122: 20mph speed limit is in place on entrance to Stanton Harcourt		Figure 123: Footways are very narrow, and the pedestrian crossing is missing tactile paving when swapping from the western to the eastern side at the junction with Blackditch

Route 30: Stanton Harcourt Road (B4449 – Church End, South Leigh)		
Route Description <p>Stanton Harcourt Road provides access to the village of South Leigh from the B4449. It is a two-way, single-track road with passing places spaced out throughout the extent of the route.</p> <p>The route is primarily rural in nature, before entering the village of South Leigh where residential properties are accessed off the road. A narrow footway is provided for approximately 450m through the village, on one side of the carriageway– swapping from north to south. A dropped kerb provides an uncontrolled crossing point to access the continued footway.</p>		
WRAT	- No WRAT was completed due to being audited solely by cycling	
Findings: <ul style="list-style-type: none"> For large parts on the route, there is no footway provision, despite verges being available within the highway boundary. Where the footway is provided, it has a width of approximately 1-1.5m. There is a small increase in gradient, approximately 5%, on approach to the church. The route connecting the B4449 and the entrance to the village is a national speed limit road, and is very narrow, meaning this can be uncomfortable and unsuitable for cyclists and pedestrians due to the available passing space for vehicles. There are instances of road surfaces being poor quality. 		Constraint Categories: <ul style="list-style-type: none"> Inadequate infrastructure Narrow Unattractive for active travel Gradient
		
Figure 124: Small increase in gradient on the approach to St James the Great Church		Figure 125: Narrow carriageway meaning that vehicles will pass cyclists very close, creating an uncomfortable environment

Route 31: Chillbridge Road (Witney Road – Stanton Harcourt Road)		
Route Description Chillbridge Road extends westbound from Eynsham, connecting to South Leigh along an unpaved bridleway between two paved farm tracks. This route provides a traffic-free alternative to the B4449 to access South Leigh, with onward connections to Witney.		
WRAT	- No WRAT was completed due to being audited solely by cycling	
Findings: <ul style="list-style-type: none"> The unpaved section of bridleway has a very poor-quality surface. Vegetation impedes the bridleway track, limiting the accessibility of the route in its current form. The paved sections of this route provide a good surface for cyclists. Sections of the route are very narrow, passing over small bridges/structures for streams and drainage which could impact future proposals. 		Constraint Categories: <ul style="list-style-type: none"> Inadequate infrastructure Narrow Maintenance issues
		
Figure 126: Unpaved section of Chillbridge Road bridleway		Figure 127: Farm track passes over narrow bridges/structures creating a potential pinch point with farm traffic

Conclusion

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

- Footways are missing essential infrastructure including dropped kerbs and tactile paving in the majority of cases, limiting the accessibility and decreasing the safety of active travel users.
- Footways, both within Eynsham and the surrounding villages, are too narrow for users to safely navigate without give or take or stepping into the carriageway.
- The A40 running north of Eynsham provides key active travel connections to onward destinations, with spaces to widen the cycleway to improve the safety of cyclists. However, this route is unattractive for users due to the high vehicle speeds.
- Eynsham and its surrounding area are all very flat, lending itself to high levels of both walking and cycling – with specific infrastructure in place, this could encourage more active travel users.
- Due to the nature and history of some of the link roads to some of the villages surrounding Eynsham, such as South Leigh, Freeland and Yarnton, a series of pinch points were observed where the carriageway has been built very close to the boundary line, or historical drainage ditches – this may limit the type of infrastructure that can be proposed.

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



Oxfordshire County Council

Annex B: Equalities Impact Assessment

Eynsham Local Cycling and Walking Infrastructure Plan (LCWIP)

25/09/2025

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Section 1: Summary details

Directorate and Service Area	Economy and Place, Place Shaping
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Eynsham and the Surrounding Areas Local Cycling and Walking Infrastructure Plan (LCWIP)
Is this a new or existing function or policy?	New plan for Eynsham and the surrounding areas
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>Development of LCWIPs is a policy requirement within Oxfordshire's Local Transport and Connectivity Plan (LTCP).</p> <p>LCWIPs play a key role in supporting more journeys by walking and cycling and addressing the climate emergency.</p> <p>No negative equalities impacts have been identified as arising from the LCWIP, instead there is opportunity to address inequality in Eynsham and the surrounding areas especially due to the rurality of the area.</p> <p>The LCWIP promotes investment in walking, wheeling and cycling infrastructure that will improve the accessibility of travel in and between Eynsham and the surrounding areas for everyone.</p> <p>All individual highways schemes may result in unintended negative equalities impacts, however this risk will be considered in detail on a scheme-by-scheme basis when individual schemes in the LCWIP are developed, by writing a scheme specific EIA where appropriate.</p>

Completed By	Annabelle Calder, Transport Planner, Place Planning North (West Oxfordshire)
Authorised By	Jacqui Cox
Date of Assessment	25/09/2025

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>The Eynsham LCWIP is a long-term plan for improving cycling and walking infrastructure in Eynsham and the surrounding areas.</p> <p>The improvements aim to enable cycling, walking and wheeling to be the natural choices for travelling short distances, or as part of longer journeys, within Eynsham and connecting to the surrounding areas, thereby reducing reliance on motor vehicles.</p> <p>It is a policy requirement in Oxfordshire County Council's Local Transport and Connectivity Plan to produce LCWIPs (Policy 3a).</p> <p>This is the first version of the Eynsham LCWIP to be considered for approval.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The LCWIP proposes:</p> <ul style="list-style-type: none"> •new and improved crossings for people walking, wheeling and cycling •implementation of additional cycle parking •footway widening and resurfacing •new shared use footway/cycleway •traffic calming measures •public realm improvements to create a more accessible and pleasant environment for people to walk, wheel, cycle and spend time.

<p>Evidence / Intelligence</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>The LCWIP and its associated documents outline the evidence used to inform the proposals in the LCWIP.</p> <p>This covers national policy and strategy, outlining the benefits to increasing walking, wheeling and cycling levels for helping to decarbonise transport, improve health and tackle inequality, including by improving access to opportunities.</p> <p>Road traffic collision data has also been analysed to identify locations people walking, wheeling or cycling are at safety risk.</p> <p>The propensity to cycle tool has also been used to identify locations where there is the greatest potential for growth in the number of people cycling.</p> <p>Steering group sessions invited local members, key stakeholders and interested parties to give feedback and deeper local knowledge, this input was also used to inform the proposals in the LCWIP.</p>

<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>An LCWIP is a policy requirement in LTCP (Policy 3a). The LCWIP development followed Department for Transport Guidance on developing LCWIPs.</p> <p>Using an alternative approach would mean deviating from the policies adopted in the LTCP and guidance from Department for Transport, which may reduce the likelihood of securing funding for active travel schemes in the area.</p>
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Section 3: Impact Assessment - Protected Characteristics

Eynsham Local Cycling and Walking Infrastructure Plan

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improvements are provided where possible to encourage a form of segregation between highway traffic and cyclists/pedestrians. This increases the safety of cyclists/pedestrians, particularly for children, young people and the elderly who are typically less confident. In addition, the walking and cycling network ensures high quality connectivity to schools and local amenities to support more journeys by walking and cycling.	Consider impacts of individual schemes during design work. Public consultation of individual schemes endeavours to engage with a range of people to receive a representative view.	Place Planning West Team	Ongoing

Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The LCWIP considers the needs of people with visual impairments including the provision of tactile paving and dropped kerbs.</p> <p>Some people with disabilities such as sight or hearing impairments or mobility issues (among other disabilities) may feel intimidated sharing space with cyclists. The LCWIP proposes, segregation of footways and cycleways to reduce conflict between those cycling, walking/wheeling and vehicular traffic, where possible.</p> <p>The LCWIP seeks to enable people with disabilities who use their bike as a mobility aid to have increased access to shops and services.</p> <p>The LCWIP also promotes the Healthy Streets Approach, which aims to create accessible and pleasant places for all.</p>	<p>Consider retention of disabled parking bays and designated disabled on street parking.</p> <p>Consider impacts of individual schemes during design work. Public consultation of individual schemes endeavours to engage with a range of people to receive a representative view.</p>	Place Planning West Team	Ongoing
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Eynsham Local Cycling and Walking Infrastructure Plan

				This includes the provision of benches to provide people with opportunities to rest when necessary.			
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	N/A
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	N/A

Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The LCWIP makes proposals which would benefit pregnant/maternity women who use their bike as a mobility aid to have increased access to shops and services.</p> <p>Some pregnant/maternity women may feel intimidated walking in areas where there are cyclists travelling at speed and feel at greater risk of being hit by a cyclist, the LCWIP proposes segregation of footways and cycleways to reduce potential conflict.</p> <p>The LCWIP also promotes the Healthy Streets Approach, which aims to create accessible and pleasant places for all. This includes the provision of benches to provide people with opportunities to rest when necessary. The provision of tactile paving and dropped kerbs promotes improved accessibility for all,</p>		Place Planning West Team	Ongoing
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Eynsham Local Cycling and Walking Infrastructure Plan

				including for people with pushchairs and children.			
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A

Eynsham Local Cycling and Walking Infrastructure Plan

Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The cycling and walking networks provide equal opportunities for men and women.</p> <p>The cycling and walking networks aim to ensure inclusivity for all where everyone feels safe. Women typically feel more unsafe than men when cycling and walking – this can be due to the lack of lighting and surveillance. The LCWIP infrastructure improvements seek to address this by identifying lighting opportunities, increasing the liveability and improving place making of spaces so that more people are encouraged to be in public spaces and ensure routes are not isolated.</p>	<p>The walking and cycling network will provide connectivity to a range of destinations to ensure that journeys and connections can be made safely. Public consultation endeavours to engage with a range of people to receive a representative view.</p>	Place Planning West Team	Ongoing
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A

Eynsham Local Cycling and Walking Infrastructure Plan

Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A
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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
Rural communities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The LCWIP includes improved cycling connection between Eynsham and the surrounding villages. It will also provide opportunities for onward journeys as part of multi-model journeys.	Consider impacts of individual schemes during design work. Public consultation of individual schemes endeavours to engage with a range of people to receive a representative view.	Place Planning West Team	Ongoing
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Should the schemes in the LCWIP be implemented this may benefit people who are Carers or the people they care for, by making cycling and walking safe and more accessible to all people. It is recognised that the LCWIP may only benefit a	Consider impacts of individual schemes during design work. Public consultation of individual schemes endeavours to engage with a range of people to receive a representative view.	Place Planning West Team	Ongoing

Eynsham Local Cycling and Walking Infrastructure Plan

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
				small proportion of people who are Carers.			
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The LCWIP identifies areas of deprivation in Eynsham. The networks have been developed so that access to/from key destinations in and around Eynsham is provided. This will help to improve health, wellbeing, and access to economic opportunities for people in these areas.	Consider impacts of individual schemes during design work. Public consultation of individual schemes endeavours to engage with a range of people to receive a representative view.	Place Planning West Team	Ongoing

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential for improvements to staff's ability to travel for community and business travel by active travel modes or as part of a multi-model journey.	Consider impacts of individual schemes during design work.	Place Planning West Team	Ongoing
Other Council Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential for improved access to schools, libraries and Community and Support Services by active travel modes.	Consider impacts of individual schemes during design work.	Place Planning West Team	Ongoing
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A
Social Value ²⁸	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A

²⁸ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 4: Review

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

Review Date	EqIA to be reviewed during LCWIP updates. The LCWIP is a live document, and the EqIA should be updated accordingly as and when changes are made to the LCWIP.
Person Responsible for Review	Place Planning West Team Leader Odele Parsons
Authorised By	Place Planning Manager (North) Jacqui Cox

Annex C: Climate Impact Assessment

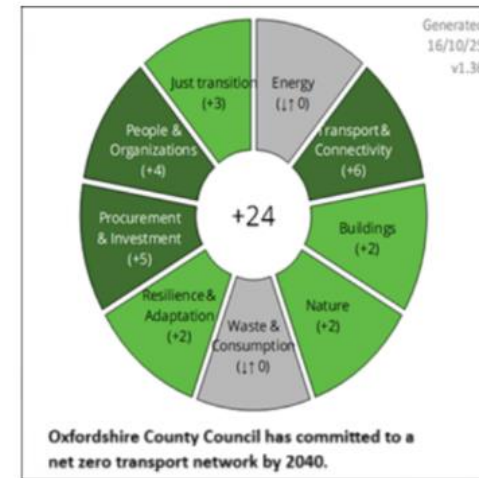
Eynsham Local Cycling and Walking Infrastructure Plan (LCWIP)

October 2025

Climate Impact Assessment

Summary

Directorate and Service Area	Place Shaping, Economy and Place
What is being assessed	Eynsham and the surrounding areas Local Cycling and Walking Infrastructure Plan
Is this a new or existing function or policy?	A new policy for Eynsham and the surrounding areas
Summary of assessment	The Eynsham and the Surrounding Areas LCWIP will have a positive impact when considering OCC's climate policies. The LCWIP identifies how walking and cycling infrastructure can be improved in and around Eynsham so that it becomes a more accessible form of travel, thereby reducing reliance on private cars for journeys. As well as a positive impact on climate, active travel also has a positive impact on health and wellbeing and addressing inequalities.
Completed by	Annabelle Calder
Climate action sign off by	Franco Gonzalez
Director sign off by	
Assessment date	16/10/2025



Eynsham Local Cycling and Walking Infrastructure Plan

Detail of proposal

Context / Background	<p>The LCWIP is a 10 year plan for improving cycling and walking infrastructure in Eynsham and the Surrounding Areas.</p> <p>The improvements aim to enable cycling and walking to be the natural choices for travelling short distances or as part of longer journeys, within Eynsham and connecting to the surrounding areas, thereby reducing reliance on motor vehicles. It is a policy requirement in Oxfordshire County Council's Local Transport and Connectivity Plan to produce LCWIPs (Policy 3a).</p>
Proposal	<p>The LCWIP proposes:</p> <ul style="list-style-type: none"> •new and improved crossings for people walking and cycling •provision of lighting on footpaths and cycleways •implementation of additional cycle parking •footway widening and resurfacing •new shared use footway/cycleway •public realm improvements to create a more accessible and pleasant environment for people to walk, cycle and spend time.
Evidence / Intelligence	<p>The LCWIP and its associated documents outline the evidence used to inform the proposals in the LCWIP.</p> <p>Steering groups have been held with local members and interested parties invited to give feedback and deeper local knowledge, this input was also used to inform the proposals in the LCWIP.</p>
Alternatives considered / rejected	<p>An LCWIP is a policy requirement in LTCP (Policy 3a). The LCWIP development followed Department for Transport Guidance on developing LCWIPs. As well as OCC standard guidance for LCWIP development. Using an alternative approach would mean deviating from the policies adopted in the LTCP and guidance from Department for Transport, which may reduce the likelihood of securing funding for active travel schemes in the area.</p>

Eynsham Local Cycling and Walking Infrastructure Plan

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				
Energy	Promotes a switch to low-carbon or renewable energy	N/A				
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	2	<p>The LCWIP identifies walking and cycling networks that connect people to key destinations. Improvements are proposed on these routes to make walking and cycling safe and accessible for all users. This supports journeys to be made by walking and cycling for short everyday trips and therefore reduces the need for private cars for everyday journeys as well as connecting multi-modal journeys on public transport.</p> <p>The function of the LCWIP is to support active travel within Eynsham and between Eynsham and the Surrounding Areas. This is achieved by identifying networks of walking and cycling and proposing improvements on these networks to enable journeys by active travel methods to be easier for all users. Proposed improvements include new crossings, new and improved cycleways/footways, Improvements to Bridleways cycle tracks, new and improved public realm such as lighting and signage.</p>	<p>The LCWIP aims to reduce the reliance on private cars by improving the opportunities to walk and cycle. The LCWIP is supported by the parish councils as well as Active Travel groups, this will help maximise the benefits of the infrastructure improvements to the local community.</p>	Place Planning North Team	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Transport & Connectivity	Supports active travel	3	<p>The LCWIP will help to support the use of public transport by providing connections to bus stops and key transport interchanges including the train station in Hanborough. The introduction of cycle parking in key areas is also outlined in the LCWIP.</p>	<p>The LCWIP supports active travel. The improvements suggested in the LCWIP help to realise the potential of active travel modal shift in the area.</p>	Place Planning North Team	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Transport & Connectivity	Increases use of public transport	1	<p>The LCWIP will help to support the use of public transport by providing connections to bus stops and key transport interchanges including the train station in Hanborough. The introduction of cycle parking in key areas is also outlined in the LCWIP.</p>	<p>Ensure public transport interchanges are considered within the route networks developed and that improvements for walking and cycling do not negatively impact public transport (particularly bus services). The location of cycle parking at bus stops will need to be monitored.</p>	Place Planning North Team	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

Eynsham Local Cycling and Walking Infrastructure Plan

Transport & Connectivity	Accelerates electrification of transport	Improved safe cycle infrastructure particularly between Eynsham and the Surrounding Areas, may increase the use / ownership levels of electric bikes (Ebikes).	Approval and implementation of the LCWIP will ensure that the improvements to cycle infrastructure can be made. Close working with Transport Development Management team around planning applications will ensure developer contributions can be sought towards improvements to routes between Eynsham and the Surrounding Areas.	Place Planning North Team	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Buildings	Promotes net zero new builds and developments	The delivery of a walking and cycling network that links people with where they want to go means that any new developments will ultimately be linked to key trip generators in and around Eynsham by good quality walking and cycling routes, thereby reducing the need to drive and avoiding embedding reliance of private vehicles from these developments. Also, the identification of routes and route improvements can be used in negotiations with developers to secure funding and/ or delivery of these.	Share/ inform wider teams of the LCWIP to ensure schemes are identified for funding in response to planning applications where appropriate. Individual schemes will be subject to a CIA to ensure that they do not have a negative impact on the environment.	Place Planning North Team	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Buildings	Accelerates retrofitting of existing buildings	N/A			
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	N/A			
Nature	Develops blue and green infrastructure	The LCWIP promotes the Healthy Streets Approach to public spaces. This includes consideration of how and where more trees and vegetation could be planted to enhance the attractiveness of a place and provide shade to encourage more people to walk and cycle. The LCWIP also ensures that existing green and blue infrastructure is retained and new routes/ improvements must work around the blue and green infrastructure.	Ensure that improvements proposed in the LCWIP do not compromise blue and green infrastructure or are implemented at the expense of green and blue infrastructure. Opportunities to develop blue and green infrastructure should be taken where possible.	Place Planning North Team	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

Eynsham Local Cycling and Walking Infrastructure Plan

Nature	Improves access to nature and green spaces	1	<p>The LCWIP improves routes and the safety of routes in rural areas as well as access to green spaces by ensuring that green spaces are included in the walking and cycling network developed, which connects people with the places they want to go.</p>	<p>Proposals that improve access to nature and green spaces will be implemented. In some instances grass verge may be lost to accommodate widened paths and other infrastructure. The loss of vegetation will be considered as a last resort and weighed against the benefits from increased active travel over motor vehicle use. Opportunities to increase vegetation/ plant trees will be sought with each scheme. The specific details of individual schemes e.g. materials will be determined during the design stage, and each scheme will be subject to a CIA. If the impact on nature is unacceptable then a scheme will not progress. OCC's tree policy will be adhered to during scheme development also.</p>	Place Planning North Team	10 years from implementation. Monitor impact through LTCP target tracking 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				
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	1	<p>The LCWIP promotes the Healthy Streets Approach to public spaces. This includes consideration of how to provide shade, shelter and rest stops in public spaces to make them more accessible and a pleasant place to be for all. This will become increasingly important as more extreme weather is anticipated. Consideration will mean people can still be able to travel by walking and cycling without reliance on a car to provide protection, or being isolated at home</p>	<p>Weather and climate are often highlighted as barriers to walking and cycling. The long-term conditions in which people will be walking and cycling needs to be considered in all aspects of scheme development. Appropriate steps will also be taken to reduce the impacts of these conditions on how people travel.</p>	Place Planning North Team	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

Eynsham Local Cycling and Walking Infrastructure Plan

Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	1	<p>The LCWIP aims to enhance the resilience of the local community by providing a means of transportation that is reliant on and controlled by the individual. Reduced reliance on private motor vehicles will help to combat congestion and thus, increase the resilience of the County's public transport system in the area and, the negative impacts of Oxfordshire's transport network more generally on climate. Reduced need to travel by private motor vehicles will also reduce the dependence, of people travelling in Oxfordshire, on global fuel markets and will put less pressure on supply chains for essential services. Any new walking and cycling infrastructure or improvement, will be future proofed for a changing climate by the materials used.</p>	Adopting and implementing the LCWIP will ensure that resilience of council services and communities is enhanced, with the aim of the LCWIP to address the climate emergency.	Place Planning North Team	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A				
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	3	<p>The LCWIP encourages investment into alternatives to private cars. The investment supports a transition to net zero and does not lead to a net increase of emissions across the county.</p>	Adoption and implementation of the LCWIP will support investment opportunities in infrastructure that supports climate action/net zero. It will be ensured that OCC's climate policy is aligned with in revisions of the LCWIP to account for revisions in the climate policy.	Place Planning North Team	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
People & Organizations	Drives behavioural change to address the climate and ecological emergency	2	<p>The LCWIP will help to encourage behavioural change of residents and visitors by providing safe and convenient access to active travel alternatives. The LCWIP also promotes community activation, cross team working within OCC and between County, District, Town and Parishes to further enable a change in travel behaviour and align climate values and policies.</p>	Adoption and implementation of the LCWIP will support a drive in behaviour change to help address the climate emergency.	Place Planning North Team	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

Eynsham Local Cycling and Walking Infrastructure Plan

People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	1	The LCWIP supports LTCP targets for reducing emissions and Council targets for achieving net-zero by 2040. The LCWIP is also a guide that helps to promote the Council's climate policies in new developments and additionally includes the prioritised list of improvements (which considers environmental factors in the prioritisation process) to guide change over a prolonged period.	Adoption and implementation of the LCWIP will support a drive in behaviour change to help address the climate emergency.	Place Planning North Team	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Just transition	Promotes green innovation and job creation	N/A				
Just transition	Promotes health and wellbeing	2	The LCWIP promotes and supports active travel. By improving active travel options for journeys, the LCWIP reduces reliance on private vehicles and provides people with alternative that could contribute to improving their health and wellbeing.	Adoption and implementation of the LCWIP will ensure that the health benefits of active travel can be realised	Place Planning North Team	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Just transition	Reduces poverty and inequality	1	The development of the walking and cycling network involved identifying areas of deprivation and ensuring that walking and cycling links were provided for all areas to key trip generators and destinations.	Adoption and implementation of the LCWIP will contribute to addressing any inequality present in the scope area	Place Planning North Team	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

Annex D: Eynsham Local Cycling and Walking Infrastructure Plan

Consultation report

December 2025

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Executive summary

Oxfordshire County Council (OCC), in collaboration with key stakeholders have developed a Local Cycling and Walking Infrastructure Plan (LCWIP) for Eynsham, which includes connections to the surrounding area. The LCWIP is a long-term plan for improving the walking, wheeling and cycling infrastructure in Eynsham so that it is safer, more convenient, and more accessible to walk, wheel and cycle in Eynsham and to connect to the surrounding area for more people. The draft LCWIP has been consulted on via Oxfordshire's Let's Talk platform and direct engagement with stakeholders. A total of 63 responses were received via Let's Talk Oxfordshire. Respondents to the Let's Talk consultation did not represent a diverse demographic; some respondents were from an organisation/ company rather than an individual. A further 11 written responses were received including from Eynsham Parish Council.

Overall, the consultation, which asked for views on the cycling network and improvements and walking network and improvements, received a broadly positive response. The cycling network and improvements were more favourably received than the walking improvements, where additions and amendments were sought.

Common themes throughout the consultation for walking, wheeling and cycling include concern regarding potential conflict in shared spaces, the need for more safe and accessible crossing points and footways, and the importance of the public right of way network for all journey purposes. Views on prioritisation were wide ranging, reflecting the broad experiences of people responding to the LCWIP. These views form part of the larger prioritisation criteria developed by OCC. The importance of linking to climate change, biodiversity, local environment and planned and potential future development, and ensuring funding is actively pursued to deliver improvements was emphasised. Overall, there was support for increased and safer walking, wheeling and cycling in Eynsham and to connect into the surrounding area.

The consultation feedback has informed the modification of Eynsham LCWIP.

