

# Wallingford Area Cycling and Walking Infrastructure Plan

## **Appendix A: Background Information**

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## 1. Policy Context Detail

Table 1: Policy, strategies and guidance detail

National Policies, Strategies and Guidance	
Future of Mobility Urban Strategy – Moving Britain Ahead (DfT, 2019) <sup>1</sup>	<p>This Strategy outlines how urban mobility can be transformed through innovation to help deliver social, economic and environmental benefits. Key to achieving this transformation includes:</p> <ul style="list-style-type: none"> <li>• ensuring cycling and walking are the first mode choice for short journeys;</li> <li>• promoting innovation to reduce congestion and more efficiently use road space, such as through ride sharing;</li> <li>• promoting transport modes that contribute to the zero-carbon emissions transition; and</li> <li>• creating an integrated transport system combining public, private and multiple modes.</li> </ul>
The Transport Investment Strategy: Moving Britain Ahead (2017) <sup>2</sup>	<p>The Strategy supports the growth of businesses and outlines how this will be achieved by maintaining and delivering high quality transport infrastructure. This includes creating a more reliable, connected and less congested transport network. Highlighted also, is a need to remain adaptable in an increasingly unpredictable and changing world, whilst prioritising health and the environment in decisions. Decision making at the local level is devolved to local authorities and their communities. However, funding can be sought from central government for schemes that deliver national priorities, such as encouraging more walking and cycling.</p>
Inclusive Transport Strategy: Achieving equal access for disabled people (2018) <sup>3</sup>	<p>Highlighted in the Strategy is the importance of ensuring people with disabilities have equal access to transport. The Government identify a programme of monitoring and evaluation to aid this.</p>
Inclusive Mobility: A guide to best practise on access to pedestrian and transport infrastructure (DfT, 2021) <sup>4</sup>	<p>Guidance is provided on how to make transport infrastructure suitable for people with disabilities. This in turn ensures that the public realm is accessible for these people.</p>
Cycling and Walking Investment Strategy (DfT, 2017) <sup>5</sup>	<p>The Strategy outlines Government’s ambition to make cycling and walking the natural choice for shorter journeys, or as part of longer journeys by 2040. Emphasis is placed on improving</p>

<sup>1</sup> Department for Transport, Future of Mobility: Urban Strategy, Moving Britain Ahead, 2019, [Future of mobility: urban strategy \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/424847/future-of-mobility-urban-strategy.pdf)

<sup>2</sup> Department for Transport, Transport Investment Strategy, Moving Britain Ahead, 2017, [Transport Investment Strategy.pdf \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/424847/transport-investment-strategy.pdf)

<sup>3</sup> Department for Transport, The Inclusive Transport Strategy: Achieving Equal Access for Disabled People, 2018, [The Inclusive Transport Strategy: Achieving Equal Access for Disabled People \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/424847/the-inclusive-transport-strategy-achieving-equal-access-for-disabled-people.pdf)

<sup>4</sup> Department for Transport, Inclusive Mobility – A Guide to Best Practise on Access to Pedestrian and Transport Infrastructure, 2021, [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/424847/inclusive-mobility-a-guide-to-best-practise-on-access-to-pedestrian-and-transport-infrastructure.pdf)

<sup>5</sup> Department for Transport, Cycling and Walking Investment Strategy, 2017, [Cycling and Walking Investment Strategy \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/424847/cycling-and-walking-investment-strategy.pdf)

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

<sup>6</sup> Department for Transport, Gear Change: A bold vision for cycling and walking, 2020, [Gear change: a bold vision for cycling and walking \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/86427/gear-change-a-bold-vision-for-cycling-and-walking.pdf)

<sup>7</sup> Department for Transport, Cycle Infrastructure Design, Local Transport Note 1/20, 2020, [Cycle Infrastructure Design \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/86427/cycle-infrastructure-design.pdf)

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

<sup>8</sup> Department for Transport, Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities, 2017, [Local cycling and walking infrastructure plans technical guidance \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/624422/local-cycling-and-walking-infrastructure-plans-technical-guidance.pdf)

<sup>9</sup> Department for Transport, Decarbonising Transport: A Better, Greener Britain, 2021, [Decarbonising Transport – A Better, Greener Britain \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/984422/decarbonising-transport-a-better-greener-britain.pdf)

	<p><i>(d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)."</i></p> <p>Furthermore, the development and completion of a local area's LCWIP can support other aspects of the NPPF Chp 9, such as:</p> <p><b>P.109:</b> Transport issues should be considered from the earliest stages of planning and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:</p> <p><b>(d)</b> realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;</p> <p><b>(e)</b> identifying and pursuing opportunities to promote walking, cycling and public transport use</p> <p>Considering development proposals</p> <p><b>P 115:</b> In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:</p> <ul style="list-style-type: none"> <li>(a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;</li> <li>(b) safe and suitable access to the site can be achieved for all users</li> </ul> <p><b>P. 117:</b> Within this context, applications for developments should:</p> <p><b>(a)</b> give priority first to pedestrian and cycle movements both within the scheme and with neighbouring areas; and second - so far as possible – to facilitating access to high quality public transport services, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use"</p> <p>By having a completed LCWIP that has followed DfT guidance and undergone thorough engagement and consultation, this can support the NPPF policies for officers when considering and responding to planning applications.</p>
<b>Regional and Local Policies, Strategies and Guidance</b>	
<p>Oxfordshire County Council's Local Transport and Connectivity Plan (LTCP (2022) <sup>10</sup> and accompanying Active Travel Strategy (2022)<sup>11</sup></p>	<p>LTCP sets a vision for Oxfordshire's transport system to be inclusive, safe and net-zero 'by reducing the need to travel and private car use through making walking, cycling, public and shared transport the natural first choice' by 2050 (page 5). There are key themes of environment, health, healthy place shaping, productivity, connectivity and inclusivity to support the vision.</p>

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

<sup>11</sup> Oxfordshire County Council, Active Travel Strategy, 2022, [Oxfordshire County Council - Active Travel Strategy](https://www.oxfordshire.gov.uk)

	<p>Key policies (condensed for inclusion in this document) to achieve the above objectives include:</p> <p><b>Policy 01:</b> Promote a transport user hierarchy that prioritises walking, followed by cycling and riding, public transport, motorcycles, shared vehicles and finally mortised modes in transport schemes, development proposals and policies.</p> <p><b>Policy 02:</b> Develop comprehensive walking and cycling networks.</p> <p><b>Policy 03:</b> Develop Local Cycling and Walking Infrastructure Plans... according to national guidance and best practice with the aim of increasing walking and cycling activity.</p> <p><b>Policy 07:</b> Oxfordshire County Council will ensure that improvements to cycling and walking networks and access to green infrastructure are supported by community activation measures.</p> <p><b>Policy 08:</b> Embed the Healthy Streets approach.</p> <p><b>Policy 13:</b> Develop 20-minute neighbourhood concept.</p> <p><b>Policy 15:</b> Adopt a vision zero approach, which seeks to eliminate all fatalities and severe injuries on Oxfordshire's roads and streets.</p> <p><b>Policy 22:</b> Consider multi-modal travel as a central option for transport planning.</p> <p><b>Policy 27:</b> Net-zero transport network by 2040.</p> <p><b>Policy 33:</b> Ensure the parking requirements of all modes of transport are considered.</p> <p><b>Active Travel Strategy</b> - a component of LTCP. This sets a vision for 'Oxfordshire towns and villages to be places where most residents choose active and healthy travel (walking and cycling) as the natural first choice for making most of their local journeys and many of their longer journeys'. The aim is to increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week by 2031.</p> <p>This document sets out how an increase in walking and cycling will be achieved through street and infrastructure design.</p>
<p>Oxfordshire Walking Design Standards, Oxfordshire County Council (2017)<sup>12</sup></p>	<p>Guidance is provided on the design of walking infrastructure to support a greater uptake of walking by all.</p>
<p>Oxfordshire Cycling Design Standards, Oxfordshire County Council (2017)<sup>13</sup></p>	<p>Guidance is provided on the design of cycling infrastructure to support a greater uptake of cycling by all, including cargo bikes.</p>

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

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

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

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

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

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

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

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

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

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

## Wallingford Area LCWIP Appendix A: Background Information

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

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

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

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

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

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

## Wallingford Area LCWIP Appendix A: Background Information

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

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

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

## 2. Demographics

### 2.1. Population

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

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

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

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

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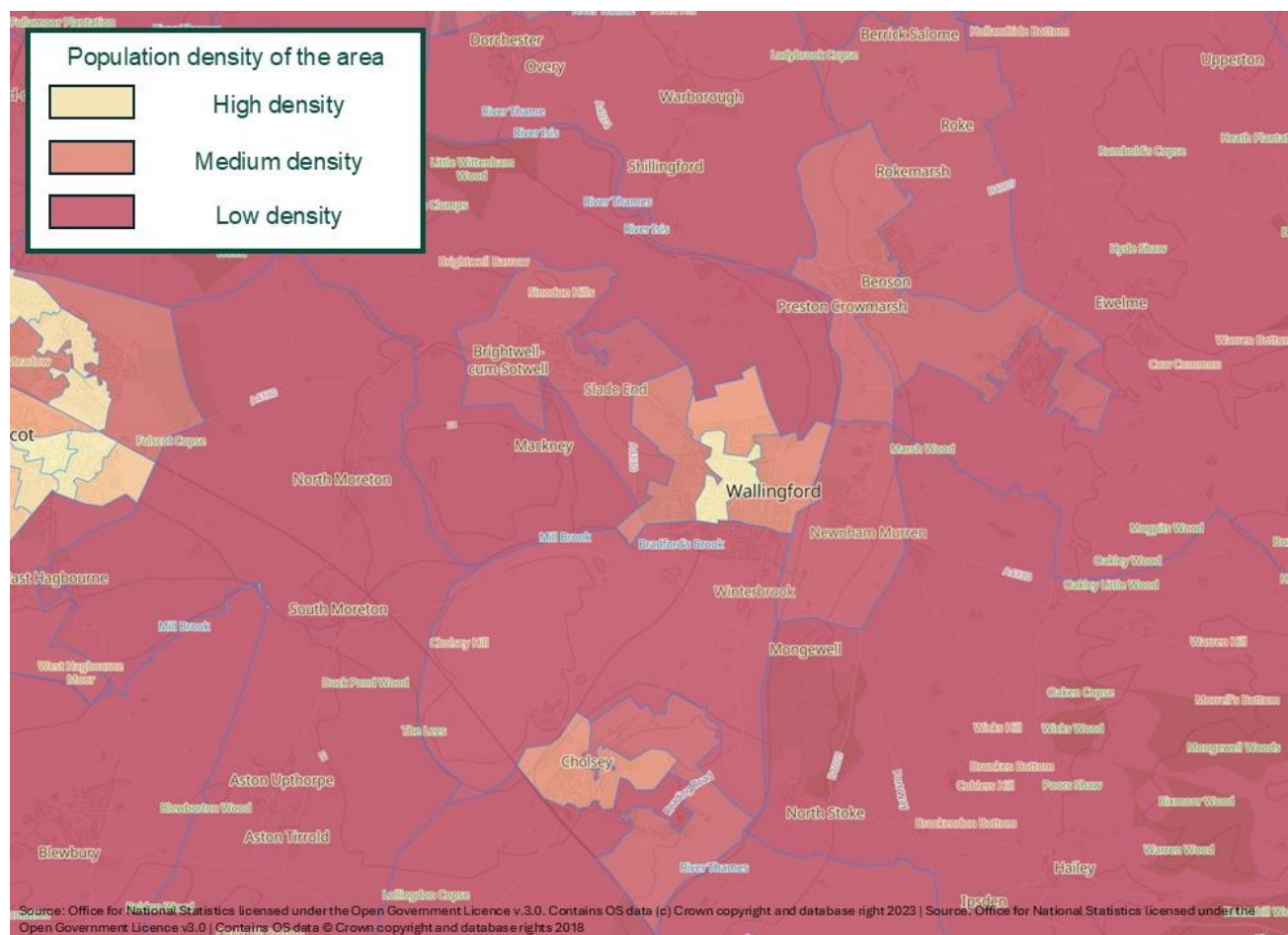


Figure 1: Population density, Source: Cadence, ONS

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

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

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

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

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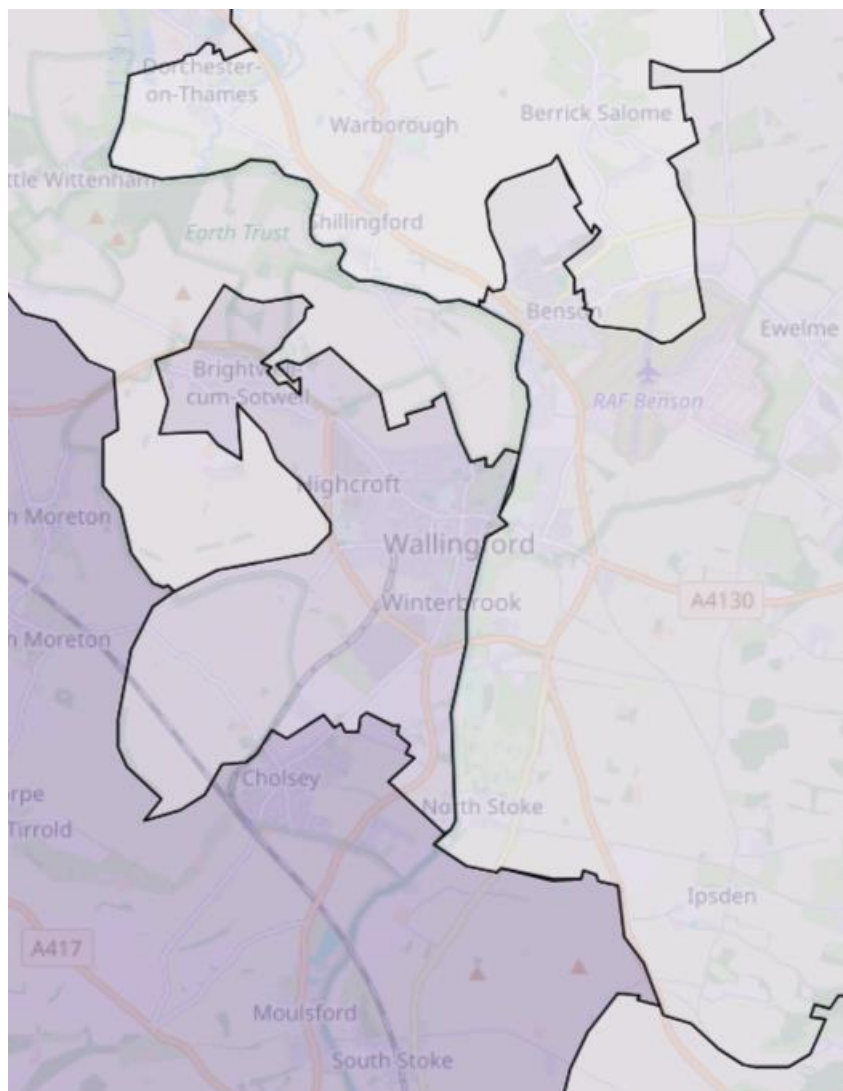


