Wallingford Area Local Cycling and Walking Infrastructure Plan

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Executive Summary

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

Local Cycling and Walking Infrastructure Plans (LCWIPs) identify issues with and potential improvements to the cycling and walking networks within a place. They aim to support more people to cycle and walk (including wheeled users) for short journeys or as part of longer journeys. LCWIPs are an Oxfordshire County Council (OCC) policy requirement as established in OCC's Local Transport and Connectivity Plan (LTCP) and supporting Active Travel Strategy. The promotion and development of active travel is key in contributing to Oxfordshire County Council, South Oxfordshire District Council, and the Wallingford Town Council pledges to address the climate emergency by being carbon neutral by 2030 and have a net-zero energy system by 2050, due to a reduction in vehicle emissions. As such, the LCWIP was developed in collaboration with key stakeholders representing each area, including County Councillors, District Councillors, Wallingford Town Councillors and key members of organisational groups in the areas, such as the Mobility Issues Group for Wallingford, and Wallingford Living Streets (which also covers the areas in this study).

This LCWIP presents the current and proposed walking, wheeling and cycling network in the Wallingford area. Areas for improvement have been identified through site auditing, stakeholder and community engagement and review of background data to ensure a connected, place centred plan. The list presented is not an exhaustive list of improvements, providing opportunities for further improvements to be identified at a later stage. Proposed improvements focus on creating a safe and accessible cycling and walking environment for all journey purposes (including those connecting to other modes such as bus). Improvements include the provision of crossings, narrowing junctions, implementing dropped kerbs and tactile paving, and resurfacing routes. High Street in Wallingford and the Benson Lane link with the A4074 are the highest prioritised routes for improvement due to the positive level of impact improvements would bring, including for school journeys. The prioritised areas for improvement will guide the funding that is sought

by OCC and where funding is spent so that local needs are met. Funding will come from a variety of sources, including develop er contributions and central government bids. The LCWIP will be reviewed and updated every two years or considering significant development.

1. Introduction

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

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

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

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

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

1.1.1. Purpose

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

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

1.1.2. Process

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

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

1.1.2.Outputs

The primary outputs produced during an LCWIP are:

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

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

1.2. Development of the Wallingford Area LCWIP

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

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

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

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

1.2.1. Governance

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

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

1.2.2. Stakeholder Engagement

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

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

- Oxfordshire County Councillors
- Wallingford Town Council members

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

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

2. Background and scope

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

2.1. Policy Context

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

Table 1: Key policies, strategies and guidance

Policy /Strategy /Guidance	Content and Relevance to LCWIP
National	
Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities, DfT (2017)	Establishes the technical framework to guide local authorities in the development of LCWIPs. The guidance outlines a step-by-step approach for planning and developing cycling and walking networks at the local level, emphasising the importance of evidence-based decision-making and community engagement. The purpose of the technical guidance is to ensure that LCWIPs are consistent, well-planned, and effective in improving local cycling and walking environments to meet the national policies, such as the Cycling and Walking Investment Strategy (CWIS) and Gear Change.
Cycling Infrastructure Design, Local Transport Note 1/20, DFT, 2020	This guidance outlines how to deliver coherent, direct, safe, comfortable and attractive cycling infrastructure that is inclusive of all abilities and will support more people to cycle. It aims to facilitate in making existing journeys safer and more pleasant, with infrastructure recommendations influenced by the local environment. Provides recommendations to improve infrastructure that can be implemented to address the issues identified through route auditing. All the infrastructure proposed within this LCWIP are assessed against LTN 1/20 criteria.
Regional	
Oxfordshire's Local Transport and Connectivity	Sets the long-term ambition for transport in Oxfordshire, aiming for a "safe, net-zero Oxfordshire transport system" – where cycling and walking is a key component of this. LTCP will be supported by

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

2.2. Introduction to study area

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

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

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

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

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

[1] Didcot Local Cycling and Walking Infrastructure Plan, 2023, Annex 1, Agenda item - Didcot Local Cycling and Walking Infrastructure Plan | Oxfordshire County Council

[2] Strategic Active Travel Network, 2024, Oxfordshire SATN

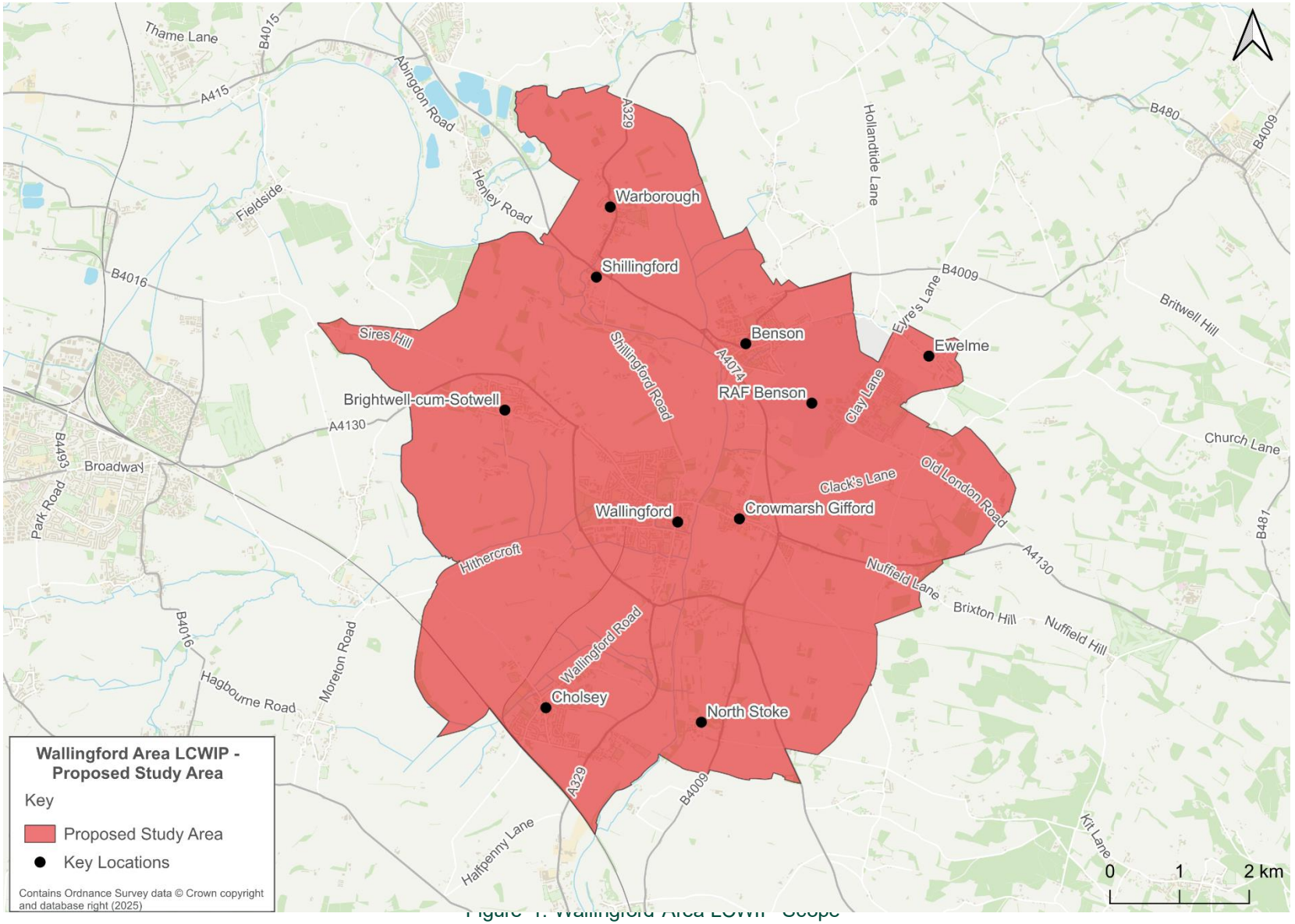


Figure 1: Wallingford Area LCWIP Scope

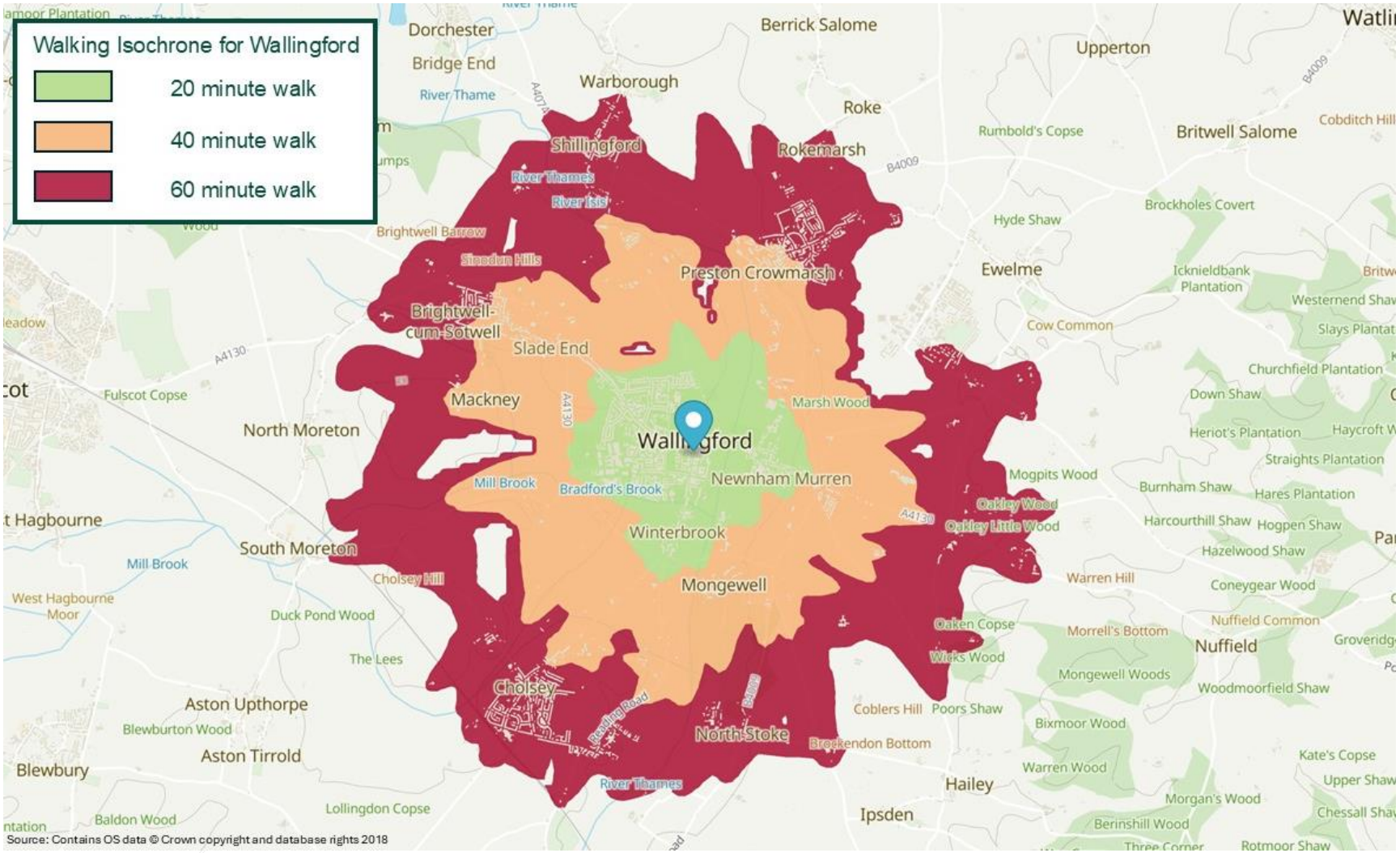


Figure 2: Walking isochrones

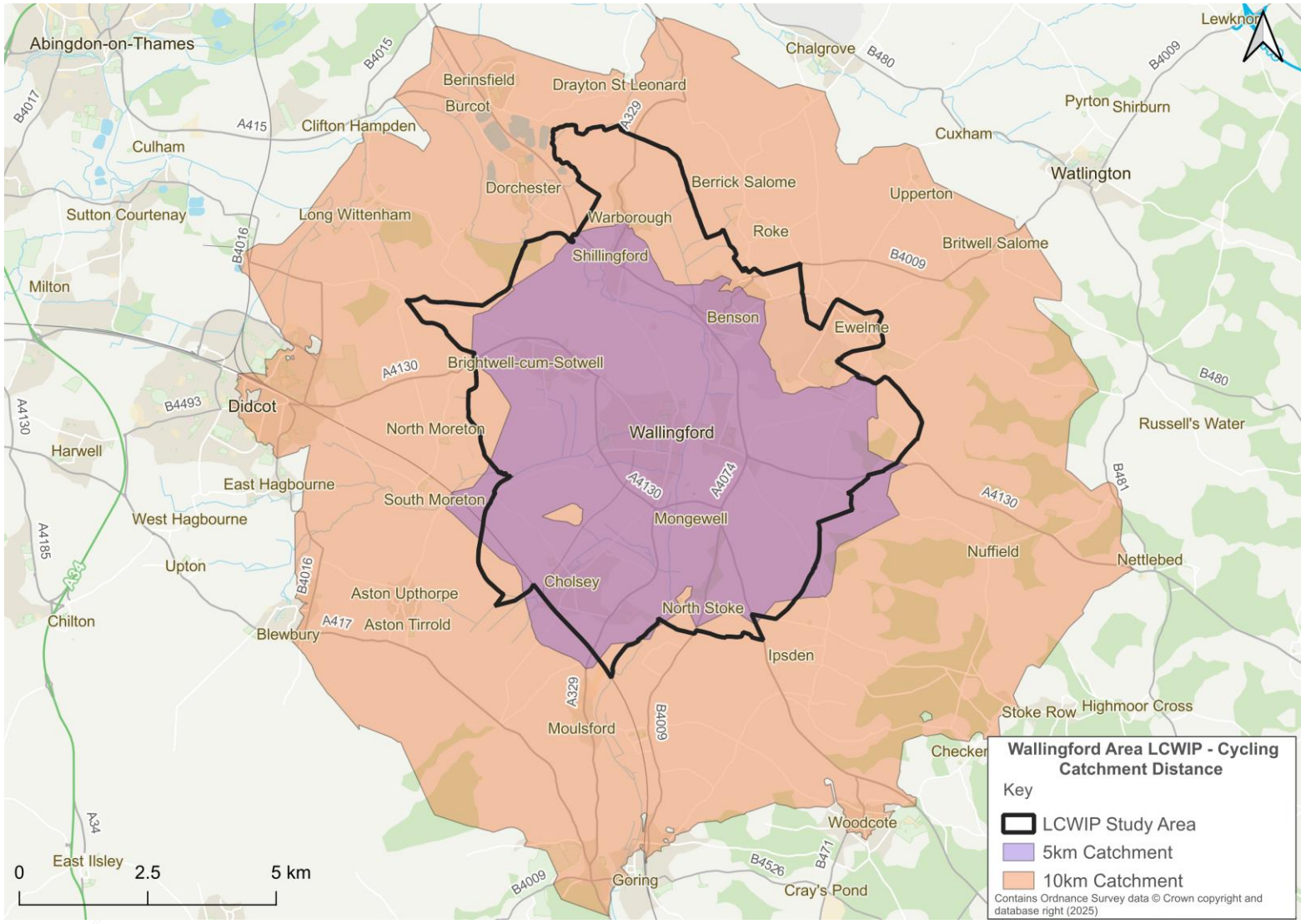


Figure 3: Cycling isochrones

Figure 4: Trip generators

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

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

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

[3] South Oxfordshire Settlement Assessment Background Paper, 2018, Microsoft Word - Settlement Assessment 2018 update

2.3. Local Geography and Environment

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

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

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

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

Air Quality – The Air Quality Management Area (AQMA) status has been revoked after 19 years in place, however, NO_2 levels are still high in localised areas and should be addressed to improve the health and wellbeing of residents.