1. Introduction

Eynsham Local Cycling and Walking Infrastructure Plan (LCWIP) is a plan for improving the walking, wheeling and cycling infrastructure in Eynsham and connections to the surrounding area, 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 becoming a: *'healthy and safe community in which to walk, wheel and cycle. Its historic core protected, currently threatened by the unsustainable, unmanaged levels of through traffic. Local walking, wheeling and cycling journeys will have become the mode of choice to its schools, multiple workplaces, key health facilities and the wide range of shops, which make the village so attractive for new families...strengthened its connections with the surrounding countryside and communities including'* LCWIP development is a key policy in Oxfordshire's Local Transport and Connectivity Plan (LTCP) 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 funding and guiding where funding should be spent.

To ensure that an LCWIP is reflective of community concerns and aspirations, engagement with local stakeholders and the community has been key. Local stakeholders have been engaged in the drafting of the LCWIP (namely Eynsham Parish Council), and the public have been engaged in reviewing the finalised draft and the key areas of network plans and improvements for walking, wheeling and cycling. 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 Monday 29th September to Monday 27th October 2025. Participants were provided with the draft LCWIP, background report and walking and cycling audit reports. Participants were asked for their views of Eynsham LCWIP, including the network plans for walking and cycling and proposed improvements. Key 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

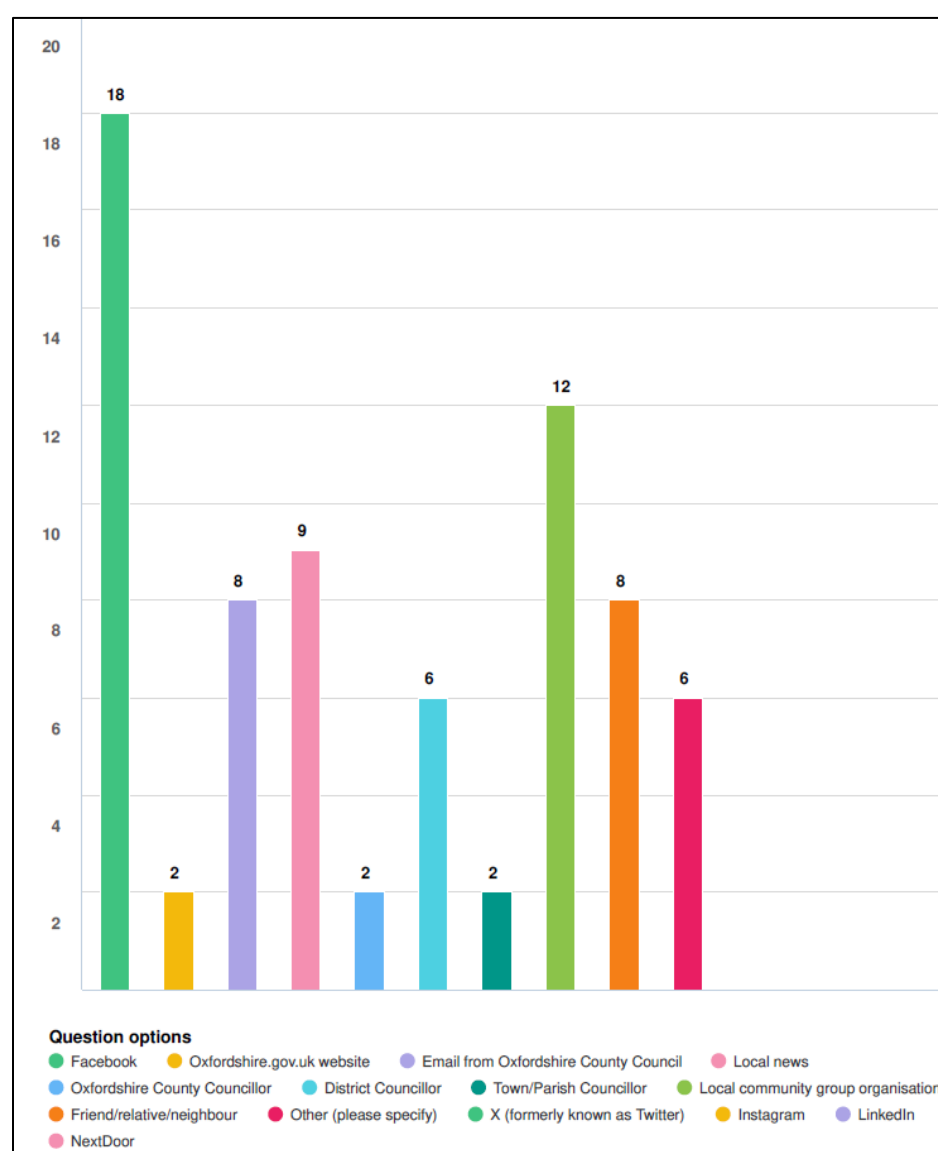


Figure 128: How respondents found out about the consultation (ticking all that applied)

N.B The key lists the graph columns from left to right.

In response to the question 'how did you find out about the consultation?':

- 25% (18 people) of respondents selected Facebook
- 16% (12 person) of respondents selected Local Community Group Organisation
- 12 % (9 people) of respondents selected local news
- 11% (8 people) of respondents selected friend/ relative/neighbour
- 11% (8 person) of respondents selected email from Oxfordshire County Council
- 8% (6 person) of respondents selected district councillor
- 8% (6 person) of respondents selected other
- 3% (2 person) of respondents selected Oxfordshire.gov.uk website
- 3 % (2 person) of respondents selected Oxfordshire County councillor
- 3 % (2 person) of respondents selected town/ parish councillor

3. Response rate and demographics

Overall, 63 responses were received to the Let's Talk Oxfordshire consultation. Respondents were typically male; above the age of 55; white and not impacted by a long-term illness, health problem or disability that has lasted, or is expected to last, at least 12 months. The respondents to the consultation are not fully representative of all Eynsham residents and visitors according to the 2021 Census.

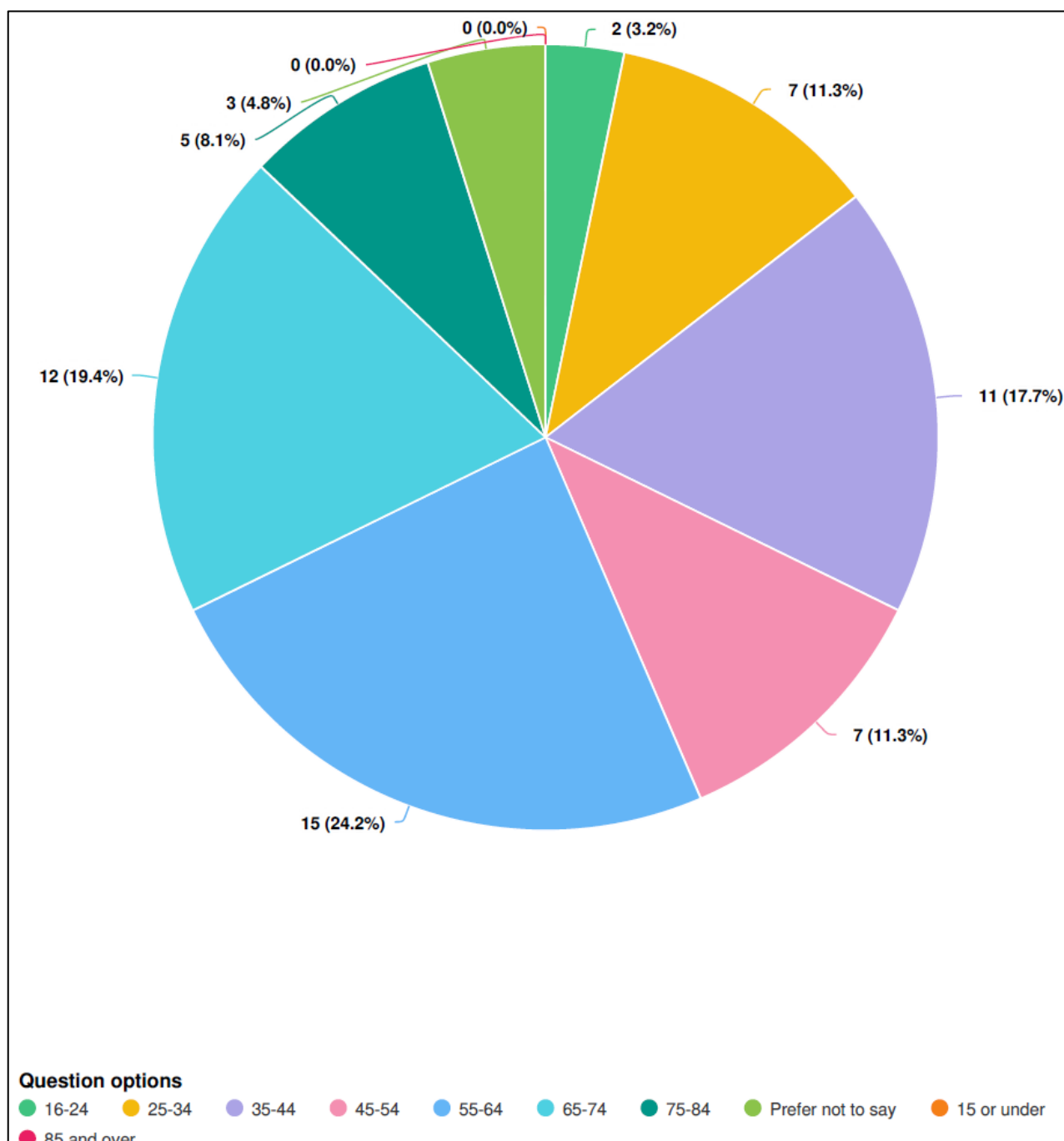


Figure 129: Respondents' age

In response to the question 'what is your age?' (62 responses, 1 skipped)

- 24.2% (15 people) of respondents were in the age category 55-64
- 19.4% (12 people) of respondents were in the age category 65-74
- 17.7% (11 people) of respondents were in the age category 35-44
- 11.3% (7 people) of respondents were in the age category 25-34
- 11.3% (7 people) of respondents were in the age category 45-54
- 8.1% (5 people) of respondents were in the age category 75-84
- 4.8% (3 people) of respondents preferred not to say what their age was
- 3.2% (2 people) of the respondents were aged under 25
- 0% (0 people) of respondents were in the age category 85 or more

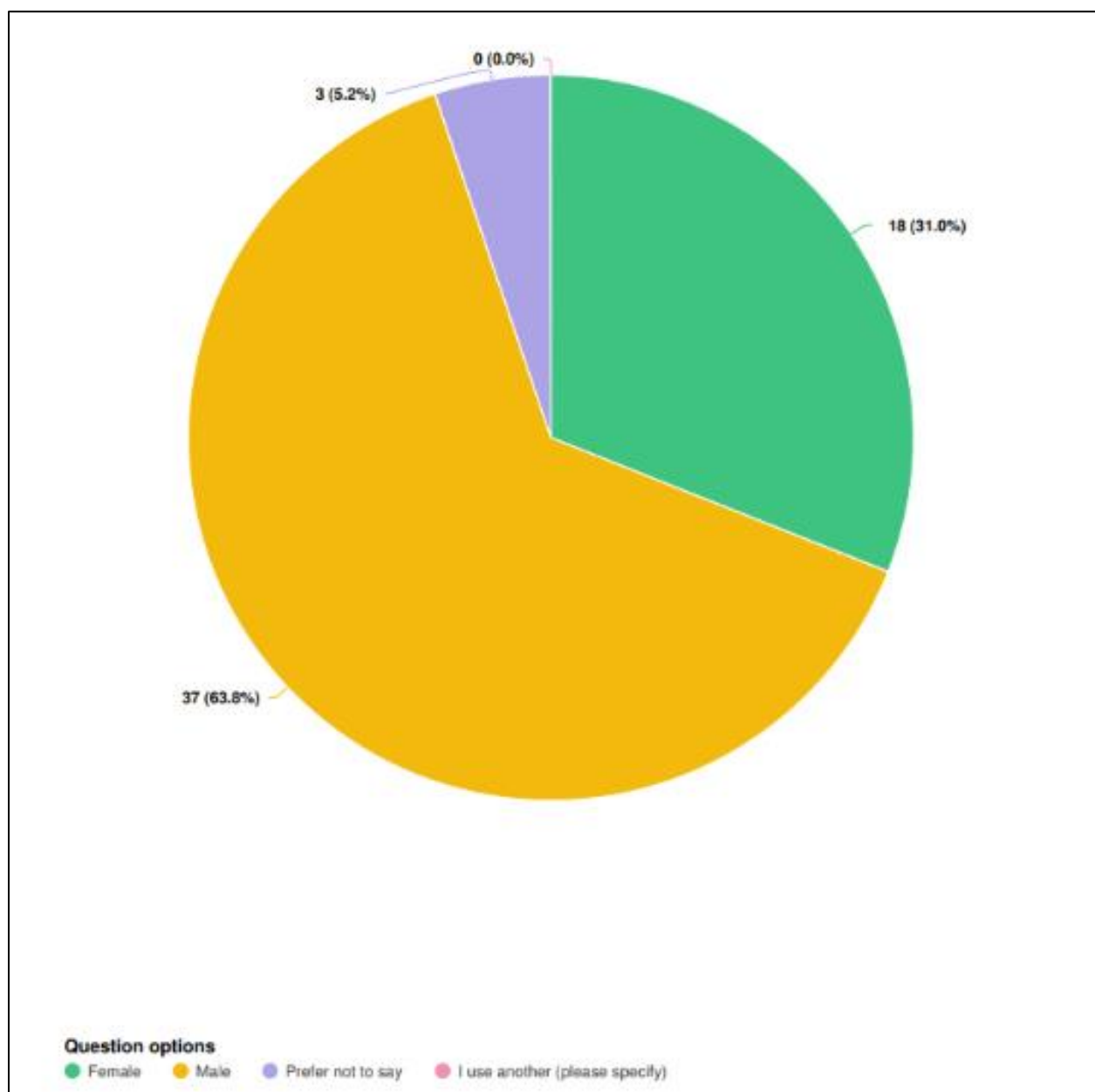


Figure 130: Respondents' sex

In response to the question 'what is your sex?' (58 responses, 5 skipped)

- 63.8% (37 people) of respondents said they were male
- 31.0% (18 people) of respondents said they were female
- 5.2% (3 people) of respondents said they would prefer not to say

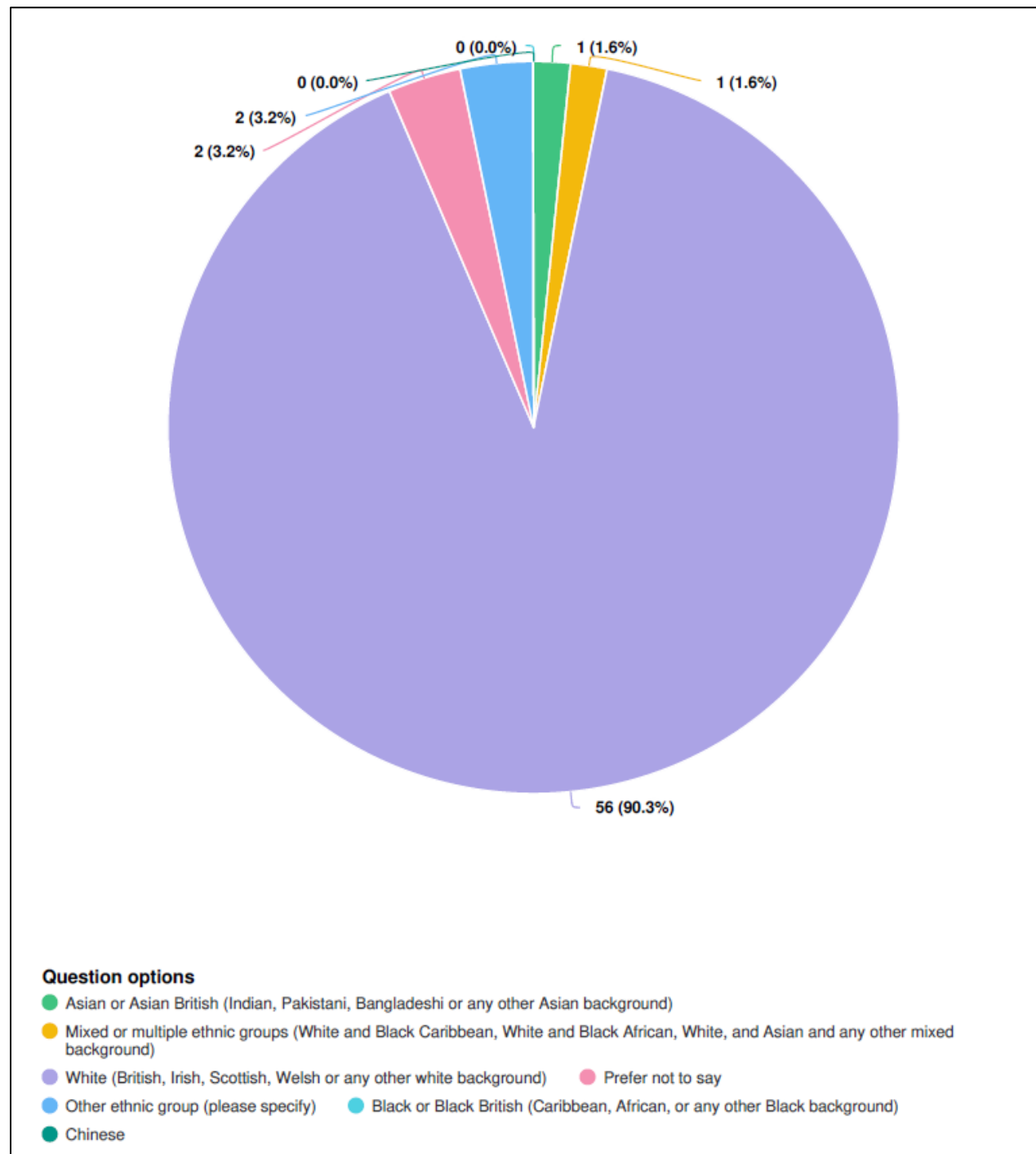


Figure 131: Respondents' ethnic background

In response to the question 'what is your ethnic background?' (62 responses, 1 skipped)

- 90.3% (56 people) of respondents said they were white
- 3.2% (2 people) of respondents said they would prefer not to say

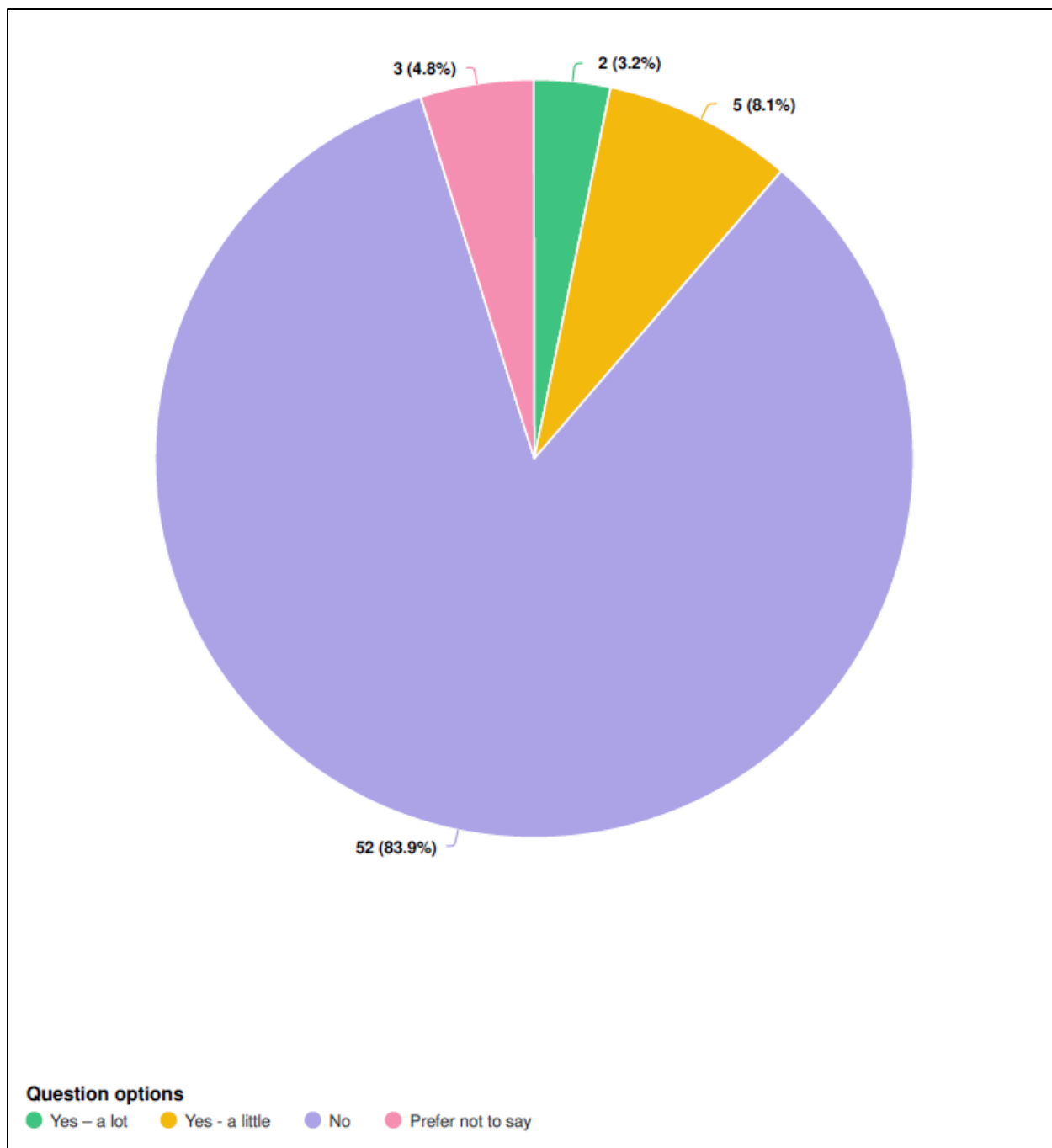


Figure 132: Whether respondents are impacted by long-term illness, health problem or disability

- 3.2% (2 people) of respondents said other ethnic group
- 1.6% (1 person) of respondents said they were Asian or Asian British
- 1.6% (1 person) of respondents said they were Mixed or multiple ethnic groups

In response 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?' (62 responses, 1 skipped)

- 83.9% (52 people) of respondents answered no
- 8.1% (5 people) of respondents answered yes – a little
- 4.8% (3 people) of respondents preferred not to say
- 3.2% (2 people) of respondents answered yes – a lot

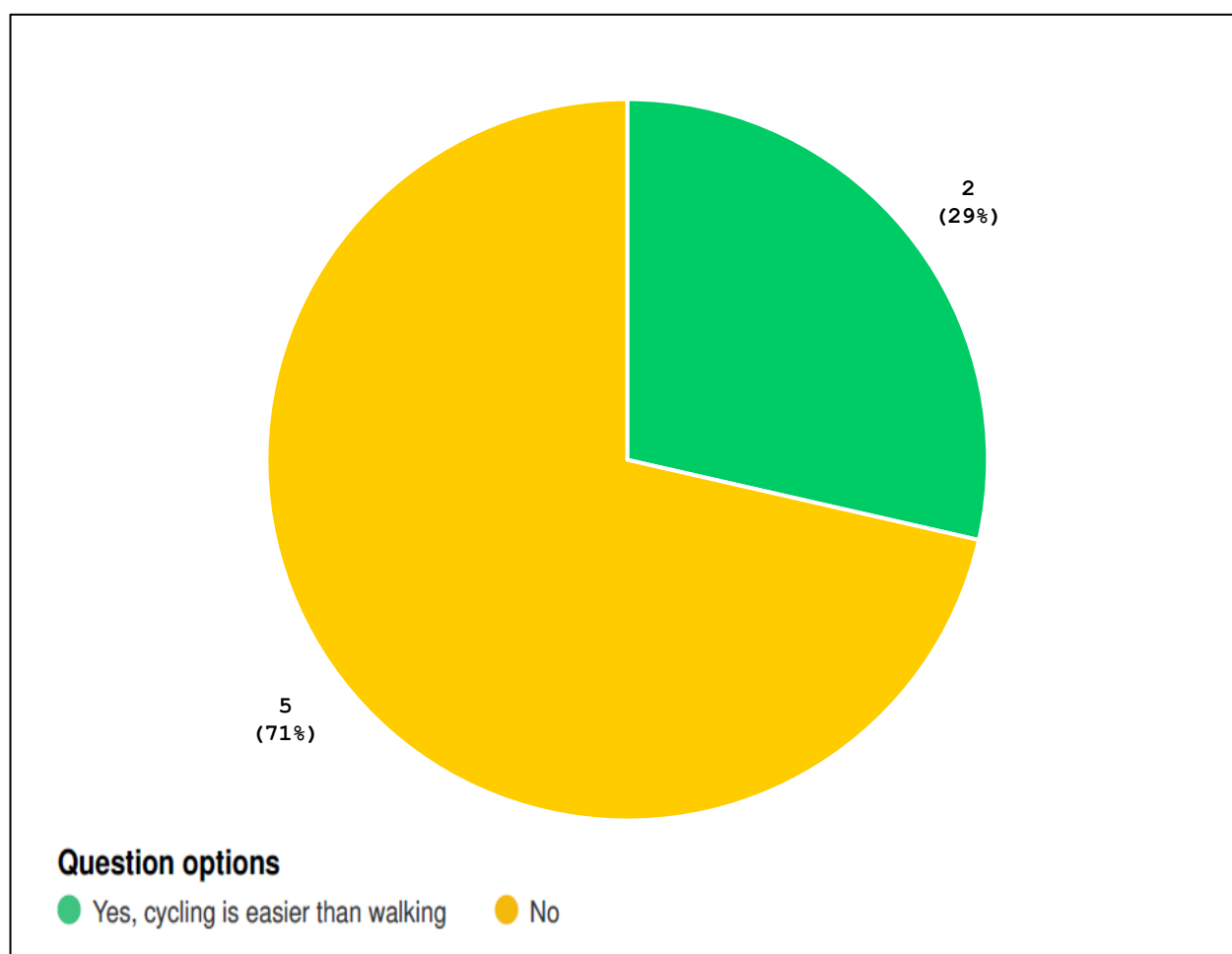


Figure 133: Whether cycling helps respondents with a long-term illness, health problem or disability to get around

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?'

