Divisions Affected – Chipping Norton

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

24 APRIL 2025

Chipping Norton Local Cycling and Walking Infrastructure Plan (LCWIP)

Report by Director for Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

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

Executive Summary

1. A strategic Local Cycling and Walking Infrastructure Plan has been produced for Chipping Norton (see **Annex A**). This plan supports the delivery of Oxfordshire County Council's Local Transport and Connectivity Plan (LTCP) Policy 1 about developing transport schemes that consider people walking and people cycling first, Policy 2 about developing comprehensive walking and cycling networks, and Policy 3 about developing LCWIPs and delivering LCWIP proposals.

2. The LCWIP identifies a network of walking and cycling routes in and around Chipping Norton and sets out high level proposals for improvements to the walking and cycling infrastructure that makes up this network. These improvements have been identified through an audit process and refined through public consultation.

3. These infrastructure improvements are intended for development over a ten-year period to 2035. These will help to enable modal shift from private motor vehicle use to walking and cycling for short journeys or as part of longer journeys.

4. Adopting the Chipping Norton LCWIP will help to provide local policy backing to maximise the County Council's ability to secure funding for development and delivery of walking and cycling infrastructure in the Chipping Norton area. Funding is likely to come from central government and through planning obligations from development sites within Chipping Norton.

Introduction

5. Local Cycling and Walking Infrastructure Plans (LCWIPs) are a strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

6. The development of LCWIPs by local authorities and stakeholders is promoted by Central Government as they assist in:

   (a) demonstrating a prioritised list of active travel infrastructure schemes for an area

   (b) demonstrating where funding is required, and the benefits investment will bring

   (c) meeting targets to increase active travel which may also benefit health inequalities, air quality and climate change objectives

   (d) guiding developers and developer funding to invest in active travel measures.

7. Chipping Norton LCWIP has been developed following Department for Transport (DfT) guidance on LCWIP production. This included identifying where residents and visitors in Chipping Norton would like to travel, developing networks for cycling and walking to these destinations, suggesting (largely) infrastructure improvements to these networks, and prioritising the improvements. The LCWIP then guides future funding bids and allocation of funding to deliver improvements. Improvements are considered as part of routes, and the aim is to deliver routes where possible.

8. A draft of Chipping Norton LCWIP was publicly consulted on. Whilst the walking network and improvements were broadly supported, the cycling network required further development. The LCWIP was updated based on comments received from this consultation.

Local Policy

9. Production of the Chipping Norton LCWIP supports delivery of Oxfordshire's Local Transport and Connectivity Plan policies 1, 2 and 3, which state:

   Policy 1
   We will develop, assess and prioritise transport schemes, development proposals and policies according to the following transport user hierarchy:
   - Walking and wheeling (including running, mobility aids, wheelchairs and mobility scooters)
   - Cycling and riding (bicycles, non-standard cycles, e-bikes, cargo bikes, e-scooters and horse riding)
   - Public transport (bus, scheduled coach, rail and taxis)
   - Motorcycles

- Shared vehicles (car clubs and carpooling)
- Other motorised modes (cars, vans and lorries)

Policy 2
We will:

a) Develop comprehensive walking and cycling networks that are inclusive and attractive to the preferences and abilities of all residents in all towns. All new walking and cycling schemes will be designed according to the updated Oxfordshire Walking and Cycle Design Standards (to be published in 2022[1]).

b) Ensure that all new developments have safe and attractive walking and cycling connections to the site, include a connected attractive network for when people are walking and cycling within the development and that the internal routes connect easily and conveniently to community facilities and the local cycle and walking network.

c) Work closely with stakeholders using co-production methods when developing and improving cycle and walking networks from inception to delivery.

Policy 3
We will:

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

b) Implement local cycling and walking networks in line with LCWIP proposals as funding opportunities arise to achieve a step change in the use of cycling and walking in line with local and national targets.

c) Support rural areas and smaller settlements to develop their own walking and cycling plans.

10. Once schemes in the LCWIP begin being delivered this will contribute to the following LTCP targets:

By 2030 our targets are to:

- Replace or remove 1 out of every 4 current car trips in Oxfordshire
- Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week
- Reduce road fatalities or life changing injuries by 50%

By 2040 our targets are to:

- Deliver a net-zero transport network
- Replace or remove an additional 1 out of 3 car trips in Oxfordshire

By 2050 our targets are to:

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

- Deliver a transport network that contributes to a climate positive future
- Have zero, or as close as possible, road fatalities or life-changing injuries.

Corporate Policies and Priorities

11. Of the 9 priorities in the Oxfordshire Strategic Plan 2022-2025 the LCWIP directly supports priority 5 and contributes to priorities 1, 2, 3, 6, and 7. The 9 priorities are:

    1. Put action to address the climate emergency at the heart of our work.
    2. Tackle inequalities in Oxfordshire.
    3. Prioritise the health and wellbeing of residents.
    4. Support carers and the social care system.
    5. Invest in an inclusive, integrated and sustainable transport network.
    6. Preserve and improve access to nature and green spaces.
    7. Create opportunities for children and young people to reach their full potential.
    8. Play our part in a vibrant and participatory local democracy.
    9. Work with local businesses and partners for environmental, economic and social benefit.

Financial Implications

12. The LCWIP will help the County Council to negotiate with developers for funding and direct delivery of infrastructure for active travel. It will also help with preparation of bids for government funding, as demonstrated by the recent Active Travel Fund bid processes.

13. Development of any new schemes proposed in the LCWIP (except those to be directly delivered by developers) will need to be considered through the County Council's capital programme governance and budget setting process as funding becomes available.

14. Any new cycling and walking infrastructure will have revenue implications due to pressures on staff resources, which will be either funded within current base budgets or bid for through Active Travel Fund (or similar) bids. Ongoing maintenance for each scheme would be identified during the early stages of that scheme. Where possible, commuted sums to fund ongoing maintenance of new infrastructure related to new developments would also be identified and secured to minimise the revenue impact of the new infrastructure. Any revenue pressure after this would be considered as part of the Council's Budget Strategy process.

    Comments checked by:

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

Legal Implications

15. The LCWIP is a requirement of the County Council's adopted Local Transport and Connectivity Plan, which is a statutory document, required under the Transport Act 2000. LCWIP production is also promoted in national strategies, including the Cycling and Walking Investment Strategy (Department for Transport, 2017), which encourages Local Authorities to produce LCWIPs as a tool for achieving the ambition for cycling and walking to be the natural choices for shorter journeys, or as part of a longer journey.[2]

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

Comments checked by:

Jennifer Crouch, Head of Law and Lead Business Partner (Environmental)
jennifer.crouch@oxfordshire.gov.uk

Staff Implications

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

Equality & Inclusion Implications

18. An Equalities Impact Assessment (EqIA) is available in **Annex B**.

19. Development and implementation of LCWIPs for all the main urban settlements in Oxfordshire (LTCP Policy 3a) is one of Oxfordshire County Council's commitments to move towards the vision set out in the LTCP for *"an inclusive and safe net-zero Oxfordshire transport system that enables all parts of the county to thrive*".[3]

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

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

20. Whilst no negative equalities impacts have been identified which could arise as a direct result of approving the Chipping Norton LCWIP, there is a significant opportunity to tackle inequality.

21. Investment in cycling and walking measures improves travel choice and encourages active, healthy lifestyles. Once implemented, the Local Cycling and Walking Infrastructure Plan will make a positive contribution to improving connectivity throughout the Chipping Norton area by improving access to cycling and walking infrastructure for all socio-economic groups and those with protected characteristics. Having the right infrastructure for cycling and walking in the right places, will enable greater take up of active travel and could help to reduce inequalities in health. Improved cycle and walking routes will help accessibility between the more deprived areas in Chipping Norton and the rest of the town.

22. Individualschemes may result in unintended negative equalities impacts. As such, specific scheme risks will be considered in detail on a scheme-by-scheme basis (using scheme-specific EqIA as appropriate) when the individual schemes promoted in the LCWIP are developed.

Sustainability Implications

23. Development and implementation of LCWIPs for all the main urban settlements in Oxfordshire (LTCP Policy 3a) is one of the council's commitments to move towards the vision set out in the LTCP for "an inclusive and safe net-zero Oxfordshire transport system that enables all parts of the county to thrive".

24. A Climate Impact Assessment (CIA) is available in **Annex C.** The CIA for the plan is overwhelmingly positive, recognising the significant potential for improvements across the following climate impact categories:

    a) Transport and Connectivity (by supporting a shift to active travel)
    b) Buildings (by promoting sustainable development)
    c) Procurement and Investment (by investing in climate action)
    d) People and Organization (by driving behaviour change with enabling infrastructure)
    e) Just Transition (by promoting health and wellbeing through active travel, promoting engagement and coproduction, and reducing inequality).

Risk Management

25. No significant risks have been identified which will arise as a direct result of adopting the LCWIP.

26. Risks of negative side effects associated with individual schemes that are promoted in the LCWIP may arise in future as and when those schemes are funded and progressed.

27. These scheme-specific risks will be identified in the relevant scheme's risk register during the early stages of that scheme's development, to ensure that an informed decision can be made on each scheme.

28. There are several risks associated with a decision not to approve Chipping Norton LCWIP:

(a) Risk of failure to achieve the goal set out in LTCP Policy 3 due both to the resulting delay to the Chipping Norton LCWIP programme and to the potential knock-on delays to the development of other LCWIPs

(b) Risk of failure to secure future funding for active travel infrastructure in the Chipping Norton area from central government (due to the Department for Transport and Active Travel England's stated preferences for funding schemes which are identified in LCWIPs)

(c) Risk of failure to secure adequate provision of active travel infrastructure from local developments (for which the LCWIP provides additional local policy backing), notably including the nearby local plan allocations at:

(1) Land east of Chipping Norton strategic development area (1,200 homes) [4]

Consultation

29. The Chipping Norton County Councillor and Chipping Norton Town Council informed the development of Chipping Norton LCWIP through discussions at Chipping Norton Traffic Advisory Committee meetings over a two-year period. Chipping Norton County Councillor and Chipping Norton Town Council were also invited to comment on the LCWIP through the formal consultation processes.

30. Stakeholders were invited to attend the audits for the LCWIP – a member of Chipping Norton Town Council attended the Chipping Norton cycling audit. They provided local knowledge to inform the auditing process.

31. The Draft Chipping Norton LCWIP was consulted on from Wednesday 29th January to Sunday 3rd March 2025. A consultation report is available in **Annex D**.

32. A total of 25 people completed the online questionnaire and a further 6 written responses were received in writing (by email), these were mainly from organisations.

33. With regards to cycling, of those who completed the questionnaire 28% of people said the cycling network was comprehensive, 28% said they had a 'mixed' view of the cycle network with some 'unnecessary or missing routes', and 32% said that the cycling network did not make sense. In addition, 29% said the proposed improvements were 'ambitious and addressed all issues', 46% of people has a

[4] https://westoxon.gov.uk/media/feyjmpen/local-plan.pdf

'mixed' view of the proposed cycle improvements, 21% said that the proposed cycle improvements were 'bad'.

34. With regards to walking, of those who completed the questionnaire 57% of people said the walking network was 'good', a further 26% had 'mixed' reviews on the walking network and 9% said the network was 'bad'. In addition, 44% stated that the proposed improvements were 'good', 39% had 'mixed' views and 9% stated the improvements were 'inadequate and negative'.

35. A number of detailed comments were received from stakeholders. The plan and approach is supported by West Oxfordshire District Council and groups including Transition Chipping Norton and Coalition for Healthy Streets and Active Travel.

36. The Chipping Norton LCWIP has been amended where possible based on the comments received through the consultation to ensure the LCWIP reflects residents/ visitors and stakeholder views, this includes an update to the cycle network - this is documented within annex D. The improvements included are suggestions and further assessments including feasibility design and consultation will be required to deliver improvements. The LCWIP is a live document that will be updated regular intervals to ensure it remains relevant and addresses local issues and developments.

Paul Fermer
Director of Environment and Highways

Annex:	Annex A. Chipping Norton LCWIP Annex B. Equalities Impact Assessment Annex C. Climate Impact Assessment Annex D. Chipping Norton LCWIP Consultation Report
Background papers:	Nil
Other Documents:	Department for Transport, Local Cycling and Walking Infrastructure Plans Technical Guidance for Local Authorities, 2017 Oxfordshire County Council. Local Transport and Connectivity Plan 2022 - 2050, 2022
Contact Officer:	Kim Sutherland, Senior Transport Planner, kim.sutherland@oxfordshire.gov.uk

April 2025

Annex A

Chipping Norton Local Cycling and Walking Infrastructure Plan

A plan for supporting active travel in Chipping Norton

April 2025

Enquiries: PlacePlanningNorth@oxfordshire.gov.uk

Contents

Figures

Tables

Contents of Appendices

Acknowledgements

Special thanks go to all those who have been involved in developing the plan, in particular the local volunteers from Chipping Norton and Chipping Norton Town Council. Your local knowledge and dedication to developing the plan has been invaluable. Special thanks also go to those who gave up their time to participate in the walking and cycling audits. Your help in assessing Chipping Norton area by foot and bike has led to a well-informed LCWIP.

Executive summary

Chipping Norton is a thriving rural town and service centre in West Oxfordshire. The town has a rich natural and historic environment. This presents opportunities and challenges for developing the sustainable transport offering for trips within Chipping Norton and the surrounding rural area, which is key in responding to the climate emergency and promoting health and wellbeing of residents.

Local Cycling and Walking Infrastructure Plans (LCWIPs) identify issues with and potential improvements to the cycling and walking networks within a place. LCWIPs aim to support more people to cycle and walk (including wheeled users) for short journeys or as part of longer journeys. LCWIPs are an Oxfordshire County Council (OCC) policy requirement as established in OCC's Local Transport and Connectivity Plan (LTCP) and supporting Active Travel Strategy. The promotion and development of active travel is key in contributing to Oxfordshire County Council and West Oxfordshire District Council pledges to be carbon neutral by 2030 and have a net-zero energy system by 2050, due to a reduction in vehicle emissions.

The Chipping Norton LCWIP was developed in collaboration with Chipping Norton Town Council. Department for Transport (DfT) technical guidance for producing LCWIPs and national and local policies, including Chipping Norton Neighbourhood Plan, were considered in the development of the LCWIP also.

The Chipping Norton LCWIP vision is to create: *'a thriving town with good air quality, where walking for local trips is the norm for everyone. This is supported by safe, accessible and connected walking and cycling routes between residential areas, the historic town centre, schools, public open space and local services and facilities.'*

This LCWIP includes the current and proposed cycling and walking network in Chipping Norton. Areas for improvement have been identified through site auditing, stakeholder and community engagement and review of background data. This ensures a connected, place centred approach to Chipping Norton is taken. Proposed improvements focus on creating a safe and accessible walking and cycling environment for all journey purposes (including those connecting to other modes such as bus). Common improvements include the provision of crossings, narrowing junctions and implementing dropped kerbs and tactile paving, and creating more space for cycling. The A44/ A361 New Street junction and London Road are the highest prioritised areas for improvement due to the positive level of impact improvements would bring. Improvements include enhancing safety by implementing crossings and widening footways. Delivering safe routes to school is another priority area for improvement.