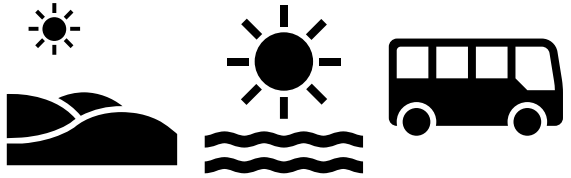
Further information on all of the above can be found in **Appendix A.**

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

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

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

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



2.4. Demographics

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

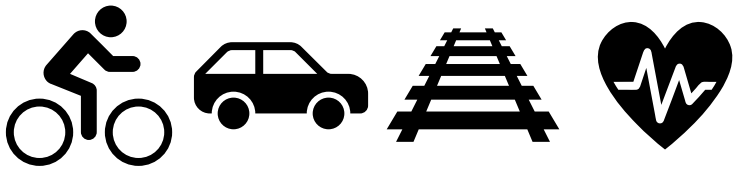
Health in the area is good, with higher-than-average levels of physical activity recorded alongside a strong walking and cycling community, even in the rural areas. this provides a good opportunity for more trips to be made by walking and cycling.

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

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

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

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



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

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

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

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

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

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

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

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

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

3. Network Planning for Cycling and Walking

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

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

3.1. Methodology

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

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

3.1.1. Identifying desire lines and core walking zones

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

[4] Active Travel England design assistance tools - GOV.UK

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

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

road networks in housing developments, old and new.

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

Figure 5: Wallingford Area defined road hierarchy

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

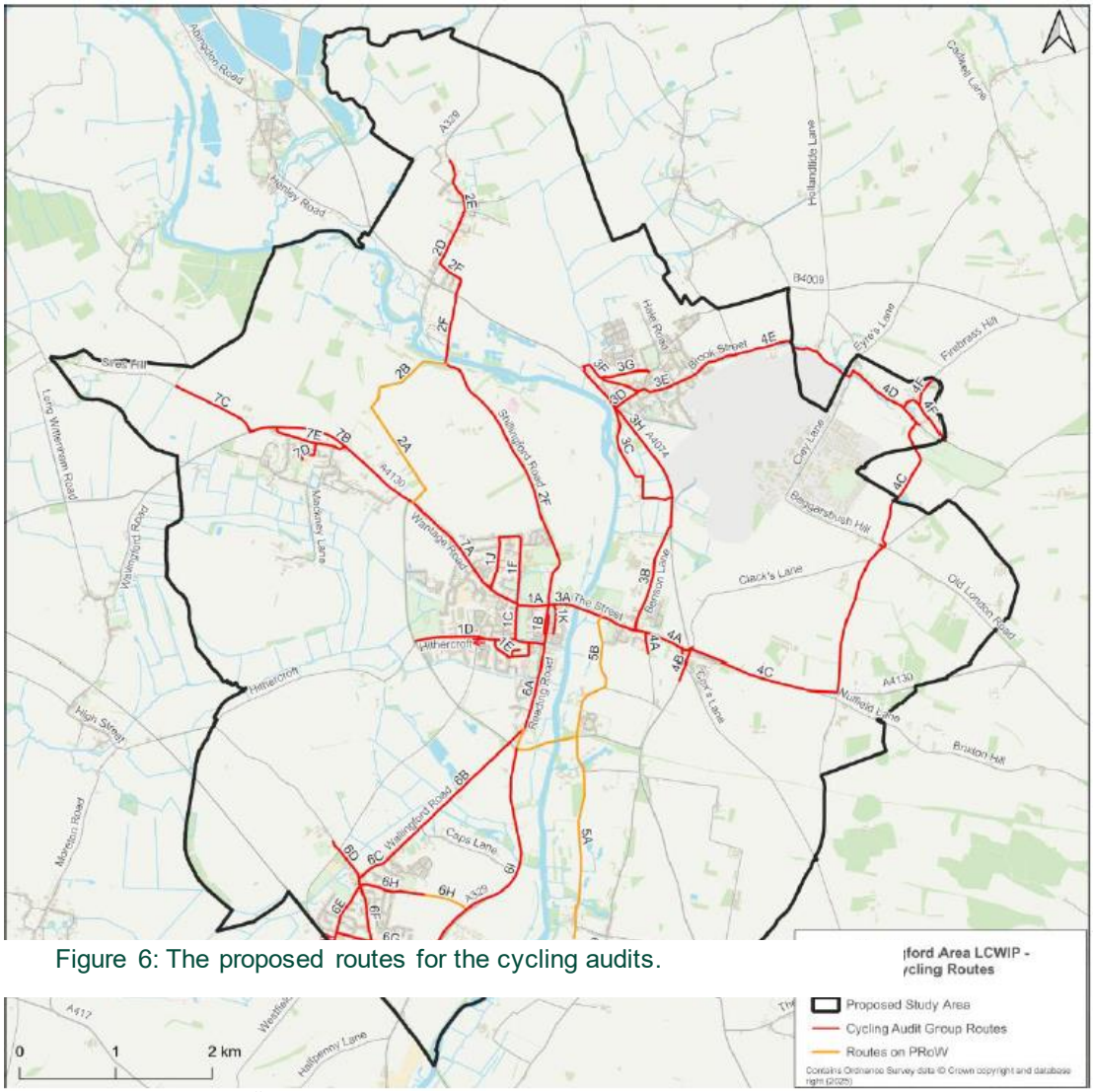


Figure 6: The proposed routes for the cycling audits.

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

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

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

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

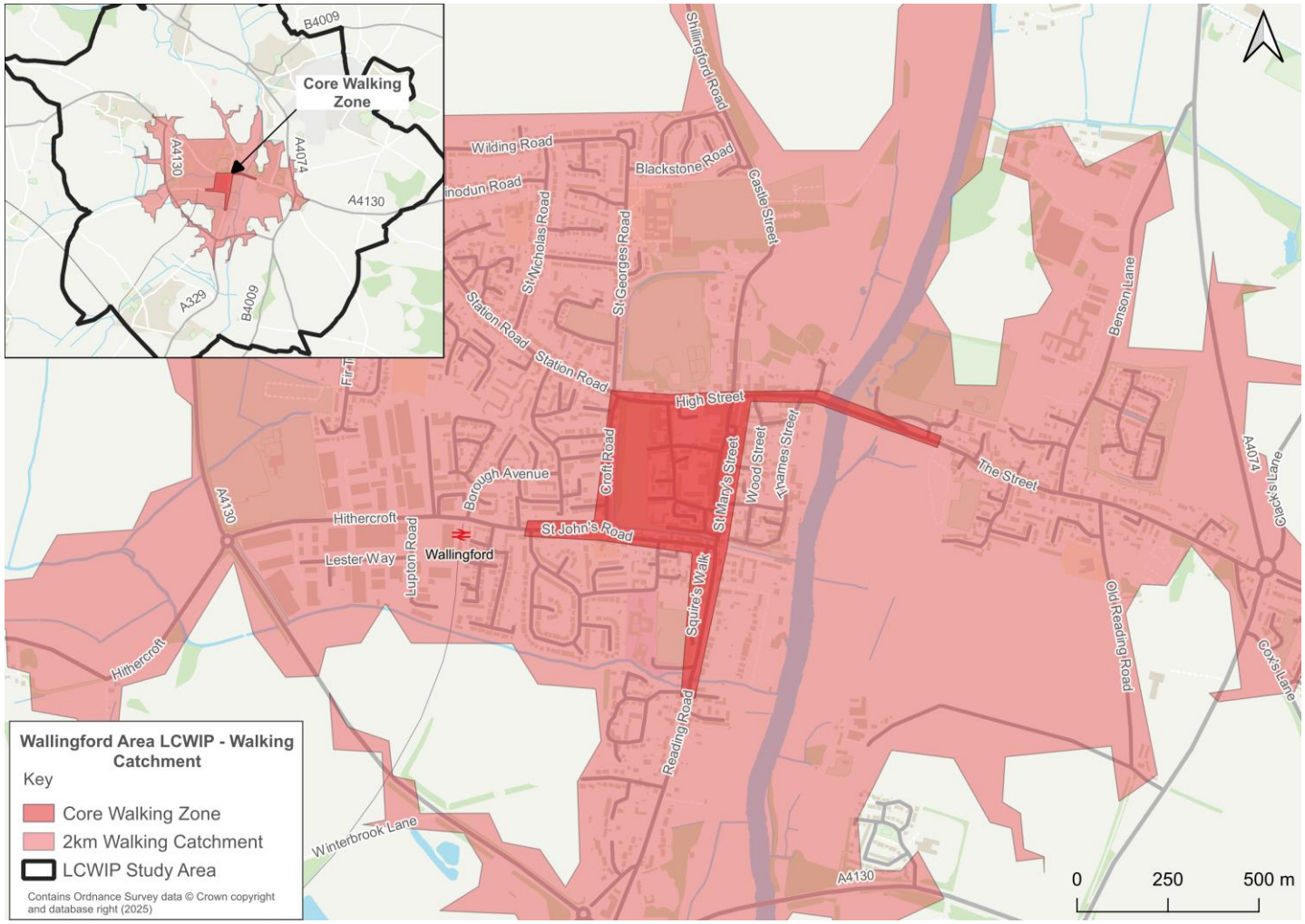


Figure 7: Core Walking Zone, including a 2km catchment for longer walking journeys.

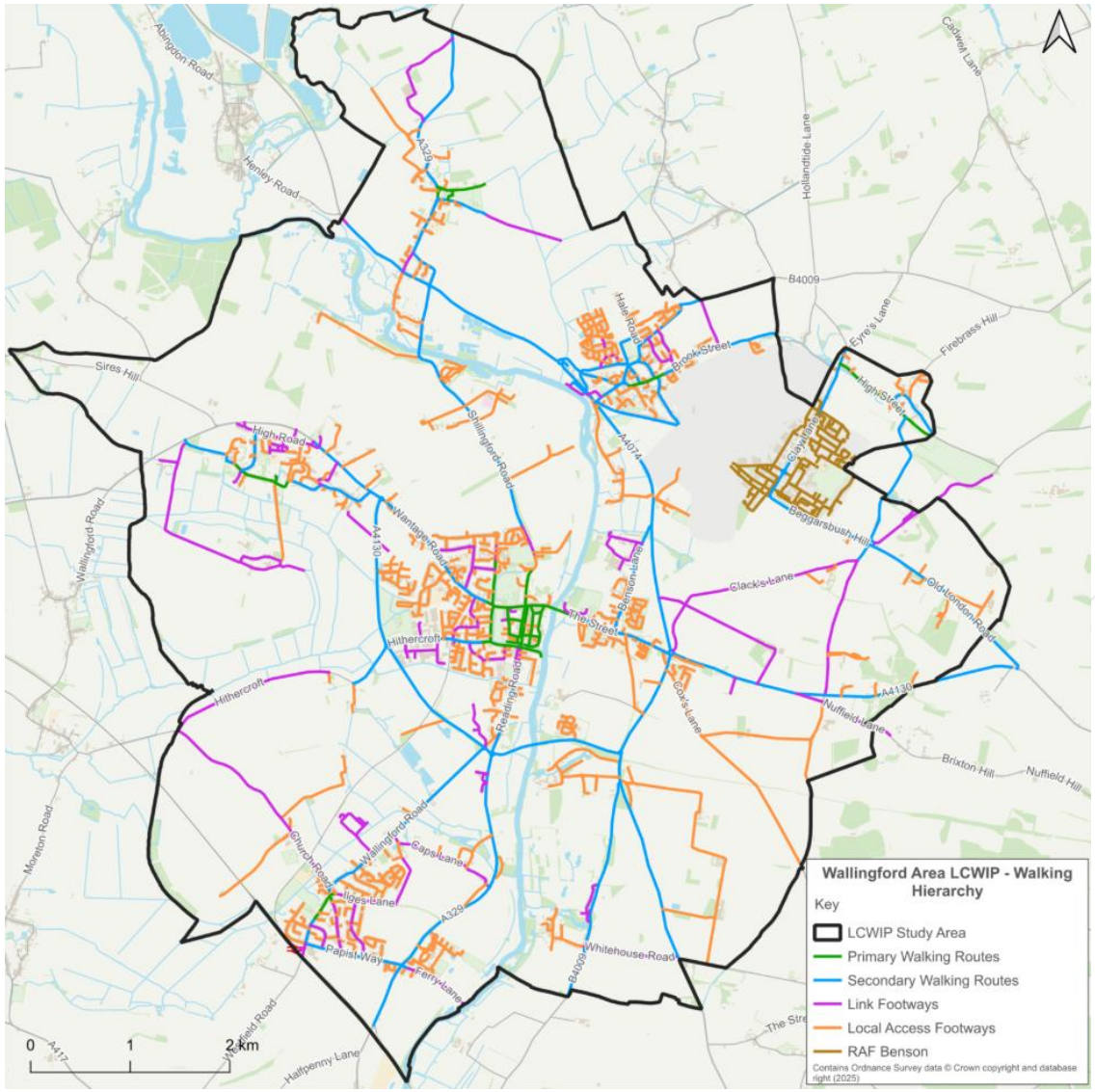


Figure 8: Wallingford Area Existing Walking Network Hierarchy

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

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

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

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

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

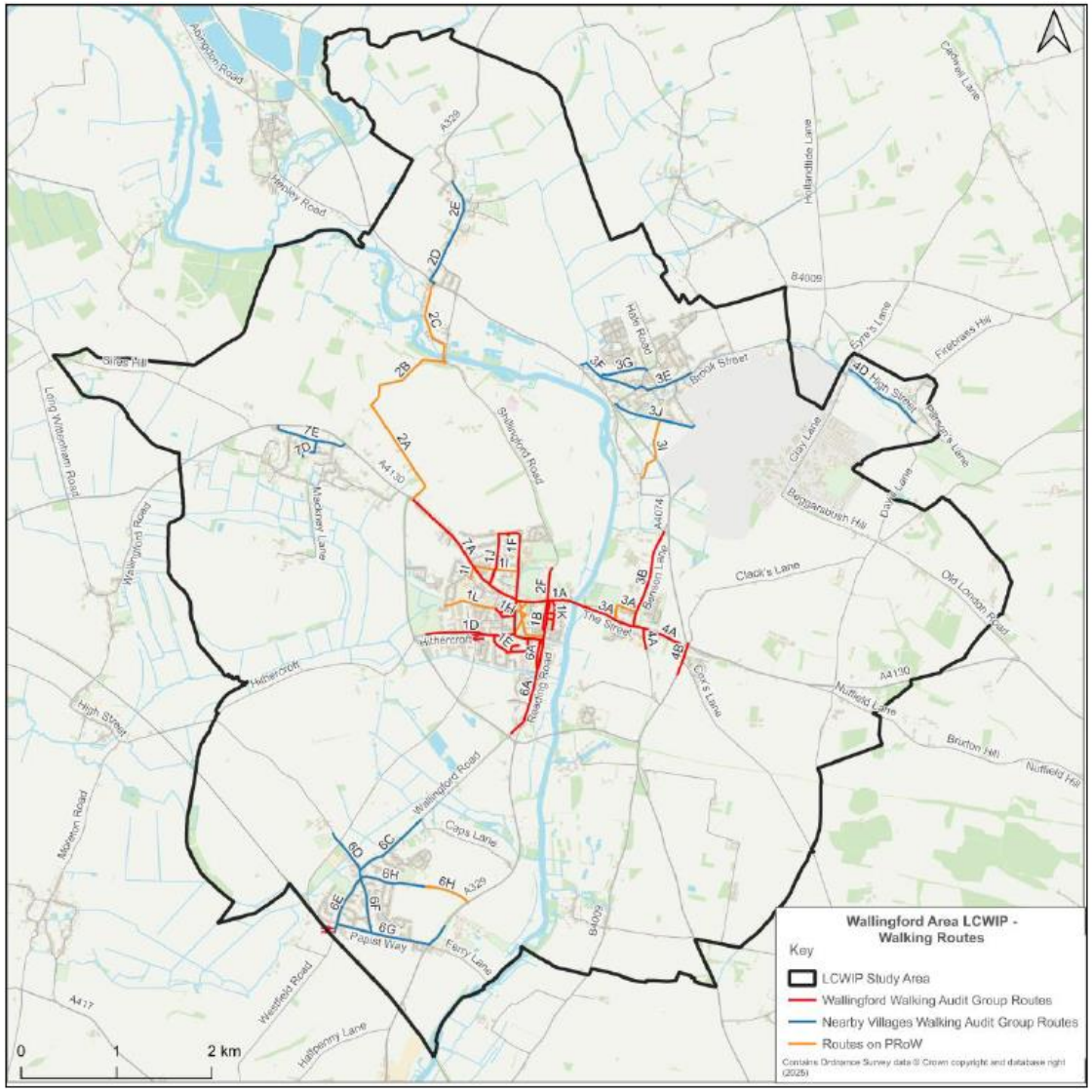


Figure 9: Proposed walking audit routes

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

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

3.2. Proposed improvements

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

Following the site visit and a review of comments collated on site, proposals have been developed to address the issues that were identified and develop a future active travel network. These proposals have been informed by observations made during the audits which informed design proposals to create and improve the active travel network in line with the principles set out in both LTN 1/20 and the WRAT.