- 71% (5 people) of respondents answered no
- 29% (2 people) of respondents answered yes, cycling is easier than walking

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. Of the 7 people (11.3%) who said they were impacted, only 2 people (29%) said cycling made it easier for them to get around over walking and 5 people (71%) said it did not.

In response to the question 'please provide the first four or five digits of your postcode' most respondents selected a postcode within the Eynsham area (79%).

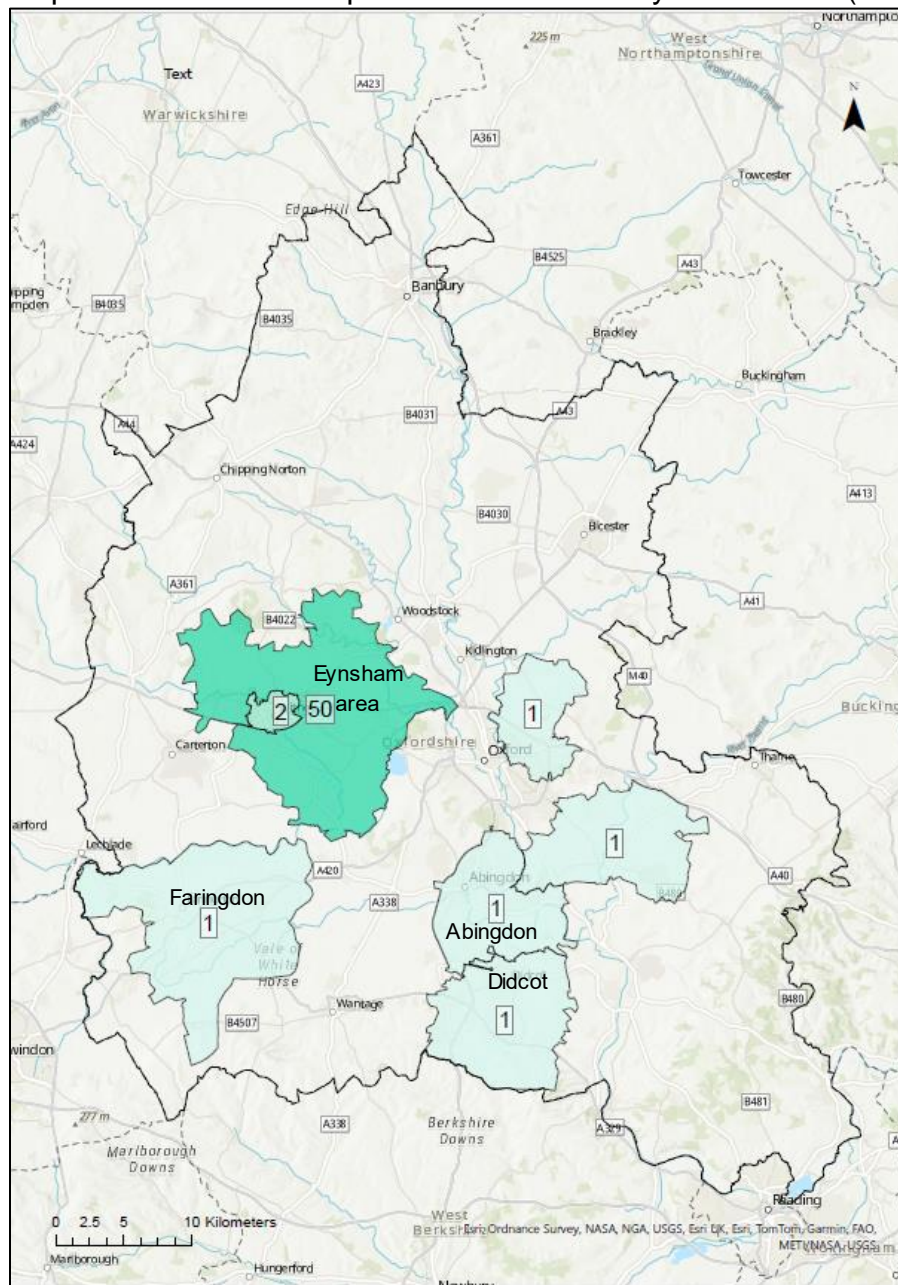


Figure 134: Respondent's postcode

A further 11 written responses (full responses included in Appendix C) were received to the consultation from the following groups/ organisations (in no particular order):

- Eynsham Parish Council

- CAPzero member
- Oxfordshire Liveable Sheets
- Green TEA
- Stantec on behalf of Grosvenor
- Stanton Harcourt Estate
- Freeland Parish Council
- West Oxfordshire District Council Planning Officer 1
- West Oxfordshire District Council Climate Change Officer 2
- Resident 1
- Resident 2

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

Q1. Overall, what do you think of the proposed cycling network shown on page 27 of the draft LCWIP?

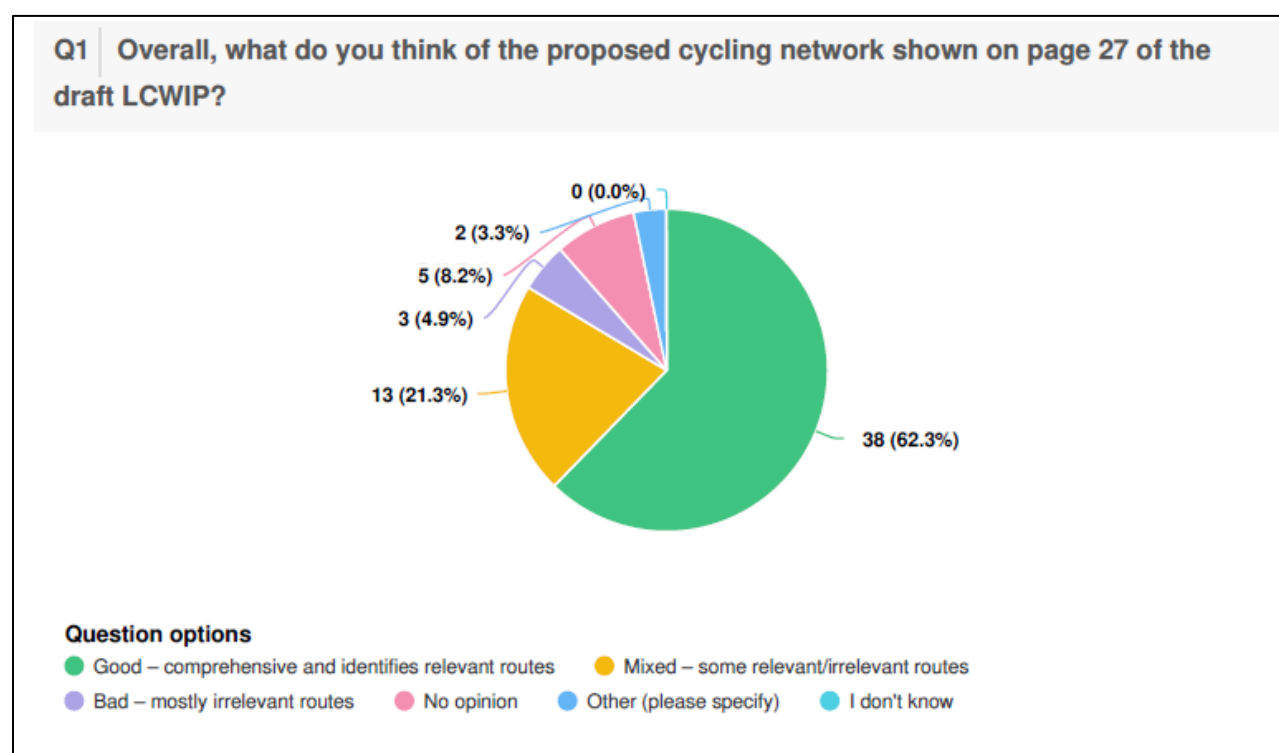


Figure 135: Views on the cycle network

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

- 62.3% (38 people) said that the cycle network was 'good – it is comprehensive and I can get where I need'
- 21.3% (13 people) said that the cycle network was 'mixed - some routes are unnecessary and/ or missing'
- 4.9% (3 people) of respondents said that the cycling network was 'bad - did not make sense'

- 8.2% (5 people) of respondents said that they did not have an opinion on the cycling network
- 3.3% (2 people) gave 'other' views on the cycling network

This split of views indicates some changes need to be made to the cycling network, despite the majority in support.

Q2. What changes, if any, would you make to the suggested cycling network? (free text question)

Several responses were received to the question about changes to the cycling network. These responses have been categorised below.

1. Safety and Segregation

- **Strong demand for safer cycling routes:** Many respondents emphasised the need for dedicated, protected cycle paths, especially on busy or high-speed roads like the B4499/ B4044 between Eynsham and Botley (where there was strong support) and Lower Road.
- **Specific danger points:** Hazardous locations were highlighted by respondents including Cuckoo Lane, access to Oasis Business Park, Lower Road and A4095 railway bridge at Hanborough, reflecting many locations picked up in the LCWIP.

2. Connectivity and Prioritisation

- **Upgrade and prioritise key links:** Respondents frequently mention the importance of prioritising the Freeland–Eynsham bridleway, the Eynsham–Botley (B4044) route, and Lower Road. These are seen as critical for school access, commuting, and connecting to Hanborough Station.
- **Bridleway and Public Rights of Way links:** There is mixed opinion about the role of bridleways and public rights of way links. Some respondents see them as an important part of the network that should be developed further to allow connectivity. Other people believe that improving bridleways and upgrading public rights of way risks eroding the quality of walking routes and public rights of way e.g. Vincent's Wood and the Fishponds. The need to balance accessibility with preserving rural character is stressed.
- **Future developments:** The benefit of demonstrating how the proposals in the LCWIP link with proposed developments in the area, including West Eynsham Strategic Development Area, is stated.

3. Environmental and Community Considerations

- **Green infrastructure:** Several respondents advocate for “green lanes” or routes integrated with green infrastructure, improving both the user experience and air quality.

4. Opposition to Certain Proposals

- **Pigeon House Lane:** There is significant opposition to making Pigeon House Lane one-way, with many preferring “access only” restrictions to maintain local access and minimize inconvenience.
- **Shared paths:** Some respondents are against shared foot/cycle paths, especially in areas with high numbers of people walking, and call for clear separation between people cycling and walking.

5. Maintenance

- **Surface quality and enforcement:** The importance of keeping walking, wheeling and cycling routes well maintained including with a smooth surface is highlighted.

Cycling improvements

Q3. Overall, what do you think of the suggested cycling improvements shown on pages 34 – 40 of the draft LCWIP?

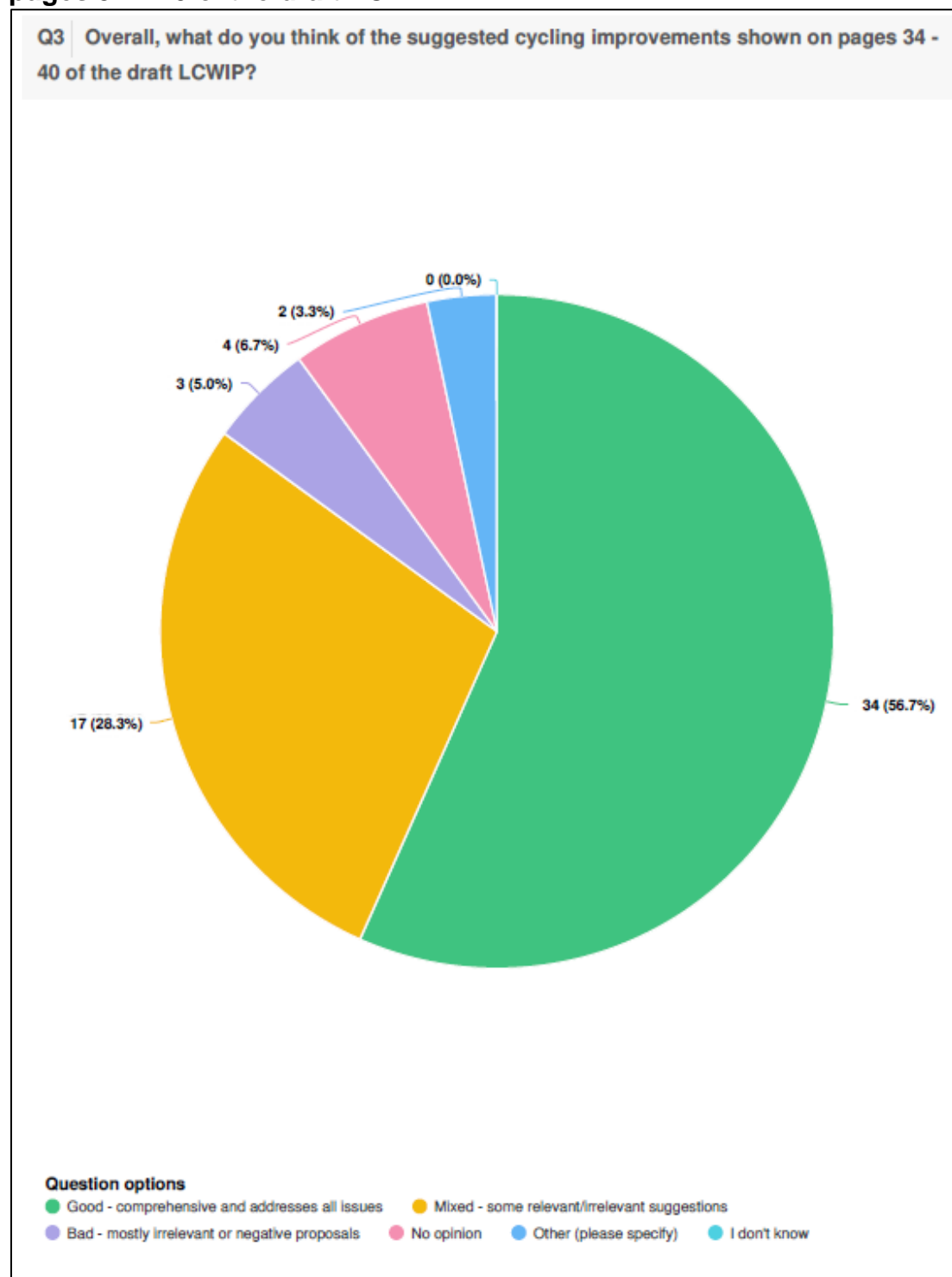


Figure 136: Views on the cycle network improvements

A variety of views were received to the question about the proposed cycle network improvements. 3 people skipped this question. Of those who answered the question:

- 56.7% (34 people) of respondents said the proposed cycle network improvements were 'good – ambitious and address all issues'
- 28.3% (17 people) of respondents said the proposed cycle network improvements were 'mixed – some appropriate and some inappropriate or negative suggestions'
- 6.7% (4 people) of respondents said the proposed cycle network improvements were 'bad – mostly inadequate or negative proposals'
- 6.7% (4 people) of respondents said that they did not have an opinion on the cycling network
- 3.3% (2 people) gave 'other' views on the cycling network

Q4. What changes, if any, would you make to the suggested cycling improvements?
(free text question)

Several responses were received to the question about changes to the cycling improvements. These responses broadly reflect those received to the question about changes to the cycling network and have been categorised below.

1. Safety and Segregation

- **Demand for safer infrastructure:** Respondents frequently call for cycling improvements to focus on safety, especially through physical segregation from traffic. There are repeated requests for dedicated cycle paths, particularly on busy or high-speed roads, including the connection between Eynsham and Botley and Eynsham and Hanborough.
- **Specific danger points:** Improvements to junctions that give priority to people cycling was raised. Some respondents state that the LCWIP does not go far enough in ensuring priority for people walking, wheeling and cycling over motor vehicles.

2. Connectivity and Prioritisation

- **Upgrade and prioritise key links:** The importance of safe cycling provision between Eynsham and Botley via the B4044 is reiterated. There is also strong support for a safe cycle connection between Eynsham and Hanborough via Lower Road and connections between Eynsham and Freeland. These are seen as critical for commuting, school access, and connecting villages. The need to develop proposals further on the B4449 (which is deemed to currently be unsafe), is expressed.
- **Bridleway connections:** There is concern expressed from some respondents that improvements to bridleways will come at the detriment to horse riders, particularly excessive use of tarmac. The need for connectivity needs to be balanced against the protection of rural character and biodiversity.

3. Environmental and Community Considerations

- **Green infrastructure:** Several respondents advocate for integrating green corridors or “green lanes” into cycling improvements, to enhance user experience and air quality.

4. Opposition to Certain Proposals

- **Pigeon House Lane:** There is significant opposition to making Pigeon House Lane one-way, with many preferring “access only” restrictions to maintain local access and minimize inconvenience.
- **Shared paths:** Some respondents are against shared foot/cycle paths, especially in areas with a high number of people walking and call for clear separation between people walking and cycling. Some people go further and state that walking and cycling routes should not be adjacent to the road but should be along separate corridors.

5. Maintenance and Practical Improvements

- **Surface quality and enforcement:** Calls for better maintenance of existing paths, vegetation control, and enforcement of parking restrictions near schools and shops are requested by respondents.
- **Cycle parking:** Some respondents mention the need for more cycle parking at key destinations, although the exact location is not specified.

Q5. Walking network

Overall, what do you think of the proposed walking network (shown on page 47)?

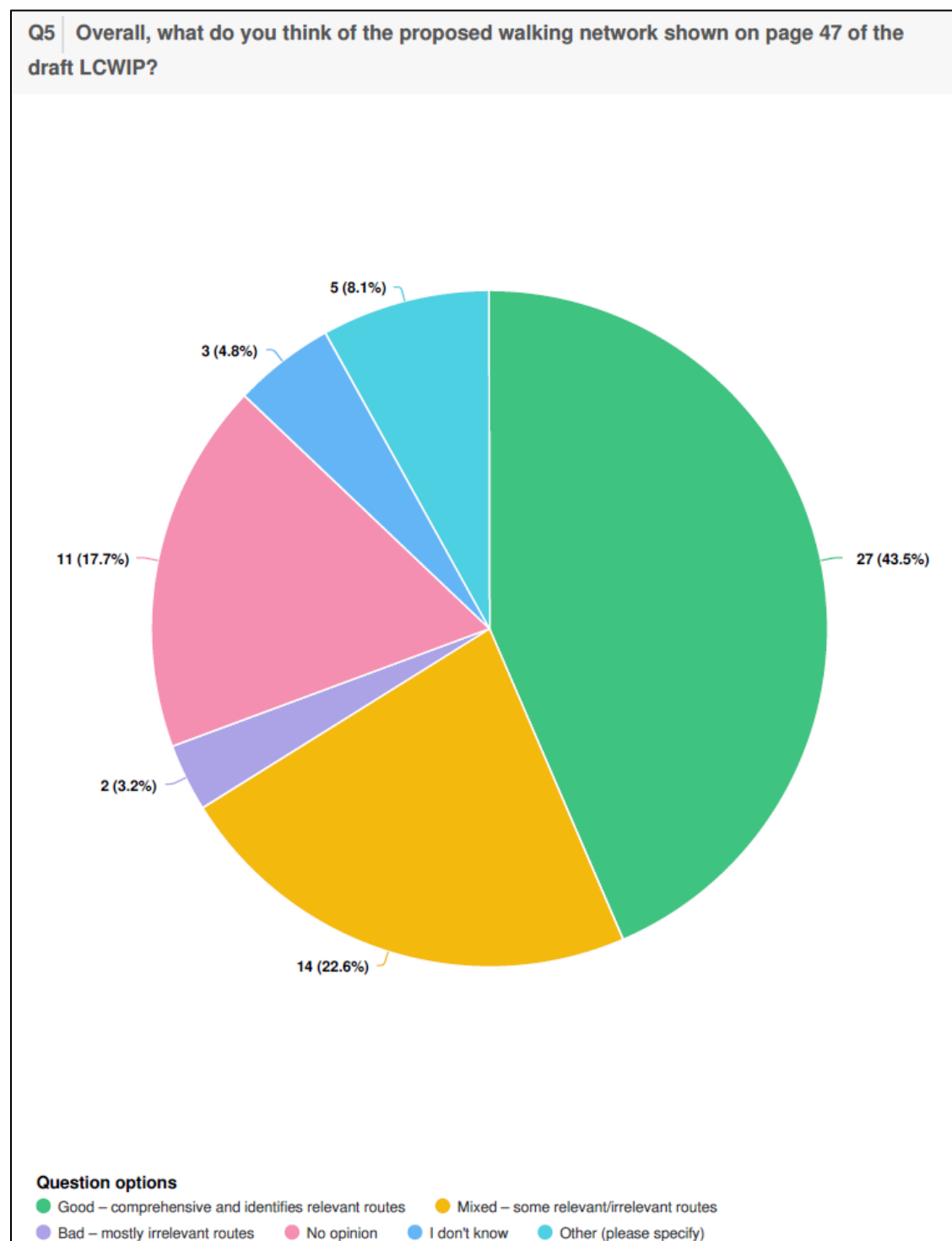


Figure 137: Views on the walking network

A variety of views were received to the question about the proposed walking network. 1 person skipped this question.

Of those who answered the question:

- 43.5% (27 people) of respondents said that the walking network was 'good – comprehensive and identifies relevant routes'
- 22.6% (14 people) of respondents said that the walking network was 'mixed – some relevant/irrelevant routes'
- 3.2% (2 people) of respondents said that the walking network was 'bad – mostly irrelevant routes'
- 17.7% (11 people) of respondents selected 'no opinion'
- 4.8% (3 people) of respondents selected 'I don't know'
- 8.1% (5 people) of respondents selected 'other'

'Other' comments stated concern around air quality, not noticing what changes have been made and the importance of making it easier for people to walk in the identified core area and reduce some of the dangerous, negative behaviours in this area at present.

Q6. What changes, if any, would you make to the suggested walking network? (free text question)

There were 18 responses received to the question about changes to the walking network. These responses have been categorised below.

1. Gaps in infrastructure

- **Missing links between key destinations:** It was raised that there is a lack of safe and continuous walking infrastructure between Church Hanborough and Lower Road, on Pigeon House Lane and missing footpaths in areas like Freeland and Church Hanborough. Similarly, within Eynsham there was no safe walking route in busy areas such as The Square and Church Street.
- **Overview of walking network:** Respondents expressed a desire for an overview of the entire footpath network to help identify gaps. There was also a request for the walking network map to show routes connecting West Eynsham SDA and Salt Cross to existing networks.