Figure 2: Population density

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

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

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

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

Table 4: Population breakdown of each settlement, from ONS

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

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

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

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

## 2.2. Deprivation

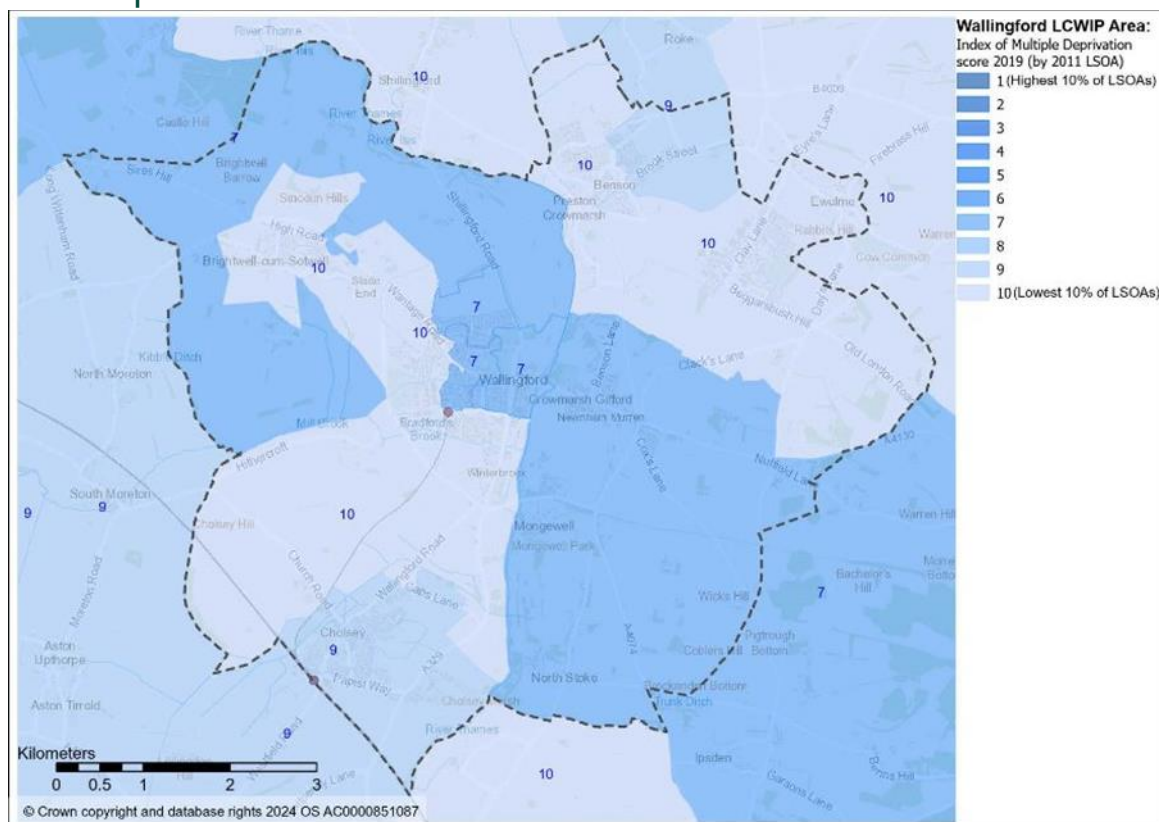


Figure 3: Index of Multiple Deprivation 2019 for the Wallingford Area <sup>29</sup>

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

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

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

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

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

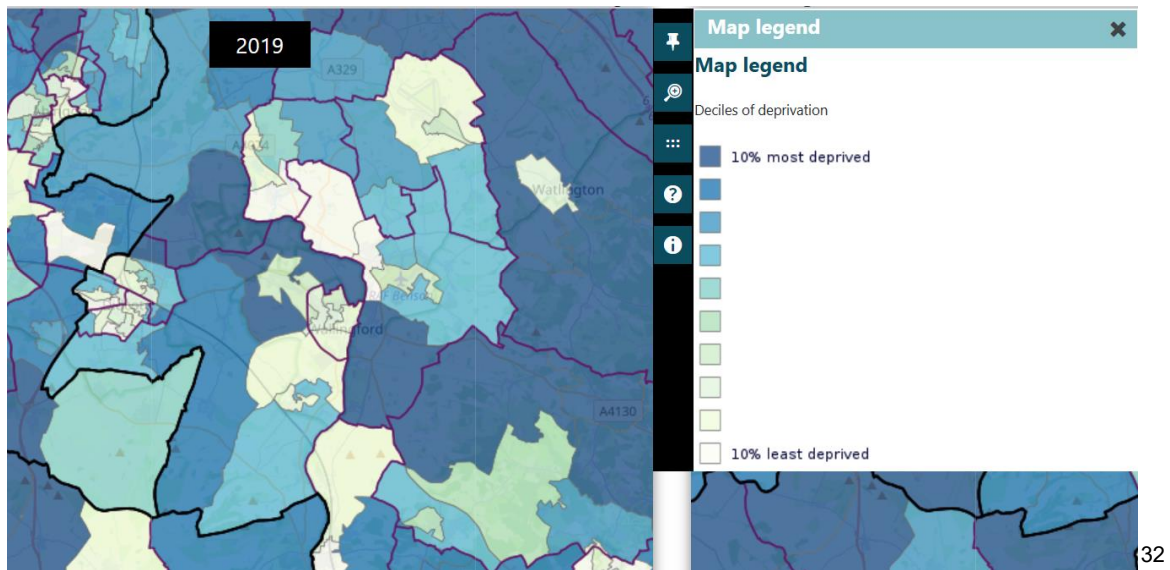


Figure 4: Index of Multiple Deprivation 2019 Barriers to Housing and Services Domain Score for the Wallingford Area <sup>33</sup>

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

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

### 3. Health

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

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

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

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

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

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

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

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

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

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

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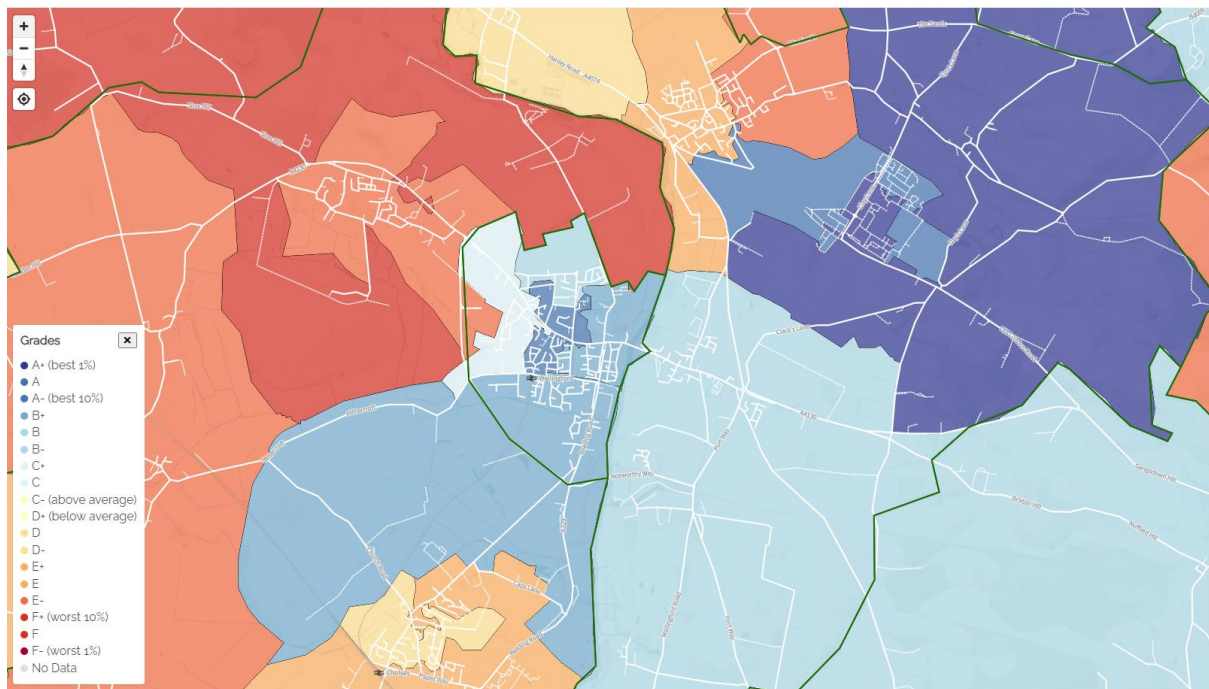


Figure 5: Levels of walking to work in the Wallingford area, Census 2021 data<sup>38</sup>

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

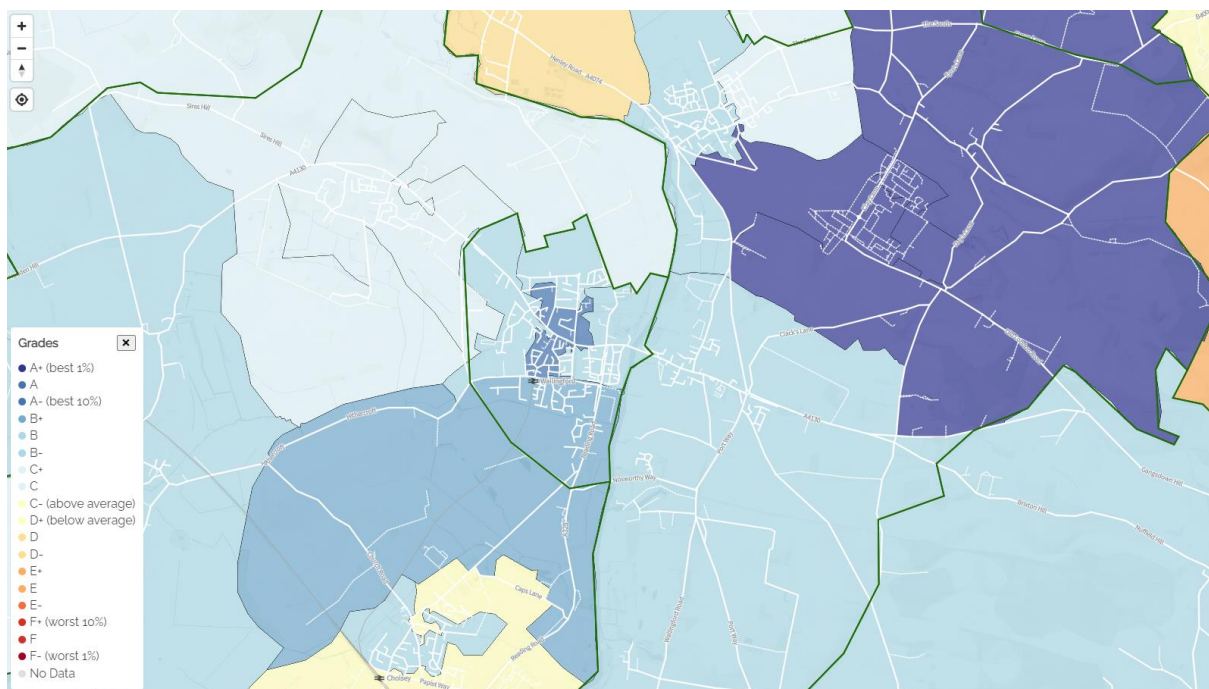


Figure 6: Levels of cycling to work in the Wallingford area, Census 2021 data<sup>39</sup>

<sup>38</sup> Creds. Carbon and Place. Place-based carbon calculator. <https://www.carbon.place/legacy/#13.65/51.60085/-1.09041>

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

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

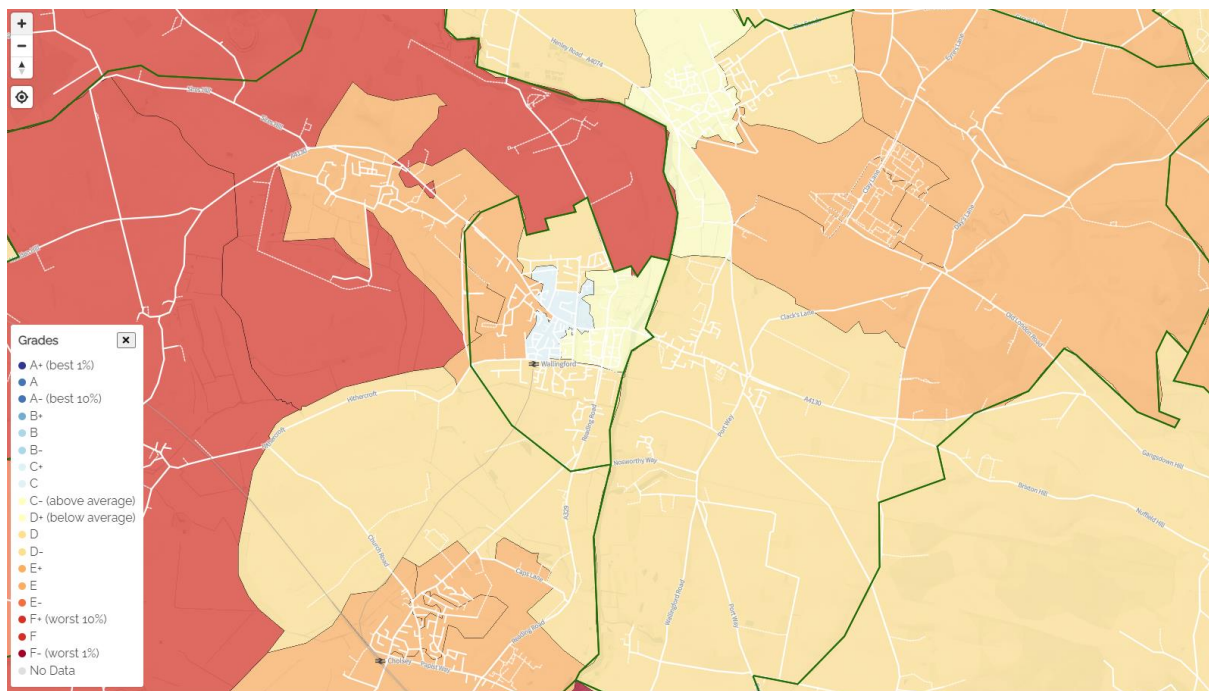


Figure 7: Levels of using buses for commuting in the Wallingford area, Census 2021 data<sup>40</sup>

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

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

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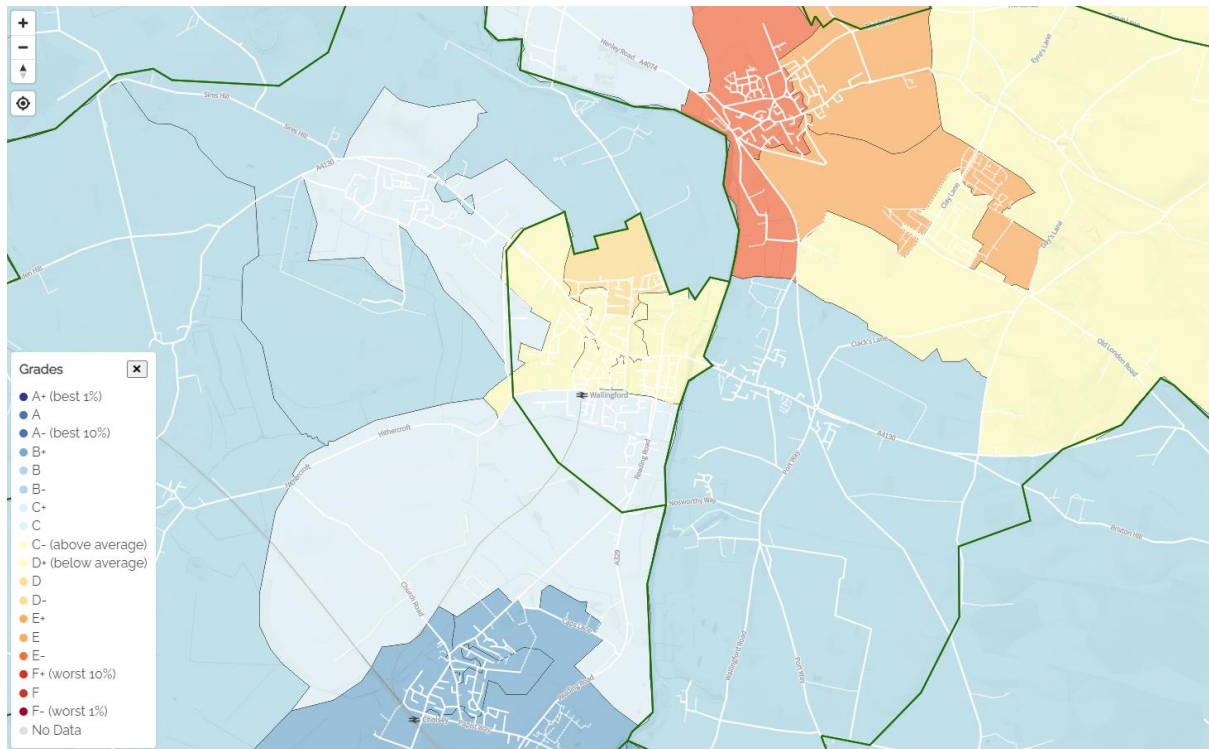