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

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

Maintenance issue – Substandard surface conditions on footways and crossings effecting an active travel user

Missing/ inconsistent or substandard infrastructure – Missing infrastructure such as dropped kerbs or tactile paving causing a safety concern to active travel users. Cycling infrastructure is not LTN 1/20 compliant.

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

Unattractive as an active travel user – Safety concern, such as a high maximum speed limit, which may deter an active travel user from using that route.

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

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

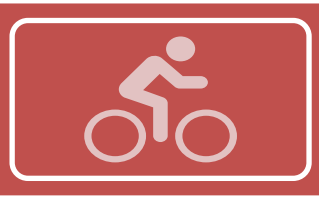
An intervention toolkit has been used as a basis for suggesting improvements as it gives examples of the different types of infrastructure that will improve walking and cycling provisions in the Wallingford area. The toolkits in full are available in **Appendix A, Section 15**. The overall proposed improvements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

Table 2: Design Principles for the Proposals

Design Principle	Supporting information
Narrow junction mouth radius and implement side-road entry treatments at segregated cycleways	Side-road entry treatments are designed to minimise conflicts between pedestrians, cyclists and motor vehicles. They enable segregated cycleways to run at a continuous, raised, flat level across minor side roads. The steep gradient to transition from road level to cycleway level forces motor vehicles to slow, increasing safety for cyclists using the segregated cycleway. These measures should be considered where junction improvements are being made, and where segregated cycleways have been proposed.
Wayfinding and signage	updated wayfinding and signage throughout a town makes active travel more accessible and attractive for all users. Signage should include information about distances, destinations and direction, with a consistent branding to maintain an easy navigation throughout. Cycleway markings can also be used to clarify routings.
Cycle parking	in addition to the proposals that identify new cycle parking locations, any major destinations should be considered to have new cycle parking installed. Cycle parking should be in an open, highly visible area with good natural surveillance. It should be convenient, accessible to all, and easy to use, whilst being secure and covered by a shelter. Pump and repair tools located next to the cycle parking will make it more attractive for active travel users.
Removal of staggered crossings	pedestrian and cycle staggered crossings force users to cross in two stages which makes crossings less convenient, less accessible and more complicated. They are often unnecessary on lower speed and trafficked roads and should be replaced with single-stage crossings where appropriate. These improve the user-experience and makes active travel more appealing
Removal of barriers	Barriers such as guardrails, chicanes, or narrow filters can reduce access for adapted cycles and for people in wheelchairs or travelling with wheels. Their removal improves accessibility, inclusivity, and comfort for all users. Where access control is required, alternatives such as bollards with sufficient spacing should be used to maintain safety while allowing all cycle types to pass and creating a more inclusive active travel network for people walking and wheeling too.

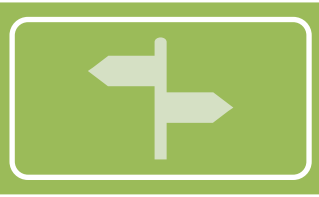
3.3. Cycling Improvements

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



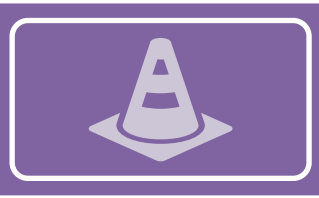
Coherent

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



Direct

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



Safe

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

Comfortable

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

Attractive

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

The network audit identified various improvements needed to make each route suitable for cycling. Improvements align with national and local guidelines for inclusive design standards (see Section 2.1: Policy context) and focus on creating a high-quality network while maximising value for money. These are considered feasible based on initial observations and desktop measurements and can be delivered in line with LTN 1/20 and LCWIP guidance. Any route identified will require further feasibility and design work, along with public consultation, before being implemented. All existing committed proposals have also been taken into consideration when proposing the improvements.