2. Accessibility and Safety

- **Pedestrian and cycling sharing footway:** Some respondents were concerned about people cycling on footpaths, making them unsafe for people walking and wheeling. They also felt shared foot/cycle paths, especially in areas with a high number of people walking, were a concern and there was a call for clear separation between people walking and cycling.
- **Safety enhancements:** There were specific suggestions highlighted including encouraging clear sightlines for proposed footway and ensuring pedestrian crossings has clear desire lines. Creating a one-way system and widening the pavements in Eynsham was also suggested.
- **Realistic Assumptions:** Respondents raised concerns that the plans assume everyone can walk 2 km, which could be unrealistic for older or less mobile residents. As a result, there was a request for short-stay parking demand near shops to be considered to avoid unsafe parking behaviours that restrict walking.

3. Environmental considerations

- **Integration with Green Infrastructure:** There were strong calls for walking and cycling routes to be integrated into green corridors to improve air quality and user experience. Some respondents felt there was a lack of tree planting and greening despite 'attractiveness' being symbolised by a tree. Climate change was emphasised.

4. Maintenance and Surface Quality

- **Surface quality:** Poor walking surfaces and the responsibility for clearance and maintenance of existing pathways was called for.
- **Parking enforcement:** There was also mention of paths often being blocked by parked cars or pub outside furniture, which makes for an unsafe walking environment as useable pathways become narrowed.

Walking improvements

Q7. Overall, what do you think of the suggested walking improvements shown on pages 52-60?

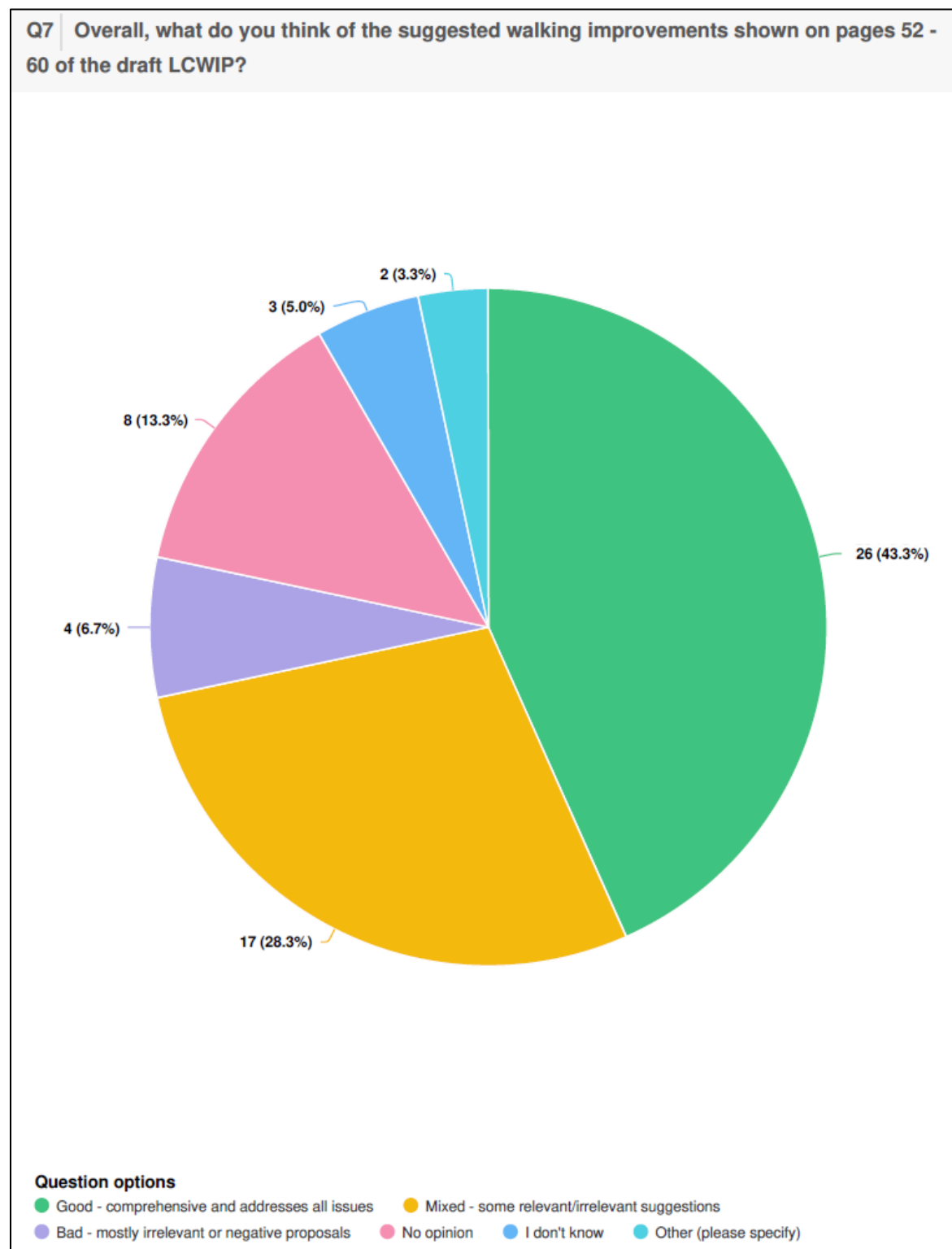


Figure 138: Views on the walking network improvements

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

- 43.3% (26 people) of respondents said that the walking network improvements were 'good – comprehensive and address all issues'
- 28.3% (17 people) of respondents said that the walking network improvements were 'mixed – some relevant/irrelevant suggestions'
- 6.7% (4 people) of respondents said that the walking network improvements were 'bad – mostly irrelevant or negative proposals'
- 13.3% (8 people) of respondents selected 'no opinion'
- 5.0% (3 people) of respondents selected 'I don't know'
- 3.3% (2 people) of respondents selected 'other'

'Other' comments stated opinions on specific improvements such as Lower Road and Pigeon House Lane.

Q8. What changes, if any, would you make to the suggested walking improvements?
(free text question)

There were 23 responses received to the question about changes to the walking improvements. These responses broadly reflect those received to the question about changes to the walking network and have been categorised below.

1. Infrastructure and connectivity

- **Missing or inaccurate routes:** It was a repeated concern that the suggested footway in Church Hanborough was positioned on the eastern side when it would be more logical for it to be on the western side. Similarly, there was a call for routes to be integrated with commuter routes such as connecting Lower Road, the A4095 and the train station as a singular route.
- **Community integration:** There were calls for clear signposting of walking routes, especially to the village centre from new developments and to and from the train station.

2. Safety and traffic management

- **Safer Crossings:** Respondents requested several safe crossing points to be looked at, such as on Witney Road near the nursery and Stanton Harcourt Road near the Oasis Business Park. There was also a clear preference for zebra or uncontrolled crossings instead of traffic light-controlled crossings.
- **Safety enhancements:** Some respondents were concerned about people cycling on footpaths, making them unsafe for people walking and wheeling. There was a feeling that shared use paths were not always the best solution and still presented safety concerns.

3. Accessibility and inclusion

- **Dropped kerbs:** Several comments emphasised dropped kerbs at all crossing points as a priority improvement, to improve the access around the village for all users including mobility aid users.
- **Traffic calming vs chicanes:** There was support shown for traffic calming measures such as raised tables and narrowed carriageways. Whereas opposition was shown for chicanes, which were seen to create congestion and hazards, taking away from sightlines.

4. Maintenance

- **Surface quality:** It was highlighted that poor surface quality of existing pathways was an issue that residents felt should be fixed alongside or before new improvements were introduced.
- **Hedges and greenery:** Residents felt that overgrown hedgerows and grass verges negatively impacted the current walking environment and whilst new infrastructure was supported, it needed to be maintained.

5. Environmental considerations

- **Green infrastructure:** Strong recurring themes were raised about green corridors or 'green lanes' to improve the user experience and air quality.

Route Prioritisation

Q9. Overall, what do you think of the prioritisation scoring/ ranking of design recommendations, shown on page 66 of the draft LCWIP?

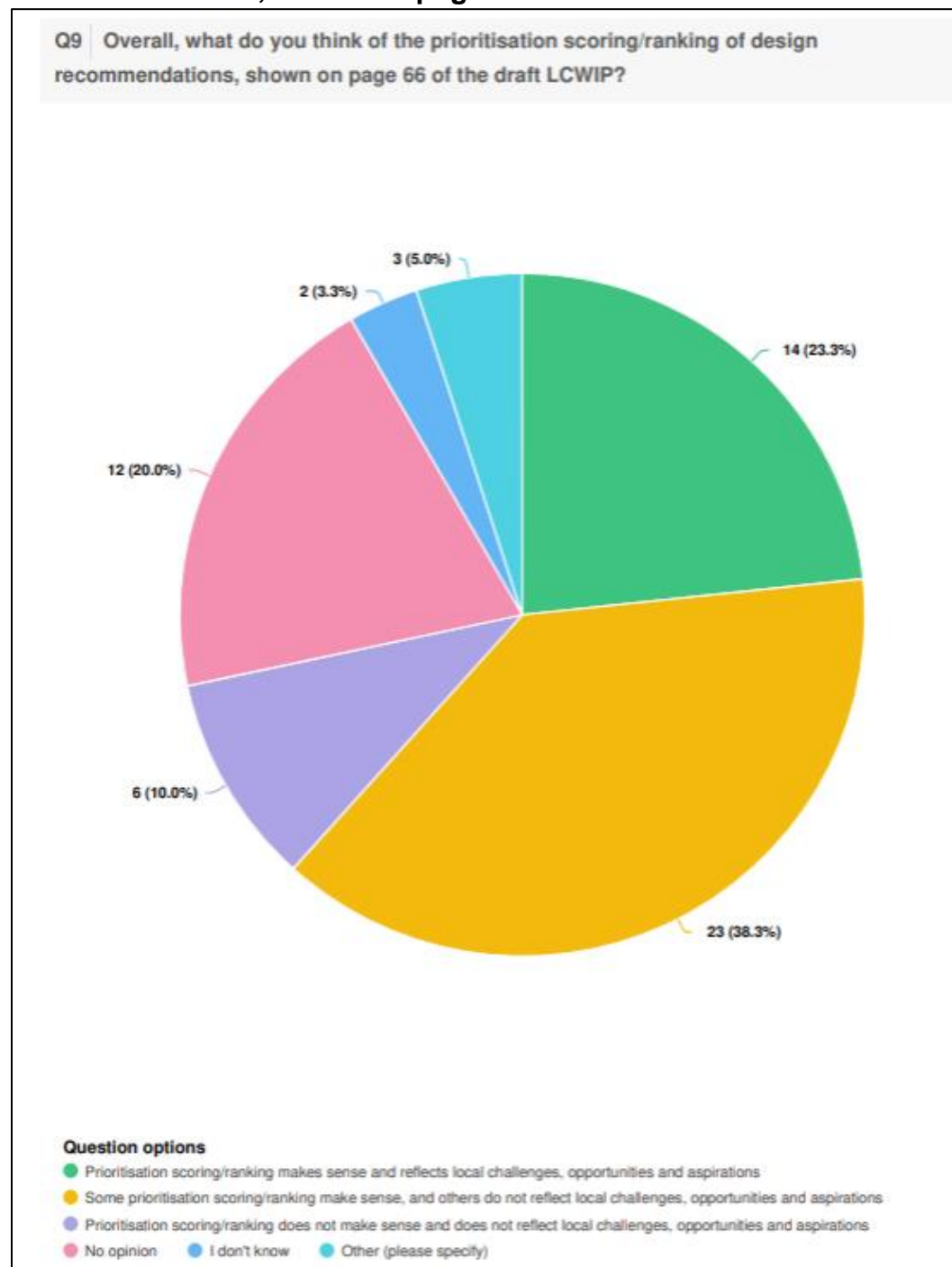


Figure 139: Views on prioritised routes

Of those who answered the question (3 skipped) 'Overall, what do you think of the prioritisation scoring/ ranking of design recommendations, shown on page 66 of the draft LCWIP':

- 23.3% (14 people) of respondents said that the prioritisation 'makes sense and reflects local challenges, opportunities and aspirations'
- 38.3% (23 people) of respondents said that some of the prioritisation 'makes sense and others do not reflect local challenges, opportunities and aspirations'
- 10% (6 people) of respondents said that the prioritisation 'does not make sense and reflect local challenges, opportunities and aspirations'
- 20% (12 people) of respondents had 'no opinion'
- 3.3% (2 people) of respondents did not know
- 5% (3 people) of respondents selected 'other'

Q10. What changes, if any, would you make to the list of prioritised routes improvements? (free text question)

The consultation responses show the differing views and priorities of stakeholders and residents in the Eynsham area, although it is important to note that respondents to the consultation are not representative of all Eynsham residents. This demonstrates the subjectivity that informs part of route prioritisation and therefore the need to consider other factors when prioritising also. Common schemes mentioned as top priorities include the link between Eynsham and Botley and Eynsham and Hanborough. The need to consider further a safe route on the B4449 was also raised by multiple respondents.

There is confusion amongst some respondents regarding the timeframe of improvements – short, medium and long term, and that for some improvements this should be amended to reflect the importance of a scheme. The time to deliver schemes is noted as being ‘underwhelming’ by one respondent due to a limited number of schemes in the short-term category.

5. Written responses

Table 24: Written responses to the consultation

Stakeholder	Response summary	OCC officer response
Eynsham Parish Council	<p>A range of comments were received related to the overall LCWIP and specific proposals including:</p> <ul style="list-style-type: none"> a) A40 proposals b) Exploring cycling improvements before walking c) Avoidance of shared routes d) Lack of engagement with secondary school e) Illegal Parking including on Thornbury Road f) Maintenance of existing road surface g) Plan too long h) Eynsham to Botley route and Eynsham to Hanborough route are highlighted as key priorities i) Support for upgrading bridleways but with consideration to all users j) Items missing from improvements and prioritisation tables k) Improvements 6.1 and 9.2 should be for walking only l) Mead Lane does not need to be made suitable for people to cycle given other improvements m) Categorisation of routes in the walking hierarchy map n) Support expressed for more crossings and junction mouth narrowing to facilitate 	<ul style="list-style-type: none"> a) The A40 proposals in the LCWIP reflect those that are part of the A40 Eynsham Park and Ride to Wolvercote scheme being delivered by OCC, with additional aspirations for the A40 also included in the LCWIP. b) The structure of the plan follows national guidance for developing LCWIPs, which all OCC LCWIPs follow. It is acknowledged that the structure does not reflect the transport user hierarchy and discussion will be had internally at OCC to consider this further. c) National guidance and standards will be followed when implementing new/ improved walking and cycling infrastructure, including shared routes. Shared routes will be avoided where possible. d) It is acknowledged that involvement of the Eynsham Partnership Academy in the steering group would have been helpful. We will work with OCC's School Engagement team to reach out to the school and better understand concerns and how these can be overcome. e) Illegal parking where there is an obstruction is a matter for the Police. Lining in the village centre will be considered as part of the Eynsham Village Centre study. Parking issues in the vicinity of Bartholomew School are an issue to first be addressed through engagement with the school. OCC currently do not have the funding to pursue new parking schemes

	<p>safe crossing for people walking</p> <p>o) Lack of clarity around what a school street means at the primary school</p> <p>p) Request for a footpath/ permissive path is add to the land adjacent to Fishponds/ Station Road</p> <p>q) Request improvements 7.1. – 7.5. move from long term to medium term and improvement 7.3. is removed to make the route cheaper</p> <p>r) Whether the prioritisation is the best approach for Eynsham and if delivery should be based on scheme type e.g. crossings</p>	<p>outside of their identified programme of work. OCC can pursue schemes if external sources of funding are made available and often work with local Towns and Parishes in this way. The cost of implementing parking restrictions is currently £4,224, which covers legal work, consultation and associated procedural functions, but does not cover lining and signing.</p> <p>f) It is acknowledged that maintenance is important in supporting walking, wheeling and cycling journeys. LCWIPs do not cover maintenance issues. These issues have been reported to OCC's highway maintenance team and can continue to be reported on Fix My Street</p> <p>g) The LCWIP has been condensed where possible, whilst keeping key context sections.</p> <p>h) Priorities are noted.</p> <p>i) If funding is secured to improve a bridleway, engagement with all users of the space will take place to ensure a design is created that is inclusive and considers the needs of all.</p> <p>j) Missing items from the improvements and prioritisation tables have been added where still relevant.</p> <p>k) Proposals 6.1 and 9.2 have been modified to serve people walking and wheeling only.</p> <p>l) The proposal to enable cycling on Mead Lane has been removed from the LCWIP.</p> <p>m) The walking network hierarchy map is indicative only and typically</p>
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		<p>shows existing 'formal footways' and bridleways.</p> <p>n) Noted.</p> <p>o) The LCWIP sets out aspirations for improving walking, wheeling and cycling provision in Eynsham. The detail of proposals, including school streets, will be further defined should funding come forward to develop the project.</p> <p>p) The request for a footpath/ permissive path using non-highway land to connect Station Road and Merton Court/ Blankstone Close is noted as an aspiration. Land ownership can act as a barrier to delivery of schemes and gauging interest in improving this area with the landowners would be beneficial before inclusion in the LCWIP.</p> <p>q) The timeframe associated with an improvement is indicative only. As outlined in the LCWIP a standard process is followed to assign a timeframe to improvements, and this is based on several factors.</p> <p>r) The list of prioritised improvements is indicative only and does not solely dictate what schemes will be delivered and when, as each funding opportunity comes with its own criteria, and not all schemes will fit the criteria. In addition, development proposals present opportunities to secure funding and deliver improvements, and it is the location of an improvement in this instance that dictates whether it could be implemented. As funding opportunities arise, schemes will be developed further, and some elements may be excluded or modified. Prioritisation and associated timescales follow a</p>
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		standard process that are influenced by several factors.
CAPzero member	Request to change the name of the LCWIP to including wheeling to make it more inclusive.	It is acknowledged that the name is limiting. LCWIP is a nationally recognised label, which is why the document is titled as it is. Throughout the LCWIP we have aimed to make clear that wheeling is also considered.
Oxfordshire Liveable Streets	States that the plan fails to consider the broader traffic network, which is necessary to make walking and cycling more inclusive. This is particularly important in Eynsham due to narrow streets and proposals should include preventing through traffic.	A more comprehensive review of traffic flow in Eynsham will be considered as part of a complimentary piece of work to the LCWIP. This piece of work will consider how to make walking, wheeling and cycling safer and more inclusive in the village centre and include a review of the public realm/ place shaping features and overall traffic routing and management. It is acknowledged that the narrow streets reduce the ability to implement infrastructure solutions for safer walking, wheeling and cycling in many instances, hence the need to consider the traffic network.
Green TEA	Expressed support for the plan and identified key priorities for the group.	These priorities have been noted.
Stantec on behalf of Grosvenor	Points raised relate to the importance of the Lower Road cycle connection between Eynsham and Hanborough Station, the need for a coordinated approach to works on Cuckoo Lane, and lack of support for the grade separated crossing proposal.	Through the planning process OCC seek to work with Grosvenor to deliver improvements to Cuckoo Lane as part of the Salt Cross garden village development. OCC are in the process of working with consultants to better understand the challenges and opportunities for delivering a grade separated crossing of the A40 at Eynsham. Studies have not concluded that this is undeliverable and so the crossing remains an aspiration of OCC's.
Stanton Harcourt Estate	Expressed a lack of support for the proposal for an improved bridleway connection between Stanton Harcourt and Eynsham due to issues of flooding, land ownership and negative impacts on the setting and horse riders.	The proposal has been modified to suggest a range of options for a safer walking, wheeling and cycling route between Eynsham and Stanton Harcourt to reflect consultation responses. The preferred option will be determined at a later stage during

		feasibility work should funding become available.
Freeland Parish Council	A safe cycling route is needed between Freeland and Eynsham to support safe journeys to school, the park and ride and Oxford. This should utilise the bridleway network.	Safe improvements between Freeland and Eynsham for people walking and cycling are included in the LCWIP. These are improvements 22.1, 22.2, 22.5, 23.1.
West Oxfordshire District Council Planning Officer 1	<p>Eynsham LCWIP is important for supporting walking and cycling journeys from proposed strategic development sites in the area. However, the LCWIP should show walking and cycling connectivity required to be delivered by these sites.</p> <p>The provision of all primary walking and cycling routes as greenways/ green lanes was requested.</p> <p>A holistic design approach is needed that considers placemaking.</p>	The LCWIP seeks to identify improvements to the existing networks and broad connections to greenfield development sites. LCWIPs predominantly consider infrastructure, and placemaking elements will be incorporated as a scheme is taken through feasibility and developed. Where new routes will be through development sites, it is the role of the developer to plan and design these based on the opportunities and constraints of the site. It is likely that within the development sites green corridors for active travel could be created, however, this is challenging within the existing network and urban fabric of Eynsham. Developers will be signposted to the LCWIP alongside other guidance documents to create high quality developments through the planning process.
West Oxfordshire District Council Climate Change Officer 2	Request to extend the LCWIP area to cover the whole of the CAPzero area and consider walking within this area too.	The original purpose of Eynsham LCWIP was to create a localised plan to improve cycling and walking in Eynsham village itself, because of the large-scale developments proposed around the village. From discussions with the steering group, it became clear that there was an opportunity to include some of the surrounding area that already has connections into and from Eynsham for reasons such as schools or employment. An LCWIP tends to focus on cycling improvements to areas further away such as Freeland, Stanton Harcourt and Long Hanborough, mainly because more people are likely to

		cycle that distance over walking, and therefore cycling improvements are likely to benefit more users.
Resident 1	Support for the comments of another respondent are expressed.	This has been noted as part of the consultation analysis.
Resident 2	<p>A range of comments to the consultation were received, including:</p> <ul style="list-style-type: none"> • Plan being too long • Plan more focused on cycling than walking • Maintenance is a deterrent to cycling • Shared walking and cycling routes should be avoided • Concern cycle parking reduces available footway • People should not be able to cycle along Mead Lane, through the Fishponds, between Eynsham and Stanton Harcourt via the PRoW network (28.1), the connection to South Leigh (31.1) 	<p>The LCWIP has been condensed where possible, whilst keeping key context sections.</p> <p>The plan reflects improvements suggested through engagement and consultation exercises and site audits.</p> <p>It is acknowledged that maintenance is important in supporting walking, wheeling and cycling journeys. LCWIPs do not cover maintenance issues. These issues have been reported to OCC's highway maintenance team and can continue to be reported on Fix My Street.</p> <p>National guidance and standards will be followed when implementing new/improved walking and cycling infrastructure, including shared routes. Shared routes will be avoided where possible.</p> <p>Should funding become available to implement cycle parking, further engagement will take place with local stakeholders and the public to determine the optimal location. Design and location of cycle parking facilities will ensure footway width is not compromised.</p> <p>Cycling along Mead Lane and through the Fishponds have been removed from the LCWIP. If funding is secured to improve a bridleway (where cycling is currently permitted) or other public right of way, engagement with all users of the space will take place to ensure a design is created that is inclusive and considers the needs of all.</p>

6. Conclusion

Overall, there has been a broadly positive response to the draft Eynsham LCWIP. Most respondents support the walking and cycling networks and improvements suggested. There was an emphasis on making routes accessible and safe for all, both within Eynsham and for connecting to the surrounding area, whilst not compromising biodiversity and other users of the space e.g. horse riders. There was some concern about the detail and feasibility of proposals. The LCWIP is an aspirational document and does not consider feasibility in depth, which comes at a later stage once funding has been identified to progress a scheme. As a result, the proposals in the LCWIP are suggestions based on information gathering and require further consideration. Respondents understandably had different priorities, but there was overall support for changes and facilitating sustainable travel.

The key themes and points emerging from the consultation and OCC officer responses to these are summarised in Table 2 in no particular order.

Table 25: Key themes and points from the consultation

Key themes and points from the consultation	OCC officer response
Use of shared space and the conflict this could create	<p>It is acknowledged that shared use paths can reduce comfort for people using the path. Shared use paths will only be implemented where there is not enough space to physically separate people walking, wheeling and cycling, or level of usage is predicted to be low and so able to safely accommodate people walking, wheeling and cycling in a shared space.</p> <p>National guidance (including Local Transport Note 1/20 and Active Travel England shared use guidance) will be followed when implementing shared use spaces, which includes detail on the minimum width of the path, the number of people walking and cycling that can be accommodated, and the design of the path. Should a shared use proposal be taken forward for further design and delivery, engagement with stakeholders, including those with additional needs, will take place to inform the design.</p>
Impact on other users and general setting arising from cycling on bridleways/ other public rights of way	Should funding become available to develop proposals that utilise the public right of way network, consultation will take place with all users of the space. This consultation will ensure all needs are considered and reflected in the final scheme, so that improvements do not come at the detriment of some user groups. People are permitted to cycle on bridleways, any improvement seeks to ensure it is safe and accessible for all people cycling.