Figure 8: Levels of using the train for commuting in the Wallingford area, Census 2021 data<sup>41</sup>

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

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

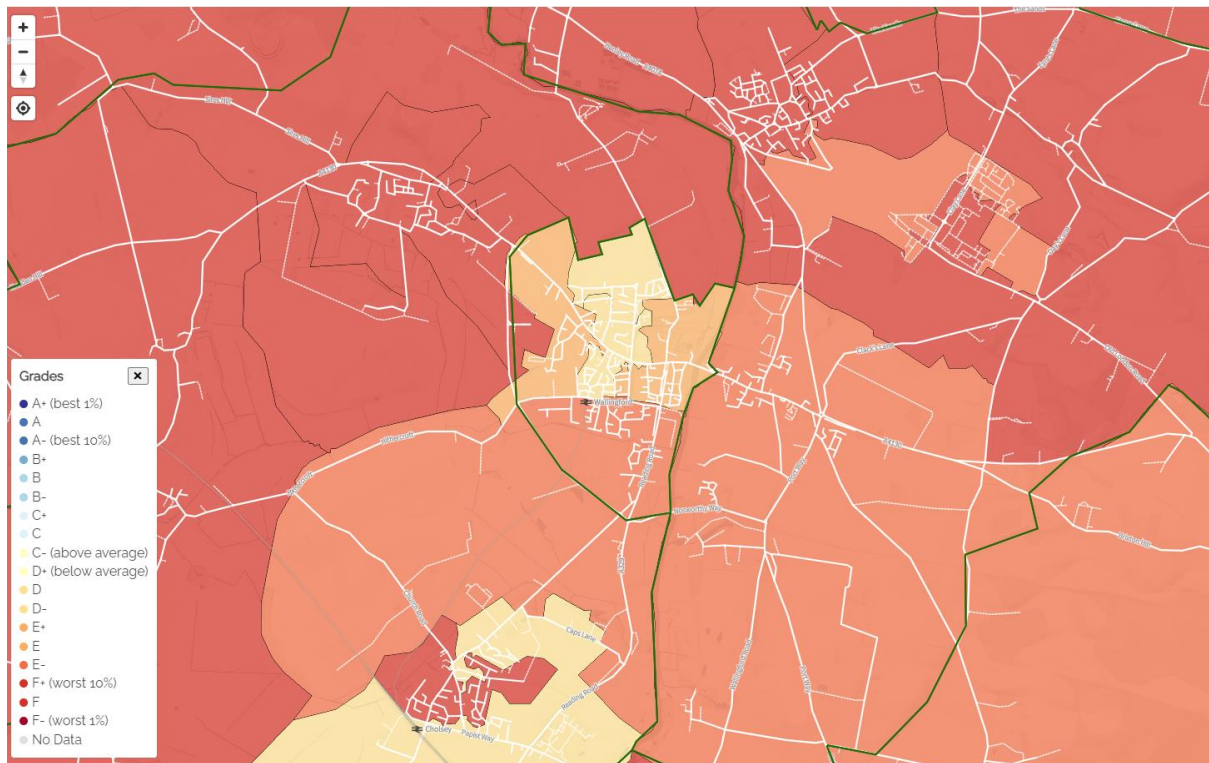
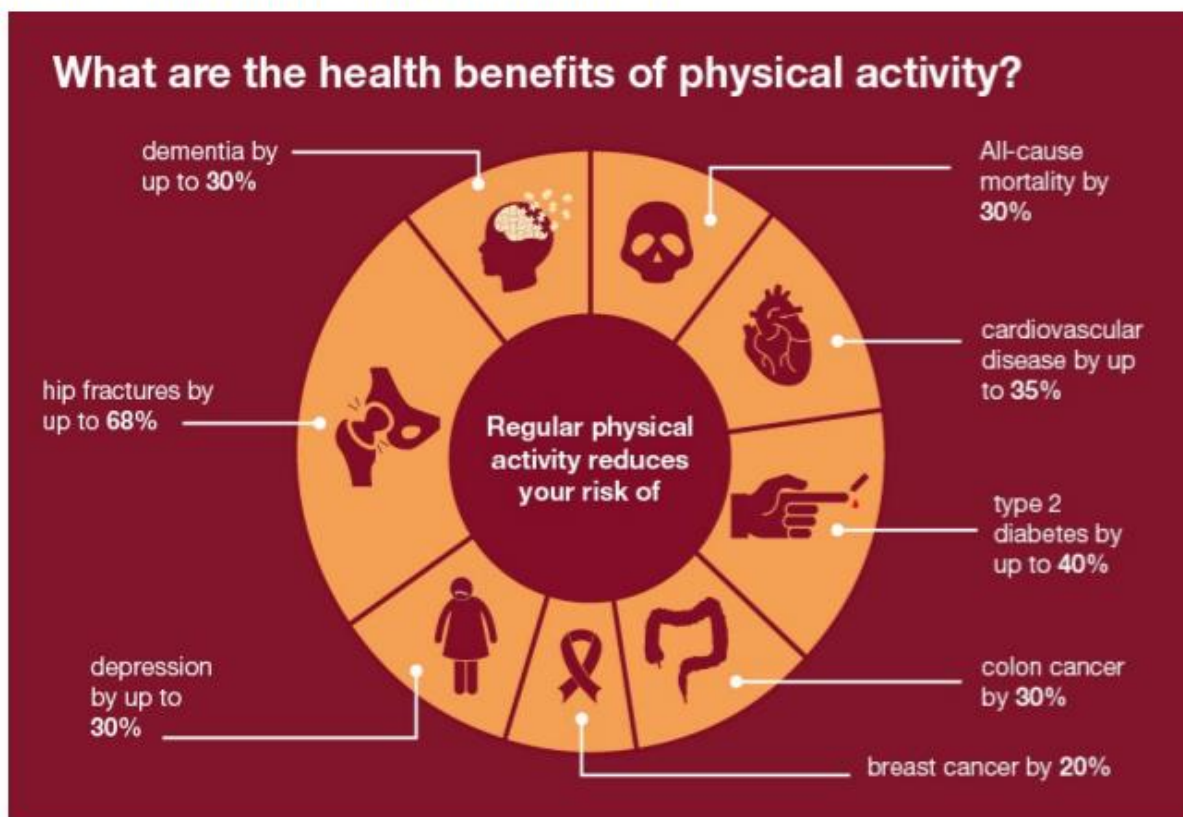


Figure 9: Level of car emissions in the Wallingford area, Census 2021 data<sup>42</sup>

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

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

**Figure 4.58: The health benefits of physical activity**



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

Figure 10: Health benefits of physical activity

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

<sup>43</sup> [Physical activity: applying All Our Health - GOV.UK](https://www.gov.uk/government/publications/physical-activity-applying-all-our-health)

## 4. Conservation Areas

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

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

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

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

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

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

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

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

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

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

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

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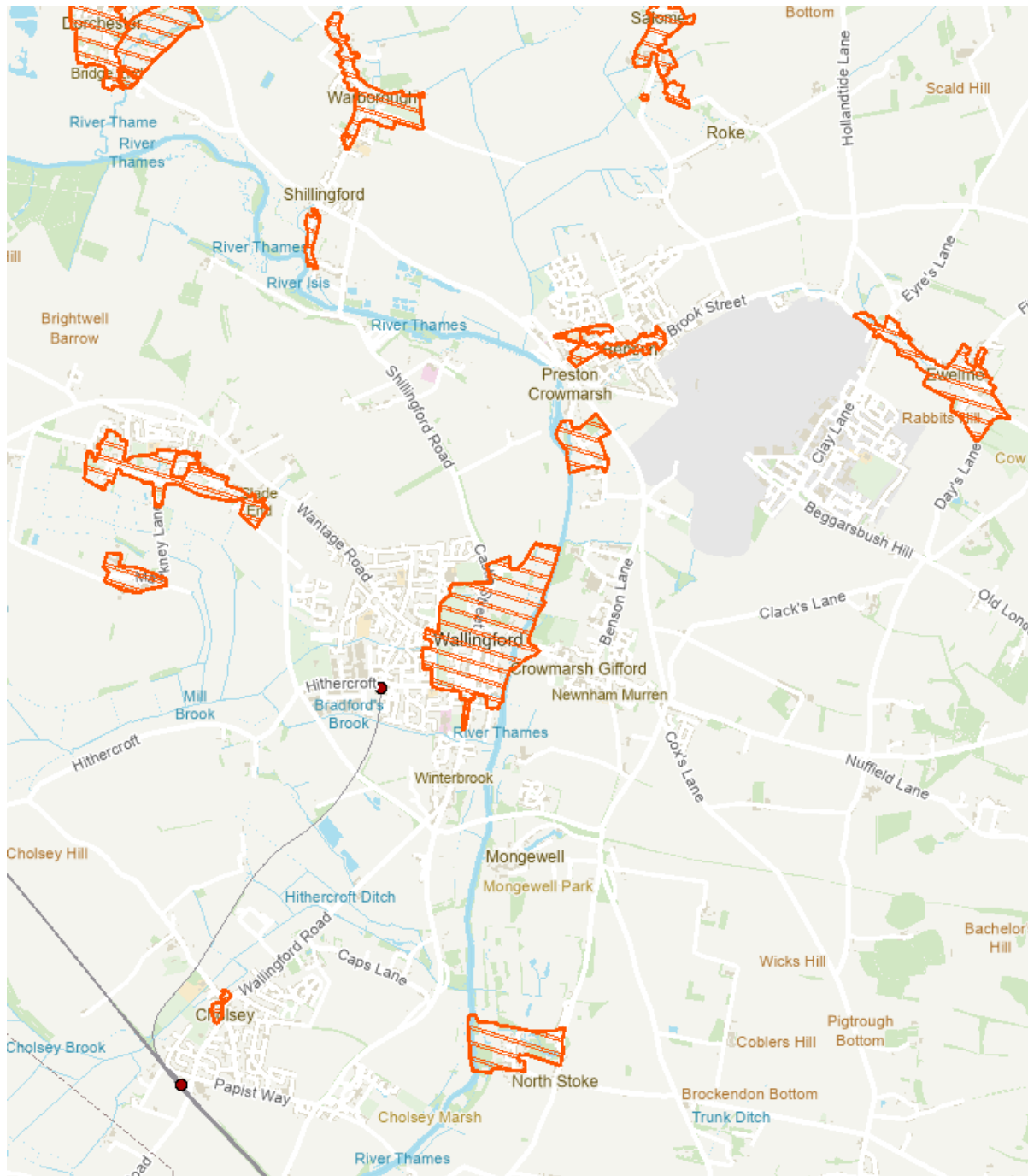


Figure 11: A zoomed-out map that shows the SODC Building Conservation Areas within the Wallingford area © Crown copyright [2025] OS [AC0000851087].



# Wallingford Area LCWIP Appendix A: Background Information

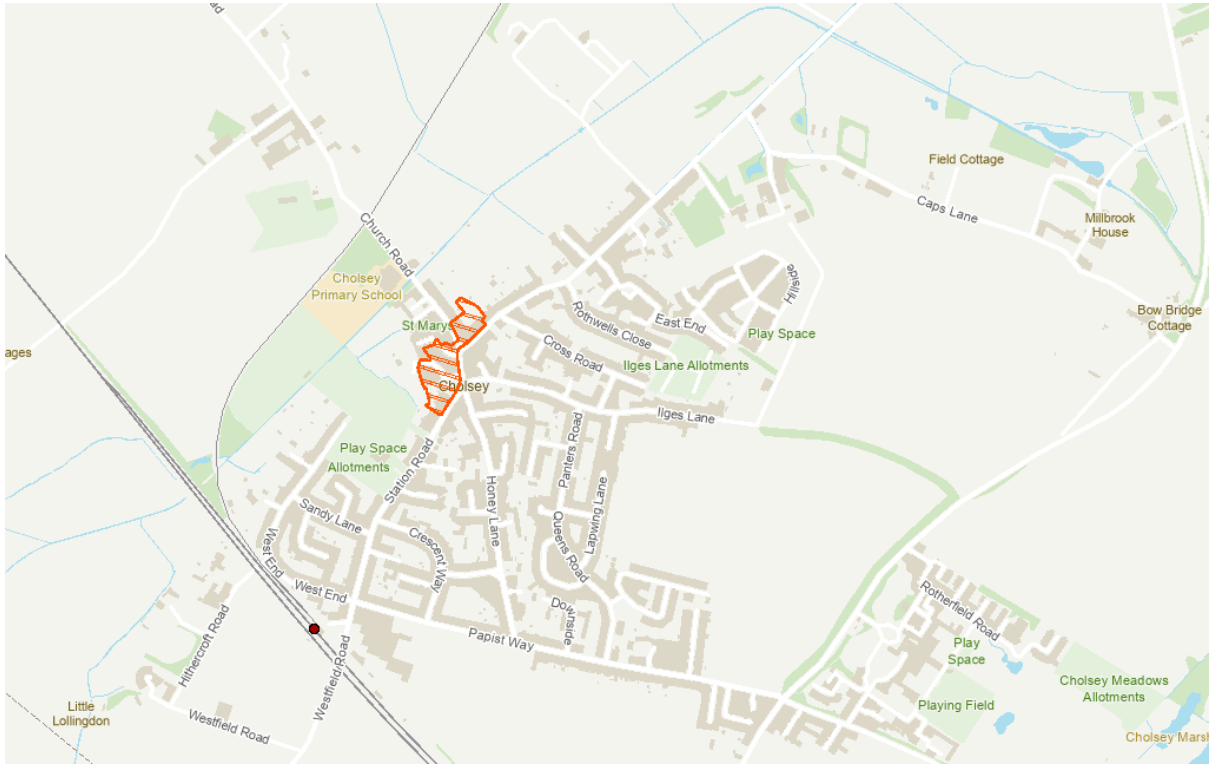


Figure 14: A map showing the SODC Building Conservation Areas in Cholsey, © Crown copyright [2025] OS [AC0000851087].

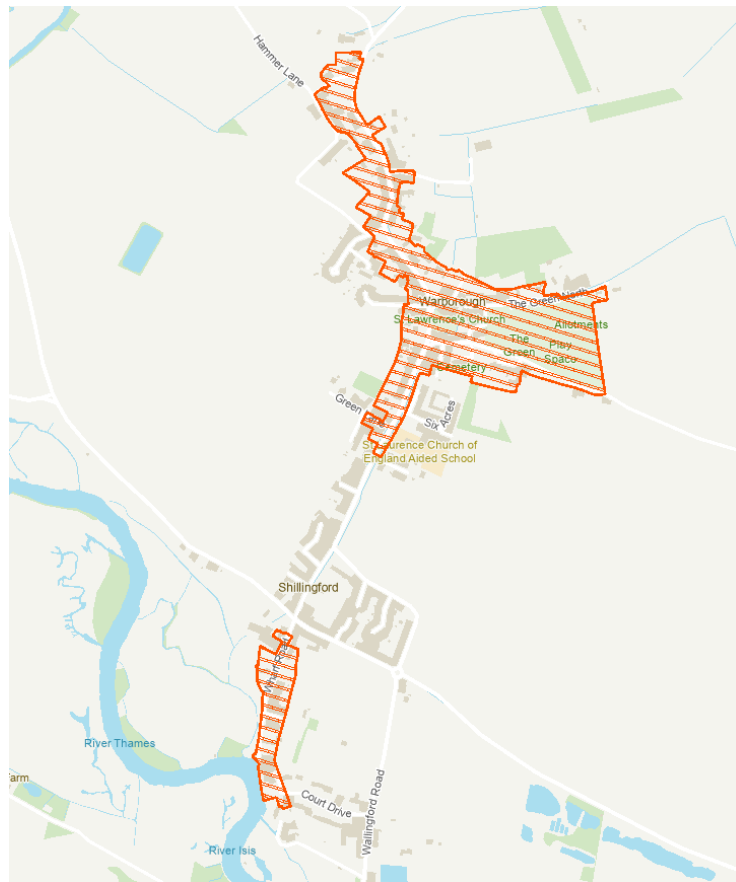


Figure 15: A map showing the SODC Building Conservation Areas in Shillingford and Warborough, © Crown copyright [2025] OS [AC0000851087].