The prioritised areas for improvement will guide the funding that is sought by Oxfordshire County Council (OCC), and where funding is spent so that local needs are met. Funding will come from a variety of sources, including developer contributions and central government bids. The LCWIP will be reviewed and updated every two years or in light of significant development.

Introduction

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

What is a LCWIP?

Definition

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

DfT guidance

The development of an LCWIP follows Department for Transport Technical Guidance:[5]

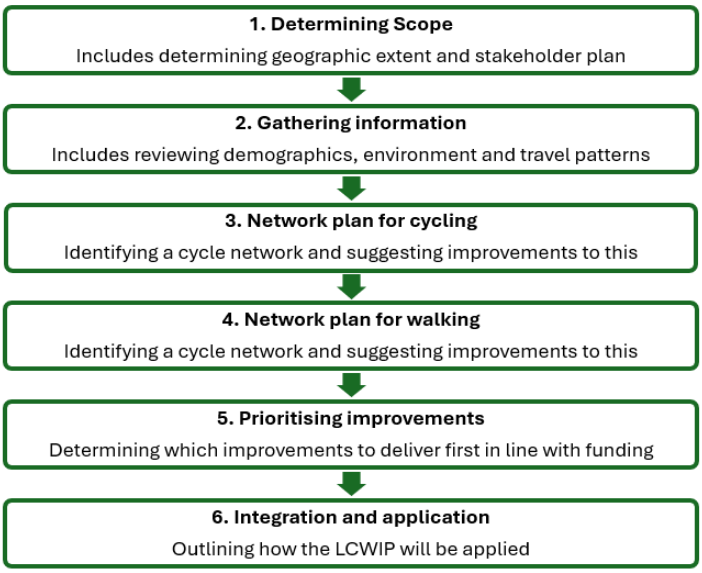


Figure 1: Stages of developing an LCWIP - DfT LCWIP guidance

Developing the Chipping Norton LCWIP

This LCWIP has been developed in collaboration with Chipping Norton Town Council following the DfT guidance. The LCWIP aligns with Chipping Norton Neighbourhood Plan 2015 – 2031, ensuring ensure local ambitions are captured in this LCWIP. Consideration of

[5] Department for Transport, Local Cycling and Walking Infrastructure Plans Technical Guidance for Local Authorities, 2017

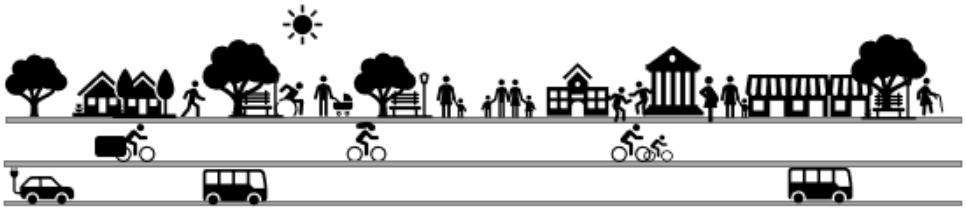
other local and national strategies and policies, including Oxfordshire County Council's (OCC) Local Transport and Connectivity Plan (LTCP) (2022) and Oxfordshire and West Oxfordshire climate strategies, ensures this LCWIP follows best practice and addresses key challenges including the climate emergency.[6]

Vision

Chipping Norton LCWIP supports the vison and policies set out in Chipping Norton Neighbourhood Plan 2015 – 2031.[7]

Chipping Norton LCWIP Vision

'A thriving town with good air quality, where walking for local trips is the norm for everyone. This is supported by safe, accessible and connected walking and cycling routes between residential areas, the historic town centre, schools, natural environments and local services and facilities.'



Targets

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

1. Zero deaths/ injuries to people cycling and walking in Chipping Norton and routes between surrounding towns and villages by 2050
2. Create a fully connected safe walking network in Chipping Norton by 2050
3. Air quality in Chipping Norton town centre (location of Air Quality Management area) will improve from current levels (2025) over the next 10 years

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

[7] Chipping Norton Neighbourhood Plan 2015 - 2031

Background

Chapter Overview: This chapter provides an overview of the background data that has informed the development of the LCWIP. This includes understanding Chipping Norton's location in rural West Oxfordshire and service centre role for surrounding villages, as well as connections to these villages and other settlements by road, bus and existing walking and cycling networks. The geographic scope of the LCWIP is detailed, with the LCWIP covering the built-up area of Chipping Norton and connections to some of those surrounding settlements including Kingham (and station) and Over Norton. Additional connections are covered in Oxfordshire's Strategic Active Travel Network. Local demographics, environment and travel and transport challenges and opportunities are presented. Finally, how the LCWIP links to other policies, including Oxfordshire's Local Transport and Connectivity Plan is explored. Full details can be found in **Appendix A.**

Local geography

Chipping Norton is the third largest town in West Oxfordshire, with an ageing population of almost 7,000.[8] It is a service centre for the surrounding rural area including the villages of Over Norton, Great Rollright, Enstone and Middle Barton, which together have a population of over 5,000 (ONS, 2020).[9] Chipping Norton and the surrounding rural area are located within the Cotswold National Landscape, a conservation area.

Chipping Norton is bisected by the A44 from east to west (a strategic road, with Primary Route status, connecting Oxford to Gloucestershire, Warwickshire, and Worcestershire). Chipping Norton is also bisected north to south by the A361, which connects Swindon to the M40 at Banbury. The A44 and A361 meet at the junction of New Street and West Street in Chipping Norton town centre, a notable road safety hotspot.

Chipping Norton is connected by bus services to Oxford (Stagecoach S3), Banbury (Stagecoach 488 / 489) and Witney (Pulhams Coaches X9). There are also links beyond Oxfordshire to Stratford (Stagecoach 50) and Moreton-in-Marsh, Stow, Bourton and Cheltenham (Pulhams 801). In addition, several community services connect local communities in both Oxfordshire and Gloucestershire to Chipping Norton town centre.

The walking network in Chipping Norton is of varying quality, typically with narrow footways in the town centre and somewhat fragmented network to the east of the town centre. Dedicated cycle infrastructure in the town is significantly lacking, and the hilly topography of Chipping Norton reduces the ease of cycling. A series of Public Rights of Way routes connect the town to the surrounding rural area.

LCWIP geographic scope

Chipping Norton LCWIP proposes improvements to walking and cycling provision in Chipping Norton town and connections to some surrounding villages, including Over Norton

[8] Chipping Norton Joint Strategic Needs Assessment, 2021
[9] ONS, Ward-level population estimates, 2020

and Kingham (station). Connections to other surrounding villages and settlements are addressed in Oxfordshire's Strategic Active Travel Network (SATN).[10]

Links to Oxfordshire's Strategic Active Travel Network (SATN)

LCWIPs are developed, or in development, across West Oxfordshire's largest settlements including Witney, Woodstock, Carterton, Eynsham and Charlbury. These LCWIPs, along with Chipping Norton LCWIP, sit within the wider Strategic Active Travel Network (SATN) developed by OCC. Longer distance inter-settlement connectivity by walking and cycling, including connections to the national cycle network, is considered as part of Oxfordshire's SATN.[11] Routes identified in the SATN will connect Chipping Norton to surrounding settlements including those with developed and emerging LCWIPs.

[10] OCC's Strategic Active Travel Network

[11] Oxfordshire County Council (see notation 6)

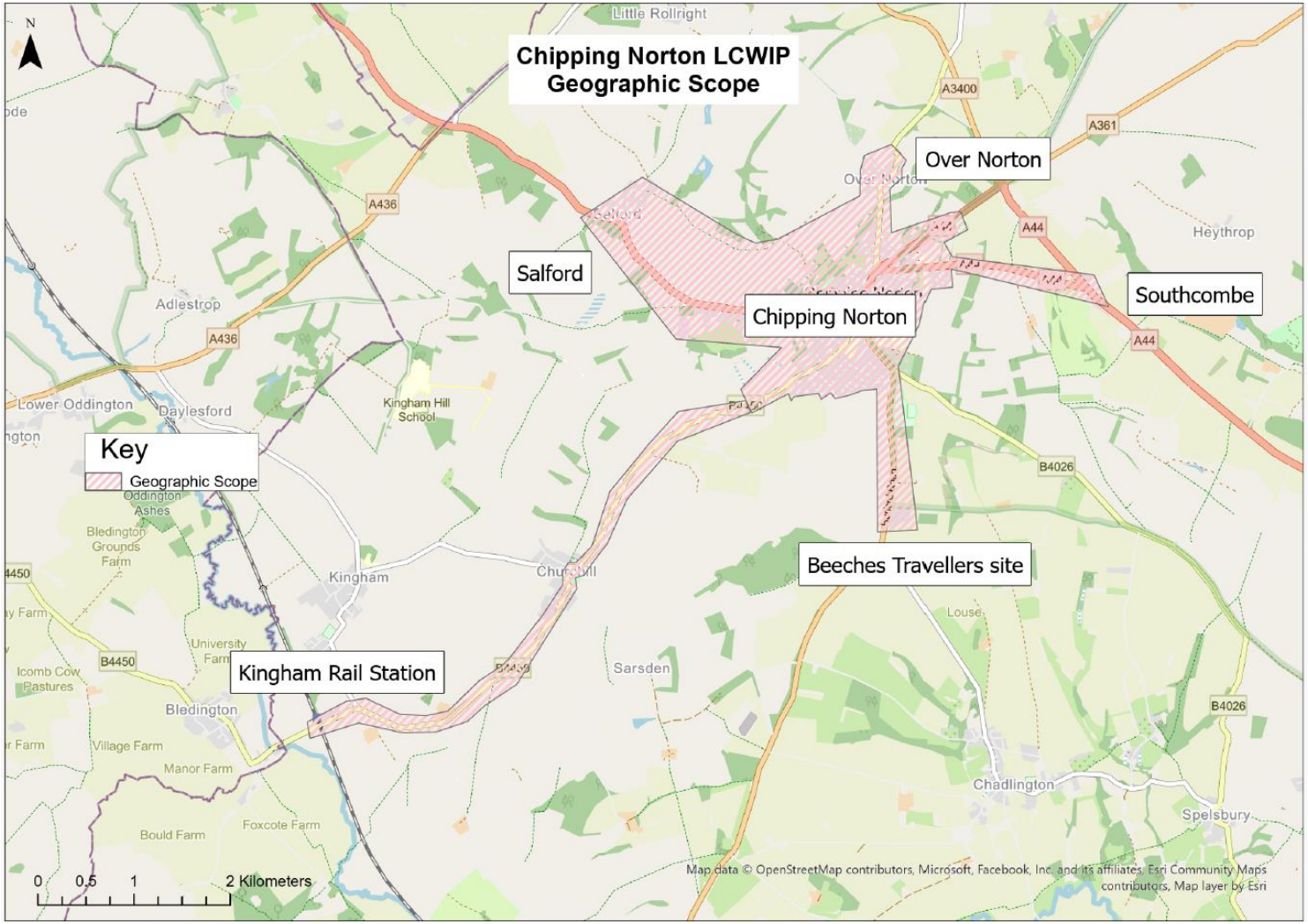


Figure 2: Chipping Norton LCWIP geographic scope

Local demographics, environment, travel and transport[12]

The factors listed influence the changes that can be implemented and the uptake of walking and cycling for journeys.

2.4.1. Chipping Norton Demographics

- Ageing population (higher than national average)
- High level of physical activity for people aged 16+
- Southwest area of Chipping Norton classed as an area of deprivation

2.4.2. Chipping Norton Environment

- Situated in rural West Oxfordshire
- Within a designated National Landscape
- Town centre and Bliss Mill area a designated conservation area
- Hilly topography
- Compact urban area
- Town centre (A44 Horse Fair, High Street, Market Street and A361 West Street) a designated air quality management area

[12] Oxfordshire Health and Wellbeing Joint Strategic Needs Assessment, 2021

2.4.3. Chipping Norton Travel and Transport

- High level of walking for commutes
- Low levels of cycling
- High car dependency for trips including commutes
- High flow of heavy goods vehicles through the town centre often in conflict with other vehicles and people walking and cycling
- Road safety hotspots at A44 London Road/ Horse Fair/ New Street junction and Burford Road
- Congestion hotspots at town centre and schools
- Narrow town centre footways and fragmented walking network more generally
- Public Rights of Way links to surrounding rural area
- Limited cycle provision
- Service centre for surrounding rural area

Policy context

Policy informs decision making by presenting evidence based best practice and setting targets. There are national and local policies that apply to the LCWIP. A summary of key policies relevant to the Chipping Norton LCWIP is provided below.

Table 1: Key policies, strategies, and guidance

Policy / Strategy / Guidance	Key Points
National	
Cycling and Walking Investment Strategy, DfT, 2017	Outlines steps for making cycling and walking the natural choice of travel for journeys.
Gear Change: A bold vision for cycling and walking, DfT, 2020	Sets actions and design principles to facilitate an increase in cycling and walking.
Cycle Infrastructure Design (LTN 1/20), DfT, 2020	Provides guidance for the design of cycle infrastructure that is coherent, direct, safe, comfortable, and attractive for everyone.
Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities, DfT, 2017	Guidance for producing LCWIPs. This recommends an approach that follows six stages – determining scope, gathering information, network planning of cycling, network planning for walking, prioritising improvements and integration and application.
Local	
Local Transport and Connectivity Plan (LTCP) 2022 –2050, OCC, 2022	Sets the long-term ambition for transport in Oxfordshire. This includes creating a 'safe, net-zero Oxfordshire transport system' and cycling and walking is a key component of this. LTCP will be supported by area specific travel plans, and the LCWIP is a key component of these.
Oxfordshire Walking Design Standards, OCC, 2017	Guidance on the design of inclusive walking infrastructure.
Oxfordshire Cycling Design Standards, OCC, 2017	Guidance on the design of inclusive cycling infrastructure.
Sustainable School Travel Strategy, Oxfordshire County Council, 2024	A strategy for support more sustainable journeys to school in Oxfordshire. 'Improved cycling infrastructure' was identified as a key priority for increasing sustainable school travel.
West Oxfordshire Local Plan 2031, West Oxfordshire District Council, 2018	Sets a vision for West Oxfordshire that includes alleviating traffic congestion and improving air quality and journey times by reducing the reliance on private vehicles and encouraging walking, cycling and public transport use. The Chipping Norton LCWIP will be used to inform the update to this plan - West Oxfordshire Local Plan 2041, which is currently in production.

Chipping Norton Neighbourhood Plan, 2015 - 2031, Chipping Norton Town Council	Sets the vision Chipping Norton and how this will be achieved. Travel and transport policies relate to ensuing an accessible, safe and connected walking and cycling network; reducing traffic congestion and pollution; enhancing the public rights of way network.
Climate Change Strategy for West Oxfordshire 2021 - 2025, WODC	A framework for how the Council's priorities for climate action across the district, for 2021-2025, can be achieved. One key theme identified to support Climate Action and deliver on the Council's vision, is 'low carbon transport and active travel'.
West Oxfordshire District Council Carbon Action Plan 2024-2030	Plan for how West Oxfordshire District Council will reach its carbon neutral target by 2030. Encouraging staff to travel by active modes is part of this plan.
Climate Action Framework, OCC 2020	Sets out how Oxfordshire will tackle the climate crisis. Objectives include: • normalising active travel and making this accessible to all; • reducing emissions by 50% by 2030; and • achieving net zero by 2050.