Improvements to walking and cycling routes are needed now	The LCWIP is an important tool for identifying where improvements to walking and cycling infrastructure are needed now. The delivery of schemes in the LCWIP is subject to funding. The LCWIP will support funding bids and developer funding requests by demonstrating an evidence-based need for the improvement.
Interaction between the LCWIP and future growth areas	The LCWIP can only address current and confirmed (in the Local Plan) developments and not speculative and potential future developments that have not been clearly defined and set in policy. The LCWIP is a live document and as further development details are confirmed, including through the update of West Oxfordshire's Local Plan, the LCWIP will be updated to reflect this and ensure connectivity by walking, wheeling and cycling. The LCWIP can inform requirements from Salt Cross and West Eynsham SDAs, but the planning process will be followed, and additional mitigations may be necessary as detail of the sites emerge – the LCWIP does not have all the answers.
Maintenance of existing infrastructure is important	Whilst the LCWIP does not directly deal with maintenance, the importance of maintaining existing infrastructure is acknowledged. Officers involved in the development of the LCWIP share maintenance findings with OCC's maintenance team to add to their programme of work (which is subject to funding and resources).
Widening the scope of the LCWIP/ suggestions outside scope	There have been calls to increase the scope of this LCWIP, which covers Eynsham village and walking, wheeling and cycling connections to surrounding areas where Eynsham is the service centre. Eynsham LCWIP has been written in response to proposed developments and population growth in the immediate area. To make this clearer, the name of the LCWIP has been changed to simply 'Eynsham LCWIP'. OCC have developed a Strategic Active Travel Network that considers walking, wheeling and predominantly cycling connections between settlements and LCWIP areas, which picks up many of the additional areas discussed. As per Oxfordshire's LTCP, smaller settlements do not typically have their own LCWIP. However, it is evident from consultation feedback that a more detailed review of walking, wheeling and cycling provision in Long Hanborough is needed. In the interim, suggestions outside the scope of this LCWIP will be added to OCC's broader pipeline of schemes.
Feasibility/ detail of proposals	The LCWIP identifies where improvements are needed and sets out the intent to make improvements and an aspiration for a route or area. Following the development of the LCWIP, funding will be sought to develop proposals further and determine what is feasible, at this point proposals can

		be modified. The LCWIP does not go into feasibility detail. An LCWIP is only part of the solution to improving walking, wheeling and cycling and compliments/ informs other pieces of work and process.
Prioritisation differing views	and	<p>Understandably, residents and stakeholders have differing views on the prioritisation of route improvements. Stakeholder views are one aspect of prioritising routes. A number of other less subjective factors all influence route prioritisation too, as per OCC's standard prioritisation criteria for all LCWIPs. Route prioritisation provides an indication of measures that are likely to deliver the greatest benefits to the greatest number of people and support OCC's LTCP targets. The prioritised list of improvements is therefore a tool, but it does not dictate delivery of improvements. Development/ delivery of improvements is influenced by many factors including funding, which has its own set of criteria.</p> <p>Routes rather than individual improvements have been prioritised so that continuous provision can be demonstrated, which is an aspiration of this LCWIP and promoted in national guidance. However, routes and ranking are not prescriptive, and development/ delivery of routes or parts of routes will be informed by additional factors such as funding.</p>

Appendix 1 – Let's Talk Oxfordshire consultation questions

Eynsham and the surrounding area Local Cycling and Walking Infrastructure Plan (LCWIP)

Let's Talk Oxfordshire Survey

What are your views of Eynsham and the surrounding area Local Cycling and Walking Infrastructure Plan?

This survey asks for your views on the draft Eynsham and surrounding area Local Cycling and Walking Infrastructure Plan (LCWIP). The information we receive will help us to modify the LCWIP to ensure it is accurate and reflective of local issues and opportunities.

If completing a paper survey, you can post your completed survey to us for free (no stamp required) by writing this address in the middle of the envelope: **Freepost OXFORDSHIRE COUNTY COUNCIL**. Please also write 'Eynsham LCWIP' on the top left corner of the envelope so we can easily identify what is inside.

Cycling

These questions ask for your views on the proposed cycling network made up of existing and new routes and improvements to this in Eynsham.

Overall, what do you think of the proposed cycling network shown on page 27 of the draft LCWIP? (Choose any 1 option)

- ☐ Good - it is comprehensive and identifies relevant routes
- ☐ Mixed - some routes are relevant/irrelevant
- ☐ Bad – mostly irrelevant routes
- ☐ No opinion
- ☐ I don't know
- ☐ Other (please specify)

What changes, if any, would you make to the suggested cycling network?

Note: e.g. adding certain routes, re-routing existing routes, dropping unnecessary links

2. Overall, what do you think of the suggested cycling improvements shown on pages 34 – 40 of the draft LCWIP? (Choose any 1 option)

- Good - it is comprehensive and addresses all issues
- Mixed - some routes are relevant/irrelevant suggestions
- Bad – mostly irrelevant or negative proposals
- No opinion
- I don't know
- Other (please specify)

3. What changes, if any, would you make to the suggested cycling improvements?

Walking

These questions ask for your views on the proposed walking network made up of existing and new routes and improvements to this in Eynsham.

Overall, what do you think of the proposed walking network shown on page 47 of the draft LCWIP? (Choose any 1 option)

- Good - it is comprehensive and identifies relevant routes
- Mixed - some routes are relevant/irrelevant
- Bad – mostly irrelevant routes
- No opinion
- I don't know
- Other (please specify)

What changes, if any, would you make to the suggested walking network?

Note: e.g. adding certain routes, re-routing existing routes, dropping unnecessary links

Overall, what do you think of the proposed walking improvements shown on pages 52 – 60 of the draft LCWIP? (Choose any 1 option)

- Good - it is comprehensive and addresses all issues
- Mixed - some routes are relevant/irrelevant suggestions
- Bad – mostly irrelevant or negative proposals
- No opinion
- I don't know
- Other (please specify)

What changes, if any, would you make to the suggested walking improvements?

Route prioritisation

Overall, what do you think of the prioritisation scoring/ranking of design recommendations, shown on page 66 of the draft LCWIP? (Choose any 1 option)

- Prioritisation scoring/ranking makes sense and reflects local challenges, opportunities and aspirations
- Some route prioritisation scoring/ranking make sense and others do not reflect local challenges, opportunities and aspirations
- Prioritisation scoring/ranking does not make sense and does not reflect local challenges, opportunities and aspirations
- No opinion
- I don't know
- Other (please specify)

What changes, if any, would you make to the list of prioritised routes improvements?

About You

In what capacity are you responding to this consultation? (Choose any one option)

- ☐ Resident living in Eynsham
- ☐ Resident of a village nearby to Eynsham
- ☐ Resident of another part of West Oxfordshire District Council
- ☐ Resident of wider Oxfordshire
- ☐ Work locally
- ☐ Member of the public living outside of Oxfordshire
- ☐ Representative of a business, faith group, charity/organisation or education establishment
 - Please give the name of the business, faith group, charity/organisation, or education establishment you represent

- ☐ Representative of an interest group or campaign group/organisation
 - Please give the name of the interest group or campaign group/organisation you represent

- ☐ A visitor to the area
- ☐ Parish, town, district or county Councillor
 - Please give your name and the parish or town/ward or division you represent

- ☐ Other (please specify)

Please provide the first four or five digits of your postcode (but not the letters at the end e.g. OX1 1 or OX12 5).

How did you find out about this consultation? (Choose any one option)

- ☐ Facebook
- ☐ X (formerly known as Twitter)

- Instagram
- LinkedIn
- NextDoor
- Oxfordshire.gov.uk website
- Email from Oxfordshire County Council
- Local news
- Oxfordshire County Councillor
- District Councillor
- Town/Parish Councillor
- Local community group/organisation
- Friend/relative/neighbour
- Other (please specify)

What is your age? (Choose any one option)

- 15 or under
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75-84
- 85 or over
- Prefer not to say

What is your sex? (Choose any one option)

- Female
- Male
- Prefer not to say
- I use another (please specify)

What is your ethnic background? (Choose any one option)

- Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)
- Black or Black British (Caribbean, African, or any other Black background)
- Chinese
- Mixed (White and Black Caribbean, White and Black African, White and Asian, and any other mixed background)
- White (British, English, Welsh, Scottish, Northern Irish, Irish, or any other white background)
- Prefer not to say
- Other ethnic group (please specify)

Are your day-to-day activities impacted because of a long-term illness, health problem or disability that has lasted, or is expected to last, at least 12 months? (Choose any one option)

- ☐ Yes – a lot
- ☐ Yes – a little
- ☐ No
- ☐ Prefer not to say

If you answered yes, does cycling help you to get around? (Choose all that apply)

- ☐ Yes, cycling is easier than walking
- ☐ No

Would you like to sign up?

We'd like to invite you to receive email updates on news, events and developments across Oxfordshire and opportunities to have your say.

The email contact details you provide will be separated from the feedback you have shared in this survey.

Would you like to sign up to any of the following? (Please tick all that apply)

- ☐ Yes, I'd like to receive updates about activities on Let's Talk Oxfordshire
- ☐ Yes, I'd like to sign-up to get regular updates on the county's news, events, and developments from the council
- ☐ Yes, but I would only like to be kept informed about this consultation
- ☐ No thanks

If you have said yes for the question above, please provide your email address:

Appendix 2 – Let's Talk Oxfordshire consultation responses to free-text questions in full

Let's Talk response	OCC response
Question 2. What changes, if any, would you make to the suggested cycling network?	
I would never cycle in this area as far too dangerous and my job requires me to drive	Noted.
Prioritise the Freeland to Eynsham bridleway update and traffic calming into Eynsham. This will be game changing for access to the services in Eynsham, for cycling to school and for access to the Park and Ride. This should have the same significance as Lower Road	Noted.
Take a holistic approach to design. Create Green Lanes with green infrastructure to improve users kinetic experience and improve air quality.	Where possible green infrastructure for routes will be considered. The detail of routes, including green infrastructure, will be considered as a proposal is taken forward through feasibility and detailed design.
Need a proper solution for bicycles crossing the railway by long hanborough station, the footpath is too narrow for bicycles and pedestrians, and when bicycles use the road it causes a buildup of cars. Perhaps a level crossing is needed, or tarmac is needed to connect hanborough park directly to the newly proposed cycle network on lower road. Lower road needs a separate dedicated cycle path going down its entire length, sharing with cars going 60mph is not feasible if you are wanting more people to cycle. It needs to be a protected, separate, well maintained cycle path	Whilst detailed consideration of walking, wheeling and cycling routes within Hanborough are outside the scope of this LCWIP, it is acknowledged that a more comprehensive review of walking, wheeling and cycling in Hanborough, and necessary improvements to this, is required.
None, this plan would help massively improve with my commute from Eynsham to Abingdon and Eynsham to Hanborough train station.	Noted.
Where's the route from Eynsham to Botley ? That is far more important than all of this	The walking and cycling route between Eynsham and Botley is improvement 16.1. in the LCWIP.
The proposal is generally good. Upgrading existing bridleways for cycling with a good well maintained surface would be excellent. Cassington Road (Eynsham to Cassington) as a relatively car free road from Eynsham could be an easy win by moving the 'gate' so	Road width constraints and bridge stability mean this section of highway is unsuitable for motor vehicles, especially HGVs, so it is not possible to move the gate on safety grounds. There is a section of road that is not within the highway in this section also, meaning it is not controlled by OCC.

Eynsham Local Cycling and Walking Infrastructure Plan

<p>the small industrial estate is served via the existing A40 lights. This is a VERY popular cycling/walking route and offers a quiet route to Cassington. Access to the cricket club and buildings only.</p> <p>The Lower Road proposal serving Eynsham, Salt Cross and Hanborough Station be good but it is an extremely busy 'rat run' road and would require a solution to go under the narrow railway bridge and a safe method of crossing the A4095 to access the Hanborough cycle lane. This is a horrible very busy road to cross! Is there another option to utilise Burleigh Road as an alternative that could also serve Cassington? From experience, school runs and car parking outside shopping areas are the most dangerous for pedestrians and cyclists. Restrictions and enforcement is probably the only solution - we are all guilty!!</p>	<p>A feasibility study has been conducted into the most suitable route for a connection between Eynsham and Hanborough for people walking and cycling. This study looked at a range of options and concluded that Lower Road is the most suitable route – the full report can be found here: https://www.oxfordshire.gov.uk/transport-and-travel/connecting-oxfordshire/strategies-and-corridor-plans</p>
cycle/walking path connecting Church hanborough with the lower road path	Improvements have been added to the LCWIP as a result of the comments reflected in the consultation process. These include a reduction of the speed limit and traffic calming measures to create a safer environment for people walking and cycling (scheme reference 20.7).
Get Oxford County Council to act on majority public view [redacted].	Noted.
None. But I live in Botley and often cycle to Eynsham and beyond, so my main concern is with the proposed cycleway on the B4044 which is currently extremely dangerous for cyclists.	Noted.
change use of footpath from church hanborough to Eynsham into a bridleway for cycling. A very cheap a easy fix for cycling and not using the Lower Road, or Freeland route.	A feasibility study has been conducted into the most suitable route for a connection between Eynsham and Hanborough for people walking and cycling. This study looked at a range of options including the public right of way route (PRoW) mentioned and concluded that Lower Road is the most suitable route. OCC are exploring the potential for developing cycle connections between Eynsham and Hanborough using the PRoWs in this area also. However, this is subject to a number of challenges including land ownership, flooding and barriers.
prioritise the shared link for Lower road	Noted.
Upgrade local route through east side of Cassington to join A40 cycle path to primary route	The scope of this LCWIP covers Eynsham village and walking, wheeling and cycling connections to surrounding areas, considering future proposed growth in the area. It is not the role of this LCWIP to consider in detail walking, wheeling and cycling requirements in the surrounding villages and settlements.

Eynsham Local Cycling and Walking Infrastructure Plan

I think the plan covers the key routes I would be interested in	Noted.
Needs to include the entire length of Church Road from A4095 junction in Long Hanborough to the junction with lower road.	Improvements have been added to the LCWIP as a result of the comments reflected in the consultation process. These include a reduction of the speed limit and traffic calming measures to create a safer environment for people walking and cycling (scheme reference 20.2, 20.6 and 20.7).
None: this is an extremely well-researched, thoughtful, thorough piece of work with excellent proposals.	Noted.
<p>I urge the council to consider including a 'Rural Villages Connectivity Strategy' as part of the LCWIP. Rural communities like Hanborough and Freeland face different challenges to urban areas—narrow lanes, limited lighting, and high vehicle speeds—but that should not mean they are left behind.</p> <p>A dedicated rural module would allow the LCWIP to identify smaller, high-impact local links between villages and key destinations. Include lower-cost but meaningful interventions, such as shared-use paths or improved signage. Ensure that funding bids to Active Travel England and other bodies reflect the rural character of West Oxfordshire, not just its towns.</p>	<p>The scope of this LCWIP covers Eynsham village and walking, wheeling and cycling connections to surrounding areas, considering future proposed growth in the area. It is not the role of this LCWIP to consider in detail walking, wheeling and cycling requirements in the surrounding villages and settlements.</p> <p>The value of considering rural connectivity is noted. This will be considered further outside of Eynsham area LCWIP.</p> <p>In addition, Active Travel England are due to release guidance on rural active travel in 2025/26, which may aid Local Authorities in responding to rural issues.</p>
20.7 No need for cycleway on Pigeon House Lane. Instead make Pigeon House Lane "access only" signposted at each end to discourage through traffic, rather than one-way, which would be very inconvenient for locals.	Scheme has been modified based on consultation feedback.
Making Pigeon House Lane one-way is an unnecessary change. It is a quiet road that is absolutely fine to cycle and walk on today without intervention from the local authority. Furthermore, there are walking routes to Freeland from Church Hanborough via the fields. These work perfectly well.	Scheme has been modified based on consultation feedback.
<p>Babcock Hythe to Eynsham cycle route would not I feel be value for money in view of the remoteness of Bablock Hythe.</p> <p>A cycle path alongside the whole of the B4449 Eynsham Bypass would improve connectivity.</p>	<p>Noted.</p> <p>Provision on part of the B4449 is provided as part of proposed improvement 16.1. Due to alternative routes that are deemed more deliverable, a cycle route has not been proposed on the B4449 between Oxford Road and Station Road.</p>
key priority should be construction of cycle lane on Botley road	Noted.

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Link local lines from Farmoor to Stanton harcourt across the fields, possibly also Eynsham if the primary line along Eynsham road continues to be unsafe for cycling	Proposal 16.1 suggests improvements to Eynsham Road. The use of the public right of way network can be challenging due to land ownership, flooding and impact on biodiversity.
do not allow bikes on footpaths especially not through the fishponds- too many dogs and children use these paths and cyclists are not always respectful of pedestrians, expecting them to jump out of the way immediately	Proposed improvement for the Fishponds has been removed.
Prioritise Botley cycle path	Noted.
Route should go inside B4449, which was the route voted on and favoured by the local residents. Pinkhill Bridleway is NOT a good route...it is a popular walking and horse riding route and disturbance from cycles will be detrimental to its quite and peaceful nature. There is also the issue of a section of Steadies Lane NOT being a PROW (though it is a 'permissive path' so access is not an issue at present)	Proposal has been modified to suggest a range of options for a safer walking, wheeling and cycling route between Eynsham and Stanton Harcourt. This includes improvements to the B4449. The preferred option will be determined at a later stage during feasibility work should funding become available.
cuckoo lane adjustments do not go far enough. I cycle to work from Freeland to Oxford and that is the most dangerous part of my route. I have broken my arm once and nearly died once due to careless driving. The road needs widening, with marked cycle lanes. Simply not safe. Needs proper upgrade that reflects child and adult safety	OCC will work with the developers of Salt Cross to determine the optimum solution for Cuckoo Lane as the development comes forward.
Suggestion in Stanton Harcourt is wrong. The PROW does not extend the whole length of Steadys Lane.	Proposal has been modified to suggest a range of options for a safer walking, wheeling and cycling route between Eynsham and Stanton Harcourt. This includes improvements to the B4449. The preferred option will be determined at a later stage during feasibility work should funding become available.
Proposal 23.1 Bridleway through Vincent's wood should be modified to maintain the character of the ancient bridleway for use of walkers and cyclists and horse riders and deter motorcyclists and electric scooters. It should not be paved and should have speed calming measures and allow for wildlife tunnels e.g. hedgehogs and newts. The woods are rich in biodiversity and ground breeding birds and must be protected. The bluebells in April/May are a local delight and over-exposure would threaten this ancient woodland.	This improvement relates to bridleway 216/2/20 where cycling is currently permitted. The aim of any improvement is to ensure the route is accessible to all types of bike users and abilities. Any improvement will strive to be in keeping with the local environment.
Would be good to incorporate the West Eynsham SDA and Salt Cross into the network based on the current Masterplan layout. While these elements would likely deliver their own improvements	A map has been included to show the linkages between the LCWIP proposals and West Eynsham SDA masterplan proposals.

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<p>within the site, it is important that they align with the LCWIP proposals.</p>	
<p>Proposed 23.1 cycle route through Vincent's wood is in my view unsuitable as cycle route as the upgrades to make it accessible for bikes would be damaging to an important natural environment (bluebell wood) and wildlife habitat. This would mean removing vegetation and trees, damaging the surface of an ancient route (see for example old dressed stones along the path) . I think unless it were very rudimentary it would urbanise what is now an important local nature resource with eg signage and over-engineered cycle route rather than the simple peaceful path now enjoyed by walkers and visitors of all ages to the bluebell wood as well as wildlife. I am a cyclist and want safe cycle routes but the requirements for accessible cycle route here would just be too damaging. It also sounds rather expensive. Have measures such as traffic calming/speed restriction on the bend and road markings on Cuckoo lane been considered? Otherwise I support the proposals.</p>	<p>This improvement relates to bridleway 216/2/20 where cycling is currently permitted. The aim of any improvement is to ensure the route is accessible to all types of bike users and abilities. Any improvement will strive to be in keeping with the local environment.</p> <p>OCC will work with the developers of Salt Cross to determine the optimum solution for Cuckoo Lane as the development comes forward.</p>
<p>As a cyclist coming from Oxford to the Oasis Business Park, I'm glad to see the suggested upgrades to the cycle route along the A40. I didn't see mention of the junctions on the south side where traffic is accessing eg the lay-by or the m&m (?) waste site. These are potentially dangerous and might become more so if cycle traffic increases and cycling speeds increase.</p> <p>Also, more locally in Eynsham, I'd be keen to see my current route (station road, acre end street, mill street, new land street, cassington road) from Oasis to the A40 made safer, quicker and more comfortable. For example, being able to travel in the opposite direction to the one-way on Swan street would help. I can't work out if the new route through abbey meadows and the cycle path along the B4449 will improve the link to the A40. I'm disappointed that cassington road between the roundabout on the b4449 and cassington is not earmarked for resurfacing/ remarking with cycle lanes in both directions.</p>	<p>The improvements to the A40 form part of the Eynsham Park and Ride to Wolvercote improvement scheme due to be delivered by OCC. More details on the scheme can be found here: https://www.oxfordshire.gov.uk/transport-and-travel/roadworks/future-transport-projects/a40-improvements/park-and-ride-wolvercote</p> <p>The A40, including the layby, will be further considered as part of the proposed West Eynsham SDA development.</p> <p>Swan Street changes will be considered as part of the Eynsham Village Centre project – a complimentary project to the LCWIP that considers traffic flow and routing in the village centre, alongside public realm and placemaking improvements.</p> <p>Maintenance, including resurfacing, is not an issue that is addressed in the LCWIP. Maintenance requests have been passed onto OCC's maintenance team.</p>

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Overall, I very much approve of the plans and see the proposed scheme as a potentially very positive move to increase cycling traffic through and around Eynsham. I wish it could be implemented very soon as it will make a big difference. However, more realistically, I hope smaller measures such as making sure the A40 cycle route is clear of vegetation and remarked to make the boundaries more visible whilst we have dark evenings, would in themselves be a welcome first step.	
Question 4. What changes, if any, would you make to the suggested cycling improvements?	
<p>There is inadequate information. "New shared-use footway/ cycleway between Eynsham and Hanborough via Lower Road." This needs to be entirely distinct from the road and wide enough for bicycles to pass groups of walkers.</p> <p>Work on Church Road in Long Hanborough will make matters considerably worse for residents and cyclists. There are no visibility issues caused by vehicles parked legally currently (sometimes cars park on the roundabout itself, which is already not allowed). What is required is zebra crossings on all three of the roads reaching the roundabout - much cheaper and more effective for pedestrians.</p>	<p>The detail of schemes proposed in the LCWIP will be considered during the feasibility stage of scheme development, which is a subsequent stage to the LCWIP and takes place if funding becomes available.</p> <p>A feasibility study has been carried out for the Lower Road route, this is separate from the carriageway and follows design standards for inclusive and safe walking, wheeling and cycling routes. More information on the study and proposals can be found here: https://www.oxfordshire.gov.uk/transport-and-travel/connecting-oxfordshire/strategies-and-corridor-plans</p> <p>The scope of this LCWIP covers Eynsham village and walking, wheeling and cycling connections to surrounding areas where Eynsham is the service centre. It is evident from consultation feedback that a more detailed review of walking, wheeling and cycling provision in Long Hanborough is needed, however, this is outside the scope of this LCWIP. In the interim, these suggestions will be added to OCC's broader pipeline of schemes.</p>
Cycling routes are not feasible unless away from main roads	<p>The detail of schemes proposed in the LCWIP will be considered during the feasibility stage of scheme development, which is a subsequent stage to the LCWIP and takes place if funding becomes available. Schemes will follow national design standards for inclusive and safe walking, wheeling and cycling routes.</p>
Focus on Freeland to Eynsham is very promising. Be interesting to see the cycle layout within Salt Cross, as this must be being worked on too	Noted.
I am concerned that air quality has been identified as an issue, but there is a lack of any consideration of setting walking / cycling routes	It is challenging within the existing network and urban fabric of Eynsham to deliver routes within green corridors/ create green lanes. During the