## 5. Air Quality

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

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

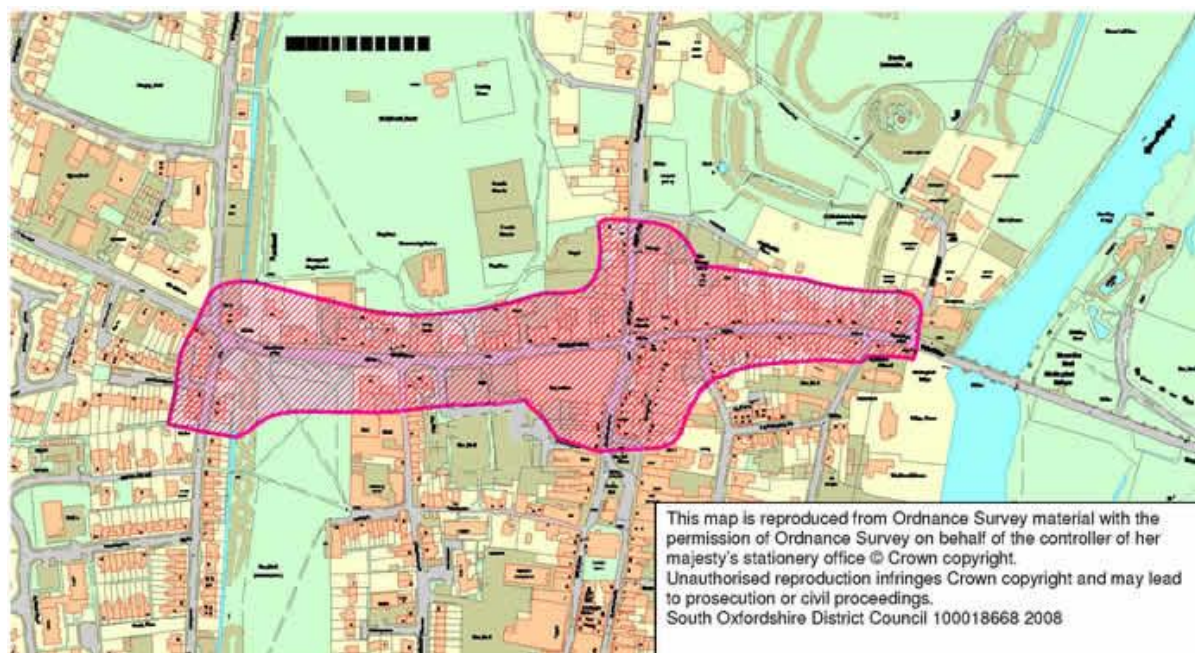


Figure 16: The Air Quality Management Area (AQMA) in Wallingford, consisting of the crossroad junction at the High Street, Castle Street and St Martin's Road, and up to the junction with Station Road and Wallingford Bridge, © Crown copyright. All rights reserved. DEFRA. Licence No. GD272361 2002

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

Table 6: AQMA measures

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

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

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

## Wallingford Area LCWIP Appendix A: Background Information

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

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

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

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

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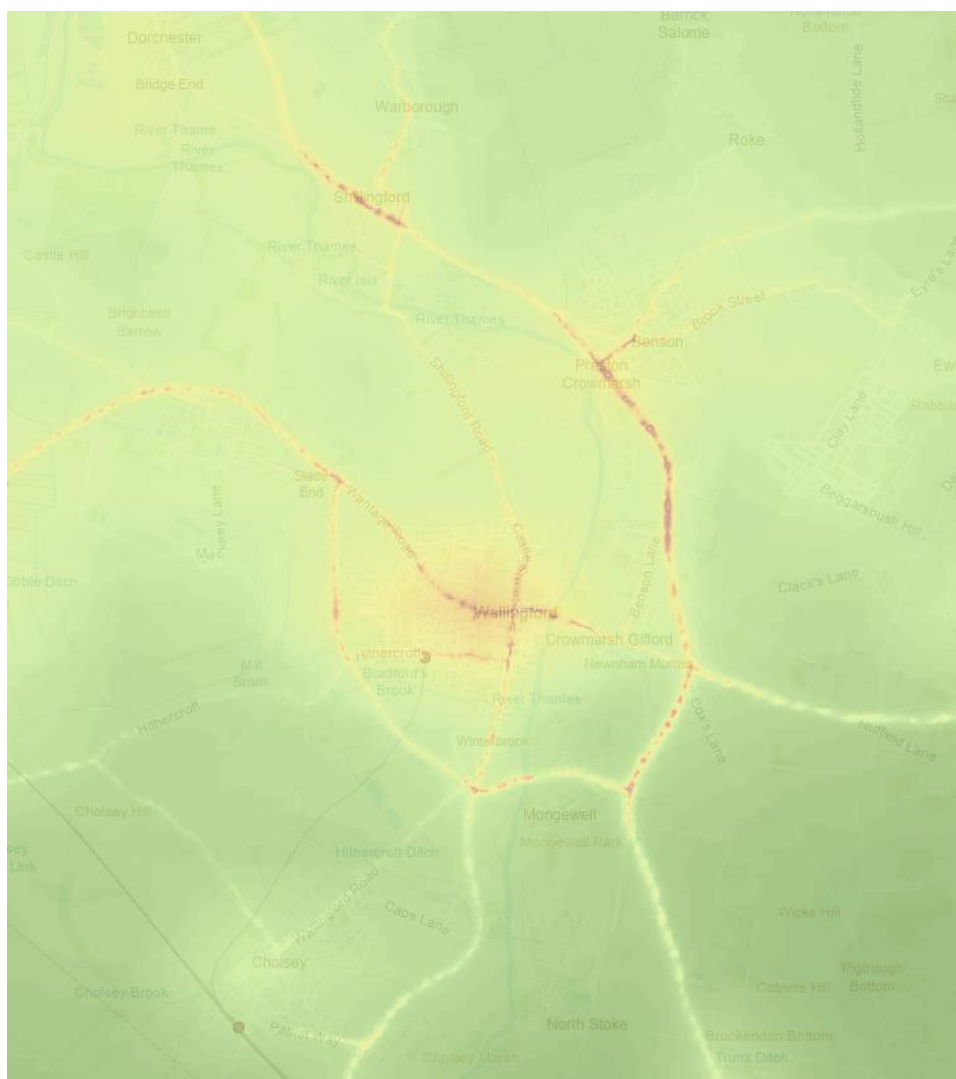


Figure 17: the NO<sub>2</sub> Annual Average for the Wallingford area, the green areas are showing low levels of NO<sub>2</sub> and the orange to red areas are showing higher levels of NO<sub>2</sub>. © Crown copyright [2025] OS [AC0000851087].

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



## 6. Terrain and Natural Features

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

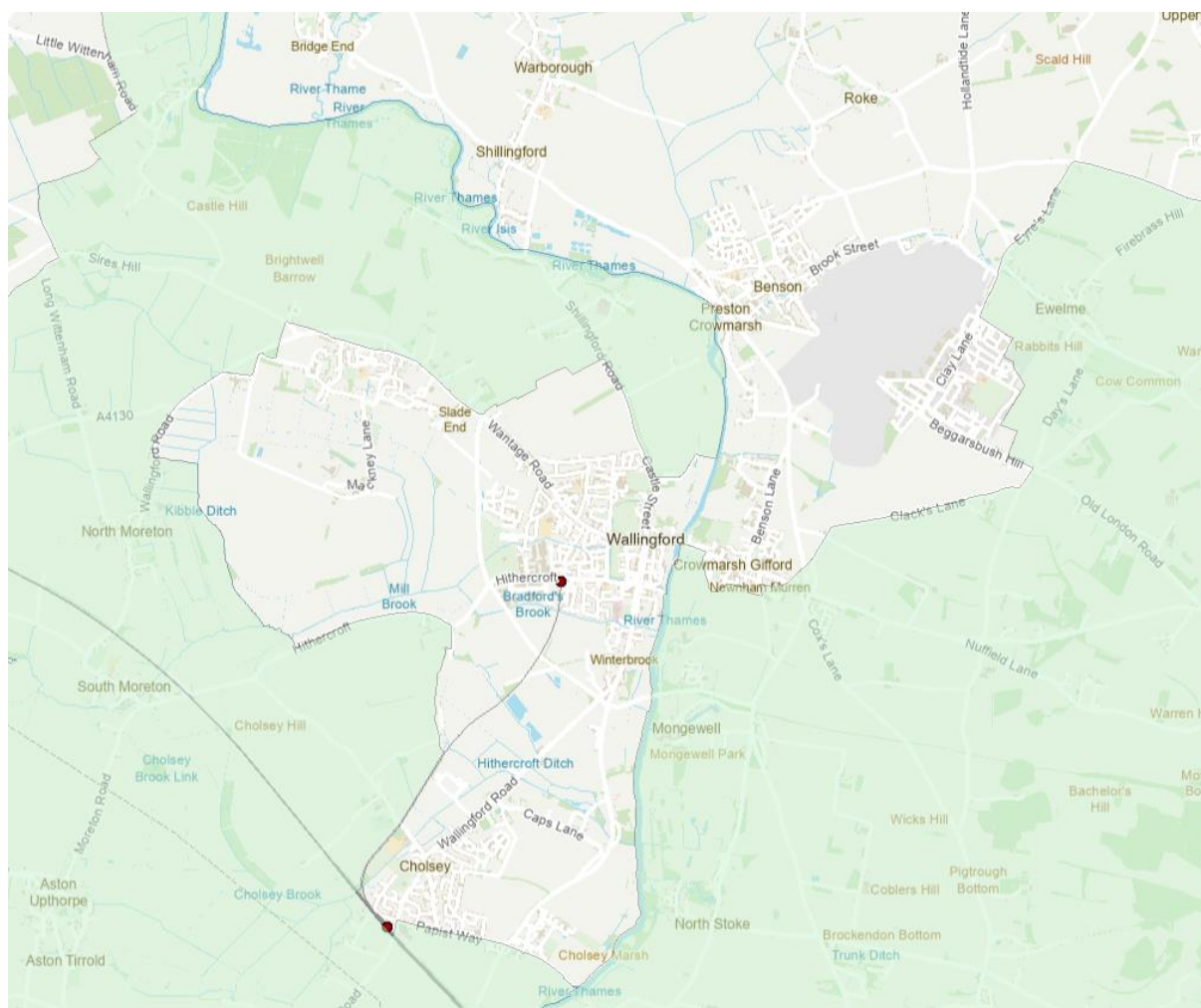


Figure 20: A map showing the National Landscapes in the Wallingford area, including the Wessex Downs to the west and the Chilterns to the east, © Crown copyright [2025] OS [AC0000851087].

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

## Wallingford Area LCWIP Appendix A: Background Information

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



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

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

## Wallingford Area LCWIP Appendix A: Background Information

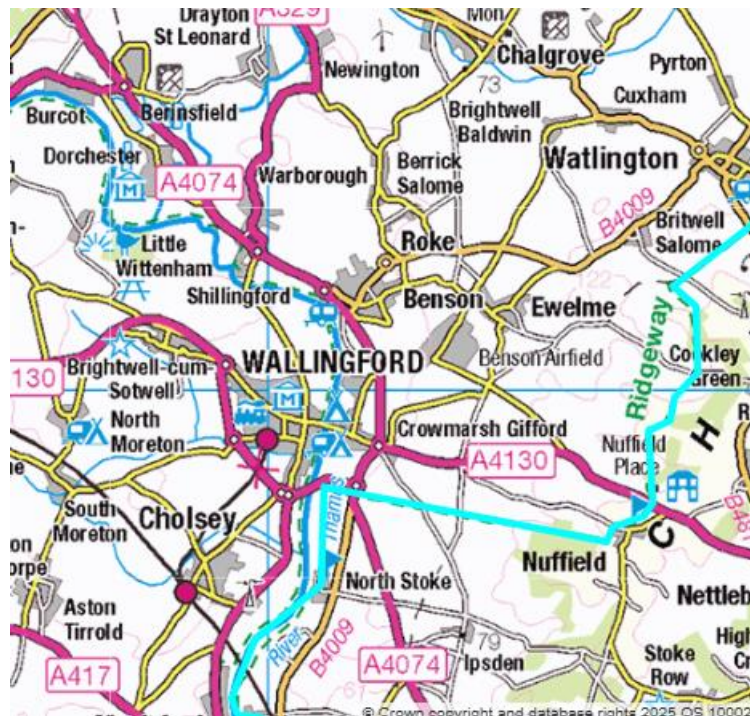


Figure 22: A map showing The Ridgeway National Trail that runs through the scope area<sup>59</sup>



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

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

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

## 7. Flood risk

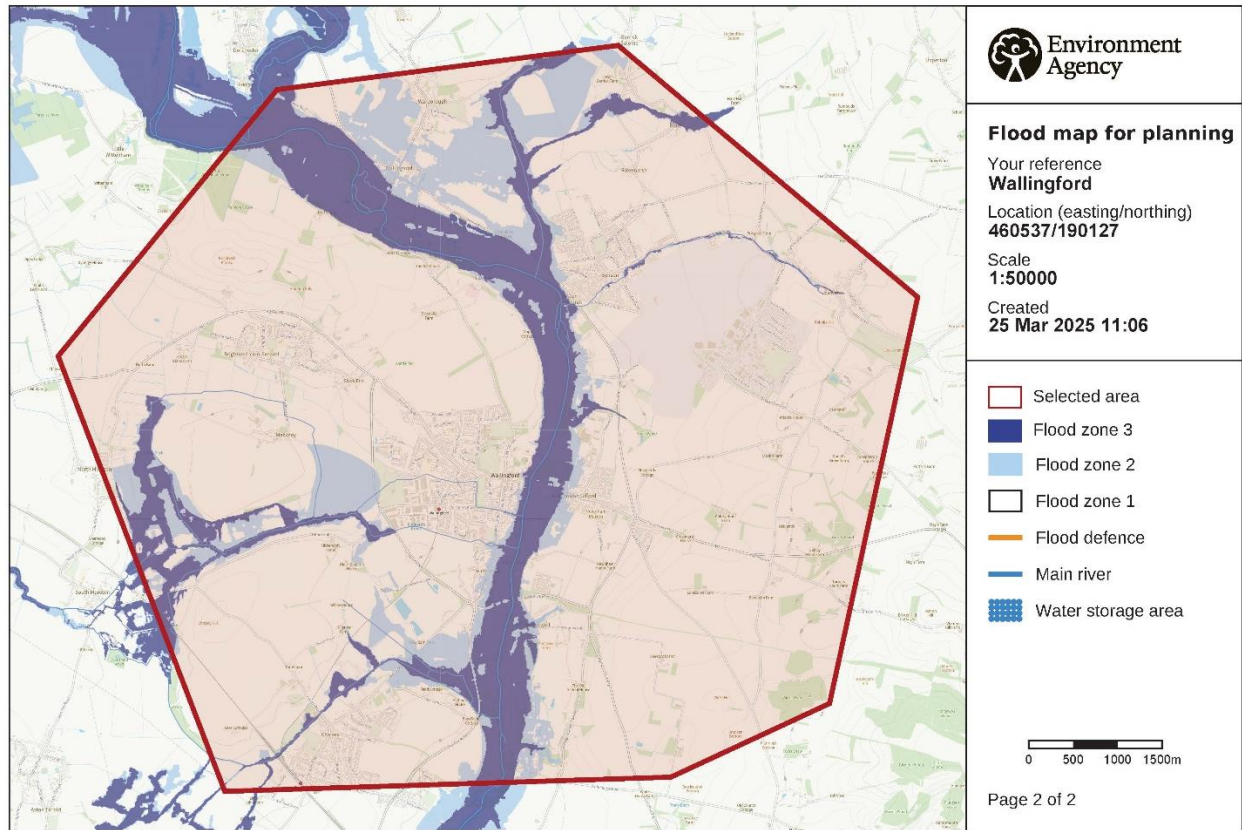
Due to the presence of the River Thames between Wallingford and Crowmarsh Gifford, there is a risk of flooding in this area. There is a high risk of flooding, of which the exact areas are listed in **Table 7**. Almost all the areas within the scope are at risk and when flooding occurs, it can cause a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