Network plan for cycling

Chapter Overview: This chapter outlines the methodology followed to develop the cycle network for Chipping Norton and proposed improvements to this. This includes identifying where people would like to travel (trip generators e.g. shops, schools, employment areas, medical facilities) and the most direct route to these places (desire lines). These desire lines are converted into potential routes that form a cycle network, which are then audited based on quality following standardised assessment criteria. Following this, improvements are suggested including new crossings and dedicated cycle lanes to create a direct, gradient-friendly, connected, comfortable, and safe cycle network where possible. Improvements are proposals and further work beyond the LCWIP is needed to develop these into deliverable schemes.

Methodology

Summary of network planning for cycling and proposed improvements

The creation of the cycling network followed an iterative process that integrated data analysis from Stage 2, site audits, and engagement with local stakeholders. This collaborative approach ensured that the LCWIP was both data-driven and reflective of local needs.

To begin, an understanding of travel patterns was established by identifying key trip generators (destinations and origins) and mapping cycle desire lines (preferred routes connecting these locations). These desire lines were used to highlight routes that are critical in creating effective cycling connections. Subsequently, the identified routes were audited using the Route Selection Tool (RST) alongside insights from local stakeholders. Further details of this audit can be found in the Cycle Audit Output Report provided in **Appendix B**. Based on this evaluation, a network suitable for cycling—either in its current state or following recommended improvements—was identified.

This methodology ensures that the proposed network represents local needs to create a more accessible and interconnected cycling infrastructure in Chipping Norton.

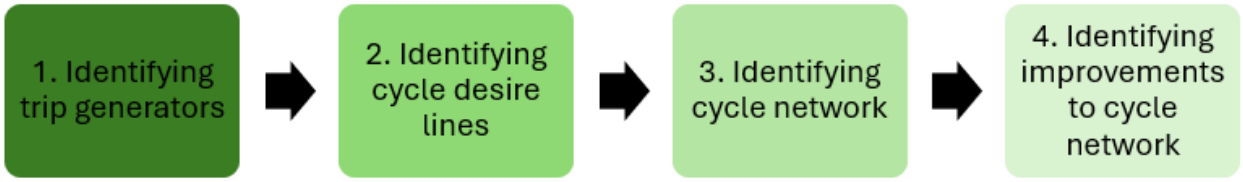


Figure 3: Network plan for cycling methodology

Identifying trip generators

To better understand cycling demand in Chipping Norton, trip generators were identified and geographically clustered. These trip generators represent key locations where people are likely to cycle to and from, including major residential areas, the town centre, supermarkets, leisure facilities, and schools. Bus stops have been an important consideration to ensure journeys by more than one mode can be facilitated (e.g. cycling to a bus stop and catching

a bus to Oxford). Future proposed development areas have also been included within this analysis, including the East Chipping Norton Development area. A map of identified trip generators is shown in **Figure 4**.

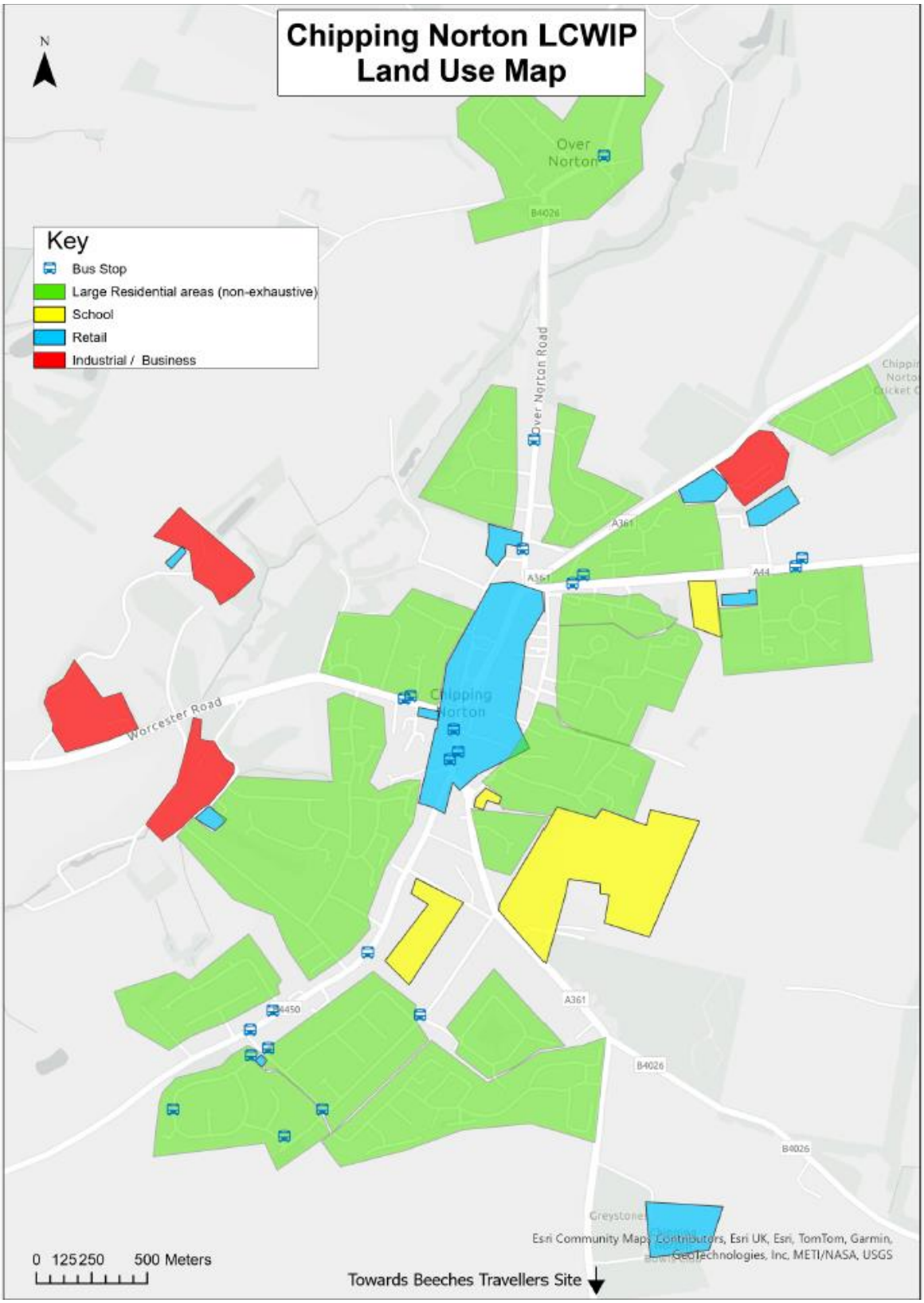


Figure 4: Chipping Norton trip generators

Identifying cycle desire lines

Building on the identification of trip generators, a cycle desire line network for Chipping Norton was developed. This network indicates the most direct routes people could cycle between trip generators, regardless of the current suitability of the route for cycling. This provides a clear picture of potential cycling demand and key corridors for improvement. The Propensity to Cycle Tool (PCT) (using 2011 Census journey to work data) and local knowledge were used to create this network.

The Propensity to Cycle Tool (PCT) classifies cycle desire line routes as:

Primary: These routes are forecast to have high flows of people cycling, typically connecting large residential areas to key destinations such as the town centre.

Secondary: Medium flows of people cycling are forecast along these routes, which often connect to destinations such as schools, healthcare facilities, and employment sites.

Local: These routes support lower flows of people cycling and are designed for shorter, trips and frequently act as feeder routes, connecting residential areas to primary or secondary routes.

Translating cycle desire lines into a cycle network

To support the translation of cycle desire lines into routes, the time taken for people to cycle to different destinations in 5-, 10-, and 15-minute intervals was mapped, as shown in **Figure 5**. These represent the reasonable time most people would spend cycling for local trips, although it is acknowledged that some may cycle for longer. This was overlaid on the desire lines to illustrate potential cycling trips and highlight areas where improvements may be needed.

In Chipping Norton, most desire lines between trip generators fall within a 5-minute cycling time, although factors such as topography can make this cycle more challenging. These shorter travel times reflect the compact nature of the town and its interconnected residential, commercial, and recreational areas.

Ultimately, the suitability of desire line routes for inclusion in the final cycling network is determined through a detailed auditing process, ensuring improvements are identified to make routes safe and effective for cycling. The resultant cycling network is shown in **Figure 6**.

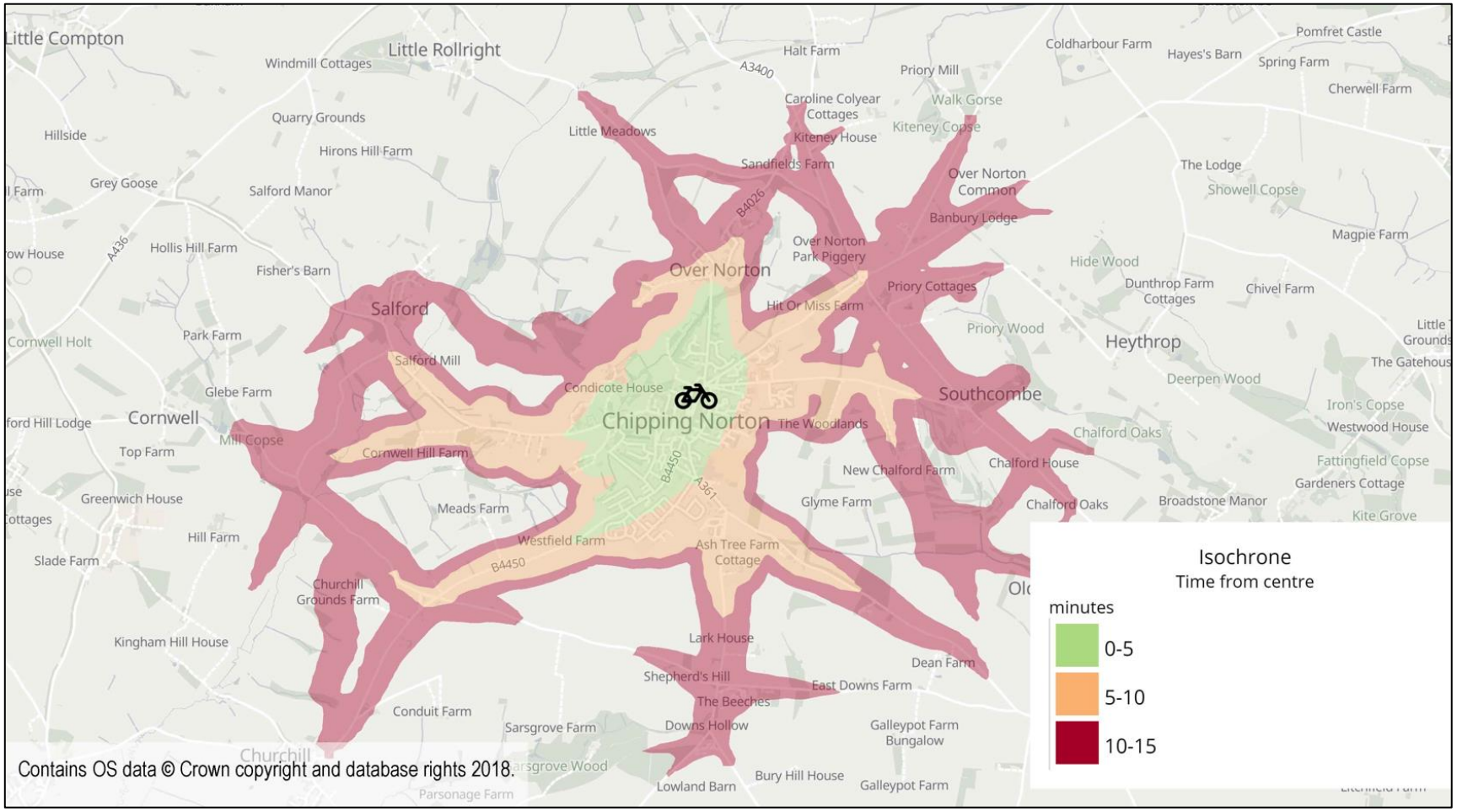


Figure 5: Chipping Norton area cycle times

Chipping Norton cycle network

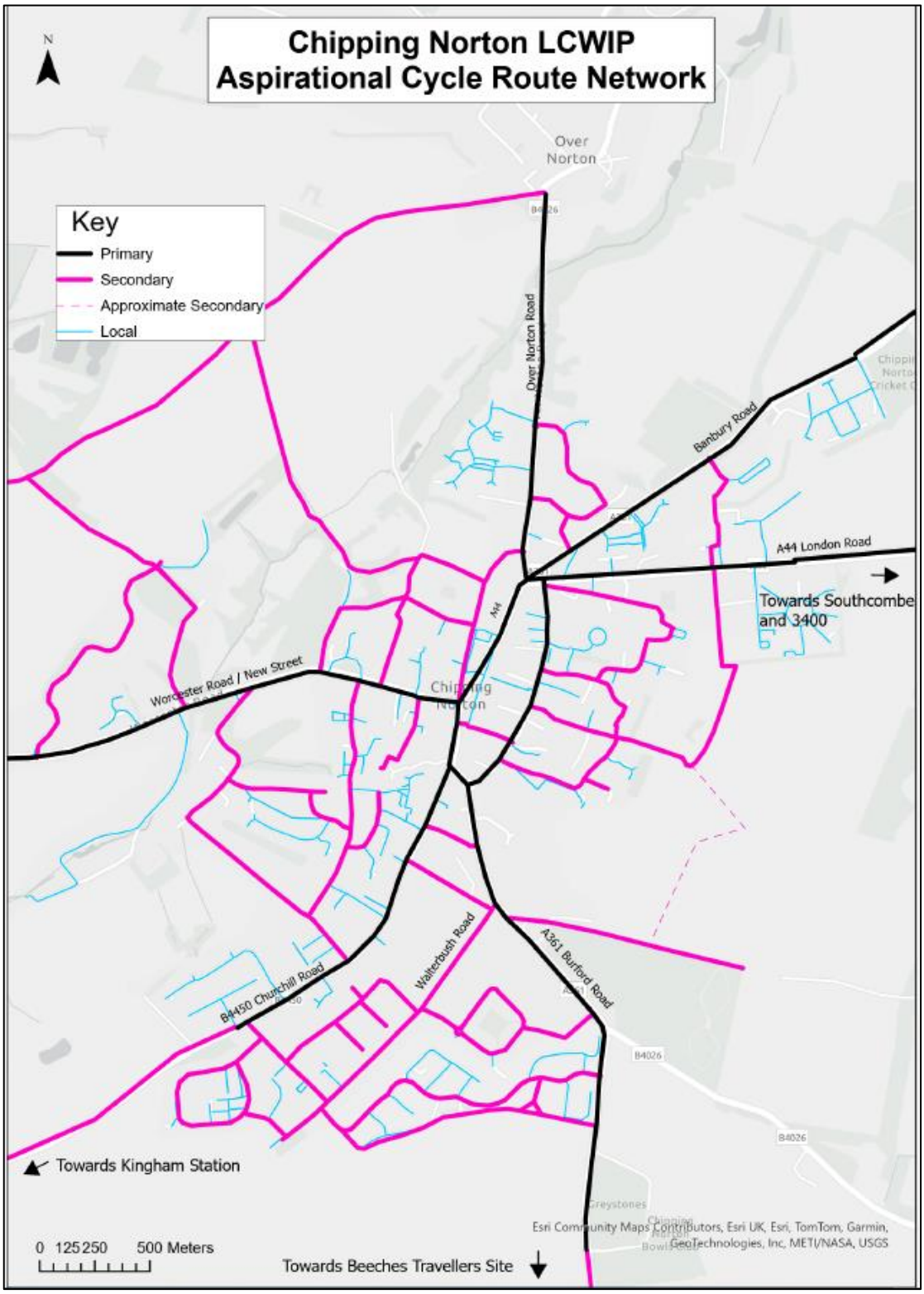


Figure 6: Chipping Norton aspirational cycle network

Chipping Norton cycle network proposed improvements

Identifying cycling network improvements

The proposed cycle network improvements in Chipping Norton have been identified through a detailed analysis of the data gathered and audits undertaken (see Section 2: Background, **Appendix A** and **Appendix B**).