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<p>within green corridors / infrastructure to create green lanes. Eynsham is in the top 10% of deprivation for access to green space & when creating more 'hard' infrastructure, I consider it to be an omission to not integrate active travel routes into green corridors, particularly in the context of Climate Change. Green Lanes would both improve the kinetic experience of users and help with air quality issues - again benefiting users. Interestingly, the symbol for 'attractiveness' is a tree - but trees do not seem to have been considered as part of the improvements scheme.</p>	<p>feasibility design stage of schemes (a stage after LCWIPs), placemaking features including greening will be considered.</p> <p>Where it is possible to connect villages/ settlements via public rights of way routes, these have been considered, although this is subject to challenges including land ownership and flooding.</p>
<p>None</p>	<p>Noted.</p>
<p>Maintenance of the existing road surfaces and vegetation control in Oxfordshire cannot be ignored because this proposal still relies on the existing infrastructure and therefore requires an integrated plan! Gloucestershire, for example, have made their roads a pleasure to cycle on but the road conditions in Oxfordshire are nothing but a disgrace and VERY dangerous to cycle on. This HAS to change and is key to getting more people cycling. I have cycled to work for decades, cycled throughout France, Belgium, The Netherlands, Germany as well as UK long distance routes (Land's End to John 'O Groats for example). The good points I have experienced along the way are: 1, Cycle paths that are separated from the road with a hedge barrier between are a pleasure to ride along. The existing A40 cycle path is an unpleasant experience to ride along with non stop traffic too close by. 2, Dedicated physical split between pedestrians, cyclists and vehicles work better than shared in build up areas. Think London cycle network, being an example of many I have encountered. 3, Constant white dotted give way lines and driveway drops along a cycle path do not work and cause nothing but frustration to cyclists, who then just ride along the main road. 4, I am somewhat disappointed there is very little promoting the health benefits of walking and cycling. Prevention is way better than cure, and the NHS needs everyone to become fitter and healthier. CO2 reduction is important but one could argue health and fitness is more important! 5, Experience is key. I would highly recommend the</p>	<p>Maintenance is not an issue that is addressed in the LCWIP. Maintenance requests have been passed onto OCC's maintenance team.</p> <p>The detail of schemes proposed in the LCWIP will be considered during the feasibility stage of scheme development, which is a subsequent stage to the LCWIP and takes place if funding becomes available. Schemes will follow national design standards for inclusive and safe walking, wheeling and cycling routes.</p> <p>To inform the LCWIP site audits were conducted of all routes, this included cycling the routes included within the LCWIP.</p>

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planning team cycle the proposed routes to really appreciate what is required. A desk approach doesn't cut it. In addition go and view 'best practice' on the continent!	
The proposal to make Pigeon House Lane partly one-way is ridiculous. For those of us living on Pigeon House Lane, this would make life very difficult. We live on Pigeon House Lane and need regularly to access the stables on the lane in a vehicle. The proposal would result in a ridiculous round journey driving all the way through Long Hanborough and Freeland for a journey which should take 30seconds! We have never experienced any problems on this lane and do not consider this proposal to be necessary at all. It would massively inconvenience far more people than it would assist.	Scheme has been modified based on consultation feedback.
Ignore proposals.	Noted.
Bptley-Eynsham (B4044) route should be a dedicated cycle path, with a segregated path for pedestrians. Far too much priority is given to motor vehicles.	Noted.
I often cycle on the B4449 and A415 to get to Ducklington, and would place high priority on safe routes via South Leigh and Cogges Lane/Tar Road (I don't completely understand the current proposals).	The scope of this LCWIP covers Eynsham village and walking, wheeling and cycling connections to surrounding areas where Eynsham is the service centre. The connection mentioned is outside the scope of this LCWIP but will be added to OCC's broader pipeline of schemes.
The ones outside the village - no opinion but appear sensible on the whole The ones inside the village - look like significantly more road clutter and not clear how this will actually help.	Noted.
Concerned that 'improving' a bridleway with the assumption that it is then for cycling ignores the fact that it is also there for horses. It needs to genuinely be safe for both. I strongly feel that making pigeon house lane one way will make it far more dangerous as people in vehicles will not expect traffic coming the other way - lethal for pedestrians, cyclists and horse riders	Bridleways are open to people walking, wheeling, cycling and horse riding. Should any proposal to improve a bridleway be developed further, consultation will take place with the British Horse Society to ensure inclusivity and safety for all users. Pigeon House Lane scheme has been modified based on consultation feedback.
None. I would just add though that as well as cycling on all of these roads - and on nearly all of these bridleways - I also ride a horse at the stables in Pigeonhouse Lane between Freeland and Church Hanborough. I would support the proposal to turn this into a one-way	Pigeon House Lane scheme has been modified based on consultation feedback and should funding become available to progress this scheme, the detail of the scheme will be developed further in consultation with all users of the space.

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<p>road for vehicles but two-way for cyclists (20.7) but would also say it must be two-way for horses and riders too. Personally, as I come to the stables via Church Hanborough, I would prefer it is the one-way system was from Church Hanborough and not from the Freeland end. Also, all proposed improvements to bridleways in the plan, which are very welcome, must make sure to be designed with the needs and wishes of horse riders in mind as well as cyclists and pedestrians.</p>	
<p>Residents have consistently raised concerns about the lack of safe walking and cycling routes along key corridors such as: Main Road (A4095) between Long Hanborough and Freeland. Access to Hanborough Station, which remains hazardous for cyclists and pedestrians alike. Connections to schools in Freeland and Eynsham, where families are forced to rely on cars due to unsafe road conditions.</p> <p>The LCWIP must do more to address these clear safety and connectivity gaps. Infrastructure improvements such as segregated cycle paths, widened footways, and improved junction crossings should be explored in these areas as a matter of priority.</p> <p>I am also concerned about the proposed one-way section of Pigeon House Lane as it's unclear how this will impact those who use this route. I would welcome a route away from this road and would also be open to meeting with officers to talk about previous suggestions for this lane. A few years ago I met with residents who live along this route and there was no clear way forward but we all accept that this is a vital link between the villages.</p>	<p>The scope of this LCWIP covers Eynsham village and walking, wheeling and cycling connections to surrounding areas where Eynsham is the service centre. It is evident from consultation feedback that a more detailed review of walking, wheeling and cycling provision in Long Hanborough is needed, however, this is outside the scope of this LCWIP. In the interim, these suggestions will be added to OCC's broader pipeline of schemes.</p> <p>Pigeon House Lane scheme has been modified based on consultation feedback and should funding become available to progress this scheme, the detail of the scheme will be developed further in consultation with all users of the space.</p>
<p>20.7 No need for cycleway on Pigeon House Lane. Instead make Pigeon House Lane "access only" signposted at each end to discourage through traffic, rather than one-way, which would be very inconvenient for locals.</p>	<p>Pigeon House Lane scheme has been modified based on consultation feedback.</p>
<p>The one way road for Pigeon House lane is not necessary. This does not need changing as it will cause a negative affect on local</p>	<p>Pigeon House Lane scheme has been modified based on consultation feedback.</p>

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people accessing local businesses, e.g. the garden centre in Freeland, the Freeland farmer's market, the dog sitting services on Pigeon House Lane. It would cause locals to have to go on a 3-4 mile round trip increasing carbon emissions	
more cycle parking	A subsequent piece of work is required to identify where more cycle parking is required. This work will be done in collaboration with local stakeholders.
Not mentioned in the plan but I would like to see that where a cycle route/shared path meets a side road at a junction there is no requirement for those cycling/walking to stop/press a button/wait at traffic lights etc to continue, but they should be able to carry on their journey uninterrupted just like those on the carrageway adjacent to the shared cycle/footpath.	OCC are currently developing design standards that recommend the optimal solution for people cycling and walking at junctions – this will follow national standards.
cycle lane to hanborough train station would be good	Noted.
Shared paths do not work, cyclists are pushy and rude and pedestrians are completely disregarded	The detail of schemes proposed in the LCWIP will be considered during the feasibility stage of scheme development, which is a subsequent stage to the LCWIP and takes place if funding becomes available. Schemes will follow national design standards for inclusive and safe walking, wheeling and cycling routes. Shared paths will only be used where segregated options are not possible e.g. due to space constraints and will follow national standards.
<p>20.1 Lower Road A shared foot/cycleway on Lower Road would be extremely useful to help with connectivity and access to the train station in LH.</p> <p>20.2 LH I regularly walk in this area and personally have no difficulty that needs to be addressed.</p> <p>20.3 LH This would be helpful and there has recently been keep clear road signage painted on Church road near the mini roundabout.</p> <p>20.7 Pigeon House Lane Making a section of Pigeon House Lane one way will particularly affect local residents and delivery drivers travelling between Freeland and Hanborough, the local farmers, Pigeon House Equestrian and Thames Water - who need access to the sewage works. There have also been rare occasions when traffic problems (eg on the A40) have made this a valuable route home for us. The</p>	<p>Noted.</p> <p>Pigeon House Lane scheme has been modified based on consultation feedback and should funding become available to progress this scheme, the detail of the scheme will be developed further in consultation with all users of the space.</p>

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Thames Water vehicles currently seem to enter and exit the sewage works from Church Hanborough. It is possible that the sharp turn towards Freeland might be difficult for them and even if achievable this would increase large vehicle traffic along a much longer stretch of the Lane. The route is difficult for pedestrians as it is narrow, there are stretches with poor visibility and in places the verges are too high to step off the road when a vehicle is approaching. I do regularly use it for pedestrian access from Freeland and it might be worth considering increasing passing places and lowering some of the verge edges to make it easier for both cyclists and pedestrians. I am not convinced that a one way stretch will improve safety for walkers and cyclists. One suggestion at a local meeting was to make it access only for cars and block the lane midway. If so I would suggest there would also need to be a turning point for those drivers that are still likely to try using it and who then get stuck.	
Build a DEDICATED cycleway inside the B4449 ie NOT on the main carriageway, so protected from traffic and will not compromise horse riders and pedestrians. also more accessible for people from Sutton etc.	Proposal has been modified to suggest a range of options for a safer walking, wheeling and cycling route between Eynsham and Stanton Harcourt. This includes improvements to the B4449. The preferred option will be determined at a later stage during feasibility work should funding become available.
the two routes i use, Freeland to Eynsham and Eynsham to Oxford both need upgrades. Freeland to Eynsham (Cuckoo lane is dangerous), the cycle route into Oxford could be significantly upgraded (Perhaps moved away from the road. Additionally cars park on it which is dangerous for cyclists	Noted. OCC will work with the developers of Salt Cross to determine the optimum solution for Cuckoo Lane as the development comes forward.
I disagree with Figure 12. This should be left as a Bridleway for horses and not upgraded for bicycles.	Proposal has been modified to suggest a range of options for a safer walking, wheeling and cycling route between Eynsham and Stanton Harcourt. The preferred option will be determined at a later stage during feasibility work should funding become available. Bridleways are open to people walking, wheeling, cycling and horse riding. Should any proposal to improve a bridleway be developed further, consultation will take place with the British Horse Society to ensure inclusivity and safety for all users.
Proposal 23.1 Bridleway through Vincent's wood should be modified to maintain the character of the ancient bridleway for use of walkers	This improvement relates to bridleway 216/2/20 where cycling is currently permitted. The aim of any improvement is to ensure the route is accessible

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and cyclists and horse riders and deter motorcyclists and electric scooters. It should not be paved and should have speed calming measures and allow for wildlife tunnels e.g. hedgehogs and newts. The woods are rich in biodiversity and ground breeding birds and must be protected. The bluebells in April/May are a local delight and over-exposure would threaten this ancient woodland.	to all types of bike users and abilities. Any improvement will strive to be in keeping with the local environment.
I've heard it is scary to cycle on Stanton Harcourt Road in front of Oasis Business Park and to turn into it. Anything to help (lower speed limit, turning lane and/or road crossing) would be good	Proposal has been modified to suggest a range of options for a safer walking, wheeling and cycling route between Eynsham and Stanton Harcourt. This includes improvements to the B4449. The preferred option will be determined at a later stage during feasibility work should funding become available.
On the whole, a very comprehensive range of measures proposed, that would help to reduce car dependency and create safer routes for cyclists. It would be good to identify locations that can incorporate multiple modes of travel as part of a mobility hub, to help integrate various modes (i.e. pedestrians/cycles/public transport), as well as other amenities (such as parcel delivery lockers, seating, wayfinding boards, etc.).	OCC have a complimentary mobility hub strategy that seeks to progress such measures in identified locations.
See Above issue with proposal 23.1.	Improvement has been modified based on consultation comments.
Again, allowing cyclists the option of missing the hazards of traffic, especially buses, between the junctions of station road/ acre end and acre end/ mill street would improve safety. Adding two way passage for bikes on swan street would make it easier to get through the centre	Noted. Traffic routing in the village centre will be considered as part of the Eynsham Village Centre project – a complimentary project to the LCWIP that considers traffic flow and routing in the village centre, alongside public realm and placemaking improvements.
Question 6. What changes, if any, would you make to the suggested walking network?	
I would not walk in this area	Noted.
Don't see any new footpaths in the Freeland area	The scope of this LCWIP covers Eynsham village and walking, wheeling and cycling connections to surrounding areas, considering future proposed growth in the area. It is not the role of this LCWIP to consider in detail walking, wheeling and cycling requirements in the surrounding villages and settlements.
I am concerned that air quality has been identified as an issue, but there is a lack of any consideration of setting walking / cycling routes within green corridors / infrastructure to create green lanes. Eynsham is in the top 10% of deprivation for access to green space	It is challenging within the existing network and urban fabric of Eynsham to deliver routes within green corridors/ create green lanes. During the feasibility design stage of schemes (a stage subsequent to LCWIPs), placemaking features including greening will be considered.

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<p>& when creating more 'hard' infrastructure, I consider it to be an omission to not integrate active travel routes into green corridors, particularly in the context of Climate Change. Green Lanes would both improve the kinetic experience of users and help with air quality issues - again benefiting users. Interestingly, the symbol for 'attractiveness' is a tree - but trees do not seem to have been considered as part of the improvements scheme.</p>	<p>Where it is possible to connect villages/ settlements via public rights of way routes, these have been considered, although this is subject to challenges including land ownership and flooding.</p>
<p>An overview of the total footpath network would be good to really identify any missing links. Upgrading of the existing bridleways is good to see.</p>	<p>Figure 27 in Appendix A: Background Report for Eynsham LCWIP, shows the Public Rights of Way network and Figure 15 in the LCWIP report shows the existing walking network in Eynsham. These two network maps have been used in conjunction with local knowledge and engagement to identify any missing links.</p>
<p>path from church hanborough to the lower road cycle/walk path</p>	<p>Improvements have been added to the LCWIP (scheme reference 20.7) as a result of the comments reflected in the consultation process. These include a reduction of the speed limit and traffic calming measures to create a safer environment for people walking, wheeling and cycling.</p>
<p>I wouldn't mark The Square and Church Street as "Local Access Footways" as there is no footway along this route. (OK, there is a white line along Church St and outside Church Cottage, but that area is usually inaccessible because of parked cars and the road surface is so bad it's not easy to walk along even when you can). There is no footway along the front of the cottages at 1 and 2 The Square: the houses open directly onto the road. There is also no real footway outside the Red Lion and along up to the church because the area that is off-road is blocked by pub paraphernalia, benches and cycle parking. Given the physical constraints probably not much can be done about all this, but the fact there is no safe walking route in this area which is often busy with pedestrians should be noted on the map and taken account of in the plans.</p> <p>I think that it is not realistic to think that everyone will walk or cycle 2km within the village, which seems to be the assumption on which the whole plan is based. I live at the centre of the old village and often see older people parking near the shops and going to the Co-op etc. From the frequency of the same people doing this I suspect</p>	<p>Noted.</p> <p>Noted. The 2km core walking zone is outlined in the Government's guidance for LCWIPs, so is used for continuity across all LCWIP that are produced. Local cycling and walking infrastructure plans technical guidance</p>

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<p>most of them live in Eynsham (and some I know by sight & definitely do). The plans should take into account that not everyone is physically capable of walking/cycling 2km and not everyone has a spare hour to do so, so the shops attract a lot of short-stay parkers. Removing parking spaces in order to make driving more difficult will not change these people's need to park, it will just exacerbate the existing stress on parking demand, which leads to some dangerous manoeuvres plus some idiotic parking blocking the bus route, etc.</p> <p>It is not possible to see on the map how Conduit Lane has been classified because the word "Eynsham" is printed on top of it. If that is not coloured green then I think it should be: so many people go up and down to reach the doctors, the car park, Bartholomew school and the village centre.</p>	<p>Noted. Conduit Lane has been classified as a local access footway.</p>
<p>Still no walking route from the church entrance towards Lower road passing Pigeon house Lane. This part of the road is exceedingly dangerous. It needs something doing.</p>	<p>Improvements have been added to this section of Church Road in the LCWIP (scheme reference 20.7) to reflect comments given in the consultation process. These include a reduction of the speed limit and traffic calming measures to create a safer environment for people walking, wheeling and cycling.</p>
<p>Extend beyond Eynsham</p>	<p>The scope of this LCWIP covers Eynsham village and walking, wheeling and cycling connections to surrounding areas, considering future proposed growth in the area. It is not the role of this LCWIP to consider in detail walking, wheeling and cycling requirements in the surrounding villages and settlements.</p>
<p>I don't know Eynsham well but it does seem comprehensive</p>	<p>Noted.</p>
<p>Need to allow an adequate field of vision in Church Hanborough where the changed footway is proposed.</p>	<p>Noted.</p>
<p>Any plans to improve walking surfaces is welcome and is probably a good starting point. There are still issues with getting West Oxfordshire District Council who are responsible for the clearance of paths to conduct such works.</p>	<p>Noted.</p>
<p>[REDACTED] and regularly walk through the pinch point referred to at paragraph 20.6 of Table 5. It is a dangerous blind bend particularly for drivers coming northwards, many of whom ignore the 20mph limit. The sightline for drivers coming south is a little better and this is</p>	<p>Improvement 20.6 has been amended as a result of the consultation to reflect the opportunities for refinement of design. Should funding be allocated to the development of this proposal, then the feasibility and safety implications will be assessed and changes made where necessary.</p>

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<p>presumably why it is proposed to install a footway on the eastern side. However, because the existing footpath north of the pinch point is on the west side all the way up to Long Hanborough, a proper pedestrian crossing would be necessary sufficiently north of the pinch point to enable drivers coming northwards around the blind bend enough time to stop.</p> <p>There is also another blind bend in Church Hanborough. It is at the point where Pidgeon House lane meets Church Road. Walking northwards on Church Road facing the on-coming traffic is dangerous around this bend. Cars come southwards far exceeding the 20mph limit so on a number of occasions we have had to hug the edge of the road to avoid being run over. It is disappointing and surprising that this bend does not appear to be addressed in the draft proposals. There is a rough pathway on the western side of the road just north of this bend but then it does not continue southwards beyond the Pidgeon House lane junction. Safety would be improved if there was a footway on the western side along the whole of the road south of the Hand & Shears pub.</p>	<p>Noted.</p>
<p>Remove the solar panels to bring back the countryside walk from Eynsham to South Leigh. The current walk is bad for mental health and akin to walking through an industrial park.</p>	<p>Noted. The design of each improvement/scheme will be considered on an individual basis when funding becomes available for feasibility and detailed design.</p>
<p>Walking would be made safer in Eynsham by introducing one way system on Acre End Street and Swan Street and widening certain stretches of narrow pavement.</p>	<p>Improvement 1.7 in the LCWIP refers to <i>'Review traffic routing, access and parking through this junction to better manage traffic and create more space for people walking, wheeling and cycling. This will be developed as part of a further (complimentary) study looking at traffic routing, use of space and public realm in Eynsham village centre.'</i> This study will include the exploration of introducing a one-way system.</p>
<p>Help. crossing B4449 between Hazeldene and Allotments. Central reservation?</p>	<p>The design of each improvement/scheme will be considered on an individual basis when funding becomes available for feasibility and detailed design. If a central reservation is deemed appropriate mitigation for the environment, it will be designed into the crossing scheme.</p>
<p>None just keep pedestrians and cyclists separate for the safety of pedestrians. Most if not all of these routes already exist so still just as dangerous to use as cyclists just cycle on the footpaths as is the case on Witney Road.</p>	<p>Where possible we aim to segregate cycling and walking from each other and traffic, to limit any conflict that might occur. Due to constraints such as highway boundaries, topography, and conservation, it is challenging to implement fully segregated provision in all locations due to limited space. The aim is to implement the highest quality changes that are feasible in the</p>

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	space available - this may include infrastructure improvements and traffic management changes. Should funding be allocated to the development of a proposal, then the feasibility and safety implications will be assessed and changes made where necessary
no particular views	Noted.
Nice to see improvements to Pigeon lane, until they close cuckoo lane then it is required!!!	Noted.
Again, it would be good to show pedestrian routes to/from the SDA and Salt Cross based on their current masterplan, to demonstrate how these might connect with the existing pedestrian network.	This has now been included on all figures that include West Eynsham SDA.
none	Noted.
Question 8. What changes, if any, would you make to the suggested walking improvements?	
Whilst it is important for there to be facilities for wheelchairs and pushchairs, it is also important that we do not tarmac over the whole of the countryside. I do not think the proposed changes fall short on this - as long as the efforts are concentrated on improving routes around Eynsham itself this should be good.	Noted.
Walking should be safe away from main roads	Where possible we aim to segregate walking and cycling from each other and traffic, to limit any conflict that might occur. Due to constraints such as highway boundaries, topography, and conservation, it is challenging to implement fully segregated provision in all locations due to limited space. The aim is to implement the highest quality changes that are feasible in the space available - this may include infrastructure improvements and traffic management changes. Should funding be allocated to the development of a proposal, then the feasibility and safety implications will be assessed and changes made where necessary
Walking routes are good from Freeland	Noted.
I am concerned that air quality has been identified as an issue, but there is a lack of any consideration of setting walking / cycling routes within green corridors / infrastructure to create green lanes. Eynsham is in the top 10% of deprivation for access to green space & when creating more 'hard' infrastructure, I consider it to be an omission to not integrate active travel routes into green corridors, particularly in the context of Climate Change. Green Lanes would	It is challenging within the existing network and urban fabric of Eynsham to deliver routes within green corridors/ create green lanes. During the feasibility design stage of schemes (a stage subsequent to LCWIPs), placemaking features including greening will be considered.

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both improve the kinetic experience of users and help with air quality issues - again benefiting users. Interestingly, the symbol for 'attractiveness' is a tree - but trees do not seem to have been considered as part of the improvements scheme.	Where it is possible to connect villages/ settlements via public rights of way routes, these have been considered, although this is subject to challenges including land ownership and flooding.
Safer ways to cross A40 and more circular walking routes out from Eynsham	Noted.
Separation of pedestrians and cyclists on some routes would be sensible. Maintenance and clear informative signposting would make a big difference.	Where possible we aim to segregate cycling and walking from each other and traffic, to limit any conflict that might occur. Due to constraints such as highway boundaries, topography, and conservation, it is challenging to implement fully segregated provision in all locations due to limited space. The aim is to implement the highest quality changes that are feasible in the space available - this may include infrastructure improvements and traffic management changes. Should funding be allocated to the development of a proposal, then the feasibility and safety implications will be assessed and changes made where necessary
forget Gant inputs	Noted.
Not keen on any plans to introduce more 20mph zones. There are already too many in Witney and surrounding villages. They should be focused in housing estates like Madley Park only.	Noted.
1.1, 2.2, 4.1, 7.1, 10.1, 12.1, 14.1 - dropped kerbs at all crossing points would be more use than narrower junctions. Some of the road ends are already barely wide enough for one car to turn in while another turns out (Newland St in particular)	Noted. We aim to implement dropped kerbs and tactile paving at all crossing points and this will be considered as part of each improvement where relevant, if funding for further design work is secured.
1.2, 4.2, 7.2, 9.1, 11.2 - please no more things to dodge! While the road down to about Newland St is fairly clear, driving down the section from there to the crossroads presents challenges already: parked cars (both legal and illegal), delivery lorries stopped in the road, poor road surface... Chicanes would just make it impossible and as a driver I'd be trying so hard to work out where the road went that I'm not sure I could also keep a close eye out for cyclists & pedestrians/small children. Ditto Cassington Road which is hard to navigate down towards the dentist due to narrowness of road and amount of parking, and the bottom of Station Road outside the cottages: people come off the roundabout and don't realise how	Noted.