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

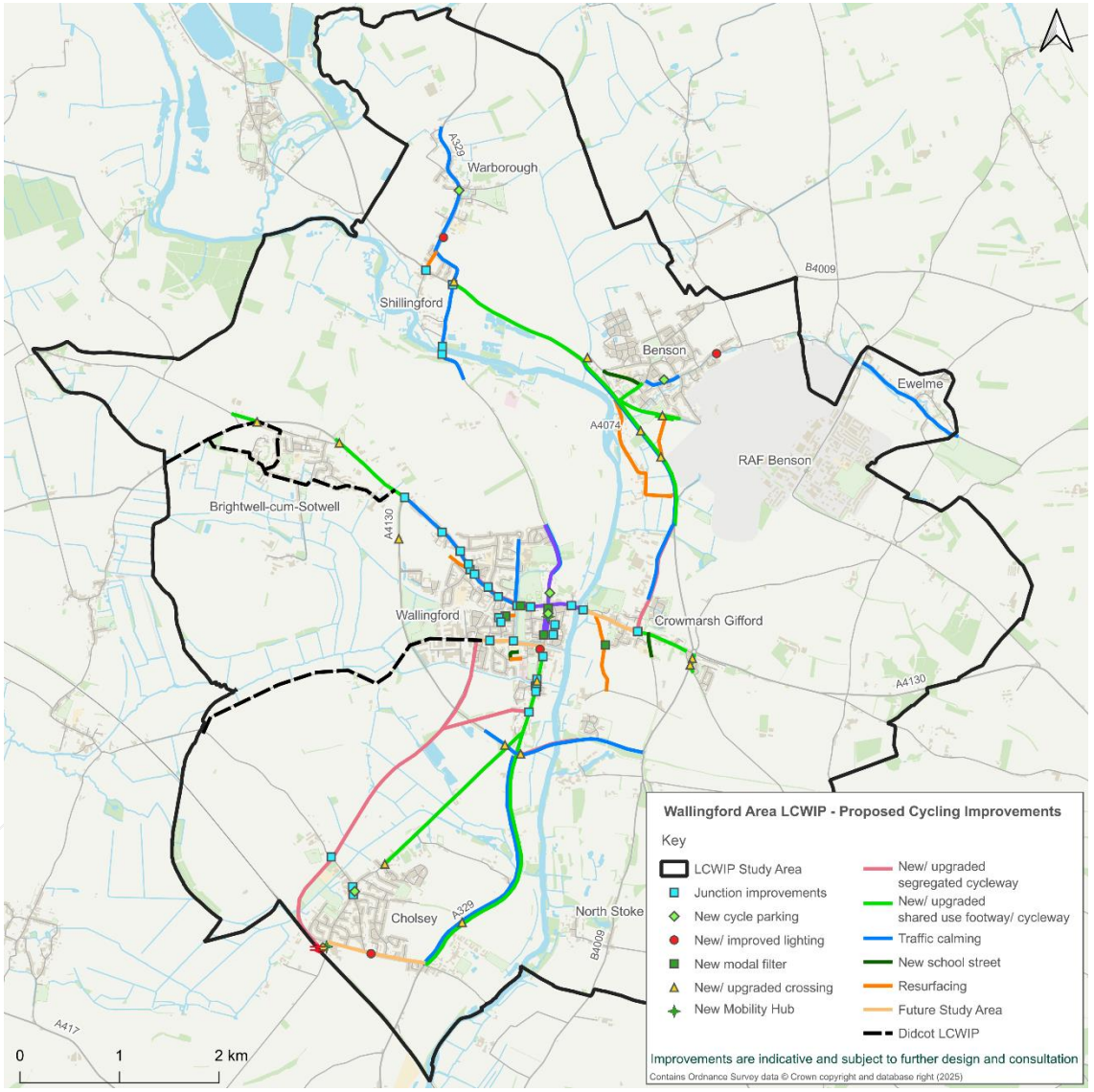


Figure 10: Proposed cycle improvements for the Wallingford Area

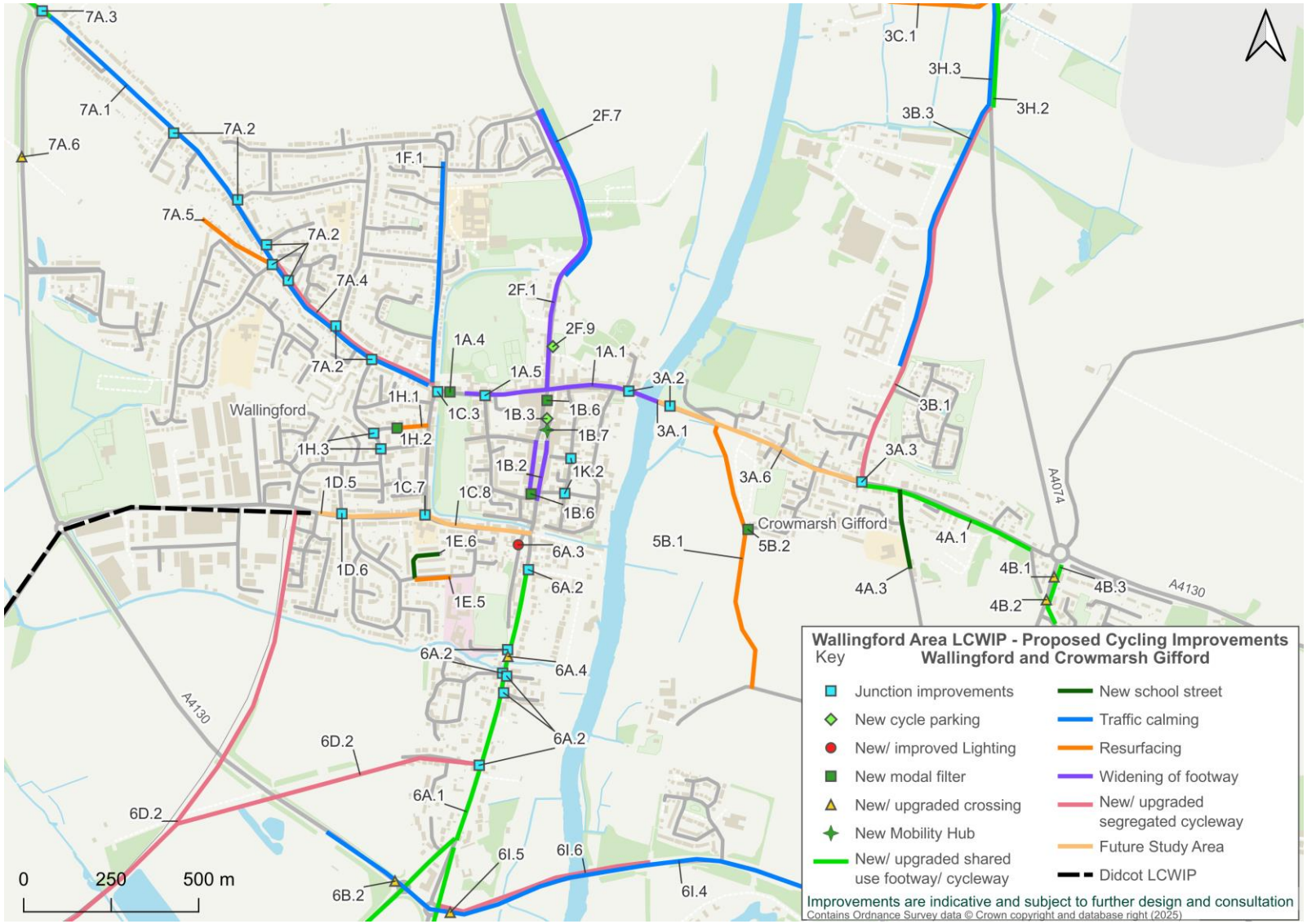


Figure 11: Proposed cycle improvements for Wallingford and Crowmarsh Gifford

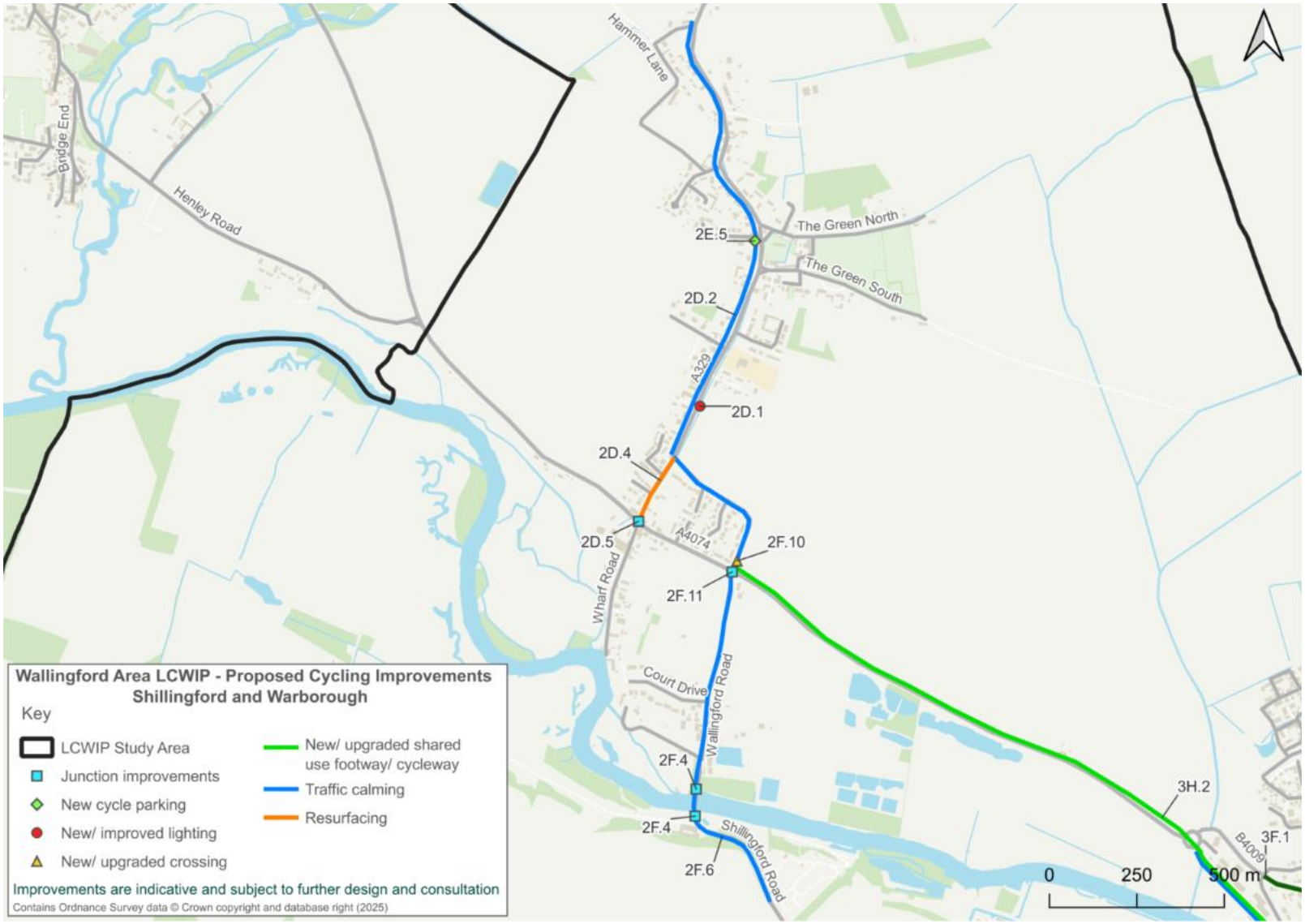


Figure 12: Proposed cycle improvements for Shillingford and Warborough

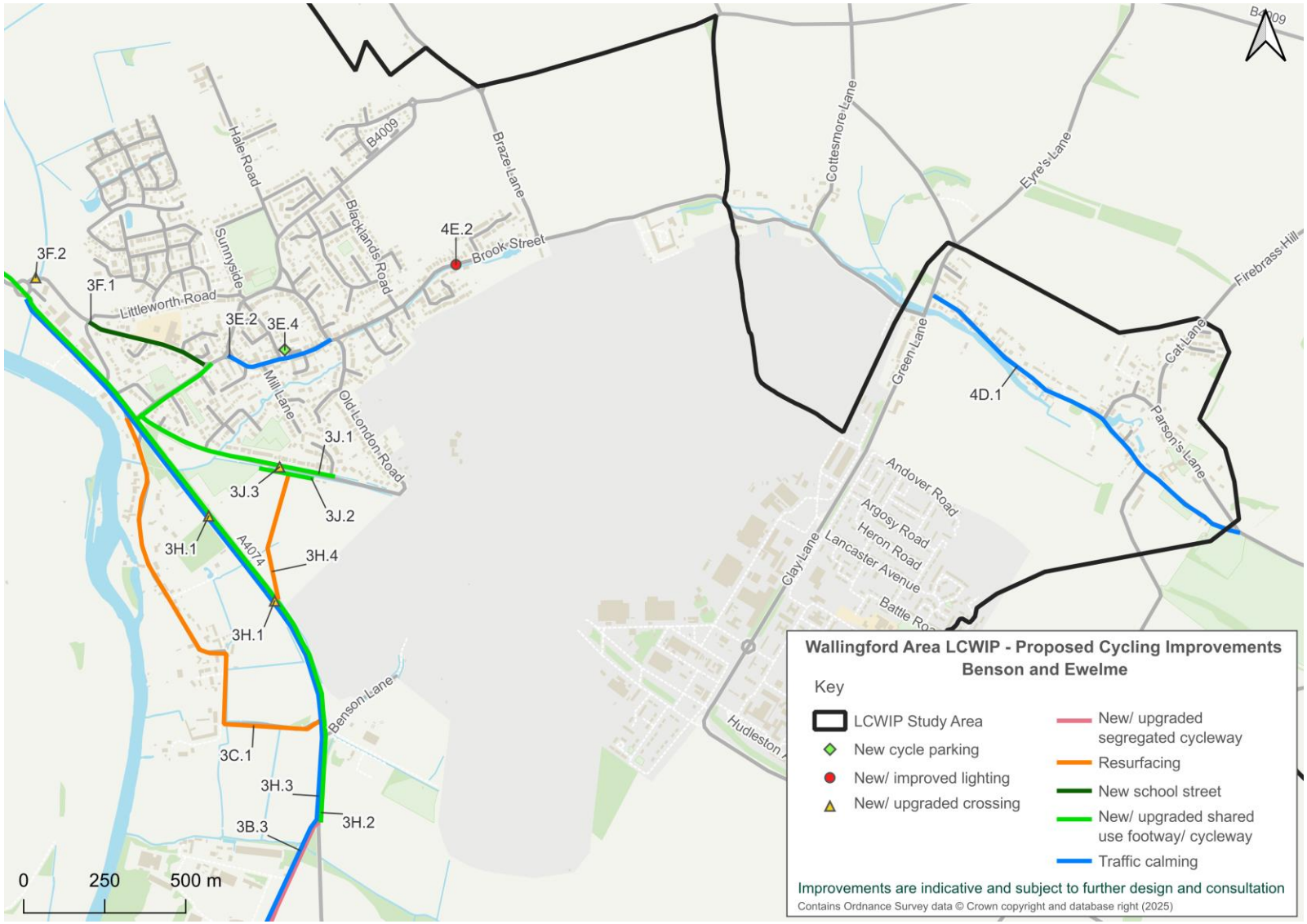


Figure 13: Proposed cycle improvements for Benson and Ewelme

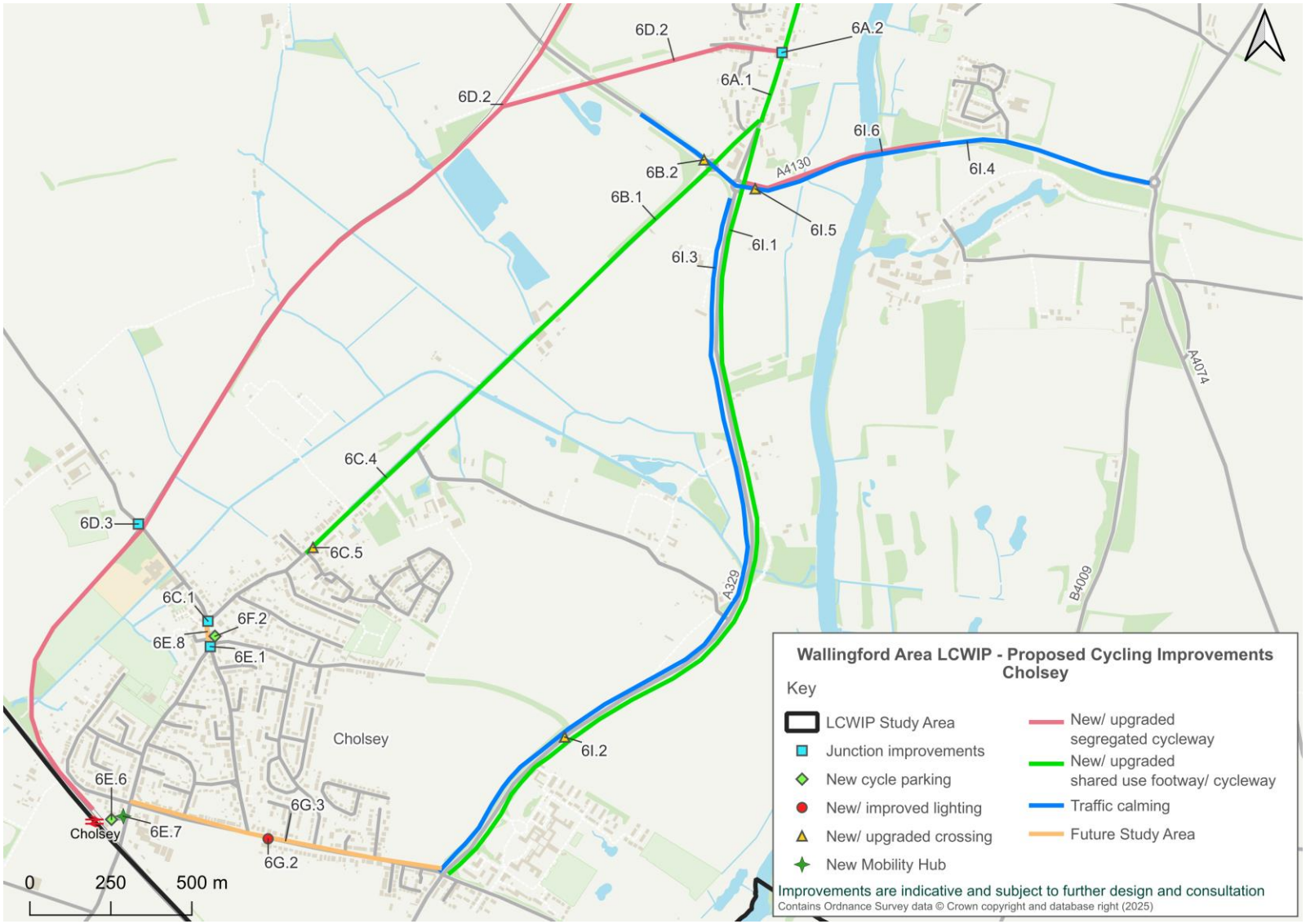


Figure 14: Proposed cycle improvements for Cholsey

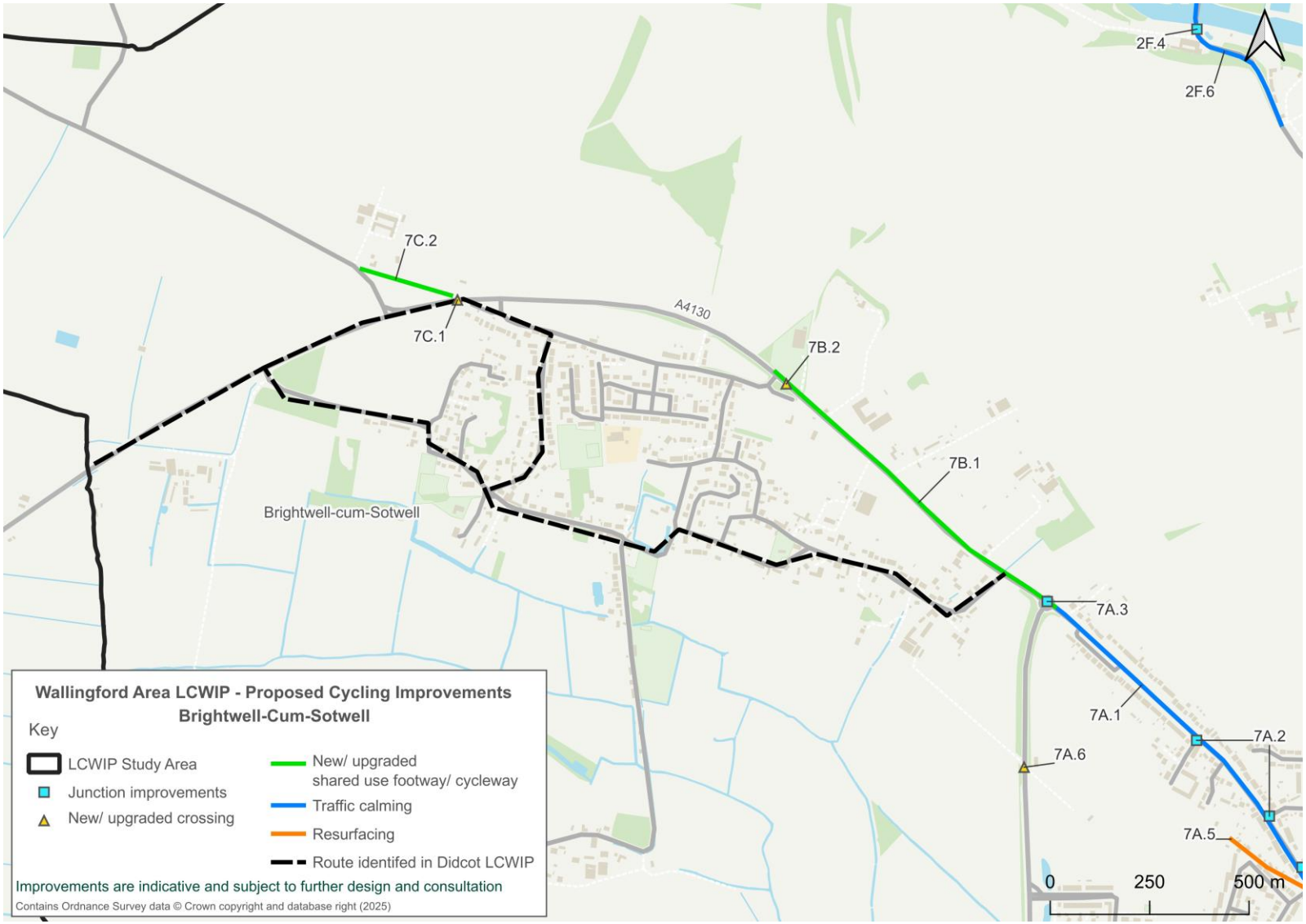


Figure 15: Proposed cycle improvements for Brightwell-Cum-Sotwell

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

3.3.1. Assessment of Selected Cycle Route Proposals

To ensure cycle proposals align with the core design principles, the DfT's Route Selection Tool (RST) was used to assess and compare potential cycle improvements along specific routes for inclusion within a wider package of cycle proposals. The RST scores a route by splitting routes into multiple links and giving each a score on the scale of 0 – 5 (5 being the highest) against the core design outcomes for cycling, outlined at the start of this chapter. In this case, attractiveness is measured by assessing the gradient of the routes chosen to be analysed.