The proposed improvements to cycle routes in Chipping Norton have been designed to meet key core design outcomes: directness, gradient, safety, connectivity, and comfort. These principles ensure that the network is accessible, practical, and appealing for cyclists of all abilities.

- **Directness**: Assesses how closely the cycling route matches the shortest available motor vehicle route, minimising detours and ensuring efficient travel for people cycling.
- **Gradient**: Evaluates the maximum gradient and slope of the cycling route, as well as the length over which inclines are climbed, to ensure routes are manageable and accessible.
- **Safety**: Examines vehicle speed and traffic volume, as well as the degree of separation between cyclists and motor traffic, to promote safer cycling conditions.
- **Connectivity**: Analyses the number of side roads or accesses along a route and ensures sections are barrier-free and fully suitable for cycling, enabling seamless connections across the network.
- **Comfort**: Considers the available space for cycling and the quality of the surface material to ensure a smooth and pleasant cycling experience.

A Route Selection Tool (RST) assessment was conducted to evaluate the existing conditions of routes against the core design outcomes: directness, gradient, safety, connectivity, and comfort. Each route segment was scored on a scale from 0 (lowest) to 5 (highest) for these outcomes, helping to pinpoint areas requiring improvement.

Proposed cycle network Improvements

Table 2: Proposed cycle network improvements outlines each of the proposed cycle improvements, whilst **Appendix B** provides detailed information about their locations and how these improvements link to the overall cycling network. **Figures 8 – 21** show the approximate location of the proposed improvements.

The measures include improvements that benefit cycling only (shaded green), and both walking and cycling (shaded blue). Measures that benefit walking only are shown in section 4.3 outlining the walking improvements.

The improvements identified are currently high-level proposals. These will require further feasibility studies, detailed design work, and public consultation before being refined and implemented if appropriate.

Key considerations when developing cycling improvement proposals:

- Cycle improvements should accommodate all bike users and make provision for e-bikes where possible, including charging points.
- All improvements must consider opportunities for enhancing biodiversity, green infrastructure, nature recovery and climate change adaptation, whist also being sensitive to the natural and historic environment, including conservation areas.
- Improvements must consider all users of the space including elderly, children, people with physical disability, neurodiversity, and include features to accommodate all users where possible.
- Improvements must consider linkages to future development.

Table 2: Proposed cycle network improvements

Scheme number	Benefit to	Location	Description	Land status	Audit no.
1	Walking & Cycling	London Road, Banbury Road double roundabout	Redesign the junction to enhance safety for all road users, especially those walking and cycling, including raising crossings where this enhances safety	Highway	4a2
7	Walking & Cycling	London Road	Install a formal crossing at the existing dropped kerb to the east of the London Road/Russell Way junction to allow for access to Russell Way (Care Home, Health Centre and bus stops) and bus stops from east Chipping Norton	Highway	1ak
9	Walking & Cycling	London Road	Install a formal crossing between London Road (side road) and Rockhill Farm Court	Highway	1be
14	Cycling	London Road (from Southcombe A3400 junction to the double mini roundabout)	Implement segregated cycle provision	Highway	
16	Walking & Cycling	London Road to Coopers Close connection	Widen and surface the footpath (a PRoW) between London Road and Watson Place and change designation to allow cycling, and deliver a connection between this PRoW and Coopers Close (with appropriate ramp/ levelling at Coopers Close)	PRoW (footpath) & third-party	9c
19	Walking & Cycling	Banbury Road (A3400 junction to the Double Mini Roundabouts)	Install lighting to improve visibility and safety of the route	Highway	11aa
22	Walking & Cycling	Banbury Road (Bowen Way to the Double Mini Roundabouts)	Replace the informal pedestrian island crossing to the west of Banbury Road / Cromwell Business Park junction with a signalised crossing	Highway	11af, 4b2
25	Cycling	Banbury Road (between Over Norton Road junction and A3400/ A361 roundabout)	Implement a two-way segregated cycle track along the road	Highway	4b1
28	Walking & Cycling	Tank Farm to Glyme Way	In collaboration with the landowner, implement a footpath and cycle path between Tank Farm and Glyme Way (exact alignment of footpath and cycle path to be determined)	Third-party	
29	Walking & Cycling	Over Norton Road (No. 64 / 40mph limit to the Double Mini Roundabouts)	Implement entry gateway features between the 40mph and 20mph limits to reinforce the speed limit change	Highway	21ad

Scheme number	Benefit to	Location	Description	Land status	Audit no.
32	Walking & Cycling	Over Norton Road East Footway (No. 64 / 40mph limit to the Double Mini Roundabouts)	Install street lighting between Park Road and the 40mph sign	Highway	21bb
34	Walking & Cycling	Over Norton Road/ Park Road and Spring Street bus stops	Install benches at bus and cycle parking	Highway	2bh, 3h4
35	Walking & Cycling	Over Norton Road (No. 64 / 40mph limit to the Double Mini Roundabouts)	Implement a formal crossing near bus stops at Park Road junction	Highway	21bj, 3h5
36	Cycling	Over Norton Road (between Banbury Road junction and Over Norton village)	Implement a two-way segregated cycle track	Highway	3h1
37	Cycling	Over Norton Road	Introduce parking bays/ restrictions to enable vehicles/ people cycling to pull in should there be oncoming traffic	Highway	3h2
38	Cycling	Over Norton Road	Upgrade the crossing near the Over Norton Road/ Banbury Road roundabout to a signalised crossing	Highway	3h3
44	Walking & Cycling	Over Norton - Salford PRoW	Convert the restricted byway between Over Norton and Salford to allow cycling and widen to allow segregation of people walking and cycling resurface and add reflective studs	PRoW	3i3
45	Cycling	Chipping Norton road network	Implement large cycle symbols in the middle of the lane on A, B and unclassified roads in Chipping Norton where limited space means it is not possible to provide dedicated cycle provision e.g. segregated cycle lane, including New Street from junction with High Street to west of Southerndown Nursing Home, West Street from junction with High Street to south west of Tilsley Road, Albion Street, Spring Street, Market Street	Highway	
50	Cycling	Spring Street, near Theatre	Provide cycle parking	Highway	3d2
58	Walking & Cycling	Albion Street	Implement a raised table at Albion Street/London Road junction with tactile paving at Rock Hill	Highway	4d2
59	Walking & Cycling	Rock Hill	Replace barriers with a single bollard so that wheeled users can pass through	Highway	4f1
64	Cycling	Foxfield	Implement cycle parking near The Lido	Highway	4h2
65	Walking & Cycling	Wards Road (NB - the route between Kingstone Court to the field is anticipated to be the main ped route from the East Chipping Norton Strategic Development Area to the town centre)	In collaboration with the landowner create a shared walking and cycling space that is lit and surfaced to allow year-round use	Third-party	40b, 4j1, 4j3, 4j4, 4j5

Scheme number	Benefit to	Location	Description	Land status	Audit no.
76	Cycling	Cattle Market	Allow contra-flow cycling	Highway	4e1
82	Cycling	High Street junction with short-stay car park	Install a yellow-box in the junction of High Street and the entrance to the short stay car park	Highway	
85	Cycling	High Street next to the Town Hall	Provide cycle parking and e-bike charging near the Town Hall	Highway	4l3
87	Cycling	Market Street, near Sainsbury's	Provide cycle parking and e-bike charging	Highway	3c2
88	Walking & Cycling	Market Square	Market Square regeneration to support people walking and cycling including implementing cycle parking	Highway	3c3
89	Walking & Cycling	A44/ A361 New Street junction	A44/A361 New Street Junction Safety Scheme based on 2024 report considering options. Install zebra crossings on New Street and West Street (upgrading existing informal crossings)	Highway	3b4
90	Walking & Cycling	New Street	Reduce the height of the vegetation along the northern side of New Street by installing low level planting to improve visibility for people walking and road traffic	Highway	
92	Walking & Cycling	New Street/ Worcester Road	Extend the 20mph speed limit on New Street to west of the children's playground	Highway	
94	Cycling	New Street, Baptist Church	Provide cycle parking	Highway	3b2
95	Walking & Cycling	New Street, Baptist Church	Implement a signalised crossing	Highway	3b3
97	Cycling	Worcester Road near the bus stop, opposite Toy Lane	Provide cycle parking next to the bus stop	Highway	3a2
98	Walking & Cycling	Worcester Road/ the Common	Install a signalised crossing on Worcester Road to provide access to the Common	Highway	3a3
99	Cycling	The Common (off New Street)	Install cycle parking inside the Common	Third-party	3a4
100	Cycling	B4450 to Kingham Station	Implement segregated cycle provision between the B4450 at Chipping Norton and Kingham Station	Highway	
101	Cycling	West Street	Install features to make cycling on West Street safer	Highway	1o1
102	Cycling	West Street	Install cycle parking near West Street bus stop	Highway	1o2
106	Cycling	West Street/ Churchill Road/ Burford Road junction	Narrow the junction of West Street with Burford Road at The Kings Arms Hotel to allow safer positioning and crossing for people cycling	Highway	1o4
107	Walking & Cycling	Churchill Road/ West End/ West Street	Slow traffic from the 30mph sign west of Chipping Norton urban area on Churchill Road/ West End/ West Street to the junction with New Street by removing the centre line, implementing build outs at the footpath to Back Alley and south of the junction with The Green and removing of central line to slow traffic down.	Highway	69b, 63d, 1p2
113	Cycling	Churchill Road	Install a two-way segregated cycle track between The Leys and the edge of the Chipping Norton urban extent	Highway	1p1

Scheme number	Benefit to	Location	Description	Land status	Audit no.
115	Cycling	The Leys/ Cross Leys junction	Introduce parking bays or restrictions between Churchill Road and Cross Leys to enable vehicles/ people cycling to pull in should there be oncoming traffic	Highway	1a2
116	Cycling	The Leys/ Cross Leys junction	Introduce give way markings on Cross Leys at the junction with The Leys	Highway	1a3
123	Walking & Cycling	Station Road (including route into the employment site)	Install lighting	Highway	56c
142	Walking & Cycling	Hailey Road	Introduce parking bays to enable vehicles/ people cycling to pull in should there be oncoming traffic and to stop cars parking on the footpath	Highway	88c, 2f1, 72e
146	Walking & Cycling	Hill Close/ Walterbush Road connection	Widen path and implement tactile paving, dropped kerbs and keep clear markings where path joins Hill Close and Walterbush Road	Highway	90b, 2h1, 2h2, 2h3
148	Walking & Cycling	Marshall Close/ Walterbush Road connection	Widen path and implement tactile paving, dropped kerbs and keep clear markings where path joins joins Walterbush Road and Marshall Close	Highway	91b, 2i3, 2i4
149	Walking & Cycling	Walterbush Road/ Cornish Road	Narrow junction by widening footway into junction	Highway	2c1
150	Walking & Cycling	Walterbush Road	Narrow carriageway by creating designated spaces for parking (parking bays) and implementing intermittent footway buildouts to enable vehicles/ people cycling to pull in should there be oncoming traffic	Highway	92d, 2e3
152	Walking & Cycling	Cotswold Terrace	Replace roundabout with simple raised table priority junction with narrowing of junctions by footway widening	Highway	2l2, 94b
153	Walking & Cycling	Cotswold Terrace (at roundabout)	In collaboration with WODC, create footway/ cycleway between Cotswold Terrace and Burrows Crescent	Highway	2l3
157	Walking & Cycling	Burford Road (between the Albion Street and Charlbury Road junctions)	Introduce features to calm traffic and manage traffic flow between Burford Road/ Albion Street junction and Burford Road Charlbury Road junction, this could include footway build outs, buildouts with planting and giveway markings, speed cushions, central line removal, raised table signalised crossing	Highway	2a3, 96a
158	Walking & Cycling	Burford Road	Introduce 20mph speed restriction between Chipping Norton Rugby Club and Charlbury Road junction and remove centre line and right-hand lane turn. Implement gateway features to support this	Highway	2a1, 85b, 85d
159	Walking & Cycling	Burford Road	Convert crossing island north of Chipping Norton Rugby Club entrance into a signalised crossing or relocate to Rugby Club entrance if widths do not allow for connecting footway/ cycleway on eastern side of carriageway (see improvement 161)	Highway	2a2
161	Cycling	Burford Road (from junction with Charlbury Road to	Implement shared cycleway / footway to the west of the carriageway with appropriate crossing provision for people to join this cycleway/ footway, additionally implement a	Highway	2a4

Scheme number	Benefit to	Location	Description	Land status	Audit no.
		junction with Old London Road)	shared cycleway and footway to the east of the carriageway between proposed improvement 159 and the Rugby Club		
170	Walking & Cycling	Pool Meadow PRoW	Change the designation of the connecting footpath (PRoW 319/3/10) between the Salford-Over Norton connection (scheme 44) and the bridleway connecting to Church Lane to allow cycling, resurface and add reflective solar studs	PRoW	3q1, 3q2, 3q5

Network plan for walking

Chapter Overview: This chapter outlines the methodology followed to develop the walking network for Chipping Norton and proposed improvements to this. This includes identifying where people would like to travel (trip generators e.g. shops, schools, employment areas, medical facilities). These places are then grouped into core walking zones depending on proximity, and walking routes between core walking zones are identified to form a walking network for Chipping Norton. Following this, walking routes within core walking zones and the connections between these are audited using standardised criteria that assesses quality, and improvements are suggested including more crossings, wider footpaths and more footpaths. Improvements are proposals and further work beyond the LCWIP is needed to develop these into deliverable schemes.

Methodology

Summary of network planning for walking and proposed improvements

The development of the walking network has been an iterative process and has combined route auditing using the Walking Route Audit Tool (WRAT) and local input from key stakeholders, officers and councillors from Oxfordshire County Council, West Oxfordshire District Council, and Chipping Norton Town Council. The Audit Report can be found in **Appendix C**.