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<p>complicated it already is. On the other hand a huge YES PLEASE to a 7.5 tonne weight limit. The huge lorries whose satnavs take them into the centre of the village are far too big and I really don't think chicanes would help much with them...</p> <p>1.5 - a crossing would be helpful and there is already a raised bit of road - but I think a Zebra crossing would be better than traffic lights, which would create a lot more street furniture at a point where there isn't a huge amount of spare space.</p> <p>1.7 - yes this is a tricky junction but if people didn't park (illegally) on the corner outside the "Corner house" it would be much better! I don't really think that the (well-intentioned) idea of moving the loading bay along a bit will make much difference to that. Loads of people park in it anyway when they are visiting the Co-op. And how can you make more space when there simply isn't any more space to be had? Someone confidently told my mum in the hairdressers that Acre End St was going to be made one-way. I can't see how this would help given you would be moving large quantities of traffic onto roads that are even less well adapted for it - and fortunately it seems to be a baseless rumour. I note there will be a separate consultation on the crossroads and will respond to that in due course.</p> <p>1.9 - most of the time the problem here is not the speed of the traffic so I don't think a raised table would help. I cross here quite a lot and the main difficulty is simply that cars are coming from all directions. Visibility is particularly poor on the corner outside Hare, plus anyone trying to cross blocks the pavement for people walking round the corner.</p>	<p>A controlled crossing refers to zebra crossings as well as signalised crossings. The level of crossing needed is determined by its environment and will be considered in further detail when design work is carried out.</p> <p>Improvement 1.7 in the LCWIP refers to '<i>Review traffic routing, access and parking through this junction to better manage traffic and create more space for people walking, wheeling and cycling. This will be developed as part of a further (complimentary) study looking at traffic routing, use of space and public realm in Eynsham village centre.</i>' This study will include the exploration of whether introducing a one-way system is appropriate.</p> <p>Noted. Raised tables provide people walking with continuous, level footways and therefore help with accessibility. They also help indicate to vehicular traffic that people walking have priority at junctions.</p>
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<p>I see that there are plenty of proposals for Church Road in Long Hanborough. This road has pretty good visibility, a footpath on both sides of the road and a pedestrian crossing. Certainly what is suggested will slow traffic down. Compare this with what is suggested for Church Hanborough where the road is narrow with blind a spot as you enter from Long Hanborough and another tight bend with poor sight lines as you leave the village. There is no crossing and no pathway at present. Surely this needs rectifying before tackling the much safer Church Road. I also think that moving the road to the west to make way for a path on the eastern side will be a colossal waste of money. What is needed is traffic calming measures to ensure that drivers cannot roar through the village as some do at present.</p>	<p>Improvement 20.6 has been amended as a result of the consultation to reflect the opportunities for refinement of design. Should funding be allocated to the development of this proposal, then the feasibility and safety implications will be assessed and changes made where necessary.</p>
<p>New proposed footway in Church Hanborough should be on west side not east side of carriageway.</p> <p>Whole of village centre between church and pub should have narrowed carriageway, wider verges, no white line, and surface marked in gravel-coloured material to suggest pedestrian priority.</p> <p>Also consider any other traffic calming measures at this point that do not require street lighting.</p>	<p>Improvement 20.6 has been amended as a result of the consultation to reflect the opportunities for refinement of design. Should funding be allocated to the development of this proposal, then the feasibility and safety implications will be assessed and changes made where necessary.</p> <p>Noted.</p>
<p>I don't know Eynsham well but it does seem comprehensive. I am always in favour of making pedestrians feel safe even at the cost of slowing cars down</p>	<p>Noted.</p>
<p>As set out previously I think there are some simple quick wins for improvements that shouldn't cost a lot of money. Improving access via more dropped kerbs and perhaps conducting a walk audit of key areas with the local county councillor.</p>	<p>A walking audit was carried out as part of the LCWIP process on 4th June 2025. The audits were attended by representatives of the project team from Pell Frischmann and OCC as well as councillors from OCC/WODC and Eynsham Parish Council. The details of the audits can be found in the appendices.</p>
<p>20.6 Provision for pedestrians in the centre of Church Hanborough would be better served by having a new footway on the western side of Church Road, at the pinch point described, which is a blind spot for traffic, so as to connect to the established footpath to Long</p>	<p>Improvement 20.6 has been amended as a result of the consultation to reflect the opportunities for refinement of design. Should funding be allocated to the development of this proposal, then the feasibility and safety implications will be assessed and changes made where necessary.</p>

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<p>Hanborough. A raised table between the pub & the church would also provide safer access for pedestrians to cross the road.</p>	
<p>There needs to be a direct connection from Lower Road to the train station for walking and cycling to encourage commuting. Making travellers go all the way round the new housing development or industrial park feels unnecessary.</p>	<p>The detail of schemes proposed in the LCWIP will be considered during the feasibility stage of scheme development, which is a subsequent stage to the LCWIP and takes place if funding becomes available.</p> <p>A feasibility study has been carried out for the Lower Road route, this is separate from the carriageway and follows design standards for inclusive and safe walking, wheeling and cycling routes. More information on the study and proposals can be found here: https://www.oxfordshire.gov.uk/transport-and-travel/connecting-oxfordshire/strategies-and-corridor-plans</p> <p>The scope of this LCWIP covers Eynsham village and walking, wheeling and cycling connections to surrounding areas where Eynsham is the service centre. It is evident from consultation feedback that a more detailed review of walking, wheeling and cycling provision in Long Hanborough is needed, however, this is outside the scope of this LCWIP. In the interim, these suggestions will be added to OCC's broader pipeline of schemes.</p>
<p>I don't think a shared cycle/footpath to botley is the best idea. Surely the vast majority of users would be cyclists?</p>	<p>The Eynsham to Botley walking and cycling route is a community aspiration led by Bike Safe and backed by Oxfordshire County Council, to deliver an off carriageway dedicated walking and cycling route between Eynsham (from the B4449 junction with the A40) and Botley via the B4449 and B4044. Pre-liminary design of the scheme is due to be completed by early 2026. This design process has considered the current and future projections of the number of people who will walk and cycle along this route, and the scheme has been designed to reflect the volume of users. Scheme design has been developed in collaboration with Bike Safe and follows national guidance on designing walking and cycling routes where possible.</p>
<p>Keep bikes off the footpaths!</p>	<p>Where possible we aim to segregate cycling and walking from each other and traffic, to limit any conflict that might occur. Due to constraints such as highway boundaries, topography, and conservation, it can be challenging to implement fully segregated provision in all locations due to limited space. Should funding be allocated to the development of a proposal, then the feasibility and safety implication will be assessed and changes made necessary.</p>

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<p>Add a crossing point outside Oxford Nursery on Witney Road. This would also serve the playing field behind the nursery and allow safer access for predestrians/children/cyclists using the nursery and playing field.</p>	<p>Changes have been made to reflect the comments received in the consultation. Improvement numbers 11.3, 11.4, 11.5 and 11.6 give people walking and wheeling the opportunity to cross North and South of the nursery, so that they will not need to double-back on themselves to reach their destination.</p>
<p>20.5 Raising this crossing would help make it safer to cross and is on an important route for local school children.</p> <p>20.6 This is not labelled on the map and the region is so small that many people may have missed it completely unless they read the table on p59. Moving the carriage way as proposed would make the 'blind' corner even more difficult for traffic to navigate. Many cars currently swing out towards the Eastern side to improve visibility at the pinch point which would bring them closer to pedestrians. It would also remove off road parking spaces and bring cars closer to the driveway just round the pinchpoint. Most locals walk around the pinch point without crossing the road. It seems more logical to extend the existing footpath from LH on the West side around the pinch point. This would then join up with the existing footpaths on both sides of the pinch point. It would be helpful to have a crossing point opposite the pub.</p>	<p>Noted.</p> <p>Improvement 20.6 has been amended as a result of the consultation to reflect the opportunities for refinement of design. Should funding be allocated to the development of this proposal, then the feasibility and safety implications will be assessed and changes made where necessary.</p>
<p>I disagree with changes to the bridleway as per Fig 20.</p>	<p>Proposal has been modified to suggest a range of options for a safer walking, wheeling and cycling route between Eynsham and Stanton Harcourt. This includes improvements to the B4449. The preferred option will be determined at a later stage during feasibility work should funding become available.</p> <p>Bridleways are open to people walking, wheeling, cycling and horse riding. Should any proposal to improve a bridleway be developed further, consultation will take place with the British Horse Society to ensure inclusivity and safety for all users.</p>
<p>Ref nos. 20.2 - 20.3 ----- The northern end of Church Road is already quite a narrow stretch of</p>	<p>Noted.</p>

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<p>road that can become quite congested during rush hour and whilst parking restrictions might initially improve this situation, I am concerned about where the displaced cars might end up parking. Is this likely to result in access issues to the playing fields as more cars park along Roosevelt Road? Adding traffic-calming chicanes in the area would simply perpetuate the problems currently caused by parked cars.</p> <p>Ref no. 20.6 -----</p> <p>The suggestion to add a footway along the eastern side of the road between Mansell Close and the church entrance (village square) seems odd given that the existing path from Long Hanborough lies on the western side of the carriageway. It would make more sense to extend this existing path through the pinch point, with appropriate protection for pedestrians and sign-posting of rights of way for vehicles.</p> <p>The proposal is not clear about what impact moving the carriageway to make room for a path would have on the junction with Mansell Close. Would there be changes to this junction? Visibility when leaving Mansell Close is already poor with sight-lines obstructed by vegetation and this would become worse if the entrance to the Close were to be moved further westward. It should also be noted that placing a footway to the east of the carriageway would require pedestrians to cross Church Road at the junction with Mansell Close, before crossing back again at the square to rejoin the pathway continuing southwards on the western side of the carriageway beyond the square. This would seem likely to increase the risk of accidents involving pedestrians in this stretch of road.</p> <p>Adding a footway through the pinch point would obviously require traffic restrictions to allow only a single vehicle at a time through this point as the road would be narrowed. The proposed placement of the</p>	<p>Improvement 20.6 has been amended as a result of the consultation to reflect the opportunities for refinement of design. Should funding be allocated to the development of this proposal, then the feasibility and safety implications will be assessed and changes made where necessary.</p>
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<p>pathway to the east of the carriageway would suggest traffic being pressed towards the inner side of the bend at the pinch point (western side) where the existing property wall would limit visibility of oncoming traffic in both directions. When combined with the proposal to move the carriageway north of the pinch point further to the west, which would increase the angle of the bend, sight-lines would be further compromised.</p> <p>Ref no. 20.7 -----</p> <p>The proposal to make a section of Pigeon House Lane one-way would seem to have quite an impact on the large lorries / trailers that need to use the lane for access to the sewage works and the stables. I believe there are already issues with such vehicles navigating the sharp turn into the entranceway. A one-way system would also force this traffic to navigate the full length of Pigeon House Lane, rather than entering & leaving via the same end as is currently possible. For larger vehicles, this would likely increase congestion along the narrower parts of the lane towards Freeland.</p>	<p>Pigeon House Lane scheme has been modified based on consultation feedback.</p>
<p>It is currently a bit unpleasant to walk from Oasis business park to the city centre for lunch or leisure. The sidewalk along Stanton Harcourt road is a bit narrow (eg for passing someone, which happens during most of my lunch walks) and close to the road, on which cars and HGVs drive very fast. A wider sidewalk and a lower speed limit on that stretch would help.</p> <p>The sidewalk of Station Road can similarly get a bit too narrow for the large number of people walking it at lunch, so I hope improvement 9.1 will help. At the moment, people have to walk onto the road or on the grassy slope. When it has rained, the large puddle in front of the driveway between number 6 and 7 require a big jump or walking on the road.</p> <p>Another frequent walk that could be improved is from Oasis Business Park to Joey's Snack. It would be helpful to have a crossing on</p>	<p>There have been improvements (scheme reference 9.3 and 9.4) on the B4449/Stanton Harcourt Road added to the LCWIP to reflect comments received in the consultation process.</p>

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Stanton Harcourt Road in front of the business park, and have a lower speed limit until the end of the industrial estate. Crossing Old Station Way is currently uninviting. I've had cars surprise me when I crossed. It would be helpful to have a proper crossing there.	Similarly, there have improvements to the arms of the roundabout added to the LCWIP to reflect comments received.
As noted above, it would be useful to ensure that improvements to pedestrian facilities can integrate with other modes conveniently and safely. Provision of mobility hubs across the surrounding network would assist with this.	OCC have a complimentary mobility hub that seeks to progress such measures in identified locations.
None	Noted.
Question 10. What changes, if any, would you make to the list of prioritised design recommendations for improvement?	
There are going to be more people living in this area, with more cars, and the station in Hanborough continues to draw in traffic from far and wide. The Swinford toll bridge is overloaded and in need of repair. Any incidents on the A40 cause a complete standstill in Hanborough. My concern is that these changes don't do enough to actively reduce car (and lorry) traffic through the villages.	Noted. OCC are aware of these issues and are exploring them as part of other projects. Alongside the LCWIP, individual planning applications will be considered and the necessary mitigations identified.
As a car driver I do not appreciate having to take longer to drive in the local area to do my job	Noted.
23.1 should have higher priority. But if this is too expensive, then at least do 22,2 as priority, and we can form a local group to upgrade the surface on the already designated bridleway. The designation is there, we would just need to cut back the hedgerows and improve the surface through some sections	Noted.
I am concerned that air quality has been identified as an issue, but there is a lack of any consideration of setting walking / cycling routes within green corridors / infrastructure to create green lanes. Eynsham is in the top 10% of deprivation for access to green space & when creating more 'hard' infrastructure, I consider it to be an omission to not integrate active travel routes into green corridors, particularly in the context of Climate Change. Green Lanes would	It is challenging within the existing network and urban fabric of Eynsham to deliver routes within green corridors/ create green lanes. During the feasibility design stage of schemes (a stage subsequent to LCWIPs), placemaking features including greening will be considered. Where it is possible to connect villages/ settlements via public rights of way routes, these have been considered, although this is subject to challenges including land ownership and flooding.

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both improve the kinetic experience of users and help with air quality issues - again benefiting users. Interestingly, the symbol for 'attractiveness' is a tree - but trees do not seem to have been considered as part of the improvements scheme.	
I would like to see routes 20 and 16 prioritised over minor village improvements	Noted.
Route 16, the path from Eynsham to Botley, should by far be the number 1 priority on the basis of safety. I commuted by car on this road for several years and winced every time I had to pass a cyclist for fear of the danger they were putting themselves in. The fast, relatively narrow, and slightly curvy road is the worst combination of possibilities for having a high speed incident with a cyclist and lethal accidents have occurred on this road. On a lesser note, passing a cyclist can be difficult during busy hours and can cause significant tail backs impacting traffic flows. This also puts additional pressure on cars to pass a cyclist, pushing them to make more risky passing manouvers.	Noted.
The methodology of prioritisation will always be difficult. Using the heat map data is a good start but only reflects the 'now' and not what the desired long term outcome is. A casual comment on a priority list would not do the plan justice.	Noted.
Lower road higher priority. Would take 4 car journeys a day per family out of the equation for those unable to take the bus (full, 6th formers). Healthier start to the school day for kids!	Noted.
I think that proposal 16.1 (cycle and walkway to Botley) should be top priority	Noted
eynsham road B4449 needs to be higher, plenty of school children and commuters use those roads everyday and it's quite hectic for cyclists.	Noted.
The B4044 should be a 'SHORT' term scheme as we've waited far, far too long already.	
Generally ok but I would increase priority of Route 5 (Cassington Rd past the roundabout and the roundabout junction).	Noted.

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for instance why is Church Roads costs lumped in with Lower road. Seems to me that this makes both initiatives look expensive.	Routes rather than individual improvements have been prioritised so that continuous provision can be demonstrated, which is an aspiration of this LCWIP and promoted in national guidance. However, routes and ranking are not prescriptive, and development/ delivery of routes or parts of routes will be informed to a large extent by factors such as funding, which has its own criteria.
Raise priority of Lower Road cycle track and of B4044 cycle track	Noted.
I think it looks good. The B4044 plan is of most interest to me and that his appropriately ranked	Noted.
I very much support having a new shared footway/cycleway along the B4044 to link Eynsham with Botley and Oxford as a very high priority indeed. I am also pleased to see route 20 is listed as priority number 6. Personally, I would like to see it even higher as the road between Eynsham and Hanborough is very dangerous for cyclists due to its straightness and the high speeds attained by vehicles, including many heavy lorries. It is almost impossible for pedestrians and therefore no-one ever walks there. A new shared footway/cycleway using Lower Road would be enormously beneficial for cyclists especially, and encourage cycling to and from the rail station. How does this in particular (and other proposals too) fit in with what Blenheim might or might not do, or be persuaded to do, to help create or improve cycling and walking routes if their proposed solar farm goes ahead (by financially supporting and by creating new routes across their land)? I'm also rather sad to see route 28 ranks as priority 22. I can understand why, as the Eynsham-Stanton Harcourt corridor is not a major route for cyclists (and certainly not for pedestrians) but, in my experience the B4449 is an especially unpleasant road for cyclists and the Pinkhill Lane bridleway and associated bridleways would seem to offer an existing, ready-made alternative if they could be improved even somewhat.	Noted.
Very Eynsham focused.	The scope of this LCWIP covers Eynsham village and walking, wheeling and cycling connections to surrounding areas where Eynsham is the service centre.
The ranking allocates only four routes as short term out of a total of 25. These routes are estimated to cost £690k. These routes should	There is no consistent funding stream to deliver schemes. Funding opportunities arise at different times and with different criteria that influences

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<p>be constructed within the next three years. This makes a spend of only £230k per annum for the next three years. How underwhelming! The total estimated cost for all of the required improvements is £28,720k. At your proposed rate of spend it will take 125 years to complete all the proposed improvements.</p> <p>The report states that the LCWIP will be reviewed and updated every two years. Will the medium term routes still be medium term in two years time and therefore doomed to forever sit in some unobtainable utopian future?</p> <p>Although the draft LCWIP discusses the methodology for the prioritisation, it does not provide details of how each score was achieved. Given the importance of these ranking, they should be made available for scrutiny in an Appendix to the report. You have asked for our opinion of the prioritisation scoring but not provided any means by which we can objectively appraise the rankings given in the report.</p>	<p>the delivery of schemes. Funding and associated prioritisation are an estimation based on current knowledge, as the situation may change in the future LCWIPs are updated.</p> <p>Stakeholder and public acceptability of a particular scheme/ need for improvement is one aspect of prioritisation scoring. Views on prioritisation were sought through the consultation to further inform this aspect of the scoring. All aspects of prioritisation scoring are given equal weighting and are not influenced by external factors.</p>
<p>Lower Road should be a top priority for cycling and a footway. It should be done as soon as possible. It has been talked about for 5+ years already - please just get on with it.</p> <p>The table does not seem exhaustive. Does this mean anything not on the table isn't important? For example, the one way system for Pigeon House Lane is not listed. Ideally that is because it is not important and already in the process of being discarded.</p>	<p>Noted.</p> <p>The prioritisation ranking is indicative only and does not solely dictate what schemes will be delivered, as each funding opportunity comes with its own criteria, and not all schemes will fit the criteria.</p> <p>Pigeon House Lane scheme has been modified based on consultation feedback.</p>
<p>If cycling and walking routes are improved from Eynsham to Freeland, Hanborough and Stanton Harcourt this may come at the expense of free Home-to school transport. I feel this possibility should be included in the consultation.</p>	<p>Where Home-to-school transport is provided, a route is deemed to be unsafe for walking, wheeling and cycling. The LCWIP supports creation of safe routes to school.</p>
<p>route 16 should be a high priority especially with congestion charging in place in Oxford</p>	<p>Noted.</p>
<p>Route 28 should be re-priced and re-prioritised. The route should be medium, not long term, and the estimated cost should be £340,000,</p>	<p>The importance of a safe connection between Stanton Harcourt and Eynsham is evident throughout this consultation. Due to the differing views on the optimum route for this connection and potential challenges with some</p>

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not £1,350,000. I have sent an email dated 22/10/25 to [REDACTED] detailing my logic for these changes*.	<p>routes e.g. land ownership and flooding, proposal 28 has been modified to reflect this and suggests a range of options for a safer walking, wheeling and cycling route between Eynsham and Stanton Harcourt. This includes improvements to the B4449. The preferred option will be determined at a later stage during feasibility work should funding become available.</p> <p>*the further detailed response has been noted. Further detailed work is needed to determine the optimum route. Prioritisation is based on largely objective factors and informed by information we have at the time, it does solely dictate delivery of a route.</p>
I think B4449/B4044 shared path should have the highest priority	Noted.
Importance of Freeland to Eynsham needs upgrading. How do children get to school. We had to drive our child during A levels as no longer eligible for bus and was not safe for her to cycle. It is a major transport route requires very significant upgrade to be safe.	Noted.
<p>I think the growth of the industrial estate (including Oasis Business Park) should be taken better into account, so that improvement 9 has slightly higher priority as people walk Station road for lunch and for the bus. It would also show that it is worthwhile to improve walking and cycling on Stanton Harcourt Road between the roundabout and the end of the industrial estate.</p> <p>I am particularly keen on the cycle path from Oxford to Eynsham (16.1) as it will allow me to cycle to work, and it will be an appealing proposal even for drivers who are annoyed by getting slowed behind cyclists on Oxford road and Eynsham road.</p>	<p>Prioritisation is based on a number of different factors that all have equal weighting. The LCWIP will be updated to respond to growth in the area once this has been confirmed.</p>
From a personal point of view, the low priority of upgrades to the A40 cycle route between Wolvercote and Eynsham is disappointing as this would be a big statement of support for commuter cycling that may help to make sense of housing expansion in many locations between Witney and Oxford. This underlines the need for thought to be given to any quick and low cost improvements that would promote usage, leading to greater adoption of cycling as a means to make longer commuter trips	<p>The improvements to the A40 form part of the Eynsham Park and Ride to Wolvercote improvement scheme due to be delivered by OCC in the coming years as funding has been secured. More details on the scheme can be found here: https://www.oxfordshire.gov.uk/transport-and-travel/roadworks/future-transport-projects/a40-improvements/park-and-ride-wolvercote</p>

Appendix 3 – Written responses in full

Respondent	Response
Eynsham Parish Council	<p>We were pleased to be included in the County's LCWIP programme and thank the County officers for the additional study examining the Village Centre traffic flow review. Comments are mainly limited to parts of the LCWIP related to residential streets of the current Eynsham settlement and to the current residents' needs for reaching local destinations.</p> <p>We are assuming that any suggested measures that encompass the A40 chime with the County's plans for the A40.</p> <p>Is there any reason why the Plan lists Cycling Improvements before Walking Improvements? It would be better if the document was ordered as per the hierarchy of road users even if the acronym LCWIP has cycling before walking.</p> <p>Upgrading walking and wheeling measures should take precedent over cycling improvements withing residential Eynsham, if necessary.</p> <p>Shared routes (walking wheeling & cycling) should be avoided unless adequate width and separation or monitoring technology isn't available.</p> <p>Currently the Secondary School does not encourage students to cycle to school as they consider the surrounding roads to be unsafe. We are not sure if this applies just to Eynsham or applies to all the schools in the Eynsham Academy Partnership. It would have been helpful if the Eynsham Partnership Academy (EPA) had been part of the Steering Group for this Plan.</p> <p>Other factors: Illegal parking in the village especially at junctions pose a threat to pedestrians (walking and wheeling). The poor-quality state road surface in parts of the village e.g. Spareacre is an impediment to safe cycling as is the rate of bike thefts for those commuting into Oxford City.</p> <p>The Plan is too large for the majority of residents to digest and respond to. The six-step process undertaken for developing the LCWIP, while done thoroughly by officers and external consultants, could have been put in a separate document.</p> <p>Cycling</p> <p>1. Q1 – 2 cycling networks shown on page 27</p> <p>High priority (Regionally) for Item 16.1 and 20.1 - Community Paths Botley> Eynsham> Hanborough</p> <p>Support upgrading bridleways – utilizing historical infrastructure - to improve and increase safe cycling routes in the area although these would need individual consideration to avoid negative impact on walkers and wheelers.</p> <p>Note: Route from Chilbridge Rd to 12 Acre Farm is not a hard surface all the way. PoW crosses a field then rejoins the hard surface up to Twelve Acre Farm. A remote-controlled gate controls vehicle access (continuous hard surface) to the farm (pg27)</p> <p>2. Q3-4 cycling improvements pages 34 – 40</p> <p>Items 1.6 -cycle park 1.8 – parking bay 7.5 – upgrade cycle parking 14.2 – cycle parking are not included in Table 5: List of all walk/wheeling proposed improvements or Table 7. Items 6.1 & 9.2 Pedestrian only please, Land (6.1) is owned by an Oxford College. See also Q4 below</p> <p>Item 5.1. We query the necessity to make Mead Lane suitable for cyclists given the proposed Items 16.1 and 20.1. An improvement to the surface would benefit walkers and wheelers.</p> <p>Note: 20.7 not on Table 7</p> <p>3. Q5-6 Walking network Fig. 15 Page 47</p> <p>Should the route through Fishpond, Playing Field south, Playing Field north be included as a 'linked footway' or is this designation reserved for 'formal footpaths and bridleways?</p> <p>4. Q7-8 Walking improvements pg 52-60</p>