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

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

Proposal 3B – Benson Lane, Crowmarsh Gifford

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

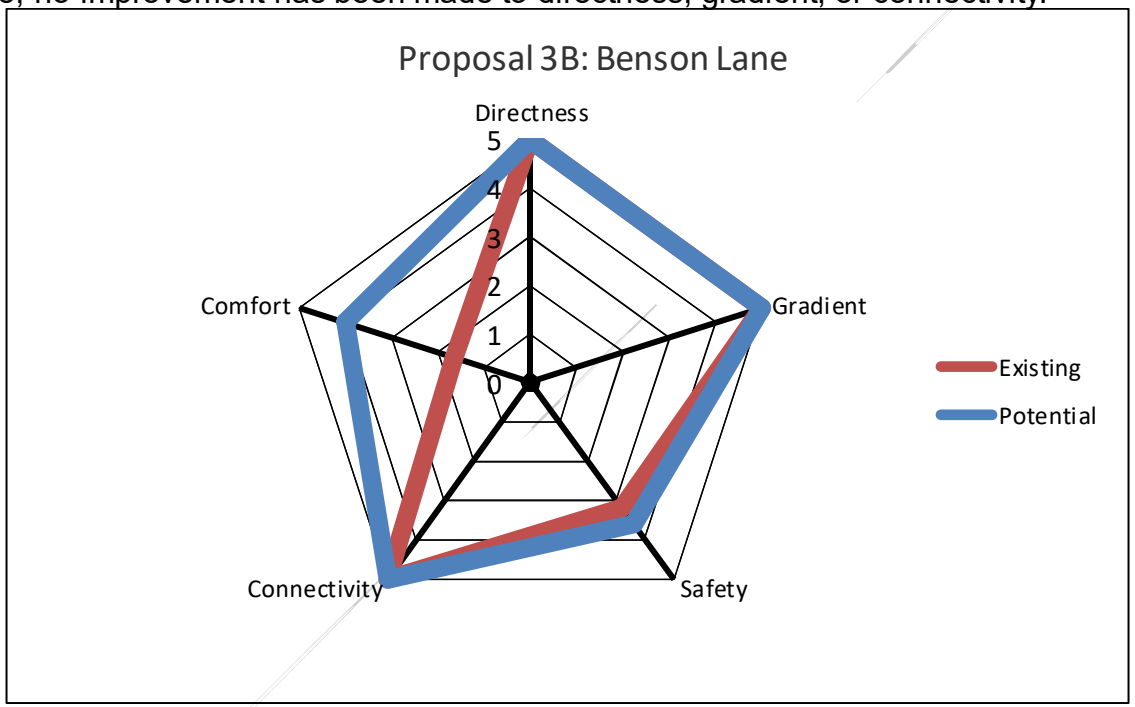


Figure 16: RST - Proposal 3B (Benson Lane)

Proposal 3D – Church Road, Benson

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

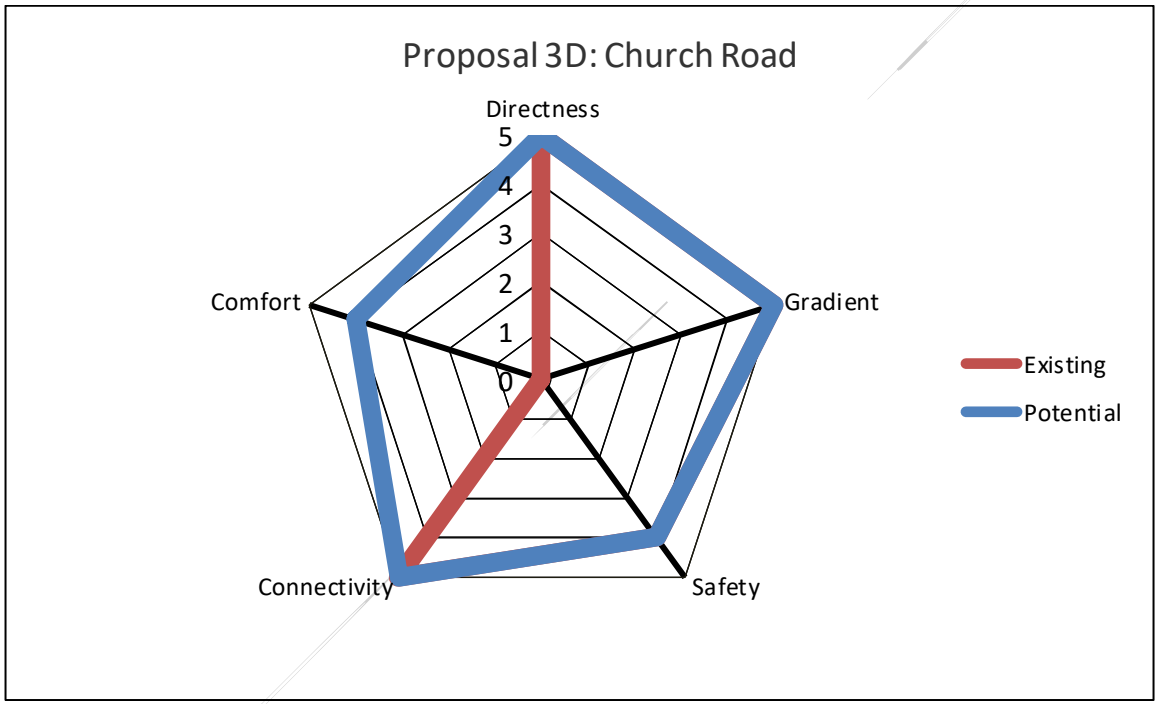


Figure 17: RST - Proposal 3D (Church Road)

Proposal 6I – Reading Road, Cholsey

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

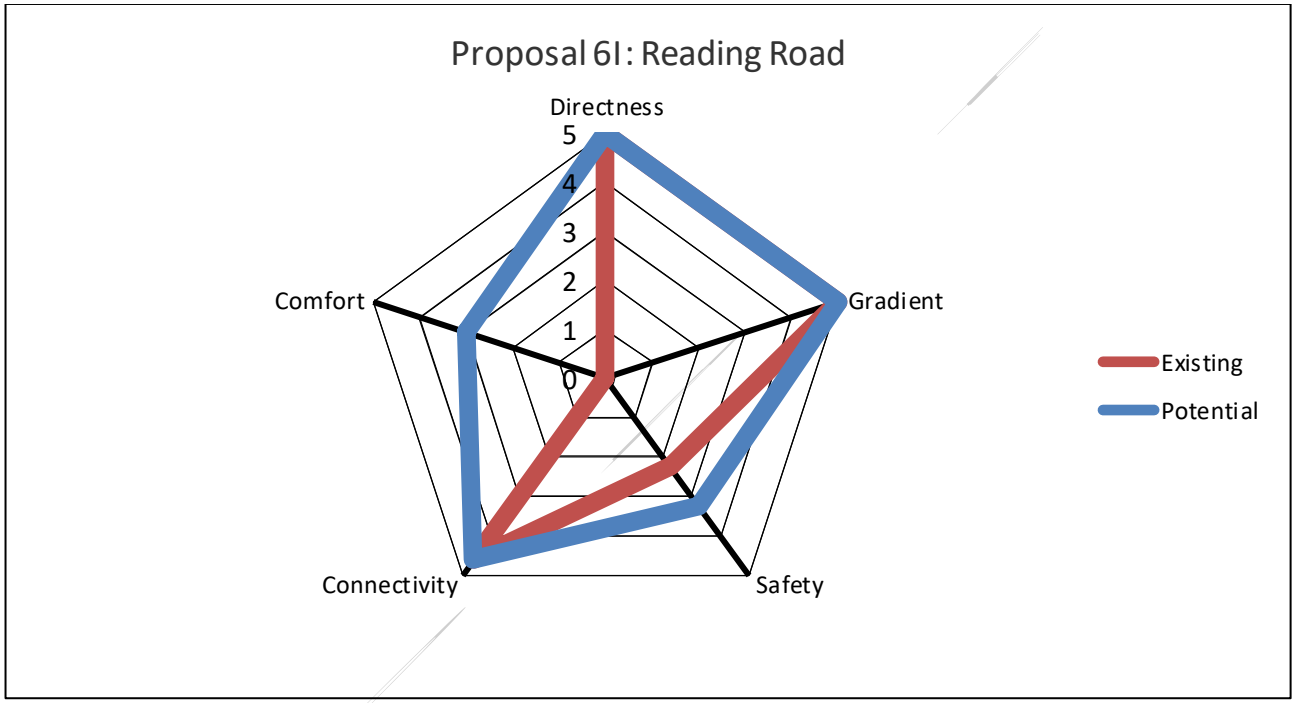


Figure 18: RST – Proposal 6I (Reading Road)

Proposal 7A – Station Road/Wantage Road, Wallingford

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

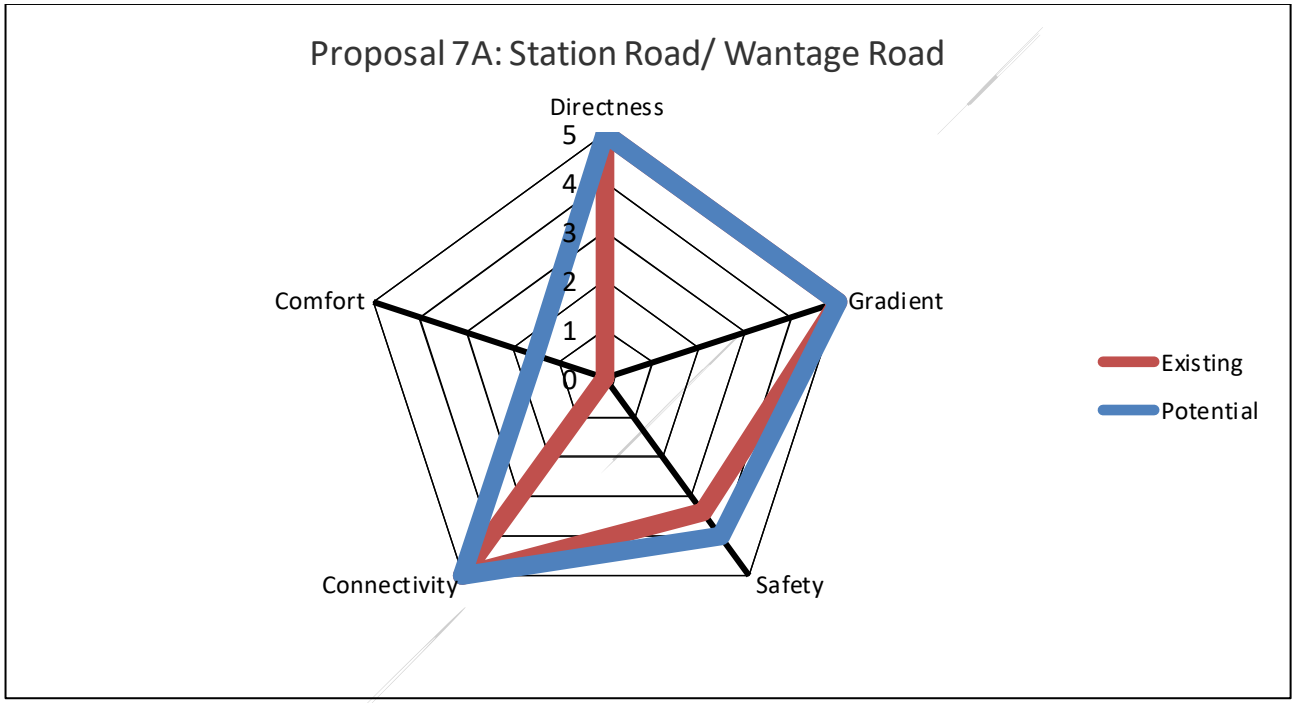


Figure 19: RST - Proposal 7A (Station Road/ Wantage Road)

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

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

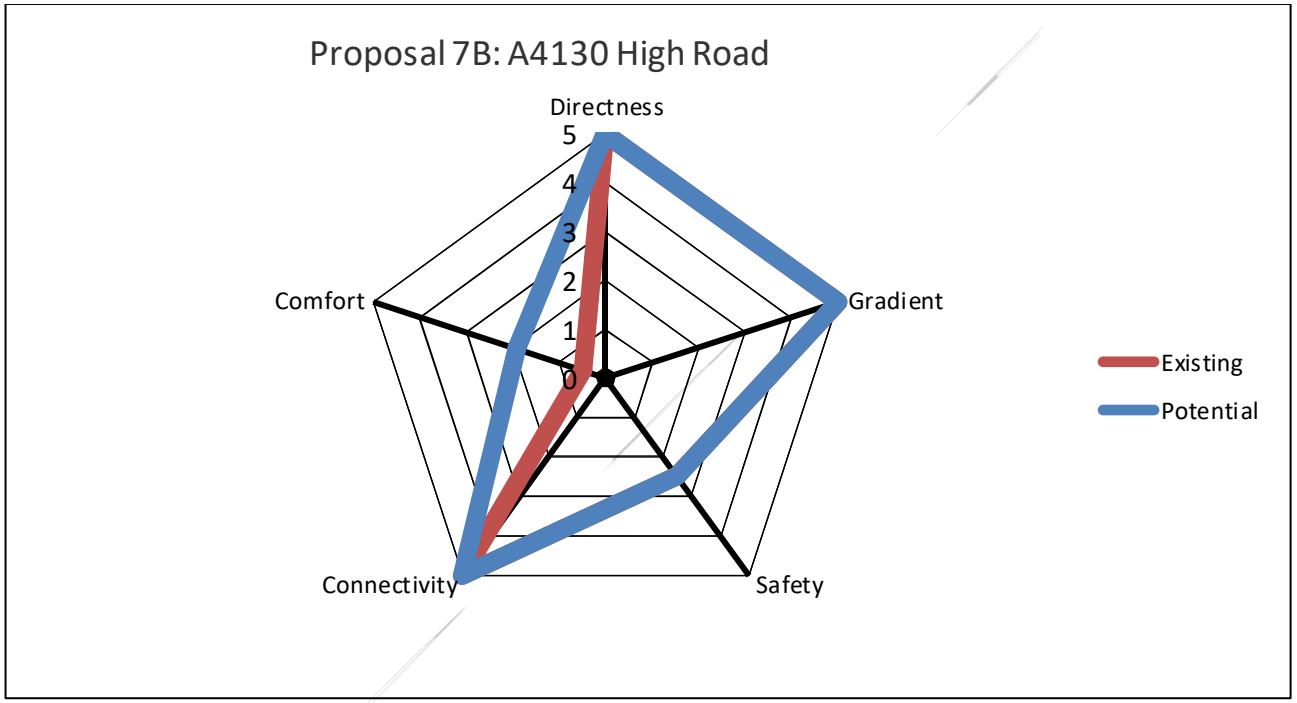
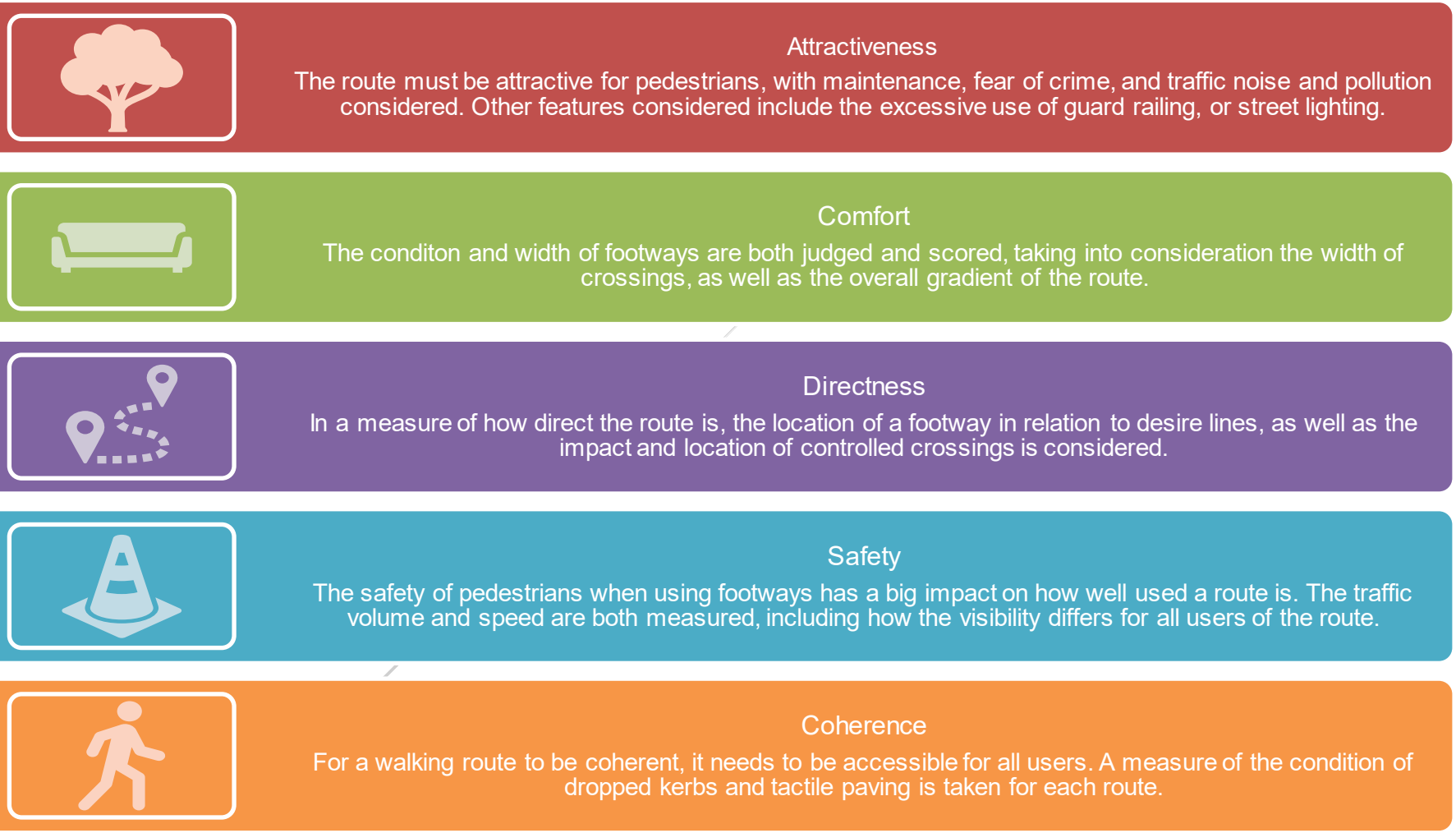