Table 7: Flood risk in the Wallingford area

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

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



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

<sup>61</sup> Environment Agency

## 8. Current Travel Patterns

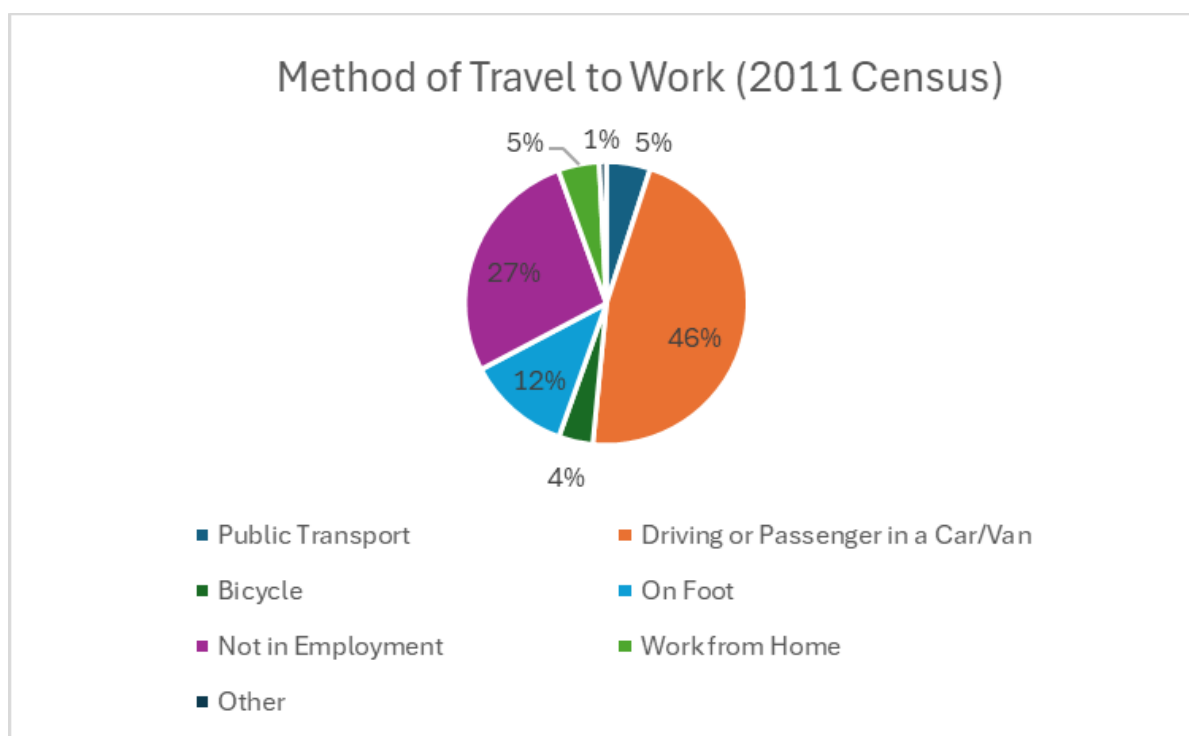


Figure 25: Wallingford Area Primary modes of transport for travel to work, Census 2011<sup>62</sup>

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

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

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

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

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

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

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

## 9. Public Right of Way Network

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

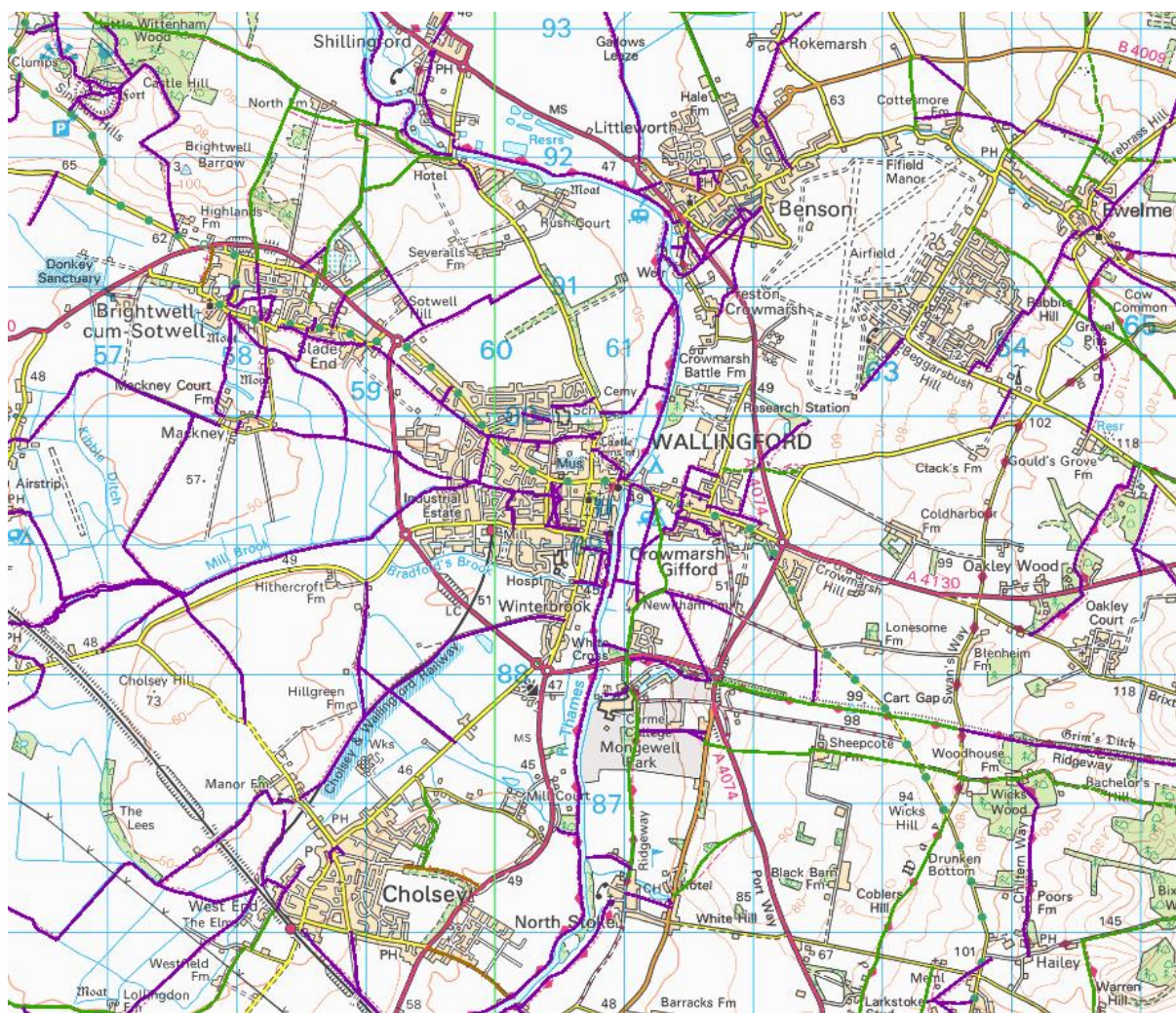


Figure 26: the Definitive Map of the Public Rights of Way in the Wallingford area. This includes footpaths in purple and bridleways in green. © Crown copyright [2025] OS [AC0000851087].

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

## 10. Traffic Flows

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

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

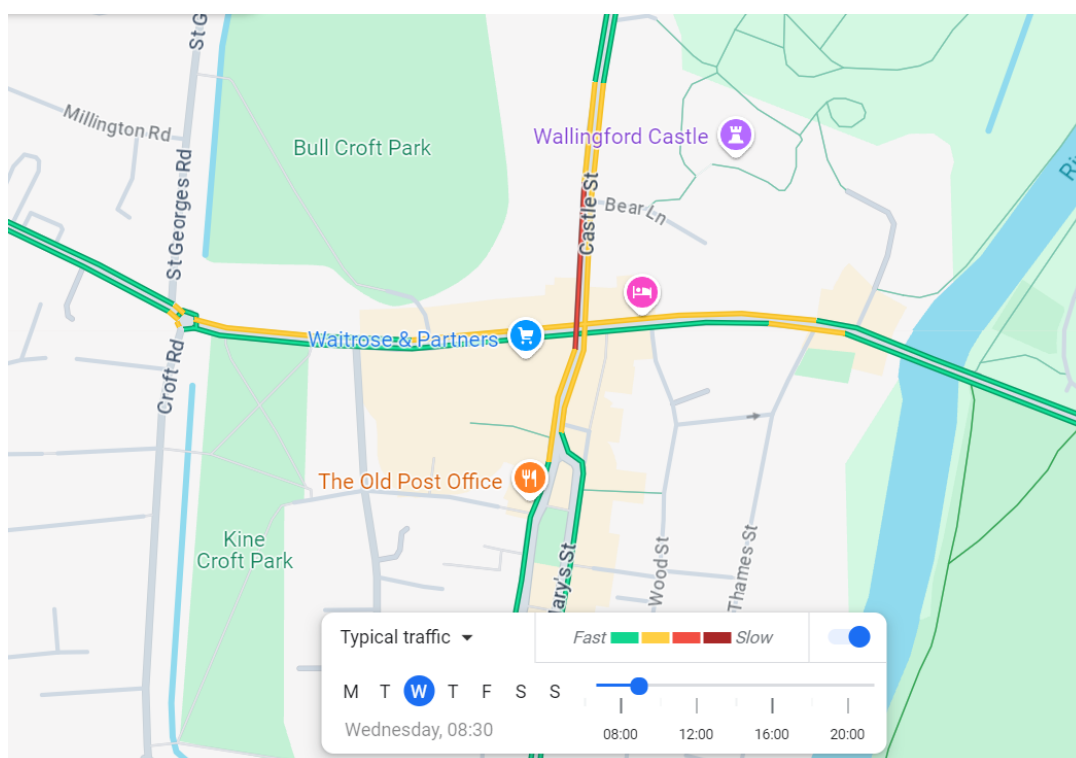


Figure 27: Example congestion map - central Wallingford, a typical weekday AM peak (08:30)

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

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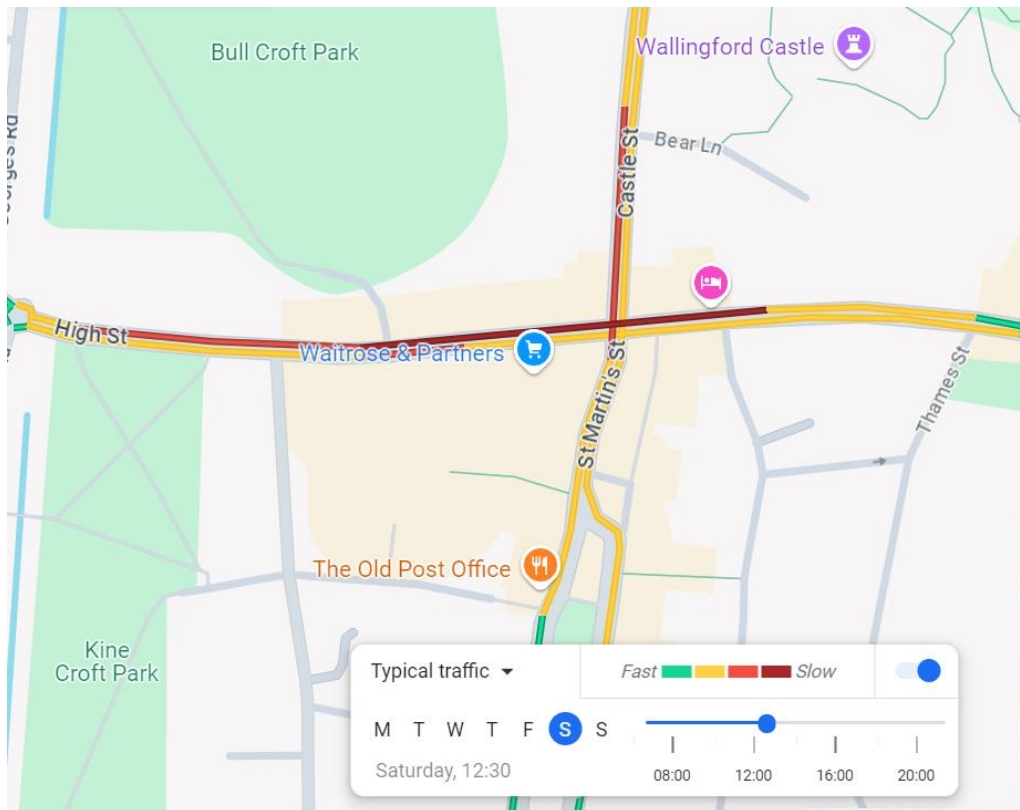


Figure 28: Example congestion map - central Wallingford, weekend peak hour (12:30)

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

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

Table 9: Traffic flows in the Wallingford area

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

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

## 11. Collision Statistics

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

- 30 Slight
- 8 Serious
- 2 Fatal

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

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

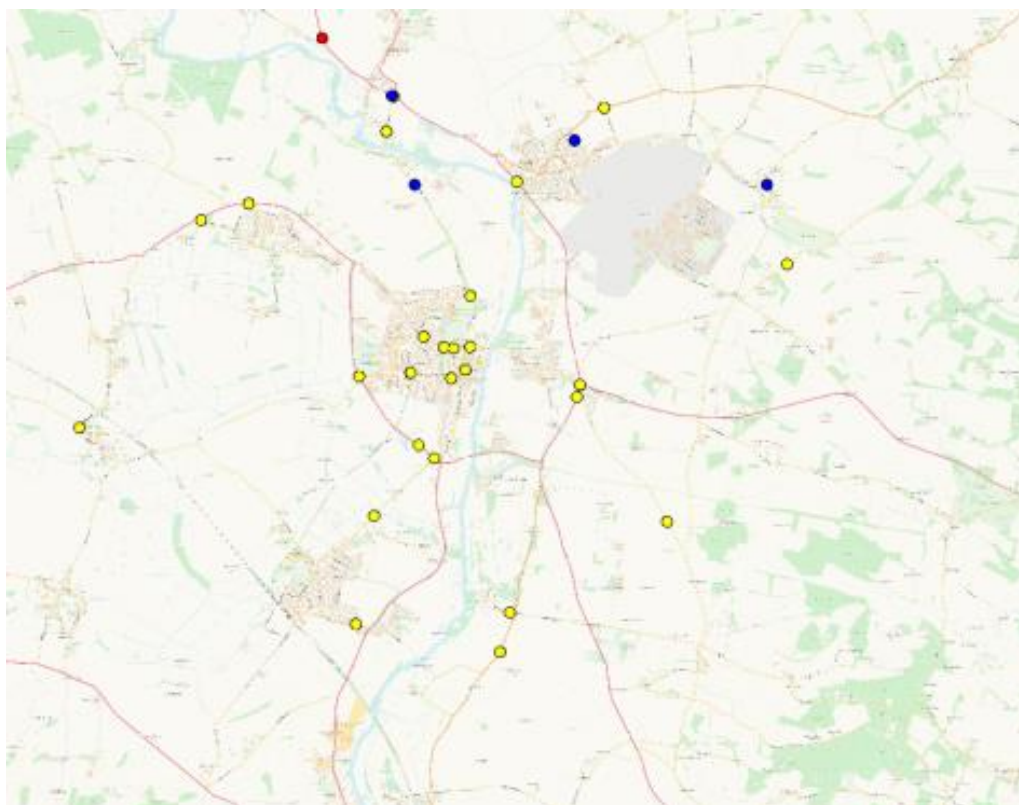


Figure 30: Cycle collisions locations in the Wallingford Area (yellow: slight, blue: serious, red: fatal) 2019-2023 <sup>67</sup>