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	<p>Fully support increasing the number of safe pedestrian crossings within the village and on the B4449 for those crossing for employment, allotments and recreation.</p> <p>Fully support narrow junction mouths and continuous footway to emphasise priority for people walking in line with highway code on all routes currently listed.</p> <p>Fully support the traffic calming measures at the entrances and exit to current Eynsham residential areas.</p> <p>School streets are narrowly defined especially around the Primary School.</p> <p>Route 1: Items 1.1 – 1.5 are indirectly *school streets & compliment 2.1 & 2.2. Items 1.7 & 1.9 overlap with Village Centre Traffic Project. Work on the latter shouldn't delay the former.</p> <p>Request a footpath/permissive path is add to the land adjacent to Fishponds/Station Rd (known as Litchfield West in Eynsham Neighbourhood Plan LGS) between Station Rd and Merton Court / Blankstone Close to make a continuous route with 9.2 & 6.1</p> <p>Note: Pedestrian safety is negatively affected by current line marking and illegal parking on Route 11 & Thronbury Rd. This needs to be reviewed as a matter of urgency</p> <p>5. Q9-10 prioritisation scoring/ranking of design recommendations</p> <p>Item 7.1 – 7.5 High St / Oxford Rd request be changed from long term to medium due to location of popular Playing Fields (playground, skatepark and football pitches), Sports Pavillion venue, access to employment Siemens etc. Current road design encourages fast moving traffic. Item 7.3 adds to the expense of this Route, but a wider footpath on one side, or made-up hard surface on the other footpath or both should be a priority. We are currently asking for additional bus stop outside and opposite the Pavillion.</p> <p>The work is organised in routes and cost, a factor in prioritising the work. We can't say if this is the most suitable way of undertaking the work or if certain actions would be better undertaken village wide e.g. the addition of all the specified pedestrian crossings within and on the boundary of Eynsham instead of completing the work route by route. We would like to be consulted on this again as and when the funding becomes available.</p> <p>Question at the end of the survey:</p> <p>18. Please use this space to tell us if there is any specific part of your response you wish to keep confidential: We haven't consulted Corpus Christie or Litchfield West about the request footpath/permissive path across their land yet. Should this be included?</p>
CAPzero member	<p>Hi both,</p> <p>I was wondering if there is any possibility of tweaking the LCWIP name to be more inclusive; appreciate it might be a process, but thought I'd share my thought.</p> <p>I feel discomfort with it not being inclusive, being walking and cycling. Last night at a community meeting someone referred to 'walking and wheeling' and I thought that was a lovely improvement on the name, as it is more inclusive.</p> <p>Is there potential for this to feed back into future work on such plans?</p>
Oxfordshire Liveable Streets	<p>The draft LCWIP contains a network plan for cycling and a network plan for walking, but fails to consider the broader traffic network. This is actually more fundamental. _Cycle Infrastructure Design, LTN 1/20_ is clear that only with low motor traffic volumes (below 2000 pcu/day and 200/hour in peak, and preferably even lower) can cycling be made inclusively accessible on carriageway, without separate cycling infrastructure. For fully inclusive pedestrian movements on narrow streets, vehicle movements need to be kept to perhaps half of that.</p> <p>Key streets in Eynsham are too narrow to have cycling infrastructure and unsuitable for high volumes of motor traffic in any event. So consideration should be given to turning the whole</p>

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	of Eynsham into a low traffic village by stopping through traffic using Witney Rd and Acre End St. This would also create options for enhancing the public realm in the village centre.
Green TEA	<p>Dear [REDACTED],</p> <p>Green TEA, an Eynsham Transition Towns group, considered the key features of the LVWIP and asked me to express our strong support port for the comprehensive analysis and proposals in the draft (and the overarching strategy and policies of the LTCP).</p> <p>We understand the resource challenge of funding the proposals. There are many proposals and there has to be a priority ranking, which we support in principle.</p> <p>For simplicity's sake, these are our priorities.</p> <p>Access to schools: improve the the walking and wheeling to Bartholomew and Primary Schools to make access easier, more attractive and SAFER, and thereby discourage the danger, congestion and pollution of car delivery and collection.</p> <p>Reduce traffic volume, make walking and wheeling safer and more attractive and reduce people vehicle conflicts, especially in the village centre.</p> <p>Focus priority wheeling improvements on Oxford Road, Acre End Street, Mill Street and Hanborough Road within Eynsham.</p> <p>Improve safe and convenient cycle connections to Hanborough Station along Lower Road and to Oxford along A40 and B4044. The creation of a segregated cycle and walking route between Eynsham and Botley (B4044) should be top of priority list for investment to ensure cyclist / walker safety, to stimulate non car access and remove the increasing conflict between cyclists and vehicles, and danger to cyclists, on a dangerous and congested road.</p> <p>[REDACTED], Chair, Green TEA Eynsham</p>

Stantec on behalf of Grosvenor	<p>Dear [REDACTED]</p> <p>Re: CONSULTATION ON DRAFT EYNHAM & THE SURROUNDING AREA LCWIP</p> <p>We write as a response to the above consultation on behalf of Grosvenor, the promoter of the Salt Cross Garden Village site.</p> <p>We welcome the development of the LCWIP and acknowledge the importance of identifying measures and planning for improved routes for active travel in the Eynsham area, including for Salt Cross Garden Village.</p> <p>We welcome the acknowledgement that the LCWIP will be the means to prioritise investment and bid for and obtain funding from a range of sources for infrastructure active travel improvements. We welcome this in the context of routes both between the future Garden Village and Eynsham and also for links to Hanborough station.</p> <p>The LCWIP sets out a number of Core Design Outcomes which mirror those identified in LTN1/20 Cycle Infrastructure Design. These identify that the routes should be:</p> <ul style="list-style-type: none">• Coherent• Direct• Safe• Comfortable; and• Attractive <p>The majority of the measures identified in the LCWIP are supported and acknowledged as of benefit for existing and future residents.</p> <p>We would like to raise the below comments on the draft LCWIP:</p> <ul style="list-style-type: none">• Details of the Lower Road cycle route to Hanborough station;• Cuckoo Lane;• The approach to address A40 severance; and• The challenges and issues around a grade separated A40 crossing
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	<p>Lower Road Cycle Route</p> <p>We welcome the inclusion of this route in the LCWIP. As a route to connect Eynsham to the local station we would welcome ways for the LCWIP to enable funding opportunities for this route to be explored.</p> <p>On the southern part of the route where the route meets the Garden Village there is the opportunity for it to realign through the Garden Village as has been identified in the Area Action Plan. This would provide a more attractive, direct, safe and comfortable route than following the alignment of Lower Road, which diverts east in order to meet the roundabout.</p> <p>Cuckoo Lane</p> <p>The area to the north of Cuckoo Lane will change significantly with the Salt Cross Garden Village proposals from its present rural nature. New land uses are proposed which are likely to include destinations including new education provision.</p> <p>The timing of the delivery of changes to Cuckoo Lane in the LCWIP should reflect that these should happen alongside the changes that the Garden Village will bring which will facilitate significant changes on that part of the local network. This will include new housing, education uses as well as the opportunities that will arise through the altered vehicular access, as the spine road through the Garden Village is provided facilitated by a new vehicular access provided from the A40 further west of Cuckoo Lane.</p> <p>Any closure of Cuckoo Lane to traffic should be aligned with the delivery of the secondary education provision at Salt Cross Garden Village, which is a driver for the change of nature of Cuckoo Lane. Vehicular access should be retained from Cuckoo Lane to serve earlier phases of housing delivery and whilst a new connection from the A40 through the commercial zone is delivered.</p> <p>Addressing A40 Severance</p> <p>The LCWIP identifies addressing the severance of the A40 as a basis for many of the measures proposed. The A40 will see significant changes as part of the HIF proposals and development proposals on each side of the road. The first stage of this has been the construction of the Eynsham Park and Ride site which will be followed by the HIF works.</p> <p>The A40 will change immeasurably in the period of the LCWIP. The present village of Eynsham turns its back on the A40, with limited accesses. North of the A40 is largely rural in character with elements of commercial uses clustered around the petrol filling station. As highlighted in Appendix B of the draft LCWIP the A40 is presently "unattractive for users due to the high vehicle speeds".</p> <p>The LCWIP is intended to reflect the changes planned and growth both west and north of the existing village of Eynsham. It is agreed that the new growth and existing Eynsham should be well connected and the demand to walk, cycle and wheel between the two will increase with new jobs, education and facilities north of the A40 being attractions from the existing Eynsham residents and new residents south of the A40 as well as residents in the Garden Village accessing facilities in the existing village.</p> <p>A key aspect of the Salt Cross Garden Village (as identified in Appendix A of the LCWIP "Core movement and connectivity principles at Salt Cross") will be to create a permeable layout with a range of routes connecting south to Eynsham and to multiple crossings of the A40. There will be a need for the LCWIP to respond to and facilitate this permeability.</p>
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	<p>The A40 will need to change very significantly to meet the needs of the planned growth. At present it is a road that passes to the north of, and past, Eynsham. It is entirely appropriate that the changes to the A40 reflect the transport hierarchy that is recognised in Appendix A of the LCWIP and considers the environment and infrastructure required to improve the ability to cross the A40. The changes to the A40 will require new entrance gateways, significantly reduced speed limits, new site access junctions, a number of signal-controlled crossings points relating to the permeable nature of the planned growth, the Park and Ride site and bus priority. These changes will completely change the nature and perception of people crossing the A40.</p> <p>The LCWIP should be promoting a safer user environment along the A40 for active travel. The LCWIP should reflect the need to apply the road hierarchy principles to the A40 to provide a more attractive solution focussed on slowing the speed of traffic and providing convenient at grade solutions to remove the severance of the road.</p> <p>The draft LCWIP should be amended to remove references to the grade separated crossing of the A40 as a solution and to provide more content on the approach to remodel the A40 environment to accommodate walking and cycling at grade.</p> <p>The Challenges and Issues of a Grade Separated Crossing</p> <p>The solutions to cross the A40 within the LCWIP are all at grade with the exception of one location (North of Old Witney Road).</p> <p>The topography of land along this part of the A40 does not naturally lend itself to grade separation. It is largely flat. To go up and over the A40 will require significant ramps. To go under the A40 would require building a new underpass structure under the A40 road with a significant change of level to access the underpass either side of the crossing. The A40 in this location, whilst busy, is a single carriageway. Whilst HIF measures will introduce bus lanes the length of road crossing is not multiple lanes and elsewhere at grade crossings are proposed.</p> <p>Previous Oxfordshire County Council studies undertaken have highlighted the deliverability challenges of grade separation which was excluded and ruled out of the A40 HIF proposals.</p> <p>Grade separation of the A40 should be considered against the following:</p> <ul style="list-style-type: none"> a) Does it relate well to the growth proposals of the Salt Cross Garden Village? b) Does it practically work for the user? c) Is it practical and deliverable? <p>These elements are discussed below.</p> <p><i>Grade separation relating to the growth proposals</i></p> <p>The Garden Village site is linear from the employment provision west of the Park and Ride site across to Lower Road in the east. The site does not have one spine of active travel movement north to south and is intended to be permeable and connect to the A40 in the south in a number of locations.</p> <p>A solution for grade separation in one location would therefore not be on a direct route where all people will want to cross the A40. Few people (if anyone) will actively divert significant distances to cross at a bridge or underpass, when there are other at grade solutions more conveniently provided to their route.</p> <p>To the south of the A40 Eynsham (and the planned growth at West Eynsham) does not provide a single focussed active travel route to the centre of the village. There are, and will continue to be, multiple routes. If residents in Eynsham were to be cycling north to new jobs in the employment allocation in Salt Cross Garden Village there are a variety of locations that they are likely to cross the A40. Old Witney</p>
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	<p>Road is not a focus for such crossings from the existing village, routes through West Eynsham or crossings further east and routing through the Garden Village are likely to be attractive alternatives.</p> <p>The intention for the Salt Cross Garden Village to be permeable is a core reason why focussing significant investment on a single grade separated crossing point is not considered a sensible solution.</p> <p><i>Does it practically work for the user?</i></p> <p>A single grade separated crossing would mean identifying a route that is focussed on the significant infrastructure being provided in one location to cross A40. The location is fixed. As a result the route to the grade separated crossing will be unlikely to be coherent or direct for users, especially to the south of the A40 where the route will need to respect existing properties and infrastructure and be provided where it can fit.</p> <p>The fixed location of the grade separated crossing option is likely to mean that the route would not be direct for users. If the crossing is a new bridge, it will include ramps that are unlikely to be deliverable in a way that they align with the direct route from A to B and will therefore involve walking or cycling along indirect ramps. An underpass similarly would involve diversion for users and involve ramps either side of the crossing under the A40.</p> <p>A grade separated crossing will involve people either ramping up and over, or down and under the A40. There will be ramps and gradients making the crossing less comfortable for users. Finally, underpasses and bridges are an engineered solution that by their nature do not provide much natural surveillance or a feeling of attractiveness to the user, especially at night-time when other users are limited. The fear of antisocial behaviour and crime are likely to be factors that further reduce the feeling of comfort and attractiveness for the user.</p> <p>In summary, as a solution to cater for people to cross the A40 a grade separated solution provides a compromised solution which would rate poorly in terms of being coherent, direct, comfortable or attractive. These are four of the five Core Design Outcomes highlighted in the LCWIP as being important. The LCWIP identifies that the road user hierarchy should place active travel users first, the grade separated solution is likely to result in the opposite of that and should be reconsidered.</p> <p><i>Practical, deliverable and implementable</i></p> <p>The appendix to the LCWIP references previous feasibility studies of the A40 grade separated crossings and infers these provide comfort that (an underpass, as was assessed) is deliverable. Unfortunately, this is a misleading and inaccurate position in relation to the grade separated solution proposed.</p> <p>Previous concept design studies involved options which relied upon raising the levels of the main A40 and also relied upon obtaining land to the south of the A40 in third party ownership. These studies do not provide comfort that an underpass is practical or deliverable.</p> <p>Delivering a grade separated solution where the topography of the surrounding land is largely flat (as recognised in the draft LCWIP) is very challenging. To the south of the A40 the existing village provides limited highway land to deliver the necessary ramps associated with a grade separated solution. This is very challenging. Any solution will be indirect and unattractive to users. There is no evidence that solutions are deliverable without obtaining additional third-party land.</p> <p>An underpass solution would need to address significant issues around drainage and require a pumped drainage solution which again are likely to need land to be deliverable. The impact and cost of utility diversions associated with an underpass are likely to have significant cost implications.</p>
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	<p>A foot/cycle bridge alternative would have similar issues to an underpass in terms of the land take of the ramps and be likely to result in ramps to the south side of the A40 being delivered parallel to the A40, which will make the route unattractive to users. A bridge solution would need to consider matters such as overlooking of existing residential properties and lighting impacts.</p> <p>An underpass or a new bridge represents a significant investment and construction project in itself. The impact of this solution does not relate to the aims of the LCWIP, or changed nature of the A40. At grade crossings will be more effective, be in keeping with the changed A40 corridor and other crossings proposed and have a significantly reduced carbon and environmental impact.</p> <p>The references to the grade separated crossing of the A40 do not align with the growth on either side of the A40, do not provide a solution that works for users and is likely to be undeliverable.</p> <p>In summary the need, benefit and delivery of any grade separated solution to cross the A40 is questionable. As a design solution it would conflict with the stated Core Design Outcomes of the LCWIP. The approach to the A40 should be consistent and reflect both the desired permeable active travel routes that are proposed in Salt Cross Garden Village and the approach to change the A40 to deliver a slower route with formal at grade signal -controlled crossing provision.</p> <p>Can I please request confirmation of receipt of this response and we hope that the content of this response will be reflected in the final version of the document.</p> <p>Yours sincerely</p>
Stanton Harcourt Estate	<p>Dear Sir</p> <p>EYNESHAM LCWI PLAN</p> <p>This firm acts on behalf of the Stanton Harcourt Estate, which owns land between Stanton Harcourt and Eynsham.</p> <p>The Estate believes that proposal 28.1 does not provide the best solution for implementing an improved cycle and pedestrian access between Eynsham and Stanton Harcourt. There are several elements.</p> <ol style="list-style-type: none"> 1. The route is in flood zone 3. As such the proposal is contrary to Appendix A, which states that alternative routes should be available in areas at risk of flooding. 2. The route is a bridleway, principally for use by horses. Generally speaking, bicycles and horses do not mix and should be kept separate. 3. This bridleway is in a beautiful and remote location; suitable for horses. It is not a good route for bicycles and pedestrians, owing to its remote nature. 4. The maps in the Consultation are inaccurate, in that they suggest that there is continuous public highway and public right of way along Steady's Lane. This is incorrect. The public highway does not connect to the public right of way on Steady's Lane. <p>For these reasons, the Estate firmly believes that the most suitable solution would be a purpose built cycleway along the side of the B4449.</p> <p>Please could you confirm receipt of this letter.</p>
Freeland Parish Council	<p>Dear [REDACTED],</p> <p>Thank you for this. A safe cycling route from Freeland to Eynsham has been an issue for many years, particularly as Freeland is in the Bartholomew School catchment area and pupils are bussed daily from Freeland. Wrosslyn Road between Freeland and the A40 is not safe for cyclists and a study done in 2002 concluded that the cost of putting a cycle path along it was prohibitive. An alternative could be to upgrade the bridleway that leave Freeland towards Eynsham, but this only goes halfway before crossing Wrosslyn road towards Witney. The proposed Salt Cross Development makes this a more feasible idea as the bridleway runs along the boundary of the proposed Development. The provision of a cycle path along Lower Road has been suggested but this would not I think be widely used by Freeland residents as it requires a long detour via Pigeon House Lane. A direct cycle route to Eynsham would be used by pupils at Bartholomew school and to link to the proposed Park and Ride and also the A40 cycle paths to Witney and Oxford.</p>

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	<p>A submission was made to the LCWIP was made along these lines as follows:</p> <p><i>Upgrade to bridleway to create traffic free route for Freeland residents and others to Eynsham for school, park & ride and onward to Oxford. The road between the A40 and Freeland is not safe for cyclists.</i></p> <p>A reply was received that this was raised with [REDACTED] and so hopefully when published the LCWIP will include this. We have also raised the issue in the context of the CAPZero project, which WODC and Freeland FPC are supportive of and which as you note highlights the need for more active travel for carbon reduction reasons. Of course active travel also brings real health benefits.</p> <p>Freeland does have a recently published "Village Design Statement" but this makes no specific mention of the CAPZero or walking and cycling provision and we were advised by [REDACTED] that this is not necessary as the aims of CAPZero would be incorporated in the local Plan and that LCH would be consulted.</p> <p>I hope this helps, I am not sure where responsibility for traffic infrastructure provision lies, County, District and PCs all involved. There are other transport related issues issues for Freeland residents beside cycling provision and perhaps an overall Traffic Advisory Committee with local representation would enable progress on these to me made more quickly than is currently the case.</p> <p>Best regards,</p> <p>[REDACTED]</p>
<p>West Oxfordshire District Council Officer 1</p>	<p><i>The Eynsham Area is an area of strategic growth and change. We are encouraging walking and cycling to be the most favoured sustainable forms of transport. There are two strategic development sites, Salt Cross and West Eynsham with new schools, potential green lanes as active travel walking cycling routes as well as development of Hanborough Station and potential for proposals for walking and cycling to Oxford as well as walking cycling connectivity as part of the A40 improvements scheme</i></p> <p><i>The development areas have an examined Area Action Plan for Salt Cross and an adopted masterplan for the West Eynsham strategic development area.</i></p> <p><i>Given the importance of walking and cycling as the preferred mode of transport the Eynsham Area Local Walking and Cycling Infrastructure Plan is a critical strategic infrastructure plan to facilitate 'permeable' and 'legible' networks of walking and cycling infrastructure that seamlessly and safely connect existing and proposed developments: including safe walking routes to schools.</i></p> <p><i>Whilst the proposed developments are not designed in detail, is it possible to provide a strategic walking cycling infrastructure plan that provides all primary walking cycling routes as greenways / green lanes (to which secondary routes can connect to as layers of design detail can be added to as design details evolve.)</i></p>

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	<p><i>At the moment the walking cycling infrastructure plan does not show the level of connectivity required if we are seeking walking and cycling to be the primary transport movements.</i></p> <p><i>To be inclusive and accessible, all routes should be suitable and safe for multiple users: wheelchair users, buggies, electric bikes & scooters as well as people less able (ie may take time) or confident crossing major roads, such as the A40.</i></p> <p><i>Given the connectivity between existing and new development proposals consideration of young children and teenagers and how they interpret and use the built environment should also be a consideration.</i></p> <p><i>A walking cycling infrastructure network is a core place making opportunity to provide a safe and welcoming green network that provides and shapes perception of place and place identity and so also an opportunity for interpretation of place history.</i></p> <p><i>The engineering aspects considered to date are a critical component but, are only one aspect of a holistic design approach to this important place making piece of infrastructure.</i></p> <p><i>It is suggested that a more holistic design approach is considered for the strategic local walking and cycling network for Eynsham.</i></p>
West Oxfordshire District Council Officer 2	<p>I hope you are well. Thanks for getting back to me and for the useful maps. The LCWIP and CAPzero areas do seem similar. How are LCWIP boundaries decided? Can we please extend the LCWIP to consider walking around the Eynsham area?</p>
Resident 1	<p>Dear [REDACTED],</p> <p>My response to the LCWIP is the same response as you will receive from [REDACTED]</p> <p>Could you please record this in the appropriate place?</p> <p>With many thanks,</p> <p>[REDACTED]</p>
Resident 2	<p>I do not believe that completing a survey is the best way of responding to a consultation and would like the following comments to be included in the consultation response.</p> <p>1. At 75 pages, the document is too long and will deter most people from responding. Could a lot of the background information and scene setting be better placed in appendices? With the existing document it is difficult to "see the wood for the trees"</p> <p>2. The document seems to focus too much on cycling and not enough on walking. Indeed there are many instances where proposed cycling improvements impede existing walking</p>

	<p>opportunities. More people are likely to increase walking than take to cycling so pedestrians should be top priority. (As in the highway code!)</p> <p>3. Initial investment should be focussed on existing facilities. The biggest deterrent to cycling is the state of the roads: potholes and subsidence of the road surface make cycling dangerous at times and reaching the proposed cycle ways is not a task for many people where cycling is not easy to perform even in good circumstances. People will not leave their cars if the first few hundred metres travel is potentially unsafe. Walking is made more difficult by the state of the footpaths. This is further magnified where footways are shared by cycles. Shared routes should be avoided unless adequate width and separation is available.</p> <p>4. In a number of locations, eg Spar, Post Office, cycle parking is advocated; this parking should not take space used by pedestrians or mobility scooters/chairs. These two examples are already busy pedestrian thoroughfares and these and other sites should not be compromised.</p> <p>5. Specific points I feel need correction:</p> <p>Item 5.1. Cyclists should not be encouraged along Mead Lane. This is a valuable country route for walkers who should not be forced to cope with cyclists. The bridleway will become even more valuable to walkers as access to the countryside is made more restricted by future development. The proposed cycle path along the Eynsham Bypass means there will be alternatives available for cycles so Mead Lane is not needed; indeed Mead Lane could become a cycle rat run to avoid the bypass route especially as Salt Cross is developed. Improvements should be made to Mead Lane to support use by mobility devices and pushchairs but physical barriers to deter cycles should be included.</p> <p>Item 9.2. The same applies to Fishponds, especially as this is not a bridleway and cycles should be totally banned.</p> <p>Item 28.1. The footpath to Stanton Harcourt from Pinkhill Farm should not allow cycles. This is another valuable walking route. If improvement money is available a cyclepath should be created along the exiting roadway before spending it on this footpath.</p> <p>Item 31.1. In the same way, I am unhappy about the footpath to South Leigh becoming more cycle friendly. Some cyclists do use the path beyond the Nunnery but their travel is slowed by the nature of the path. I feel less strongly about this route than the above because there is an alternative walking route and there is no easy alternative for cycles. However, the two paths together are a popular circular walk and adequate protection for pedestrians and other wheeled users must be provided.</p> <p>All the above comments are made by someone who both walks and cycles. However the state of the roads makes me hesitate to cycle, especially as my journey starts with the very poor road surface in Spareacre Lane.</p>
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