Figure 20: RST - Proposal 7B A4130 High Road

3.4. Walking Improvements

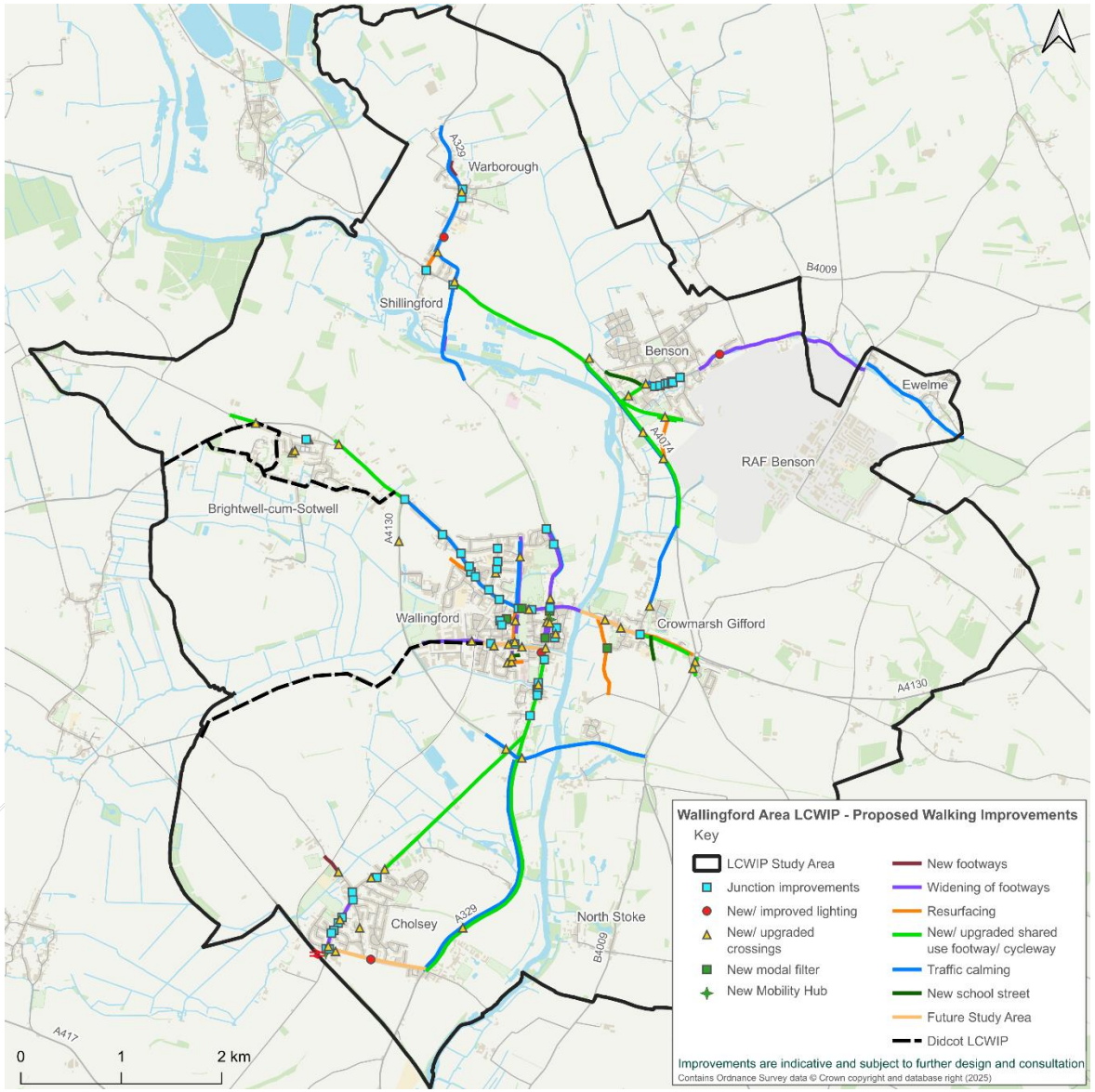
An audit was carried out using the Walking Route Audit Tool (WRAT) to assess the identified CWZ, key walking routes that serve them, and full identified network to determine improvements needed to create a walkable network and release suppressed demand. Each selected route was assessed against the following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