Identifying core walking zones and connections between these

The same trip generators used for developing Chipping Norton cycle network have been used for developing Chipping Norton walking network (see **Figure 4**).

Trip generators located close together have been grouped into core walking zones. Each core walking zone covers approximately a 200m radius**.** The key routes into these core walking zones have then been identified. Core walking zones include retail, leisure, education, health facilities and bus stops. Most of northern, central and eastern Chipping Norton are within a core walking zone. Areas outside of core walking zones are connected by core walking routes made up of primary, secondary, link, and local access footways (**Figure 7**).

- **Primary Walking Routes** – very busy areas of town with high footfall, vibrant street scene and many public amenities
- **Secondary Walking Routes** – medium usage routes through local areas feeding into primary routes, local shopping centres
- **Link Footways** – linking local access footways through urban areas and busy rural footways
- **Local Access Footways** – footways associated with low usage, short estate roads to the main roads and cul-de-sac

Chipping Norton walking network

Following a review of the existing walking network and considering the places that people want to visit (trip generators) and whether additional links are needed to facilitate access, Chipping Norton walking network has been developed as shown in **Figure 7**. This shows core walking zones – areas with multiple trip attractors, and the routes to these areas and between areas.

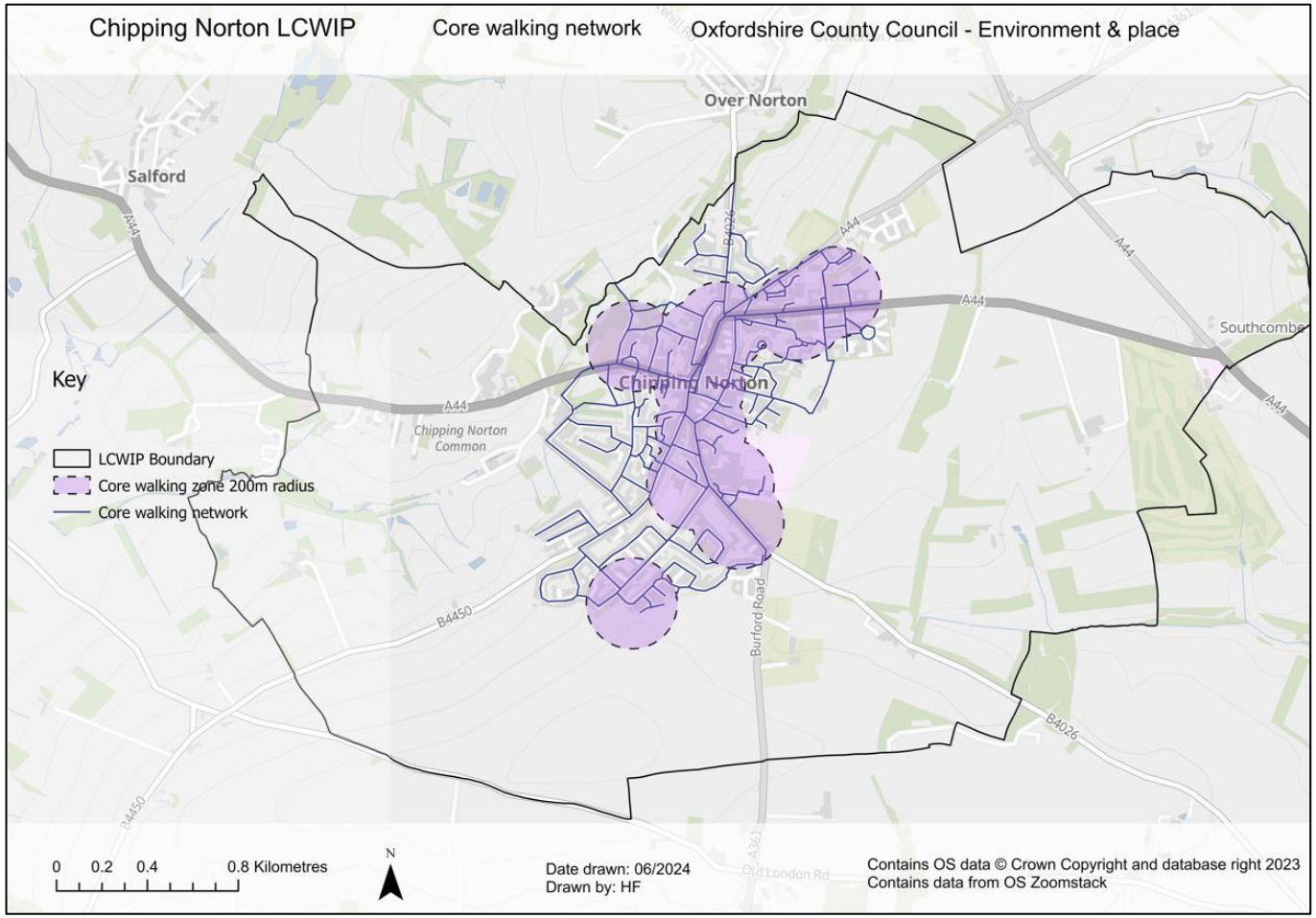


Figure 7: Chipping Norton walking network

Chipping Norton walking network proposed improvements

Identifying walking network improvements

The suggested improvements to walking infrastructure in Chipping Norton are designed to be attractive, comfortable, direct, safe and coherent. They have been identified through the analysis of the data gathered (**Appendix A**), walking route audits (**Appendix C**) and stakeholder engagement.

4.1.2. Proposed walking network improvements

Table 3 outlines each of the proposed improvements, whilst **Appendix C** provides detailed information about their locations and how these improvements link to the overall cycling network. **Figures 8 – 21** show the approximate location of proposed walking improvements.

The measures include improvements that benefit walking only (shaded purple), and both walking and cycling (shaded green). Measures that benefit cycling only are shown in section 3.3 outlining the cycling improvements.

The improvements identified are high-level proposals, which will require further feasibility and design work, along with public consultation before being refined and implemented if appropriate.

Key considerations when developing walking improvement proposals:

- All improvements must consider opportunities for enhancing biodiversity, green infrastructure, nature recovery and climate change adaptation, whist also being sensitive to the natural and historic environment, including conservation areas.
- Improvements must consider all users of the space including the elderly, children, people with physical disability, neurodiversity, and include features to accommodate all users where possible e.g. opportunities for children to play/ learn.
- Improvements must consider linkages to future development.

Table 3: Proposed walking network improvements

Scheme number	Benefit to	Location	Description	Land Status	Audit no.
1	Walking & Cycling	London Road, Banbury Road double roundabout	Redesign the junction to enhance safety for all road users, especially those walking and cycling, including raising crossings where this enhances safety	Highway	4a2
2	Walking	London Road	Install/ refresh tactile paving at every dropped kerbed between "Welcome to Chipping Norton" Gateway Sign to the A44/A361/B4026/Horsefair Double Mini Roundabouts in line with LTN 1/20 (to ensure comfortable use by mobility aid users).	Highway	1ac, 1ad
3	Walking	London Road - South Footway (between Southcombe A3400 junction and double mini roundabouts)	Widen the narrow sections of the footway to a consistent 2m width	Highway	1af
6	Walking	London Road - South Footway	In collaboration with Retail Park implement a footpath between London Road and Marks and Spencer at the access road.	Highway	1aj
7	Walking & Cycling	London Road	Install a formal crossing at the existing dropped kerb to the east of the London Road/Russell Way junction to allow for access to Russell Way (Care Home, Health Centre and bus stops) from east Chipping Norton	Highway	1ak
8	Walking	London Road - North Footway (between Southcombe A3400 junction and double mini roundabouts)	Widen northern footway including through vegetation clearance	Highway	1bc
9	Walking & Cycling	London Road	Install a formal crossing between London Road (side road) and Rockhill Farm Court	Highway	1be
13	Walking	Russell Way	Install a formal crossing to connect the eastern footway to the Health Centre to accommodate future traffic flow increase	Highway	6a
16	Walking & Cycling	London Road to Coopers Close connection	Widen and surface the PRoW (166/28/10) between London Road and Watson Place and change designation to allow cycling, and deliver a connection between this PRoW and Coopers Close (with appropriate ramp/ levelling at Coopers Close)	Third-party/ PRoW	9c
17	Walking	Banbury Road Crossing (connecting London Road & Banbury Road)	Narrow the bell-mouth junctions with Banbury Road and London Road by building out footway and including dropped kerbs and tactile paving; widen the footway of Banbury Road Crossing by making the road one-way and introducing on-street parking scheme for residents	Highway	10a
19	Walking & Cycling	Banbury Road (A3400 junction to the Double Mini Roundabouts)	Install lighting to improve visibility and safety of the route	Highway	11aa

Scheme number	Benefit to	Location	Description	Land Status	Audit no.
20	Walking	Banbury Road (A3400 junction to the Double Mini Roundabouts)	Widen the footpath including through vegetation clearance	Highway	11ab
21	Walking	Banbury Road South Footway (Bowen Way to the Double Mini Roundabouts)	Create a formal tarmac footway on the southern side of the carriageway past Aldi / Cromwell Business Park to connect to the footpath at the signalised crossing at the junction with Bowen Way. Include appropriate dropped kerbs and tactile paving and junction build outs Cromwell Park	Highway	11ad
22	Walking & Cycling	Banbury Road (Bowen Way to the Double Mini Roundabouts)	Replace the informal pedestrian island crossing to the west of Banbury Road / Cromwell Business Park junction with a signalised crossing	Highway	11af, 4b2
23	Walking	Banbury Road (Bowen Way to the Double Mini Roundabouts)	Install gateway features, traffic calming and/or planters to change the environment of the road and slow vehicle speeds and reduce speed limit from 40mph to 30mph (between Bowen Way and 20mph limit)	Highway	11ah
24	Walking	Banbury Road (Bowen Way to the Double Mini Roundabouts)	Install tactile paving and footpath build outs at Cotshill Gardens, Aldi car park, Applegarth Nurseries, Chipping Norton Veterinary Hospital, and residential side roads	Highway	11bn
28	Walking & Cycling	Tank Farm to Glyme Way	In collaboration with the landowner, implement a footpath and cycle path between Tank Farm and Glyme Way (exact alignment of footpath and cycle path to be determined)	Third-party	
29	Walking & Cycling	Over Norton Road (No. 64 / 40mph limit to the Double Mini Roundabouts)	Implement entry gateway features between the 40mph and 20mph limits to reinforce the speed limit change	Highway	21ad
30	Walking	Over Norton Road - West Footway (No. 64 / 40mph limit to the Double Mini Roundabouts)	Widen footway between A44/A361/B4026/Horsefair double mini roundabouts and Spring Street	Highway	21af
31	Walking	Over Norton Road/ Marlborough Road	Install dropped kerbs and tactile paving at Marlborough Road	Highway	21ak
32	Walking & Cycling	Over Norton Road East Footway (No. 64 / 40mph limit to the Double Mini Roundabouts)	Install lighting between Park Road and the 40mph sign	Highway	21bb
33	Walking	Over Norton Road East Footway (No. 64 / 40mph limit to the Double Mini Roundabouts)	Widen footway into verge north of Park Road to 40mph sign towards Over Norton and mark edge of path and drop to road e.g. with wooden posts	Highway	21bg
34	Walking & Cycling	Over Norton Road/ Park Road and Spring Street bus stops	Install benches and cycle parking at bus	Highway	2bh, 3h4
35	Walking & Cycling	Over Norton Road (No. 64 / 40mph limit to the Double Mini Roundabouts)	Implement a formal crossing near bus stops at Park Road junction	Highway	21bj, 3h5
39	Walking	Cleeves Avenue	Install bench in the verge/grass area at the Cleeves Avenue/Park Road junction	Highway	23b

Scheme number	Benefit to	Location	Description	Land Status	Audit no.
40	Walking	Chalford Close	Install dropped kerb and tactile paving to the Chalford Close/Marlborough Road junction	Highway	25b
41	Walking	Park Road	Install a bench in the verge/grass area at Park Road/Over Norton Road junction	Highway	22b
42	Walking	Park Road	Install dropped kerb and tactile paving at Park Road / Over Norton Road junction and at the Park Road / Cleeves Avenue junction	Highway	22d
44	Walking & Cycling	Over Norton - Salford PRoW	Convert the restricted byway between Over Norton and Salford to allow cycling and widen to allow segregation of people walking and cycling resurface and add reflective studs.	PRoW (restricted byway)	3i3
46	Walking	Spring Street	Implement dropped kerb and tactile paving at the junction with Over Norton Road and narrow junction by widening footway into carriageway	Highway	28b
47	Walking	Spring Street	Explore introducing a one-way system	Highway	28c
48	Walking	Spring Street	Widen the footway along the length of Spring Street	Highway	28d
56	Walking	Albion Street western footway	Widen western footway and provide continuous footways across all junctions including the Co-op	Highway	36c
57	Walking	Albion Street/ Rock Hill junction	Install tactile paving crossing points at Albion Street/ Rock Hill junction to facilitate crossing Albion Street and Rock Hill (include carriageway narrowing to facilitate crossing)	Highway	36d
58	Walking & Cycling	Albion Street	Implement a raised table at Albion Street/London Road junction with tactile paving at Rock Hill	Highway	4d2
59	Walking & Cycling	Rock Hill	Replace barriers with a single bollard so that wheeled users can pass through	Highway	4f1
60	Walking	Fox Close	Install tactile paving and improve dropped kerbs at the Fox Close/Albion Street junction	Highway	37d
62	Walking	Albion Street/ Fox Close	Install dropped kerbs and tactile paving at the Albion Street/ Fox Close junction	Highway	38d
65	Walking & Cycling	Wards Road (NB - the route between Kingstone Court to the field is anticipated to be the main ped route from the East Chipping Norton Strategic Development Area to the town centre)	In collaboration with the landowner create a shared walking and cycling space that is lit and surfaced to allow year-round use	Third-party & PRoW (footpath)	40b, 4j1, 4j3, 4j4, 4j5
67	Walking	Rowell Way (up to the barrier with Wards Road)	Narrow the junction by building footway into carriageway and implement tactiles and dropped kerbs	Highway	43d
68	Walking	Rowell Way (up to the barrier with Wards Road)	Remove metal barrier on footpath	Highway	43e
69	Walking	Cooper Close (including Cooper Square)	Widen footpath	Highway	44a