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

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



68

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

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

## 12. Propensity to Cycle Tool

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

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

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

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

### PCT Commuting data

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

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

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

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

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

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

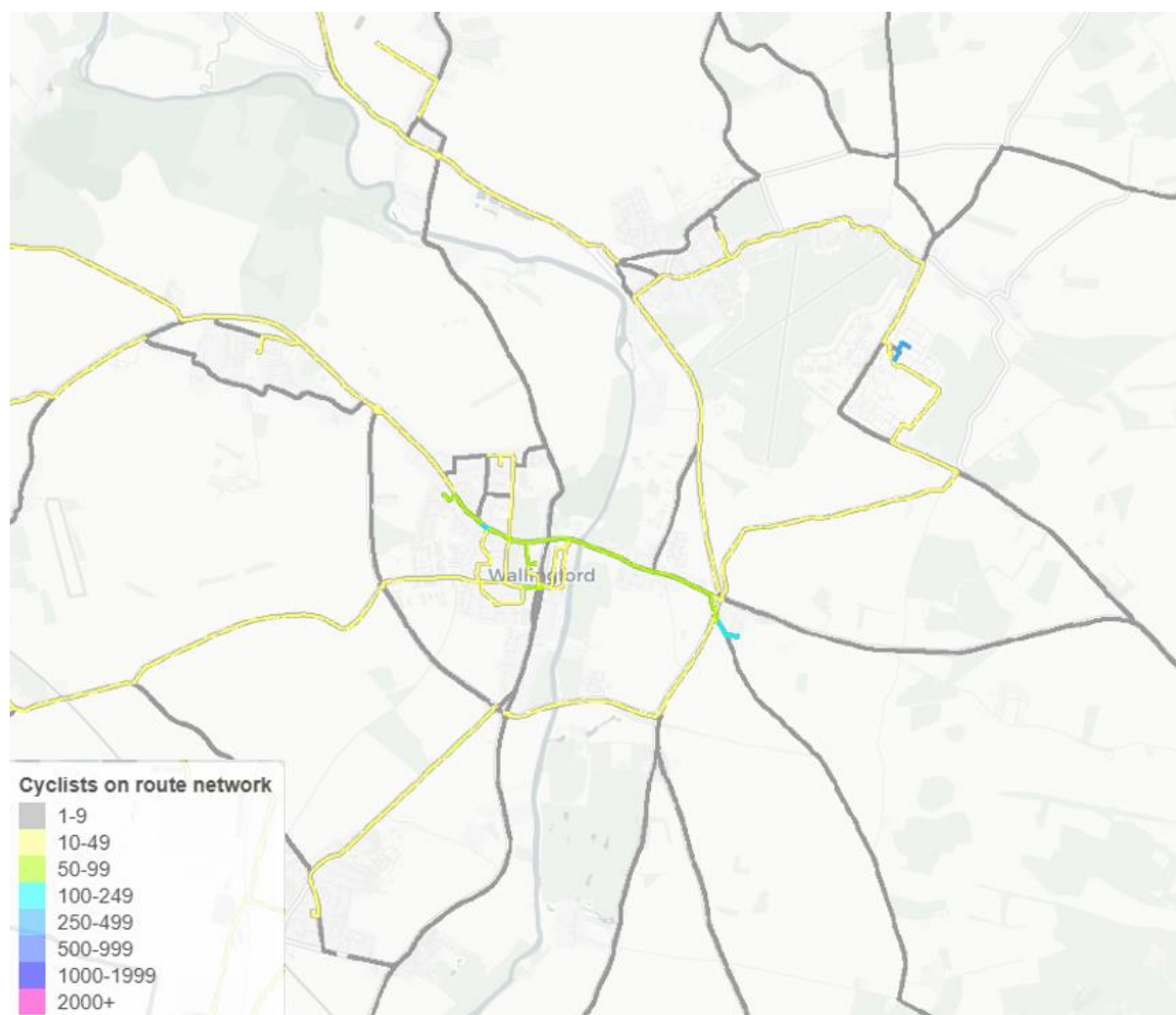


Figure 32: PCT Commuting Map, Census 2011

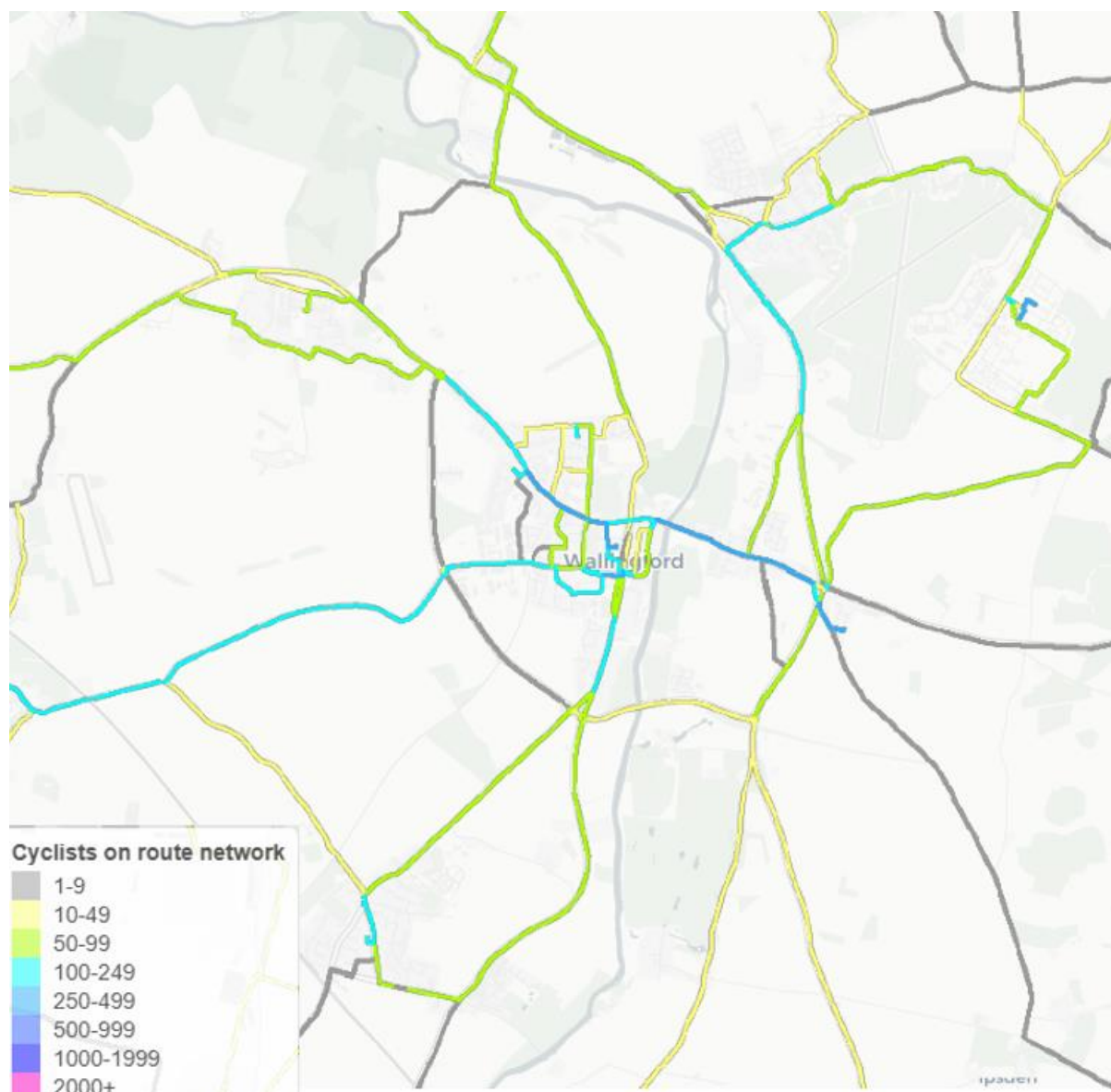


Figure 33: PCT - Go Dutch scenario for commuting

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

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

## PCT Travel to School

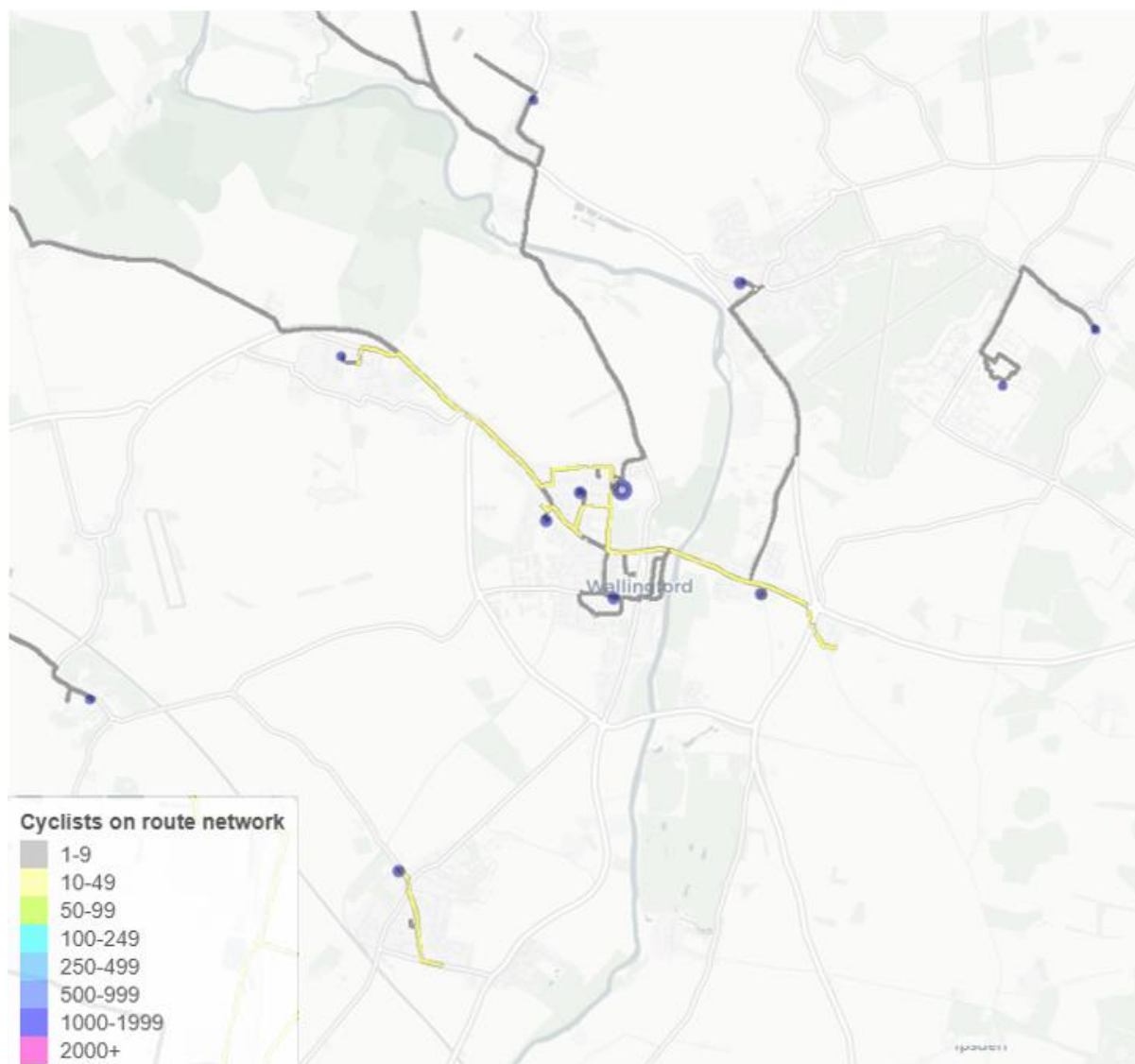


Figure 34: PCT - Travel to School, Census 2011

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

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

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



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

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

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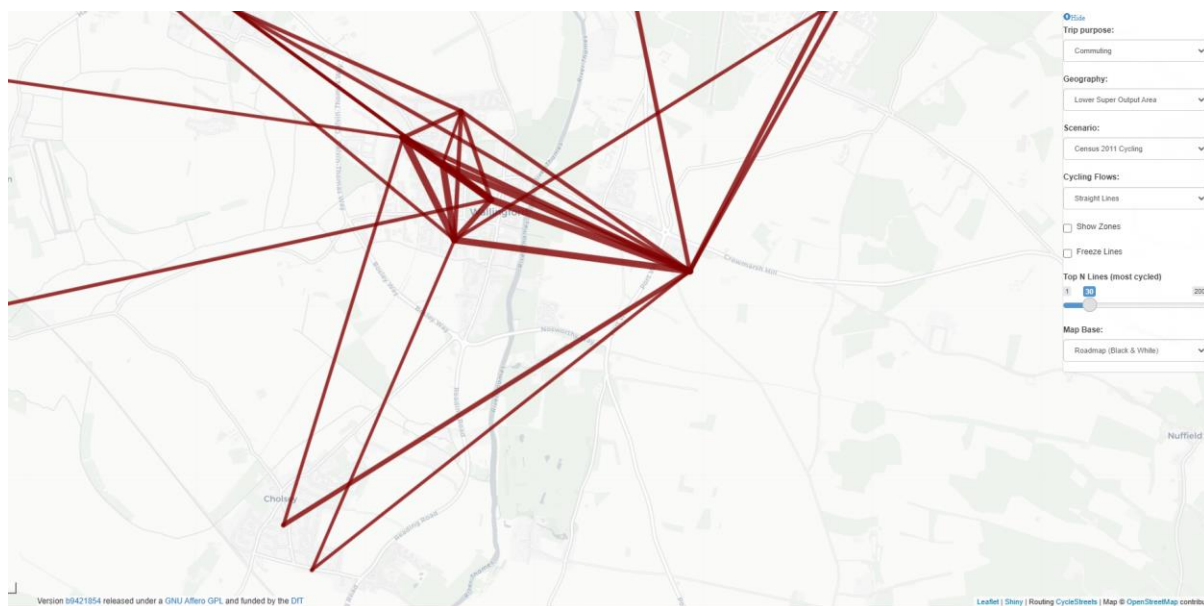


Figure 36: Straight Line Network covering south Wallingford, Crowmarsh Gifford and Cholsey