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

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

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



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

Figure 21: Proposed walking improvements for the Wallingford Area

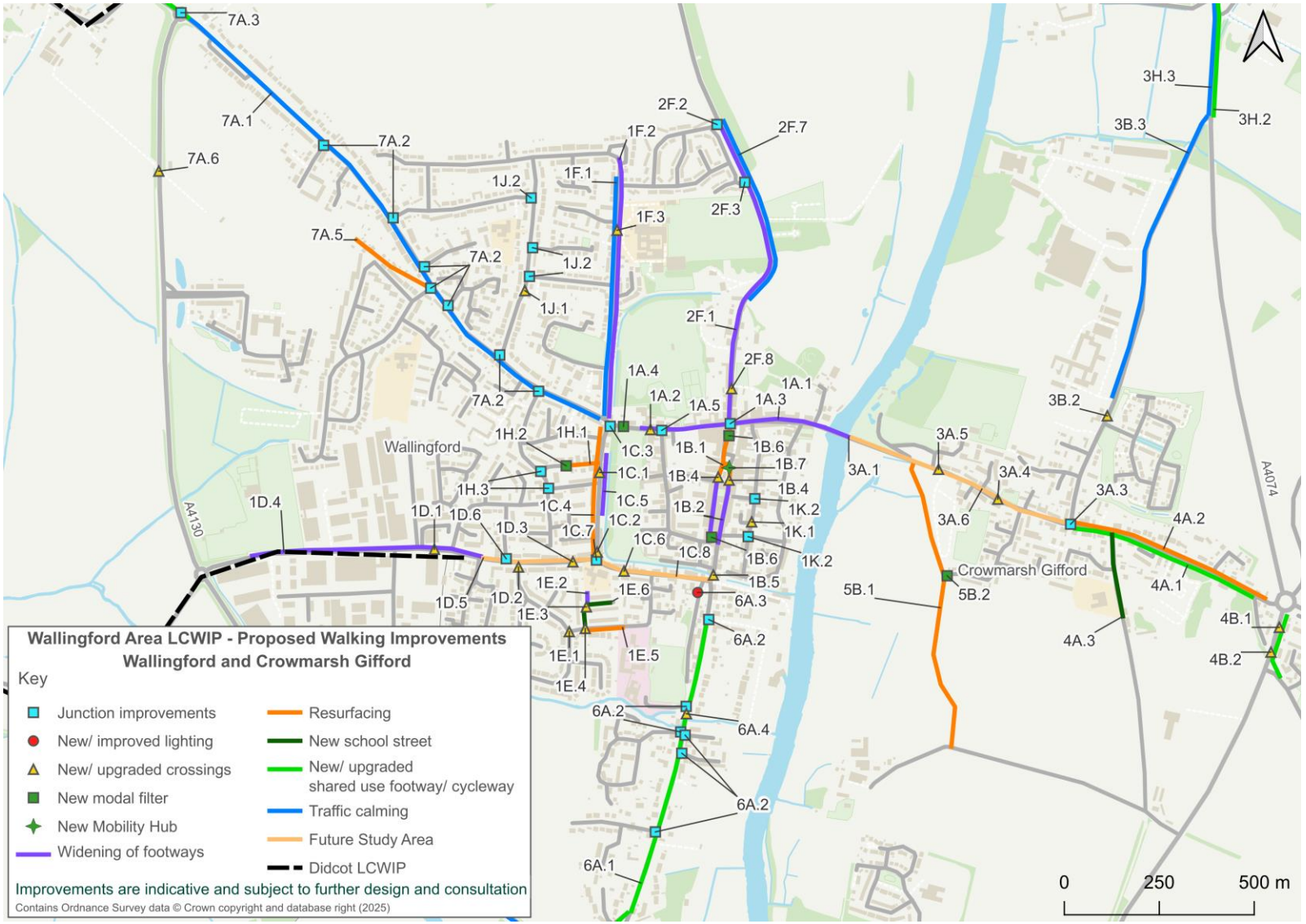


Figure 22: Proposed walking improvements for Wallingford and Crowmarsh Gifford

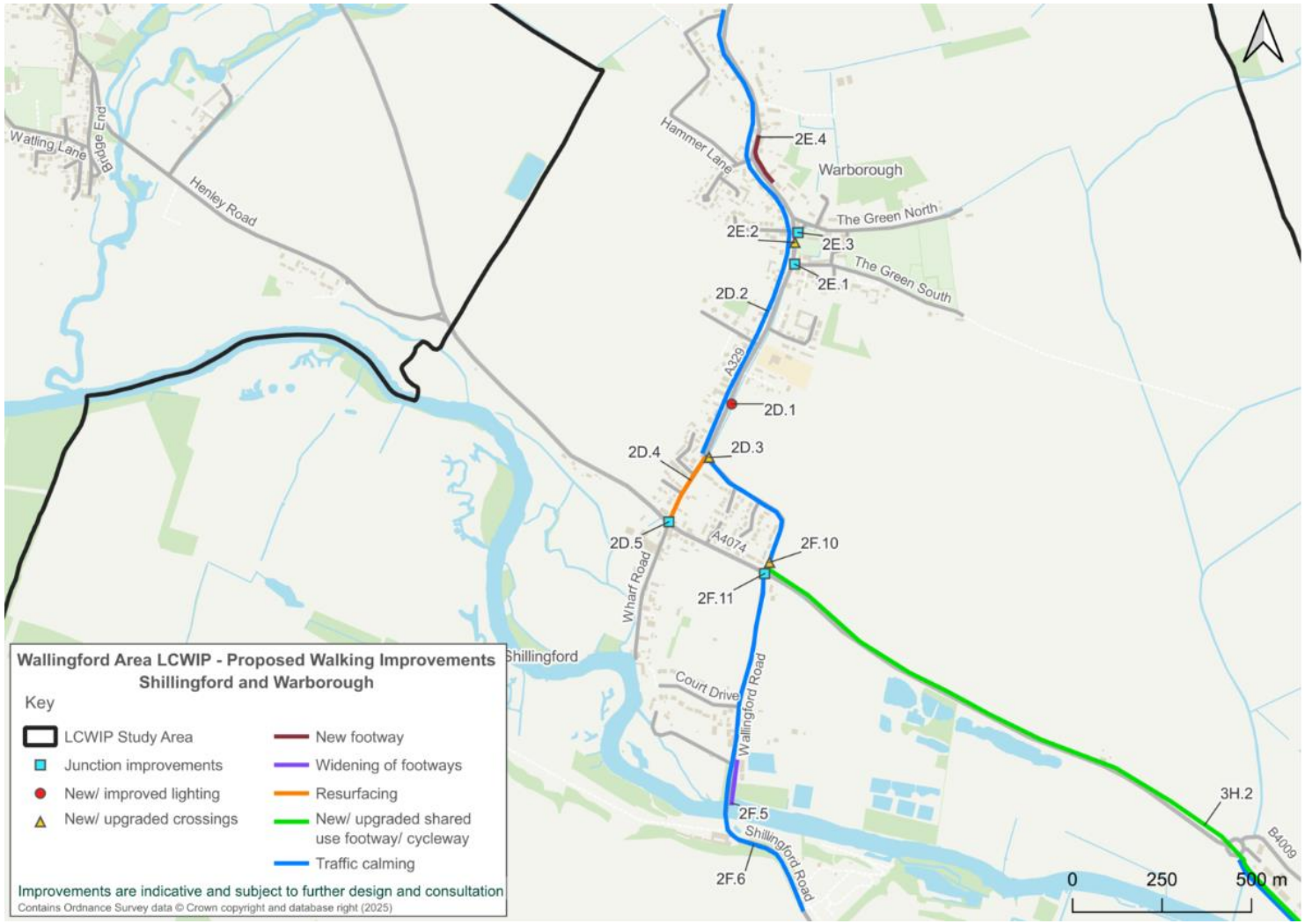


Figure 23: Proposed walking improvements for Shillingford and Warborough

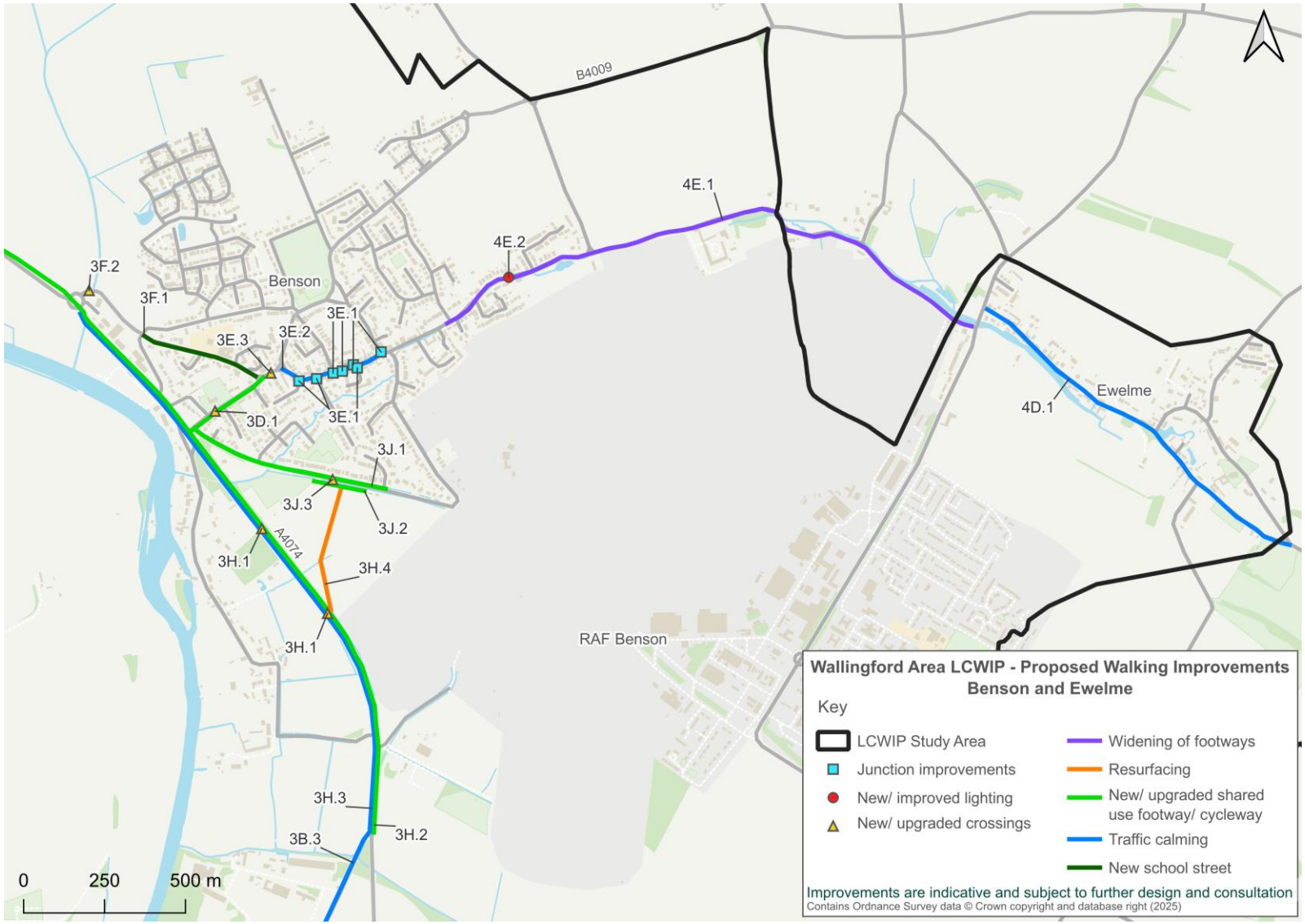


Figure 24: Proposed walking improvements for Benson and Ewelme

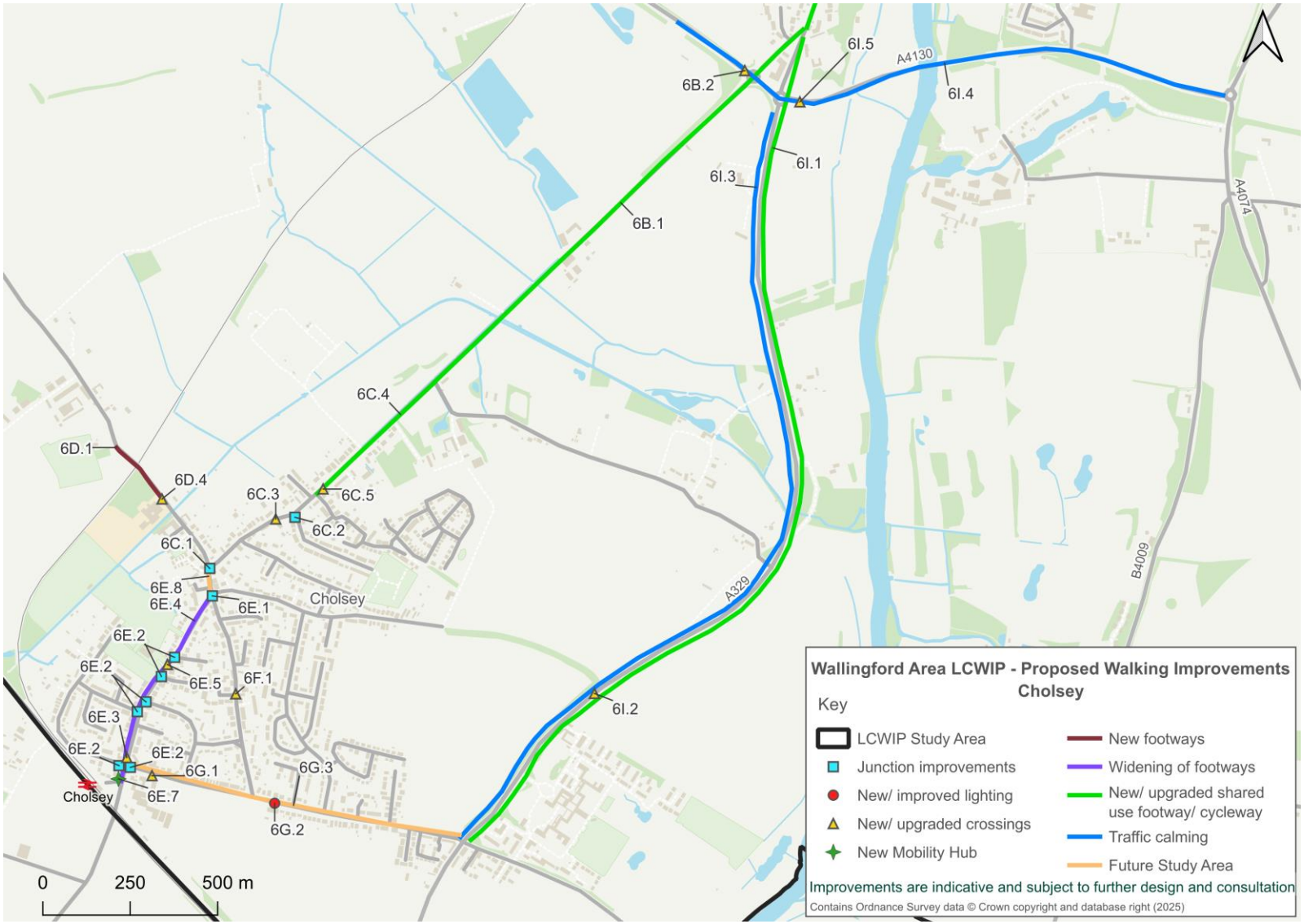


Figure 25: Proposed walking improvements for Cholsey

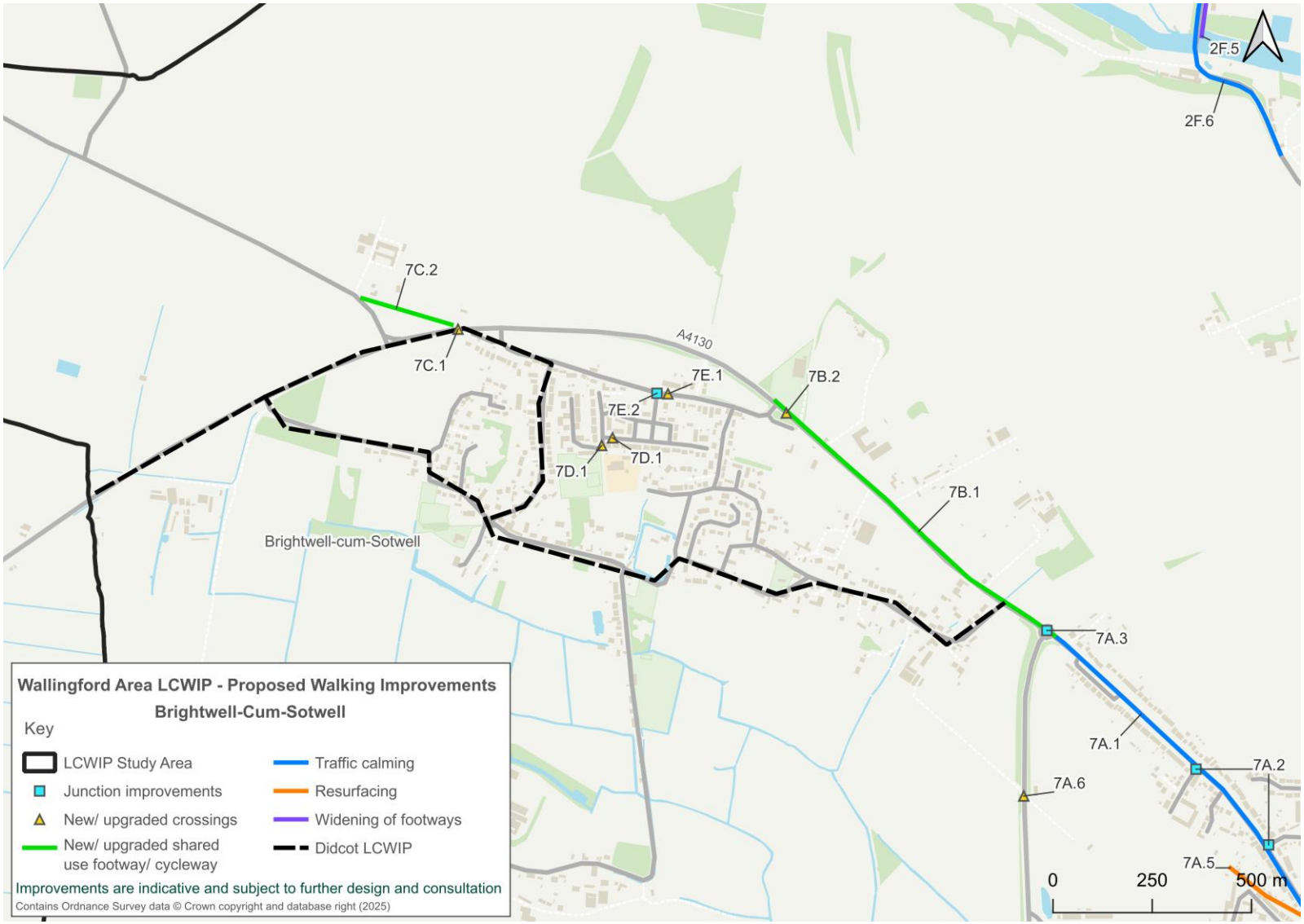


Figure 26: Proposed walking improvements for Brightwell-Cum-Sotwell.

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

3.5. Prioritisation

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

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

3.5.1. Prioritisation Criteria and Methodology

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

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

Effectiveness

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

Policy

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

Deliverability

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

Table 3: Prioritisation Criteria Scoring Requirements

Effectiveness			
Criteria	***0***	***1***	***2***
Potential increase in walking and cycling trips (cyclists per day comparing the Propensity to Cycle Tool for 2011 census against the Government Target (Equality) 2051)	<10	10-20	>20
Population who directly benefit from the improvement.	<200	200 - 600	>600
Improvement in road safety (active travel user casualties on the route between 2016-2024 likely to see reduction as a result of the improvements)	No pedestrian or cyclist casualties along route	Pedestrian or cyclist casualties along route between 1 and 3	Pedestrian or cyclist casualties along route ≥4
WRAT Scoring	>70%	60 to 70%	<60%
Contribution to overall continuity of the network	Scheme delivers only route segment with no additional connectivity	Scheme delivers continuity between route segments on secondary route	Scheme delivers continuity between route segments on primary route
Policy			
Criteria	***0***	***1***	***2***
Improved access to public transportation links	Negative impact on public transport (e.g. increases congestion for buses)	No impact on public transport	Improves access to bus stop, rail station, mobility hub
Supports connectivity to schools	Route not within vicinity of school	Route provides access to routes that connect to schools	Routes that directly connect to schools
Environmental impact (e.g. air quality, greenspace, historic environment)	Negative impact on air quality, loss of green space, or impact on historical environment	No impact on air quality, green space, or historical environment	Positive impact on air quality, green space, or historical environment
Complementary to other active travel users	Negative impact to other active travel users	No impact to other active travel users	Strongly complements other active travel users
Deliverability			
Criteria	***0***	***1***	***2***
Indicative cost	High cost (large engineering works required)	Medium cost (small scale engineering works required)	Low cost (no engineering works required)

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

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

The prioritisation exercise was formed of two stages:

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

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

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

Short term *(typically <3 years)* – improvements that can be implemented quickly or are under development.

Medium term *(typically between 3 and 5 years)* – improvements where there is a clear intention to act, but delivery is dependent on further funding availability or other issues (e.g. detailed design, securing planning permission, land acquisition.

Long term *(typically >5 years)* – more aspirational improvements or those awaiting a defined solution.

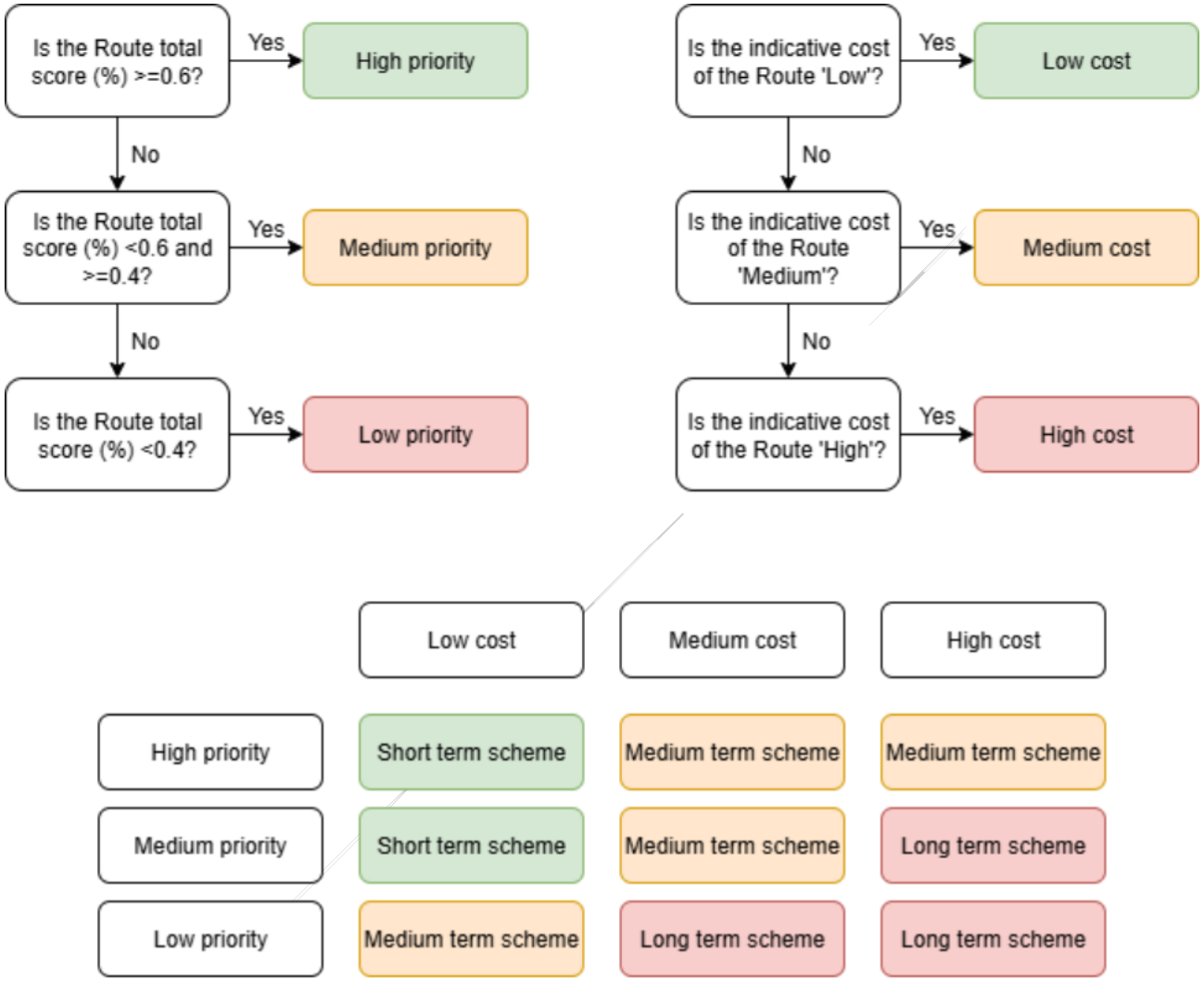


Figure 27: Route Proposal Timescale Approach

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

The total score for each route is determined by dividing the score from each criterion by the total available score. The routes that rank higher in **Table 4** are likely to impact the greatest number of people, contribute to a high-quality walking and cycling network and provide improved connectivity to key destinations. The prioritisation scoring/ranking will remain under review and may change if new funding or other opportunities become available.