Scheme number	Benefit to	Location	Description	Land Status	Audit no.
70	Walking	Cooper Close (including Cooper Square)	Implement parking restrictions including white lines to stop vehicles parking across dropped kerbs	Highway	44b
71	Walking	Shepard Way	Widen chicanes to ensure they are accessible for all	Highway/ third-party	46b
72	Walking	Shepard Way/ Rowell Way	Narrow the junction by building footway into carriageway and install tactiles and dropped kerbs	Highway	46c
75	Walking	Cattle Market	Widen footway	Highway	98c
78	Walking	Horsefair / High Street	Continuous footway provision of Market Street/ High Street junction, Market Street/ High Street and Goodards Lane/ Horse Fair	Highway	33b
80	Walking	High Street	Implement a dropped kerb and tactile paving on the western footway opposite the dropped kerb outside number 24 High Street	Highway	33d
81	Walking	High Street	Install a dropped kerb and uncontrolled crossing at the steps on the eastern side of High Street, just north of the exit from Topside car park, and install a dropped kerb and tactile paving opposite on the western footway	Highway	
88	Walking & Cycling	Market Square	Market Square regeneration to support people walking and cycling including implementing cycle parking	Highway	3c3
89	Walking & Cycling	A44/ A361 New Street junction	A44/A361 New Street Junction Safety Scheme based on 2024 report considering options. Install zebra crossings on New Street and West Street (upgrading existing informal crossings)	Highway	3b4
90	Walking & Cycling	New Street	Reduce the height of the vegetation along the northern side of New Street by installing low level planting to improve visibility for people walking and road traffic	Highway	
91	Walking	New Street	Narrow junctions with New Street by building out footway into carriageway and implementing dropped kerbs and tactile paving at all side road junctions on New Street	Highway	49f
92	Walking & Cycling	New Street/ Worcester Road	Extend the 20mph speed limit on New Street to west of the children's playground	Highway	
95	Walking & Cycling	New Street, Baptist Church	Implement a signalised crossing	Highway	3b3
96	Walking	New Street	At uncontrolled crossing at 16 New Street, increase the height of the kerb and install bollards on the southern side to deter parking across the crossing. Should improvement 89 come forward first, this scheme will no longer be necessary.	Highway	
98	Walking & Cycling	Worcester Road/ the Common	Install a signalised crossing on Worcester Road to provide access to the Common	Highway	3a3
103	Walking	West Street/ Cattle Market	Reduce the width of the junction bell-mouth of Cattle Market at the junction with West Street	Highway	

Scheme number	Benefit to	Location	Description	Land Status	Audit no.
104	Walking	West Street (from New Street to Mini Roundabout)	Footway widening adjacent to Old Mill Café and public realm enhancement to West Street to support people walking and accessing public transport	Highway	34a
105	Walking	West Street (from New Street to Mini Roundabout)	Provide a zebra crossing of West Street at The Kings Arms Hotel and narrow junction with Burford Road by building out footway	Highway	34c
107	Walking & Cycling	Churchill Road/ West End/ West Street	Slow traffic from the 30mph sign west of Chipping Norton urban area on Churchill Road/ West End/ West Street to the junction with New Street by removing the centre line, implementing build outs at the footpath to Back Alley and south of the junction with The Green and removing of central line to slow traffic down.	Highway	69b, 63d, 1p2
108	Walking	West Street/ The Green	Provide a zebra crossing on West Street near junction with The Green	Highway	63c
109	Walking	West Street (from the Mini Roundabout to the Green)	Align dropped kerb crossing south of mini roundabout junction between West Street and Burford Road	Highway	63f
110	Walking	The Green	Explore implementing a one-way system	Highway	64b
111	Walking	The Green	Provide a crossing near the school entrance and build out footway at school entrance into the carriageway	Highway	64c
112	Walking	The Green/ West End junction	Implement tactile paving	Highway	2k2
114	Walking	Cross Leys/ Leys junction	Align the dropped kerbs; implement tactile paving and remove bollards at the junction	Highway	53d, 57b, 57c
117	Walking	Cross Leys/ William Bliss Avenue	Install tactile paving	Highway	53e
118	Walking	Cross Leys/ Dunstan Avenue	Narrow the junction at Cross Leys / Dunstan Ave junction by building out footway and add dropped kerbs and tactile paving	Highway	53f
119	Walking	Webb Crescent (including Arundel View)	Implement street lighting	Highway	54c
120	Walking	Lewis Road/ Cross Leys	Narrow junction by building footway out into carriageway and provide dropped kerbs and tactile paving	Highway	55c
122	Walking	Lewis Road/ Station Road	Narrow junction by building footway out into carriageway and provide dropped kerbs and tactile paving	Highway	55e
123	Walking & Cycling	Station Road (including route into the employment site)	Install lighting	Highway	56c
124	Walking	Station Road (including route into the employment site)	Widen footway	Highway	56d
125	Walking	Station Road (including route into the employment site)	Provide a crossing near Travis Perkins on Station Road and include footway widening to accommodate.	Highway	56e
126	Walking	Station Road (including route into the employment site)	Install tactile paving at all junctions of Station Road and narrow junctions by building out footways	Highway	56g
127	Walking	The Leys/ Station Road	Install tactile paving	Highway	57a

Scheme number	Benefit to	Location	Description	Land Status	Audit no.
128	Walking	Unmarked Footpath between William Bliss Avenue and West Street	Implement lighting	Highway/ PRoW (bridleway)	99c
129	Walking	Pearce Drive	Install dropped kerbs and tactile paving at William Bliss Avenue	Highway	61b
130	Walking	Withers Way	Implement dropped kerbs and tactile paving at William Bliss Avenue and Dunstan Avenue	Highway	62a
131	Walking	Tilsley Road	Provide tactile paving at the junction with Churchill Road	Highway	70b
132	Walking	Lords Piece Road	Install tactile paving at junction with Churchill Road	Highway	71a
133	Walking	Hailey Road	Widen northern footpath by removing vegetation	Highway	72f
134	Walking	Cornish Road junction with Hailey Road	Narrow bell-mouth of junction by widening footway and install tactile paving at dropped kerbs	Highway	73c
136	Walking	Edward Stone Rise (up to the end of road next to Back Alley)	Provide tactile paving at junction with Churchill Road	Highway	97a
137	Walking	Edward Stone Rise (up to the end of road next to Back Alley)	Remove the barrier located at the top of Back Alley	Highway	97c
138	Walking	Edward Stone Rise	Install lighting	Highway	87b
139	Walking	Edward Stone Rise	Remove/ adjust chicanes to ensure they are accessible for all users	Highway	87c
140	Walking	Edward Stone Rise	Provide a bench at the top of the slope	Highway	87e
141	Walking	Edward Stone Rise	Install handrails	Highway	87f
142	Walking & Cycling	Hailey Road	Introduce parking bays to enable vehicles/ people cycling to pull in should there be oncoming traffic and to stop cars parking on the footpath	Highway	88c, 2f1, 72e
143	Walking	Hailey Avenue	Widen footway into grass verge where possible	Highway	88d
144	Walking	Hailey Avenue/ Back Alley/ Hailey Road	Install dropped kerbs and tactile paving at junctions with Back Alley and Hailey Road	Highway	88e
145	Walking	Hill Close/ Hailey Avenue	Install dropped kerbs and tactile paving at junction with Hailey Avenue, including extending footway on northbound side to meet Hailey Avenue	Highway	90a
146	Walking & Cycling	Hill Close/ Walterbush Road connection	Widen path and implement tactile paving, dropped kerbs and keep clear markings where path joins Hill Close and Walterbush Road	Highway	90b, 2h1, 2h2, 2h3
147	Walking	Marshall Close/ Hailey Avenue	Implement dropped kerbs and tactile paving at junction with Hailey Avenue	Highway	91a
148	Walking & Cycling	Marshall Close/ Walterbush Road connection	Widen path and implement tactile paving, dropped kerbs and keep clear markings where path joins Walterbush Road and Marshall Close	Highway	91b, 2i3, 2i4
149	Walking & Cycling	Walterbush Road/ Cornish Road	Narrow junction by widening footway into junction	Highway	2c1

Scheme number	Benefit to	Location	Description	Land Status	Audit no.
150	Walking & Cycling	Walterbush Road	Narrow carriageway by creating designated spaces for parking (parking bays) and implementing intermittent footway buildouts to enable vehicles/ people cycling to pull in should there be oncoming traffic	Highway	92d, 2e3
151	Walking	Cotswold Crescent (including potential link to Burrows Close)	Install dropped kerbs with tactile paving at all junctions of Cotswold Crescent	Highway	93a
152	Walking & Cycling	Cotswold Terrace	Replace roundabout with simple raised table priority junction with narrowing of junctions by footway widening	Highway	2l2, 94b
153	Walking & Cycling	Cotswold Terrace (at roundabout)	In collaboration with WODC, create footway/ cycleway between Cotswold Terrace and Burrows Crescent	Third-party	2l3
156	Walking	Burford Road between the two mini roundabouts	Widen the footway on Burford Road between the A361 Burford Road / Albion Street roundabout and A361 West Street / B4450 roundabout	Highway	35a
157	Walking & Cycling	Burford Road (from the Burford Road / Charlbury Road junction and The Green)	Implement traffic calming to slow vehicles including removal of white centre line and cycle friendly raised tables near school	Highway	96a
158	Walking & Cycling	Burford Road	Introduce 20mph speed restriction between Chipping Norton Rugby Club and Charlbury Road junction and remove centre line and right-hand lane turn. Implement gateway features to support this	Highway	2a1, 85b, 85d
159	Walking & Cycling	Burford Road	Convert crossing island north of Chipping Norton Rugby Club entrance into a signalised crossing	Highway	2a2
170	Walking & Cycling	Pool Meadow PRoW	Change the designation of the connecting footpath (PRoW 319/3/10) between the Salford-Over Norton connection (scheme 44) and the bridleway connecting to Church Lane to allow cycling, resurface and add reflective solar studs	PRoW	3q1, 3q2, 3q5

Prioritisation of Measures

Chapter Overview: This chapter outlines the methodology for prioritising cycle and walking improvements within the LCWIP, considering factors of effectiveness, policy, deliverability and environmental impacts. A list of the prioritised improvements is then set out. It is noted that whilst individual improvements are prioritised, the delivery of joined up routes (formed of different improvements) is the goal. Funding allocation, including from developers, will also determine (to an extent) when improvements are delivered.

The improvements proposed in **Sections 0** and **0**, have been prioritised based on the standard criteria outlined in **Table 4**:

- Effectiveness of the improvement
- Policy compliance of the improvement
- Deliverability of the improvement
- Environmental impact of the improvement
- Route Selection Tool (RST) and Walking Route Assessment Tool (WRAT) scoring

Each improvement has been scored against the criteria above (and provided in detail in **Table 4**) on a scale of 0-2, with a total score of 28 available.

Whilst this prioritisation gives an indication of the order improvements will be implemented, the allocation of funding ultimately has a large bearing on the order in which improvements are delivered. Improvements that form part of a route will be prioritised to avoid delivery of a disjointed network. Prioritised improvements are listed in **Table 5** and all improvement points are indicated in **Figures 8 – 21**. The importance of safe walking and cycling provision for school journeys is a key priority for Chipping Norton residents and will be considered when applying for and allocating funding for improvements also. Improvements that benefit potential routes to school are indicated in **Figure 22**.

Table 4: Prioritisation Criteria

Effectiveness	Source of data	0	1	2
Potential increase in cycling trips (people cycling per day)	Propensity to Cycle Tool – increase in people cycling for commutes and school travel	Low	Medium	High
Population who directly benefit from the improvement	2020 Lower Super Output Area (LSOA) mid-year population within 400m of proposed measure[13]	<250	500	>1000
Improvement in road safety	Number of people walking, or cycling killed or seriously injured (KSI) in the same location as the proposed measure between 2017-2021	No pedestrian or cyclist injured along route	Pedestrian or cyclist injury along route = 1	Pedestrian or cyclist injured along route >2 OR Pedestrian or cyclist KSI = 1
Policy compliance		**0**	**1**	**2**
Supports connectivity to Strategic Development Areas (SDA)	Link to Strategic Development Areas	Does not connect to an SDA	Indirectly benefits / connects to an SDA	Provides direct link to SDA / lies within SDA
Complementary to other Active Travel Users	Benefits to people walking and cycling	Negative impact to other active travel users	No impact to other active travel users	Strongly complements other active travel users
Complementary to Public Transport	Impact on buses, trains and other public transport	Negative impact to public transport	No impact to public transport	Strongly complements public transport e.g. improves connections to bus stops / railway stations
Deliverability		**0**	**1**	**2**
Indicative cost	A combination of indicative costs outlined in: • Figure 10 of the LCWIP guidance • Cycling interventions, DfT 2017 • Spons Civil Engineering & Highway Works Price Book 2022	High cost (>£1.5m)	Medium cost (£0.75m-£1.5m)	Low cost (<£0.75m)

[13] No adjustments were made to population estimates to account for potential new developments in North and East Chipping Norton.

	All costs were then amended to a 2021 cost inclusive of inflation			
Funding potential	Whether the measure aligns to *DfT's Gear Change*, including *LTN 1/20 Cycle Infrastructure Design* compliance, and the likelihood of encouraging behavioural change.	Funding very unlikely e.g.	Medium likelihood of funding	High likelihood of funding
Physical constraints (land ownership, buildings)	Whether the measure can be delivered within the Highway Boundary	Significant constraints (bridges, land take etc)	Some minor constraints (likely to be able to overcome)	No physical constraints (no bridges, land take etc)
Stakeholder acceptability	Prioritisation exercise carried out with the Steering Group.	Not supported by stakeholders	Limited support by stakeholders	Strongly supported by stakeholders
Environmental		**0**	**1**	**2**
Impact on air quality	Whether the measure will have an impact on air quality / the environment and its proximity to Air Quality Management Areas	Negative impact on air quality	No impact to air quality	Positive impact on air quality / falls within AQMA
Impact on natural and historical environment	Impact on green space and historic environments	Loss of green space or vegetation (over and above highway verge) Street lighting impact to off-road paths	No impact on natural or historic environment	Positive impact on natural or historic environment
RST / WRAT scoring		**0**	**1**	**2**
RST Scoring	Score of the Route Selection Tool Assessment	>20	15-20 (including)	<15
WRAT Scoring	Score of the Walking Route Audit Tool	>70%	35 to 70%	<60%

Table 5: Prioritised schemes, ranked

Scheme number	Benefit to	Location	Scheme Name and Description	Land Status	Total score (/28)
7	Walking & Cycling	London Road	Install a formal crossing at the existing dropped kerb to the east of the London Road/Russell Way junction to allow for access to Russell Way (Care Home, Health Centre and bus stops) from east Chipping Norton	Highway	24
89	Walking & Cycling	A44/ A361 New Street junction	A44/A361 New Street Junction Safety Scheme based on 2024 report considering options. Install zebra crossings on New Street and West Street (upgrading existing informal crossings)	Highway	24
9	Walking & Cycling	London Road	Install a formal crossing between London Road (side road) and Rockhill Farm Court	Highway	23
1	Walking & Cycling	London Road, Banbury Road double roundabout	Redesign the junction to enhance safety for all road users, especially those walking and cycling, including raising crossings where this enhances safety	Highway	22
22	Walking & Cycling	Banbury Road (Bowen Way to the Double Mini Roundabouts)	Replace the informal pedestrian island crossing to the west of Banbury Road / Cromwell Business Park junction with a signalised crossing	Highway	22
81	Walking	High Street	Install a dropped kerb and uncontrolled crossing at the steps leading down to High Street just north of the turning into the short stay car park and install a dropped kerb and tactile paving opposite on the western footway	Highway	22
2	Walking	London Road	Install/ refresh tactile paving at every dropped kerbed between “Welcome to Chipping Norton” Gateway Sign to the A44/A361/B4026/Horsefair Double Mini Roundabouts in line with LTN 1/20 (to ensure comfortable use by mobility aid users).	Highway	21
19	Walking & Cycling	Banbury Road (A3400 junction to the Double Mini Roundabouts)	Install lighting to improve visibility and safety of the route	Highway	21
23	Walking	Banbury Road (Bowen Way to the Double Mini Roundabouts)	Install gateway features, traffic calming and/or planters to change the environment of the road and slow vehicle speeds and reduce speed limit from 40mph to 30mph (between Bowen Way and 20mph limit)	Highway	21
29	Walking & Cycling	Over Norton Road (No. 64 / 40mph limit to the Double Mini Roundabouts)	Implement entry gateway features between the 40mph and 20mph limits to reinforce the speed limit change	Highway	21
78	Walking	Horsefair / High Street	Continuous footway provision of Market Street/ High Street junction, Market Street/ High Street and Goodards Lane/ Horse Fair	Highway	21