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

### 13. Trip Generators

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

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

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

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

## Wallingford Area LCWIP Appendix A: Background Information

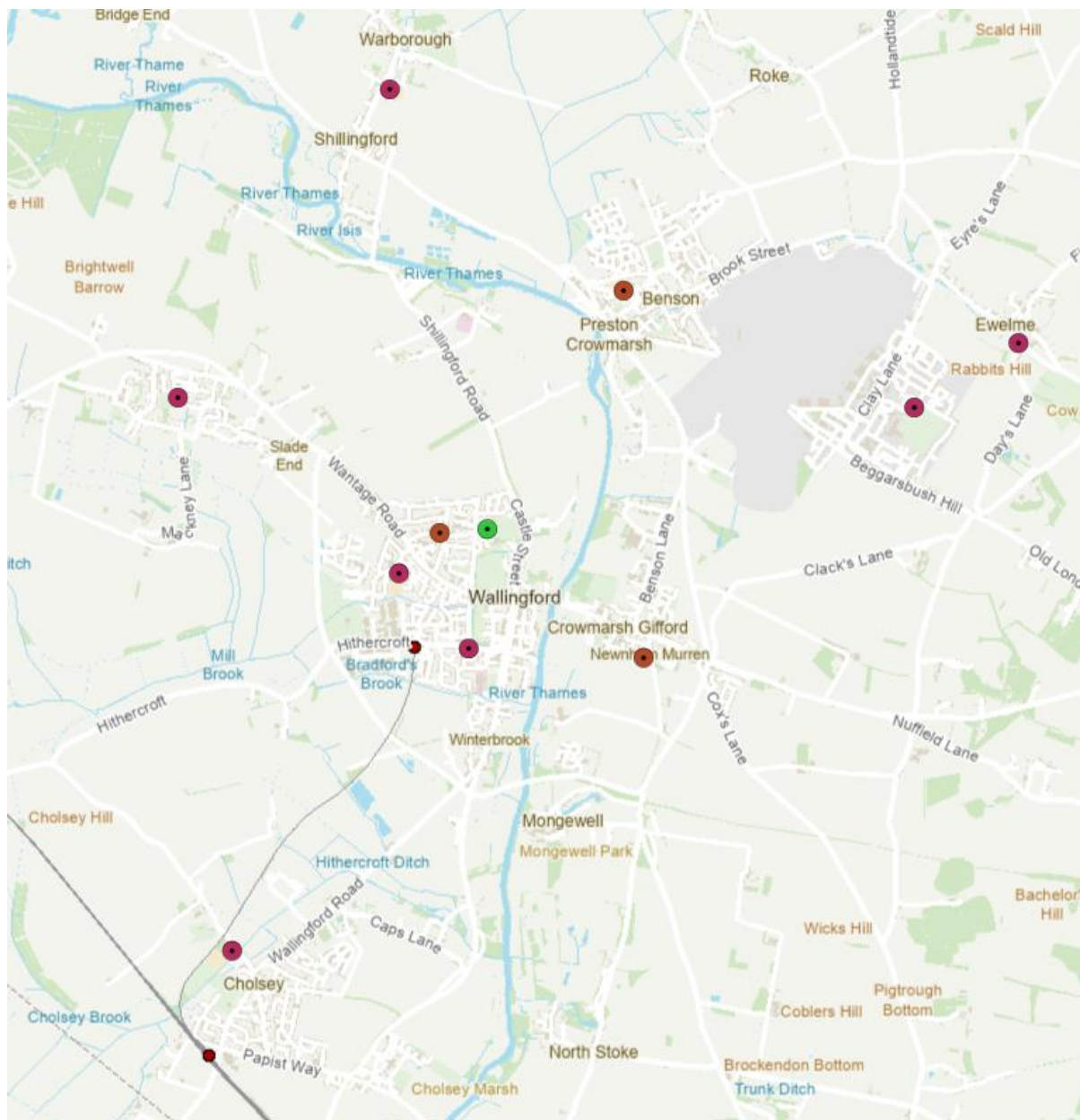


Figure 38: A map showing the schools within the scope area – green for secondary schools, red for primary schools

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

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

## Wallingford Area LCWIP Appendix A: Background Information

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

## 14. Developments

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

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

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

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

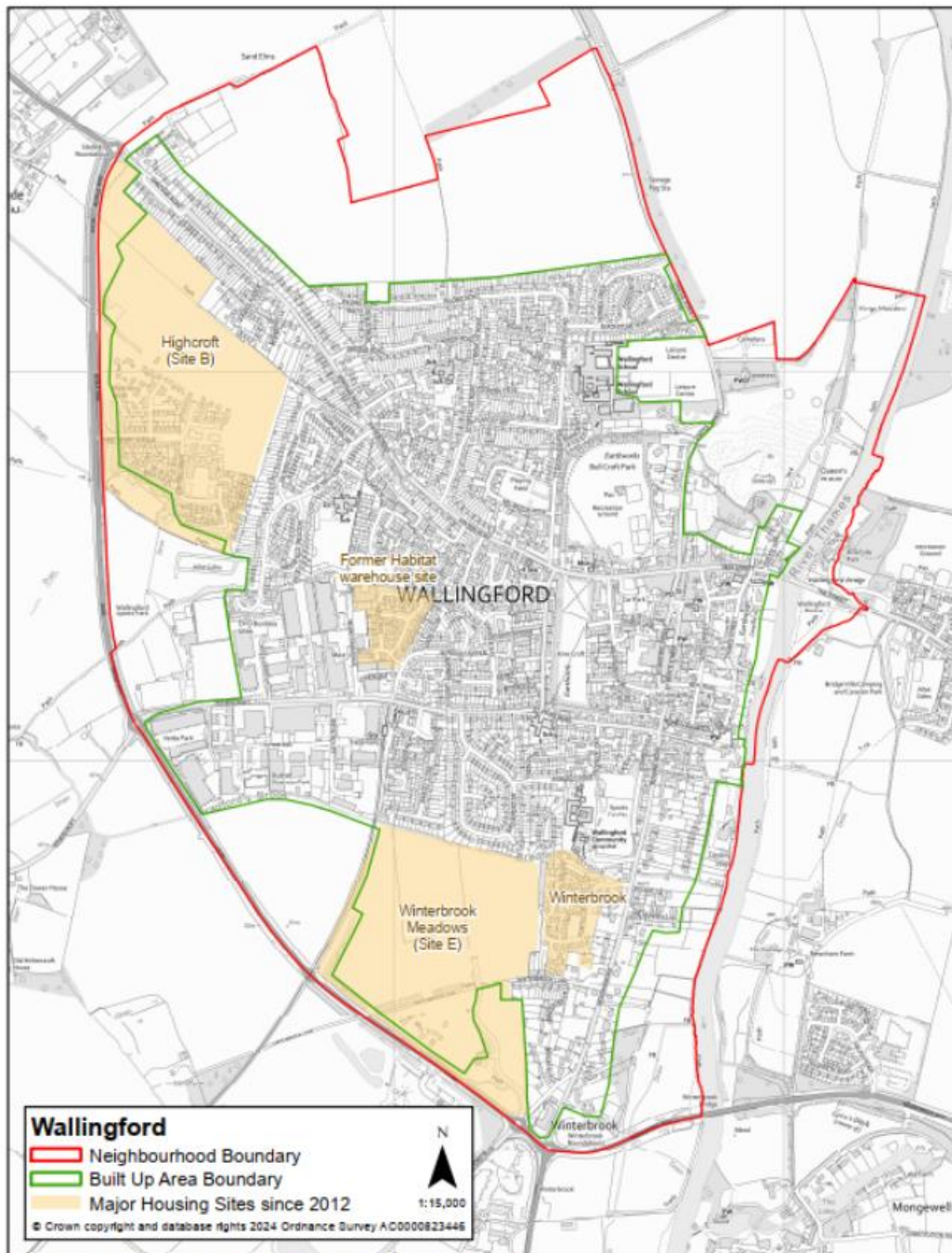
<sup>75</sup> Made Wallingford Neighbourhood Plan Review, 2025, [Wallingford Neighbourhood Plan - South Oxfordshire District Council](#)

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

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

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

**2.7 WALLINGFORD BUILT-UP AREA BOUNDARY**



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

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

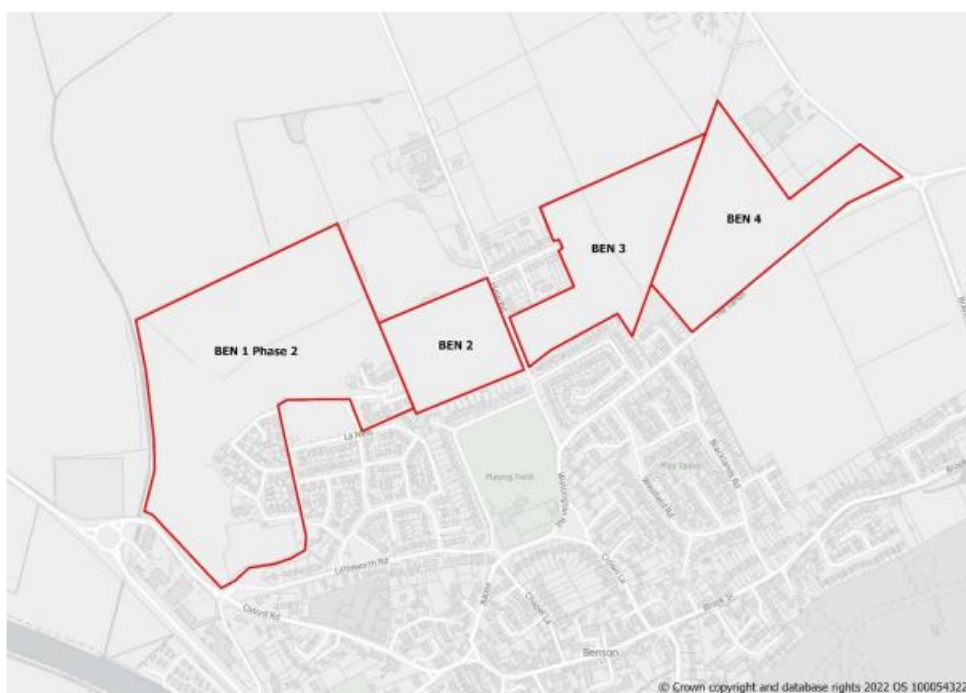


Figure 4 – Map of Allocated Sites (with adjustment to BEN 3/4)

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

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

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

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

## Wallingford Area LCWIP Appendix A: Background Information

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





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

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







## 15. Walking and Cycling Improvements Toolkit







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

Table 12: Improvements Toolkit

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

## Wallingford Area LCWIP Appendix A: Background Information

	<p><b>Raised table</b> – A raised table is a form of traffic calming which aims to slow the speed of vehicles and to emphasise features such as crossing points. They are sometimes used at the entry of a side road to help pedestrians cross the road without the need for dropped kerbs.</p>
	<p><b>New footway</b> – A new footway to be built adjacent to the carriageway, with a minimum desirable width of 2m to be fully accessible. The width of the footway will be determined by its function. A wider provision is preferred in high-footfall areas, while connector routes may be shaped by other constraints.</p>
<p>(Source: Pell Frischmann)</p>	<p><b>Footway widening</b> – Widening of footways that runs beside a carriageway to provide greater space for pedestrians to wait, to reduce the crossing distances or to improve the visibility between pedestrians and other road users.</p>
	<p><b>Relay footway</b> – Relay existing cobbled paving to provide a smooth and level footway, with a minimum desired width of 2m to be fully accessible.</p>
<p>(Source: Pell Frischmann)</p>	<p><b>Shared use footway/ cycleway</b> – Shared use footway/ cycleway allows pedestrians and cyclists to share the space, although pedestrians have priority. These paths are identified by a blue circle with a white symbol of a pedestrian and cyclist. when connecting smaller rural towns and villages, a shared use path can be considered appropriate and acceptable, where cycle flows and pedestrian footfall is higher, a segregated cycleway may be more suitable.</p>
	
<p>(Source: Pell Frischmann)</p>	<p><b>Lighting</b> – Installing new or upgraded lighting can provide greater encouragement for walking after-dark. It can improve the visibility of hazards, as well as increase reassurance and reducing fear of crime.</p>
	
<p>(Source: VeeLite)</p>	<p><b>Side Road Entry Treatment</b> – Side-road entry treatment gives priority to pedestrians and cyclists crossing a side road, by continuing the footway and/or cycle track on a raised table</p>
	
<p>(Source: Pell Frischmann)</p>	

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

 <p>(Source: Pell Frischmann)</p>	<p><b>Lightly segregated shared use footway/ cycleway</b> – A shared use path, where pedestrians and cyclists are separated by a white line, with pedestrian and cycle symbols painted on the surface. Although shared use is not recommended in LTN 1/20 for streets with high pedestrian or cyclist flows, it can be used in cases where available width and space is limited.</p>
 <p>(Source: Pell Frischmann)</p>	<p><b>Segregated cycleway (one or two way)</b> – Pedestrians and cyclists are fully separated from each other and from general motor traffic. Separation can consist of a stepped kerb between road level and cycleway, with a further level raise to the footway to distinguish a clear segregation.</p>
 <p>(Source: Pell Frischmann)</p>	<p><b>Uphill only cycleways</b> – One-directional cycleway that is separated from general traffic to allow cyclists space to travel uphill. Where there is only space to provide cycle priority in one direction, uphill is preferred as cyclists are more likely to travel slower and weave.</p>
 <p>(Source: Google Maps)</p>	<p><b>Quiet mixed traffic street</b> – A road where both motor vehicles and cyclists share the same space; however, the volume and speed of traffic are low. Cyclists will use the carriageway, with design considerations such as traffic calming and management used to help reduce motor vehicle speeds further and make the space more cycle friendly.</p>
 <p>(Source: Pell Frischmann)</p>	<p><b>Junction improvements</b> – A variety of improvements that are made to both major and minor road junctions, including narrowing the junction mouth radius, optimising traffic signal timings, and replacing mini-roundabout junctions with more cycle friendly junctions.</p>
 <p>(Source: Pell Frischmann)</p>	<p><b>Wayfinding</b> – Signage to support pedestrians and cyclists to navigate their way around an area such as Wallingford town centre and the connections to the surrounding areas.</p>
 <p>(Source: Pell Frischmann)</p>	<p><b>Traffic calming (cycle bypasses at chicanes)</b> – Where chicanes are used as a traffic calming measure, integrating cycle bypass lanes provide cyclists a safe route through without having to move out in front of motor vehicles to navigate the chicane.</p>
	<p><b>Modal filter</b> – A feature used to restrict through-traffic of certain vehicles, while maintaining access for walking and cycling. A modal filter may limit access to walking and cycling only. Modal filters are used to improve safety, reduce traffic volumes, and create quieter, more liveable streets.</p>

## Wallingford Area LCWIP Appendix A: Background Information

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

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

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

### Wallingford – October 2024

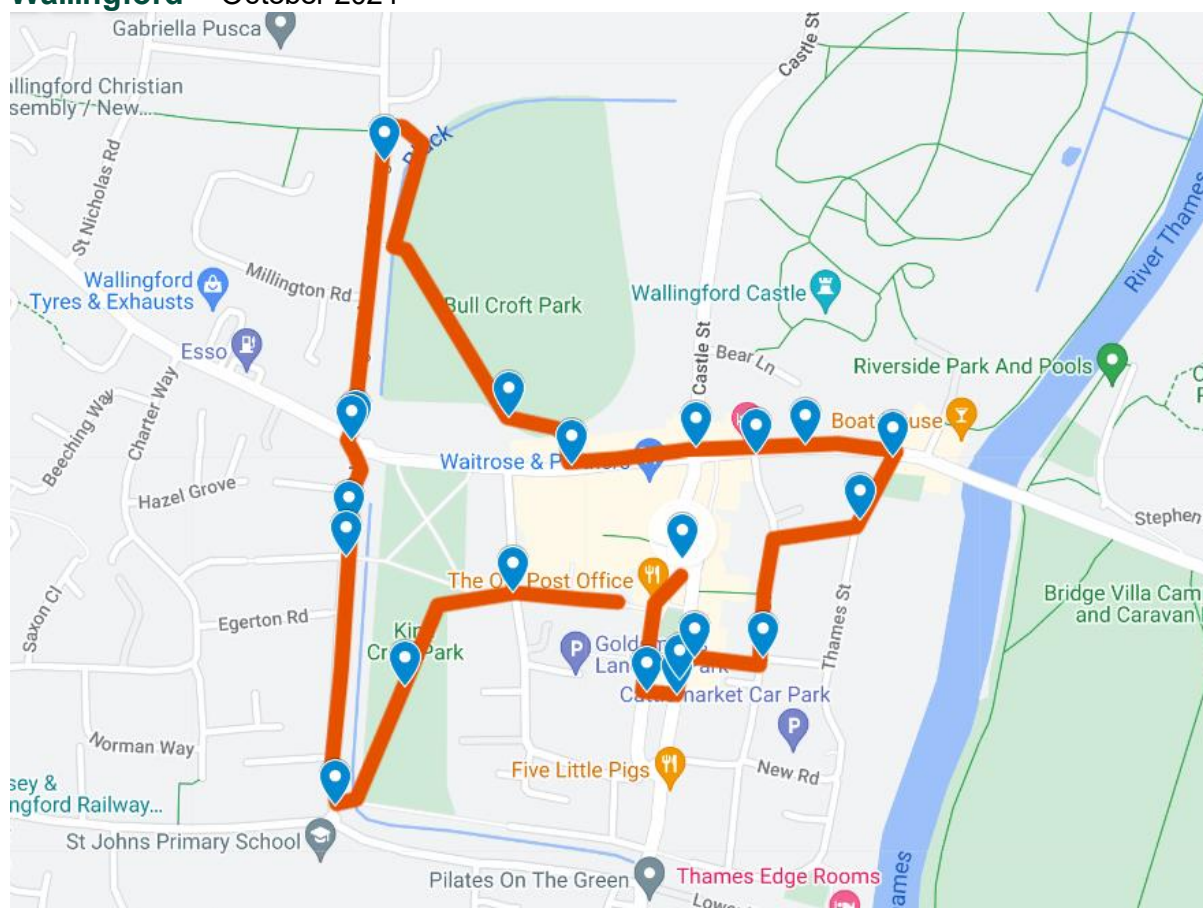


Figure 41: Route walked on Oct 2024 site visit in Wallingford, starting and ending in the town centre