3.5.2. Costs

Initial indicative costings have been undertaken to estimate to capital cost of each of the 38 routes. To develop the cost estimates, a range of standard unit costs for different types of interventions was applied. These costs are based on 2025 Q3 prices.

Costs for the proposed interventions have been included:

- Cycle Superhighway (two-way physically segregated cycleway)
- Mixed strategic cycle route (shared-use footway/ cycleway with junction alignment with cycle route)
- Remodelled major junction (cycling piggybacking on traffic measures)
- Major road puffin crossing (including toucan, sparrow and parallel crossing)
- Estate road puffin crossing (including toucan, sparrow and parallel crossing)
- Uncontrolled footway crossing (both sides of carriageway)
- Resurfaced footway (remove/ relay paving slabs, 2m wide) Footway widening into existing carriageway (1m widening)
- New footway (2m wide)
- Cycle parking (estimated five Sheffield stands)
- Modal filter
- Traffic Regulation Orders (TROs – parking restrictions/ school street)
- Speed restrictions
- Continuous footways over minor side roads
- Resurfacing public right of way/ bridleway (3m wide)
- Mobility Hub (average cost of Mobility Hub with range of services)
- Improved street lighting

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

- Various sources of cost estimates have been used but all have been scaled to Q3 2025 prices using the Bank of England's inflation calculator.
- Where proposing shared use, the costs would be covered by either introducing new footways or widening existing as opposed to the higher cost of a 'Mixed Strategic Cycle Route'. However, where more extensive works e.g. raising of parapets, earthworks or the removal of vegetation are required the 'Mixed Strategic Cycle Route' costs have been used.
- A 44% risk allowance has been included within each route cost in line with the stage of development of these proposals. This figure is consistent with best practice guidance and reflects the industry norms where uncertainty and risk remain high.
- All costs are exclusive of VAT.
- All costs are exclusive of maintenance and renewal costs.
- All costs have been calculated for materials and labour only, and do not cover design and associated consultation costs.

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

3.6. Full list of proposed improvements to the Wallingford Area

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

Table 4: Full list of proposals

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. Integration and Application

4.1. Embedding the Wallingford Area LCWIP

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

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

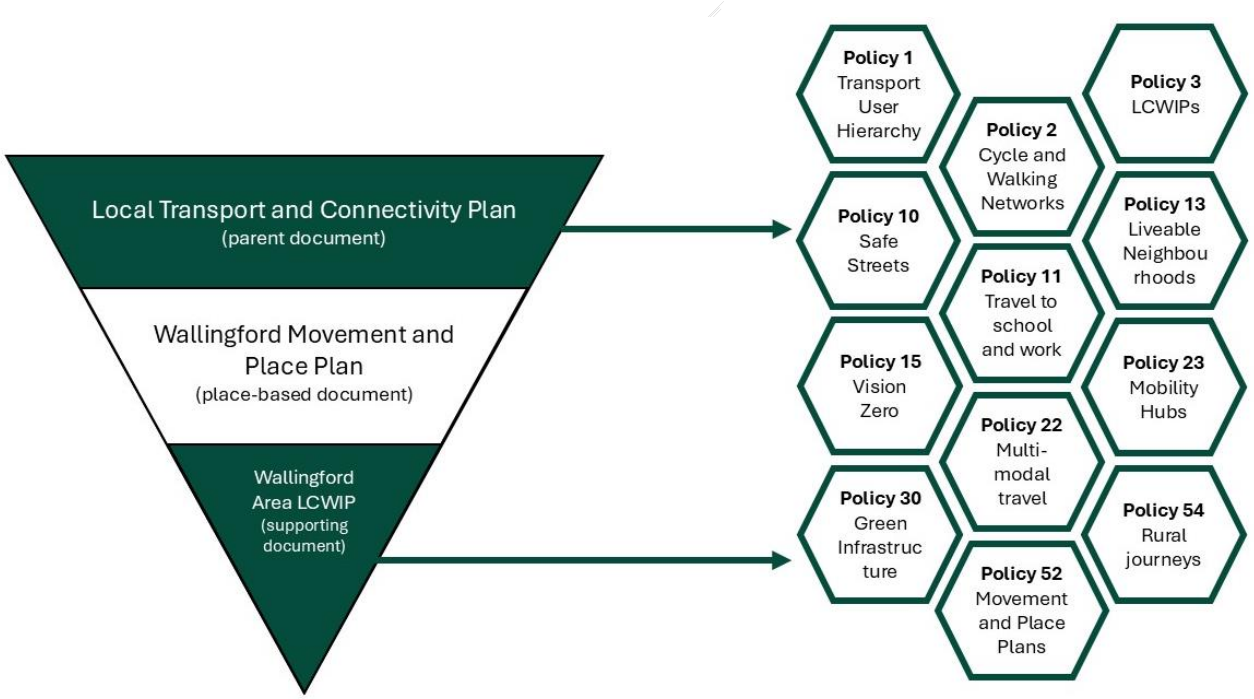


Figure 28: How the LCWIP supports current and future policy

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

4.1.2.Strategic Active Travel Network (SATN)

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

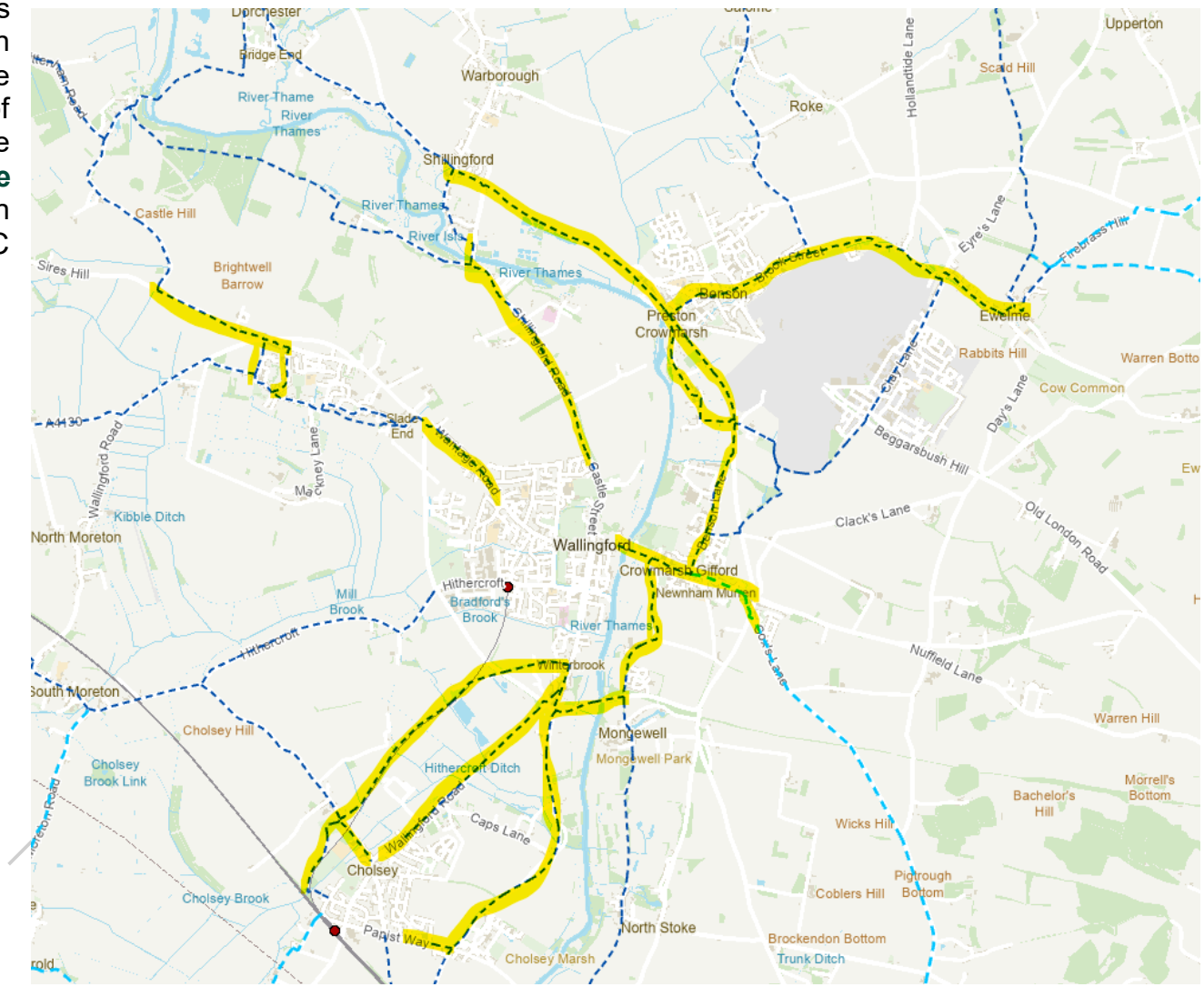


Figure 29: Strategic Active Travel Network audited routes

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

Table 5: Routes which overlap with SATN

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

4.2. Monitoring and Reviewing the LCWIP

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

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

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

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

5. Glossary

Active Travel	Making journeys in physically active ways – like walking, wheeling (using a wheelchair or mobility aid), cycling, or scooting'
Air Quality Management Area (AQMA)	Areas where air pollution levels exceed the accepted national air quality objectives.
All bike types	Refers to all forms of bicycle including standard bikes, cargo bikes, tandem bikes, and tricycles etc.
Appraisal	An assessment
Areas of deprivation	Areas that do not have something that is essential for day-to-day life and where there are less opportunities compared to other areas
At-grade controlled crossing	A signalised (traffic light) crossing across a road
Audit	The examination of something against set criteria
Boardwalk	An elevated path often made of wood
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.[5]
Department for Transport (DfT)	The government department responsible for the English transport network
Desire lines	The most direct route for people cycling or walking to travel; this may not be a formal path
Dropped kerbs	Features to facilitate non-stepped access to allow wheelchair/mobility aid users and people with pushchairs to cross the road unimpeded.
Dutch-style roundabout	As the name suggests, this type of roundabout has been inspired by the Dutch, with a priority lane for people cycling around the outside of the roundabout and controlled crossings on each arm of the junction for people walking. Vehicles are expected to give way to people cycling and walking crossing at the entry/exit arms of the roundabout.
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.
Highway boundary	The extent of the highway and land owned, managed or controlled by the highway authority
Isochrone	A line on a map or diagram that connects places that take the same time to travel to from a specified point
Killed or seriously injured (KSI)	Standard metric used to measure road safety
Kissing gate	A gate that allows people but not livestock to pass through and has a standard gate and half-round or V-shape feature
Land take	An area of land required for infrastructure
Link footway	Linking local access footways through urban areas and busy rural footways
Local access footways	Footways associated with low usage, short estate roads to the main roads and cul-de-sacs
Local cycling and walking infrastructure plan (LCWIP)	Strategic policy documents that identify improvements to active travel infrastructure at the local level
Local cycle connection	Cycle route where lower flows of people cycling are forecast along desire lines that cater for local cycle trips, often providing links to primary or secondary desire lines
Local Transport and Connectivity Plan (LTCP)	Oxfordshire County Council's new Local Transport Plan (2022)
Long term	Typically more than 5 years – more aspirational improvements or those awaiting a defined solution
Lower Super Output Area (LSOA)	A geographic area that has a population of approximately 1,500 and is based on Census data
Medium term	Typically less than 5 years – improvements where there is a clear intention to act, but delivery is dependent on further funding availability or other issues.
Network plan	A map showing routes for cycling and walking and how these connect together between origins and destinations
Non-committed	Used to describe a proposed development site which does not yet have planning permission approved.
Pegasus crossing	A type of controlled crossing that caters to people riding horses as well as people walking and cycling.
Pelican crossing	A type of controlled pedestrian crossing. These are signalised (traffic light) crossings and require people walking to press the button and wait for the green man to appear before crossing the road.
Permanent cycle counters	OCC owned counters on roads that continuously count how many people are cycling at that location. This data is projected onto an online platform that can then be analysed.
Place shaping	Multi-faceted approach to creating public places that support health, well-being and happiness and increase people's connection to the place, thereby maximising the shared value of public places.
Prestige/primary walking route	Very busy areas of town, with high public space and street scene contribution and main walking routes

Primary cycle connection	High flows of people cycling are forecast along desire lines that link large residential areas to trip attractors such as town centre
Propensity to Cycle Tool (PCT)	A tool that shows routes where cycling is currently common and routes where there is the potential for cycling to increase
Public Rights of Way (PRoW)	Network of routes where public use is legally protected
Public transport	Transport that is available to the public for a set fare and includes buses and trains
Puffin crossing	A type of controlled pedestrian crossing. These are signalised (traffic light) crossings similar to Pelican crossings in that they require people walking to press the button. However, they are more advanced than Pelican crossings as they can detect people walking in the waiting area and also whilst they are crossing the road.
Raised table	A raised table is a form of traffic calming which aims to slow the speed of vehicles and to emphasise features such as crossing points. They are sometimes used at the entry of a side road to provide a level surface for people walking to cross the road without the need for dropped kerbs.
Refuge island	A small area of footway in the centre of the road to allow people walking to cross in two stages. Refuge islands are usually found on roads with higher speeds and greater numbers of vehicles where crossing in a single movement is more difficult.
Route Selection Tool (RST)	A tool for assessing the suitability of a route in its existing condition against the core design outcomes to identify where improvements need to be made
Rural hinterland	The rural area surrounding a town or city
Secondary cycle connection	Medium flows of people cycling are forecast along desire lines that link to trip attractors such as schools, colleges and employment sites
Secondary walking route	Medium, usage routes through local areas feeding into primary routes, local shopping centres, etc
Service centre	A place that provides a range of everyday services such as shops, schooling and medical to many people living both in the immediate area and further afield who lack services where they live
Service road	A road that runs parallel to the main road and provides access to properties
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.[6]
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

[6] Photo credit: TSRGD 2016, Diagram 956

Sparrow crossing	A sparrow crossing is the same as a tiger crossing; however, it is at a signal-controlled (traffic light) junction[7]
Steering group	A group of local stakeholders and council officers, which gathers to discuss progress and ideas and ensures that local views are represented
Tactile paving	There are different types of tactile paving with the purpose providing a warning to visually impaired people who would otherwise find it difficult to differentiate between where the footway ends, and the carriageway begins.
Tiger crossing	(Parallel crossing) – A tiger crossing consists of a zebra crossing with a parallel priority space for people cycling to cross.
Topography	The natural form and features of an area
Toucan crossing	A signal-controlled (traffic light) crossing that allows people walking and cycling to cross together. Toucan crossings are usually wider than standard pedestrian crossings to accommodate people cycling safely.
Trip generator	An area or place people travel from and to
Uncontrolled pedestrian crossing	Unlike controlled crossings, people walking must wait for traffic to stop or for a suitable gap in order to cross the road. These crossings may include dropped kerbs, tactile paving and a refuge island.
Walking Route Audit Tool (WRAT)	A tool developed to assess the condition and suitability of walking routes. This requires evaluation of features along the route including crossings and dropped kerbs.
Wayfinding	Signage to support people walking and cycling navigate their way around a place
Wheeled users	People who use a mobility scooter or wheelchair instead of walking. Also includes people with pushchairs and who travel by small, self-propelled wheeled modes such as skateboards, rollerblades and scooters.
Zebra crossing	A type of controlled pedestrian crossing. These crossings are marked out by black and white stripes across the road with flashing beacons and zig zag markings.

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