80	Walking	High Street	Implement a dropped kerb and tactile paving on the western footway opposite the dropped kerb outside number 24 High Street	Highway	21
94	Cycling	New Street, Baptist Church	Provide cycle parking	Highway	21
95	Walking & Cycling	New Street, Baptist Church	Implement a signalised crossing	Highway	21
105	Walking	West Street (from New Street to Mini Roundabout)	Provide a zebra crossing of West Street at The Kings Arms Hotel and narrow junction with Burford Road by building out footway	Highway	21
14	Cycling	London Road (from Southcombe A3400 junction to the double mini roundabout)	Implement segregated cycle provision	Highway	21
35	Walking & Cycling	Over Norton Road (No. 64 / 40mph limit to the Double Mini Roundabouts)	Implement a formal crossing near bus stops at Park Road junction	Highway	20
45	Cycling	A and B roads in Chipping Norton	Implement large cycle symbols in the middle of the lane on A, B and unclassified roads in Chipping Norton where limited space means it is not possible to provide dedicated cycle provision e.g. segregated cycle lane, including New Street from junction with High Street to west of Southerndown Nursing Home, West Street from junction with High Street to south west of Tilsley Road, Albion Street, Spring Street, Market Street	Highway	20
85	Cycling	High Street next to the Town Hall	Provide cycle parking and e-bike charging near the Town Hall	Highway	20
87	Cycling	Market Street, near Sainsbury's	Provide cycle parking and e-bike charging	Highway	20
107	Walking & Cycling	Churchill Road/ West End/ West Street	Slow traffic from the 30mph sign west of Chipping Norton urban area on Churchill Road/ West End/ West Street to the junction with New Street by removing the centre line, implementing build outs at the footpath to Back Alley and south of the junction with The Green and removing of central line to slow traffic down	Highway	20
157	Walking & Cycling	Burford Road (between the Albion Street and Charlbury Road junctions)	Introduce features to calm traffic and manage traffic flow between Burford Road/ Albion Street junction and Burford Road Charlbury Road junction, this could include footway build outs, buildouts with planting and giveway markings, speed cushions, central line removal, raised table signalised crossing	Highway	20
158	Walking & Cycling	Burford Road	Introduce 20mph speed restriction between Chipping Norton Rugby Club and Charlbury Road junction and remove centre line and right-hand lane turn. Implement gateway features to support this	Highway	20
159	Walking & Cycling	Burford Road	Convert crossing island north of Chipping Norton Rugby Club entrance into a signalised crossing or relocate to Rugby Club entrance if widths do not allow	Highway	20

			for connecting footway/ cycleway on eastern side of carriageway (see improvement 161)		
92	Walking & Cycling	New Street/ Worcester Road	Extend the 20mph speed limit on New Street to west of the children's playground	Highway	19
3	Walking	London Road - South Footway (between Southcombe A3400 junction and double mini roundabouts)	Widen the narrow sections of the footway to a consistent 2m width	Highway	19
8	Walking	London Road - North Footway (between Southcombe A3400 junction and double mini roundabouts)	Widen northern footway including through vegetation clearance	Highway	19
21	Walking	Banbury Road South Footway (Bowen Way to the Double Mini Roundabouts)	Create a formal tarmac footway on the southern side of the carriageway past Aldi / Cromwell Business Park to connect to the footpath at the signalised crossing at the junction with Bowen Way. Include appropriate dropped kerbs and tactile paving and junction build outs Cromwell Park	Highway	19
24	Walking	Banbury Road (Bowen Way to the Double Mini Roundabouts)	Install tactile paving and footpath build outs at Cotshill Gardens, Aldi car park, Applegarth Nurseries, Chipping Norton Veterinary Hospital, and residential side roads	Highway	19
37	Cycling	Over Norton Road	Introduce parking bays/ restrictions to enable vehicles/ people cycling to pull in should there be oncoming traffic	Highway	19
58	Walking & Cycling	Albion Street	Implement a raised table at Albion Street/London Road junction with tactile paving at Rock Hill	Highway	19
98	Walking & Cycling	Worcester Road/ the Common	Install a signalised crossing on Worcester Road to provide access to the Common	Highway	19
102	Cycling	West Street	Install cycle parking near West Street bus stop	Highway	19
108	Walking	West Street/ The Green	Provide a zebra crossing on West Street near junction with The Green	Highway	19
16	Walking & Cycling	London Road to Coopers Close connection	Widen and surface the PRoW (166/28/10) between London Road and Watson Place and change designation to allow cycling, and deliver a connection between this PRoW and Coopers Close (with appropriate ramp/ levelling at Coopers Close)	Third-party/ PRoW	18
17	Walking	Banbury Road Crossing (connecting London Road & Banbury Road)	Narrow the bell-mouth junctions with Banbury Road and London Road by building out footway and including dropped kerbs and tactile paving; widen the footway of Banbury Road Crossing by making the road one-way and introducing on-street parking scheme for residents	Highway	18

20	Walking	Banbury Road (A3400 junction to the Double Mini Roundabouts)	Widen the footpath including through vegetation clearance	Highway	18
34	Walking & Cycling	Over Norton Road/ Park Road and Spring Street bus stops	Install benches and cycle parking at bus	Highway	18
88	Walking & Cycling	Market Square	Market Square regeneration to support people walking and cycling including implementing cycle parking	Highway	18
90	Walking & Cycling	New Street	Reduce the height of the vegetation along the northern side of New Street by installing low level planting to improve visibility for people walking and road traffic	Highway	18
97	Cycling	Worcester Road near the bus stop, opposite Toy Lane	Provide cycle parking next to the bus stop	Highway	18
101	Cycling	West Street	Install features to make cycling on West Street safer	Highway	18
103	Walking	West Street/ Cattle Market	Reduce the width of the junction bell mouth of Cattle Market at the junction with West Street	Highway	18
109	Walking	West Street (from the Mini Roundabout to the Green)	Align dropped kerb crossing south of mini roundabout junction between West Street and Burford Road	Highway	18
25	Cycling	Banbury Road (between Over Norton Road junction and A3400/ A361 roundabout)	Implement a two-way segregated cycle track along the road	Highway	17
57	Walking	Albion Street/ Rock Hill junction	Install tactile paving crossing points at Albion Street/ Rock Hill junction to facilitate crossing Albion Street and Rock Hill (include carriageway narrowing to facilitate crossing)	Highway	17
13	Walking	Russell Way	Install a formal crossing to connect the eastern footway to the Health Centre to accommodate future traffic flow increase	Highway	17
59	Walking & Cycling	Rock Hill	Replace barriers with a single bollard so that wheeled users can pass through	Highway	17
82	Cycling	High Street junction with short-stay car park	Install a yellow-box in the junction of High Street and the entrance to the short stay car park	Highway	17
106	Cycling	West Street/ Churchill Road/ Burford Road junction	Narrow the junction of West Street with Burford Road at The Kings Arms Hotel to allow safer positioning and crossing for people cycling	Highway	17
115	Cycling	The Leys/ Cross Leys junction	Introduce parking bays or restrictions between Churchill Road and Cross Leys to enable vehicles/ people cycling to pull in should there be oncoming traffic	Highway	17

100	Cycling	B4450 to Kingham Station	Implement segregated cycle provision between the B4450 at Chipping Norton and Kingham Station	Highway	16
28	Walking & Cycling	Tank Farm to Glyme Way	In collaboration with the landowner, implement a footpath and cycle path between Tank Farm and Glyme Way (exact alignment of footpath and cycle path to be determined)	Third-party	16
32	Walking & Cycling	Over Norton Road East Footway (No. 64 / 40mph limit to the Double Mini Roundabouts)	Install lighting between Park Road and the 40mph sign	Highway	16
38	Cycling	Over Norton Road	Upgrade the crossing near the Over Norton Road/ Banbury Road roundabout to a signalised crossing	Highway	16
50	Cycling	Spring Street	Provide cycle parking	Highway	16
56	Walking	Albion Street western footway	Widen western footway and provide continuous footways across all junctions including the Co-op	Highway	16
62	Walking	Albion Street/ Fox Close	Install dropped kerbs and tactile paving at the Albion Street/ Fox Close junction	Highway	16
64	Cycling	Foxfield	Implement cycle parking near The Lido	Highway	16
70	Walking	Cooper Close (including Cooper Square)	Implement parking restrictions including white lines to stop vehicles parking across dropped kerbs	Highway	16
76	Cycling	Cattle Market	Allow contra-flow cycling	Highway	16
86	Cycling	Market Street	Cycle symbol markings on the road to indicate the presence of people cycling and that people driving should exercise extra caution	Highway	16
91	Walking	New Street	Narrow junctions with New Street by building out footway into carriageway and implementing dropped kerbs and tactile paving at all side road junctions on New Street	Highway	16
104	Walking	West Street (from New Street to Mini Roundabout)	Footway widening adjacent to Old Mill Café and public realm enhancement to West Street to support people walking and accessing public transport	Highway	16
113	Cycling	Churchill Road	Install a two-way segregated cycle track between The Leys and the edge of the Chipping Norton urban extent	Highway	16
150	Walking & Cycling	Walterbush Road	Narrow carriageway by creating designated spaces for parking (parking bays) and implementing intermittent footway buildouts to enable vehicles/ people cycling to pull in should there be oncoming traffic	Highway	16

153	Walking & Cycling	Cotswold Terrace (at roundabout)	In collaboration with WODC, create footway/ cycleway between Cotswold Terrace and Burrows Crescent	Third-party	16
161	Cycling	Burford Road (south of leisure centre)	Implement shared cycleway / footway to the west of the carriageway with appropriate crossing provision for people to join this cycleway/ footway, additionally implement a shared cycleway and footway to the east of the carriageway between proposed improvement 159 and the Rugby Club	Highway	16
6	Walking	London Road - South Footway	In collaboration with Retail Park implement a footpath between London Road and Marks and Spencer at the access road	Highway	15
31	Walking	Over Norton Road/ Marlborough Road	Install dropped kerbs and tactile paving at Marlborough Road	Highway	15
36	Cycling	Over Norton Road (between Banbury Road junction and Over Norton village)	Implement a two-way segregated cycle track	Highway	15
65	Walking & Cycling	Wards Road (NB - the route between Kingstone Court to the field is anticipated to be the main ped route from the SDA to the town centre)	In collaboration with the landowner create a shared walking and cycling space that is lit and surfaced to allow year-round use	Third-party & PRoW (footpath)	15
96	Walking	New Street	Increase the height of the kerb and install bollards on the southern side of the uncontrolled crossing over New Street to deter parking across the crossing. Should improvement 89 come forward first, this scheme will no longer be necessary	Highway	15
99	Cycling	The Common (off New Street)	Install cycle parking inside the Common	Third-party	15
111	Walking	The Green	Provide a crossing near the school entrance and build out footway at school entrance into the carriageway	Highway	15
125	Walking	Station Road (including route into the employment site)	Provide a crossing near Travis Perkins on Station Road and include footway widening to accommodate	Highway	15
142	Walking & Cycling	Hailey Road	Introduce parking bays to enable vehicles/ people cycling to pull in should there be oncoming traffic and to stop cars parking on the footpath	Highway	15
30	Walking	Over Norton Road - West Footway (No. 64 / 40mph limit to the Double Mini Roundabouts)	Widen footway between A44/A361/B4026/Horsefair double mini roundabouts and Spring Street	Highway	14
110	Walking	The Green	Explore implementing a one-way system	Highway	14
112	Walking	The Green/ West End junction	Implement tactile paving	Highway	14

116	Cycling	The Leys/ Cross Leys junction	Introduce give way markings on Cross Leys at the junction with The Leys	Highway	14
152	Walking & Cycling	Cotswold Terrace	Replace roundabout with simple raised table priority junction with narrowing of junctions by footway widening	Highway	14
156	Walking	Burford Road between the two mini roundabouts	Widen the footway on Burford Road between the A361 Burford Road / Albion Street roundabout and A361 West Street / B4450 roundabout	Highway	14
33	Walking	Over Norton Road East Footway (No. 64 / 40mph limit to the Double Mini Roundabouts)	Widen footway into verge north of Park Road to 40mph sign towards Over Norton and mark edge of path and drop to road e.g. with wooden posts	Highway	13
41	Walking	Park Road	Install a bench in the verge/grass area at Park Road/Over Norton Road junction	Highway	13
42	Walking	Park Road	Install dropped kerb and tactile paving at Park Road / Over Norton Road junction and at the Park Road / Cleeves Avenue junction	Highway	13
46	Walking	Spring Street	Implement dropped kerb and tactile paving at the junction with Over Norton Road and narrow junction by widening footway into carriageway	Highway	13
47	Walking	Spring Street	Explore introducing a one-way system	Highway	13
60	Walking	Fox Close	Install tactile paving and improve dropped kerbs at the Fox Close/Albion Street junction	Highway	13
69	Walking	Cooper Close (including Cooper Square)	Widen footpath	Highway	13
123	Walking & Cycling	Station Road (including route into the employment site)	Install lighting	Highway	13
126	Walking	Station Road (including route into the employment site)	Install tactile paving at all junctions of Station Road and narrow junctions by building out footways	Highway	13
149	Walking & Cycling	Walterbush Road/ Cornish Road	Narrow junction by widening footway into junction	Highway	13
170	Walking & Cycling	Pool Meadow PRoW	Change the designation of the connecting footpath (PRoW 319/3/10) between the Salford-Over Norton connection (scheme 44) and the bridleway connecting to Church Lane to allow cycling, resurface and add reflective solar studs	PRoW	13
39	Walking	Cleeves Avenue	Install bench in the verge/grass area at the Cleeves Avenue/Park Road junction	Highway	12
40	Walking	Chalford Close	Install dropped kerb and tactile paving to the Chalford Close/Marlborough Road junction	Highway	12