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

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

## Wallingford Area LCWIP Appendix A: Background Information

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

## Wallingford Area LCWIP Appendix A: Background Information

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

### Wallingford – February 2025

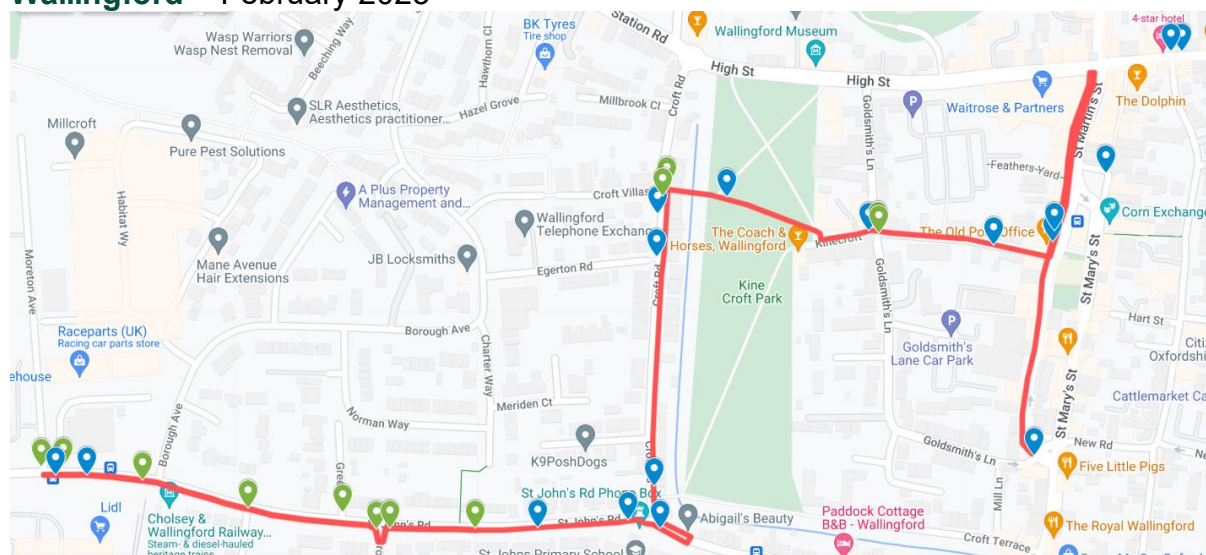


Figure 42: Route taken on February 2025 site visit, starting on Hithercroft Road and ending at the end of Goldsmiths Lane

## Wallingford Area LCWIP Appendix A: Background Information

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

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

## Wallingford Area LCWIP Appendix A: Background Information

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

### Benson – September 2024

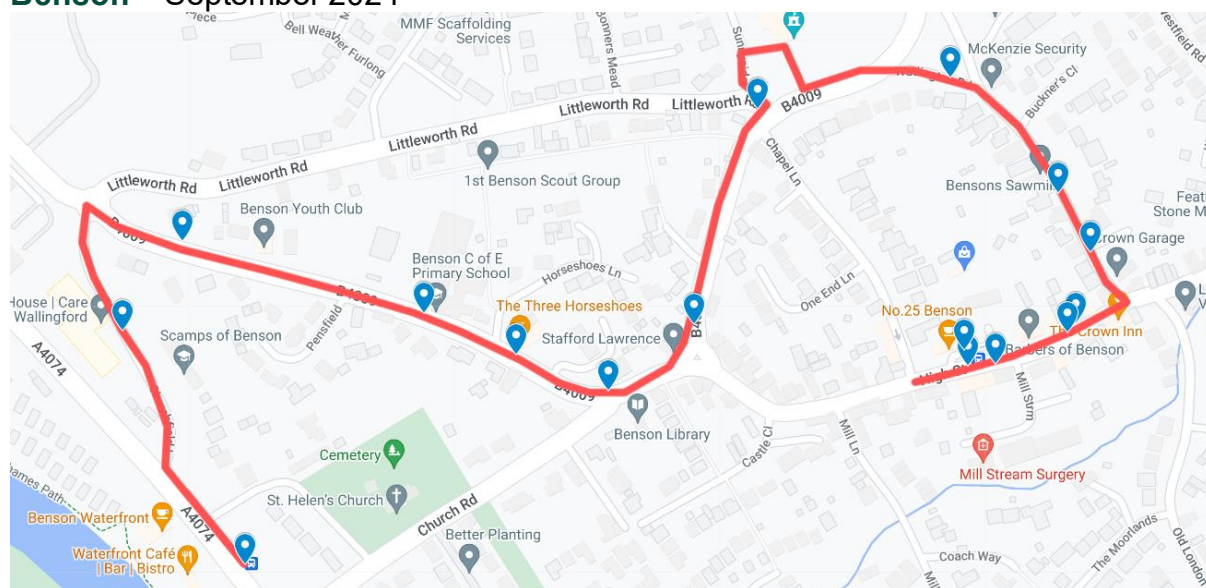


Figure 43: Route taken in Benson on the October 2024 visit, starting at the bus stop on the A4074 and ending on High Street

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

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

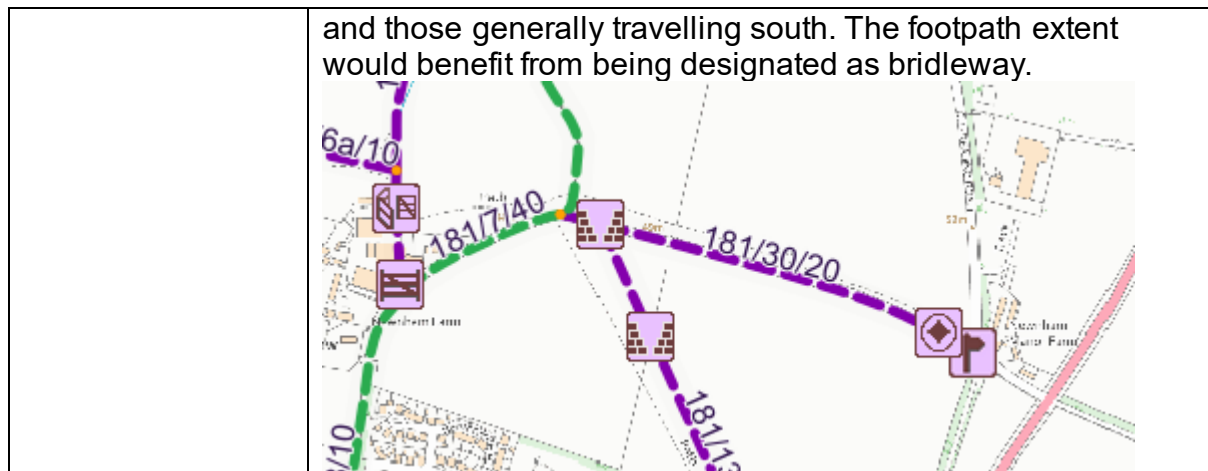
Wallingford Area LCWIP Appendix A: Background Information

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



## Wallingford Area LCWIP Appendix A: Background Information

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



**Cholsey – October 2024**

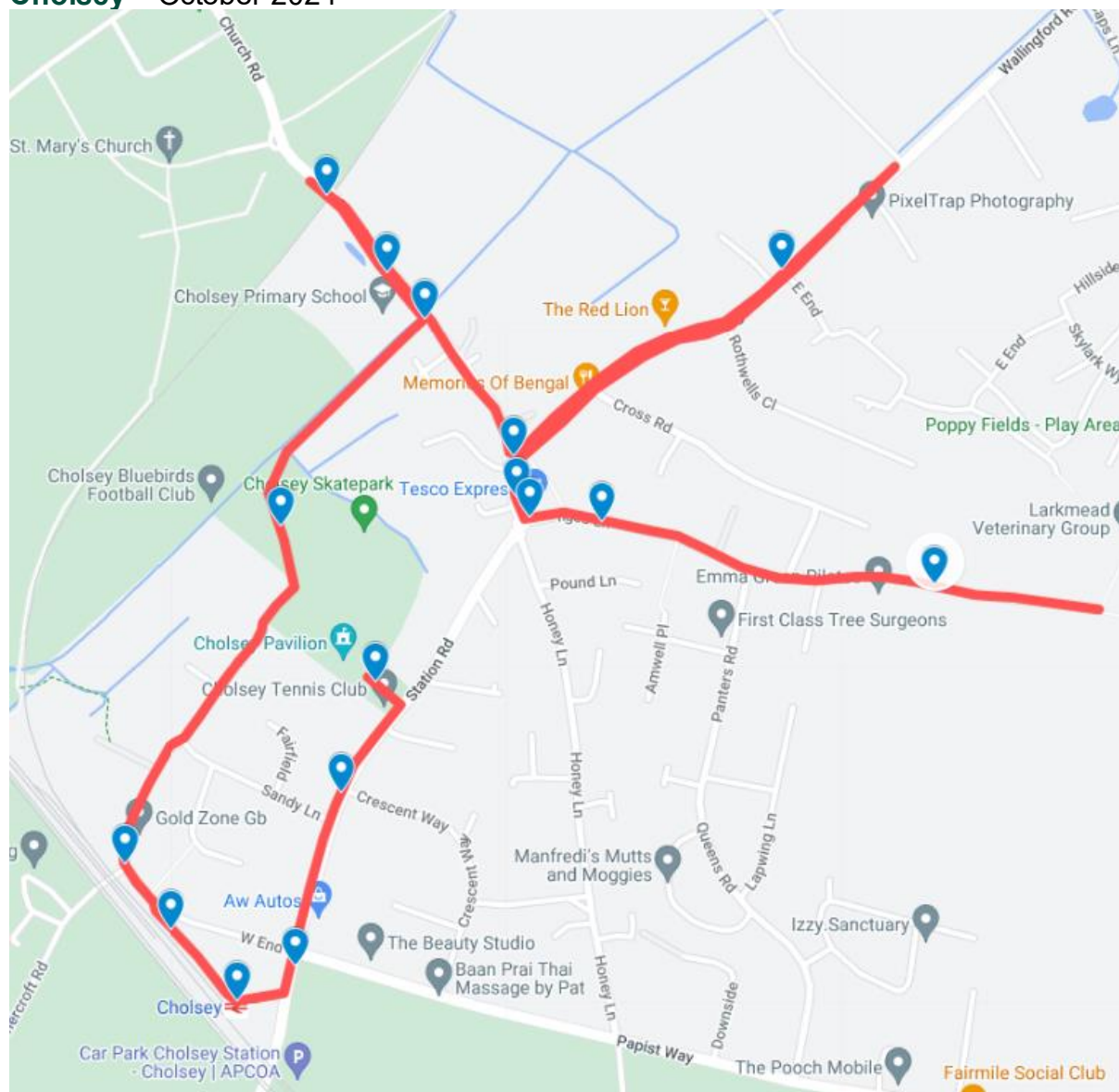


Figure 45: A map to show the route taken on the site visit around Cholsey.

## Wallingford Area LCWIP Appendix A: Background Information

Table 18: Discussion points on the Cholsey site visit

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

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

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

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

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

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

Table 19: Map and pin results breakdown

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

## Wallingford Area LCWIP Appendix A: Background Information

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

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

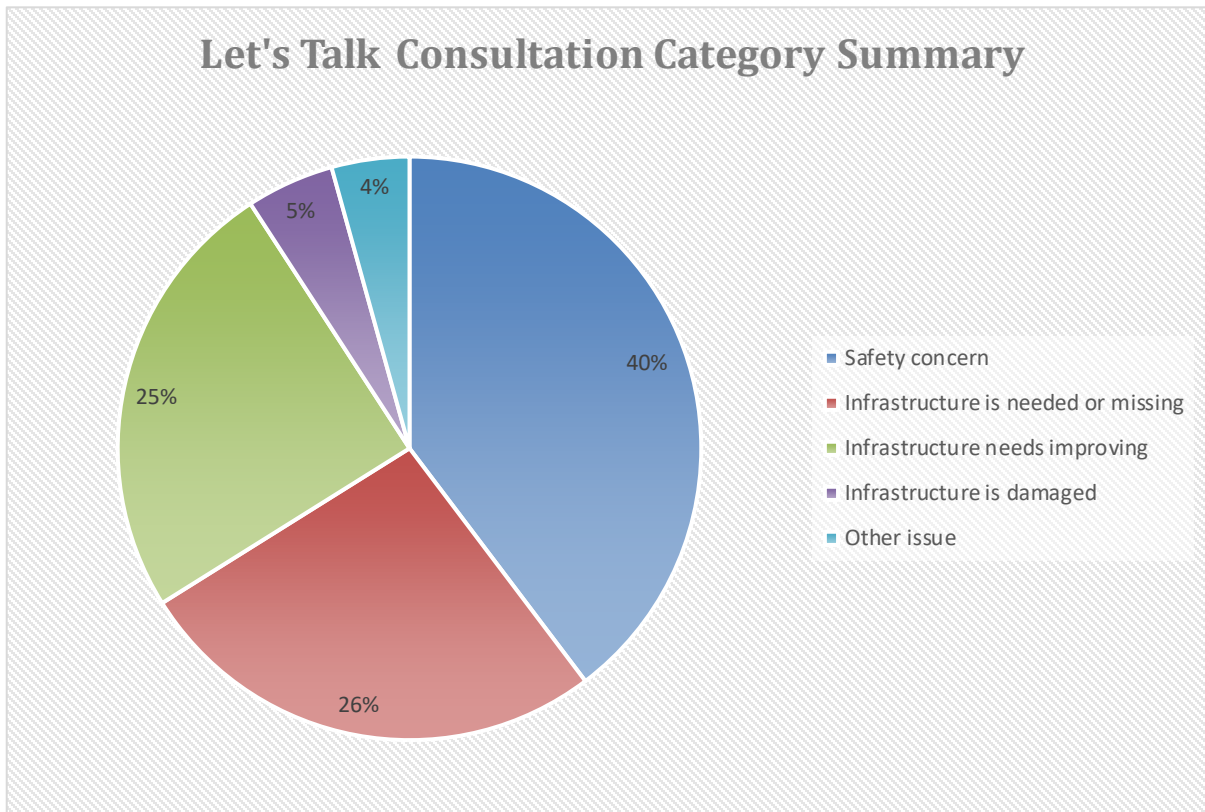
Table 20: Summary of location-based responses

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

Comments included:

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

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



## 17. Consultant Outputs

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

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

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

## Wallingford Area LCWIP Appendix A: Background Information

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

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

## Wallingford Area LCWIP Appendix A: Background Information

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

## Wallingford Area LCWIP Appendix A: Background Information

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

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

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

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

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

## Wallingford Area LCWIP Appendix A: Background Information

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

## Wallingford Area LCWIP Appendix A: Background Information

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

## Wallingford Area LCWIP Appendix A: Background Information

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

## Wallingford Area LCWIP Appendix A: Background Information

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

## Wallingford Area LCWIP Appendix A: Background Information

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

## Wallingford Area LCWIP Appendix A: Background Information

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

## Wallingford Area LCWIP Appendix A: Background Information

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

## Wallingford Area LCWIP Appendix A: Background Information

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

## Wallingford Area LCWIP Appendix A: Background Information

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

## Wallingford Area LCWIP Appendix A: Background Information

Ref no.	Benefit to	Town	Location	Description
			Greenmere junction	

## Wallingford Area LCWIP Appendix A: Background Information

Table 23: Pell Frischmann's prioritisation table

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

## Wallingford Area LCWIP Appendix A: Background Information

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

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

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

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

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