48	Walking	Spring Street	Widen the footway along the length of Spring Street	Highway	12
68	Walking	Rowell Way (up to the barrier with Wards Road)	Remove metal barrier on footpath	Highway	12
75	Walking	Cattle Market	Widen footway	Highway	12
114	Walking	Cross Leys/ Leys junction	Align the dropped kerbs; implement tactile paving and remove bollards at the junction	Highway	12
117	Walking	Cross Leys/ William Bliss Avenue	Install tactile paving	Highway	12
124	Walking	Station Road (including route into the employment site)	Widen footway	Highway	12
127	Walking	The Leys/ Station Road	Install tactile paving	Highway	12
136	Walking	Edward Stone Rise (up to the end of road next to Back Alley)	Provide tactile paving at junction with Churchill Road	Highway	12
137	Walking	Edward Stone Rise (up to the end of road next to Back Alley)	Remove the barrier located at the top of Back Alley	Highway	12
138	Walking	Edward Stone Rise	Install lighting	Highway	12
139	Walking	Edward Stone Rise	Remove/ adjust chicanes to ensure they are accessible for all users	Highway	12
140	Walking	Edward Stone Rise	Provide a bench at the top of the slope	Highway	12
141	Walking	Edward Stone Rise	Install handrails	Highway	12
144	Walking	Hailey Avenue/ Back Alley/ Hailey Road	Install dropped kerbs and tactile paving at junctions with Back Alley and Hailey Road	Highway	12
145	Walking	Hill Close/ Hailey Avenue	Install dropped kerbs and tactile paving at junction with Hailey Avenue, including extending footway on northbound side to meet Hailey Avenue	Highway	12
151	Walking	Cotswold Crescent (including potential link to Burrows Close)	Install dropped kerbs with tactile paving at all junctions of Cotswold Crescent	Highway	12

44	Walking & Cycling	Over Norton - Salford PRoW	Convert the restricted byway between Over Norton and Salford to allow cycling and widen to allow segregation of people walking and cycling resurface and add reflective studs	PRoW (restricted byway)	11
119	Walking	Webb Crescent (including Arundel View)	Implement street lighting	Highway	11
120	Walking	Lewis Road/ Cross Leys	Narrow junction by building footway out into carriageway and provide dropped kerbs and tactile paving	Highway	11
129	Walking	Pearce Drive	Install dropped kerbs and tactile paving at William Bliss Avenue	Highway	11
130	Walking	Withers Way	Implement dropped kerbs and tactile paving at William Bliss Avenue and Dunstan Avenue	Highway	11
131	Walking	Tilsley Road	Provide tactile paving at the junction with Churchill Road	Highway	11
132	Walking	Lords Piece Road	Install tactile paving at junction with Churchill Road	Highway	11
143	Walking	Hailey Avenue	Widen footway into grass verge where possible	Highway	11
147	Walking	Marshall Close/ Hailey Avenue	Implement dropped kerbs and tactile paving at junction with Hailey Avenue	Highway	11
71	Walking	Shepard Way	Widen chicanes to ensure they are accessible for all	Highway / third-party	10
128	Walking	Unmarked Footpath between William Bliss Avenue and West Street	Implement lighting	Highway / PRoW (bridleway)	10
133	Walking	Hailey Road	Widen northern footpath by removing vegetation	Highway	10
146	Walking & Cycling	Hill Close/ Walterbush Road connection	Widen path and implement tactile paving, dropped kerbs and keep clear markings where path joins Hill Close and Walterbush Road	Highway	10
67	Walking	Rowell Way (up to the barrier with Wards Road)	Narrow the junction by building footway into carriageway and implement tactiles and dropped kerbs	Highway	9
72	Walking	Shepard Way/ Rowell Way	Narrow the junction by building footway into carriageway and install tactiles and dropped kerbs	Highway	9

118	Walking	Cross Leys/ Dunstan Avenue	Narrow the junction at Cross Leys / Dunstan Ave junction by building out footway and add dropped kerbs and tactile paving	Highway	9
122	Walking	Lewis Road/ Station Road	Narrow junction by building footway out into carriageway and provide dropped kerbs and tactile paving	Highway	9
134	Walking	Cornish Road junction with Hailey Road	Narrow bell mouth of junction by widening footway and install tactile paving at dropped kerbs	Highway	8
148	Walking & Cycling	Marshall Close/ Walterbush Road connection	Widen path and implement tactile paving, dropped kerbs and keep clear markings where path joins Walterbush Road and Marshall Close	Highway	8

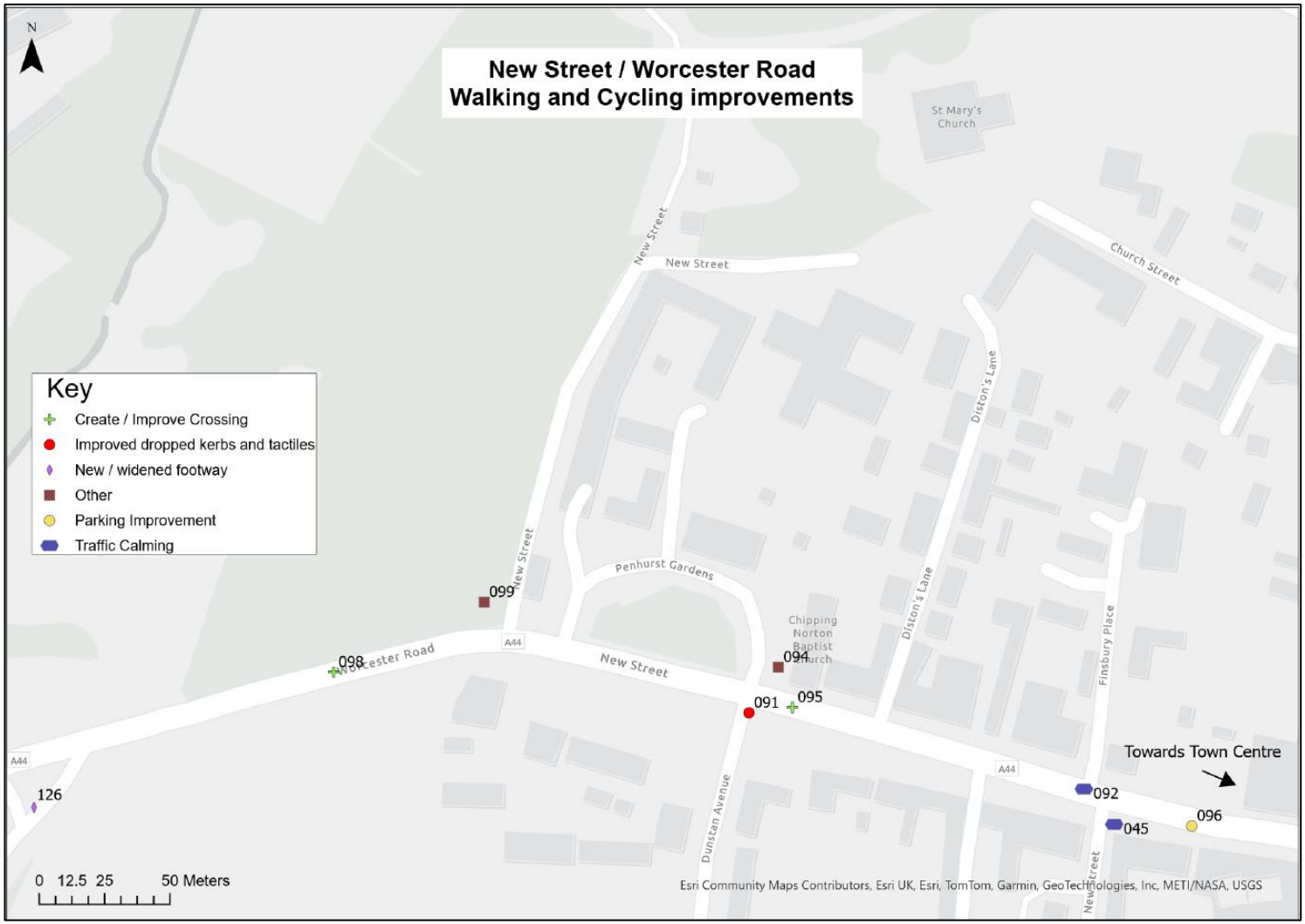


Figure 8: Proposed walking and cycling improvements New Street/ Worcester Road area

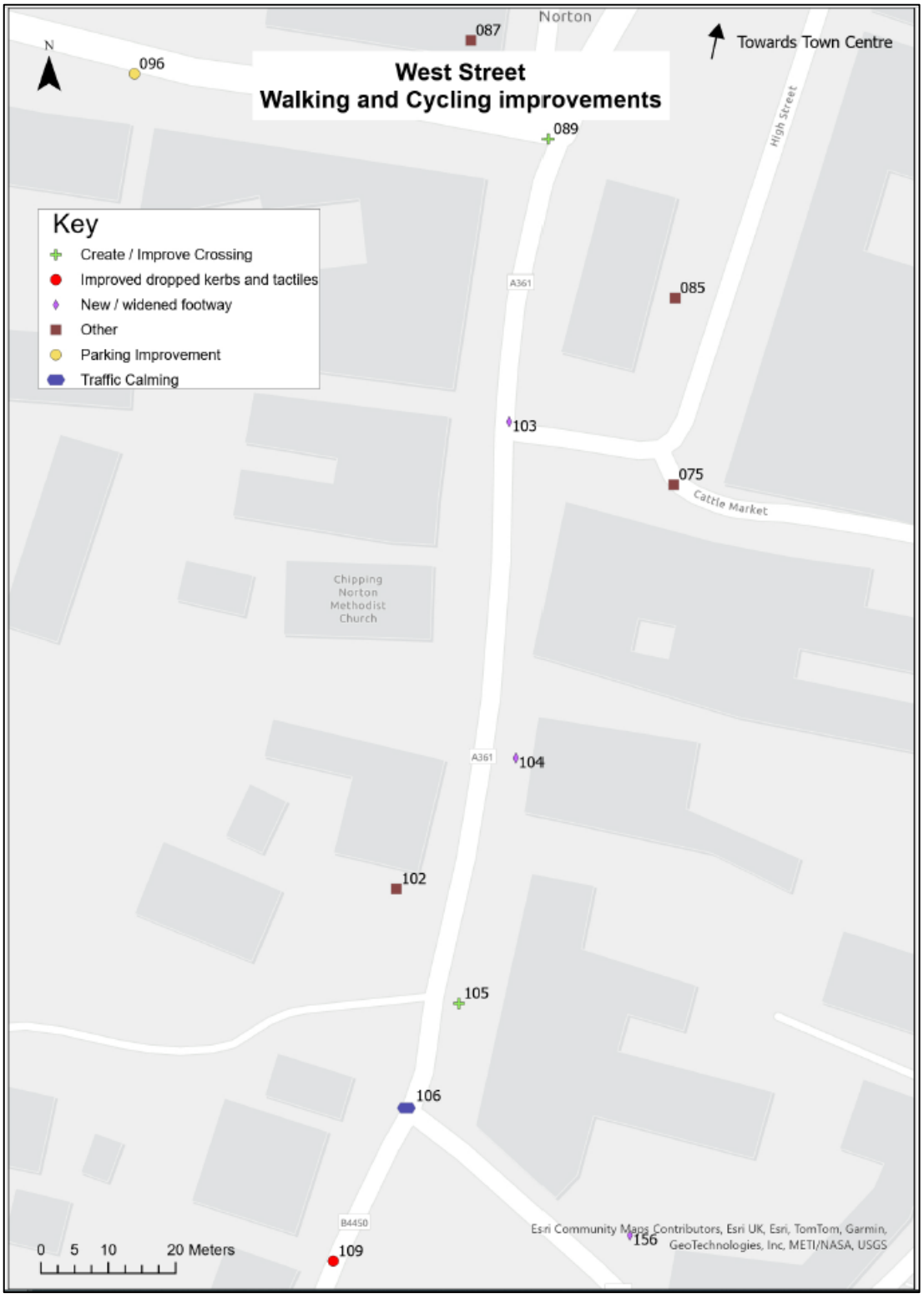


Figure 9: Proposed walking and cycling improvements West Street area

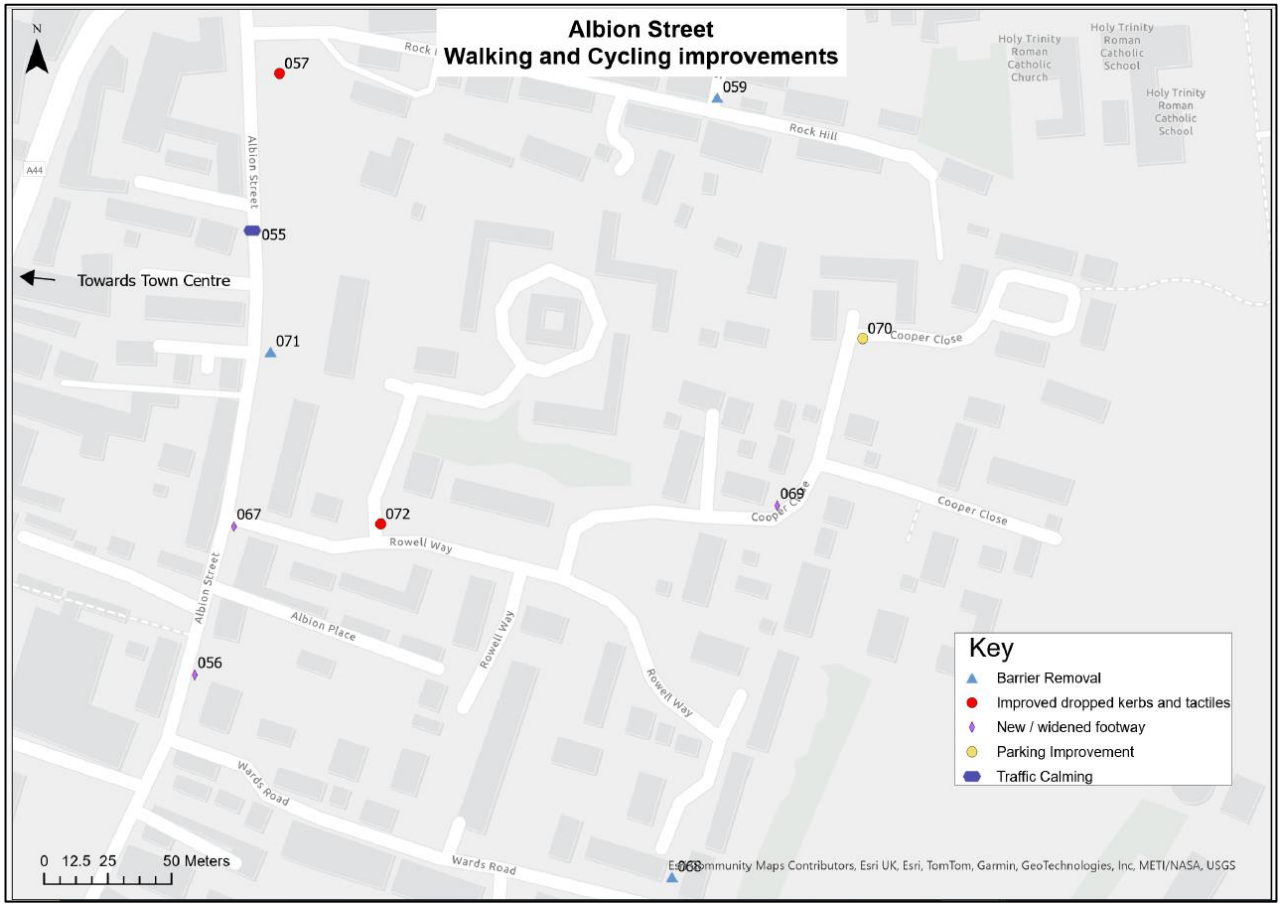


Figure 10: Proposed walking and cycling improvements Albion Street area

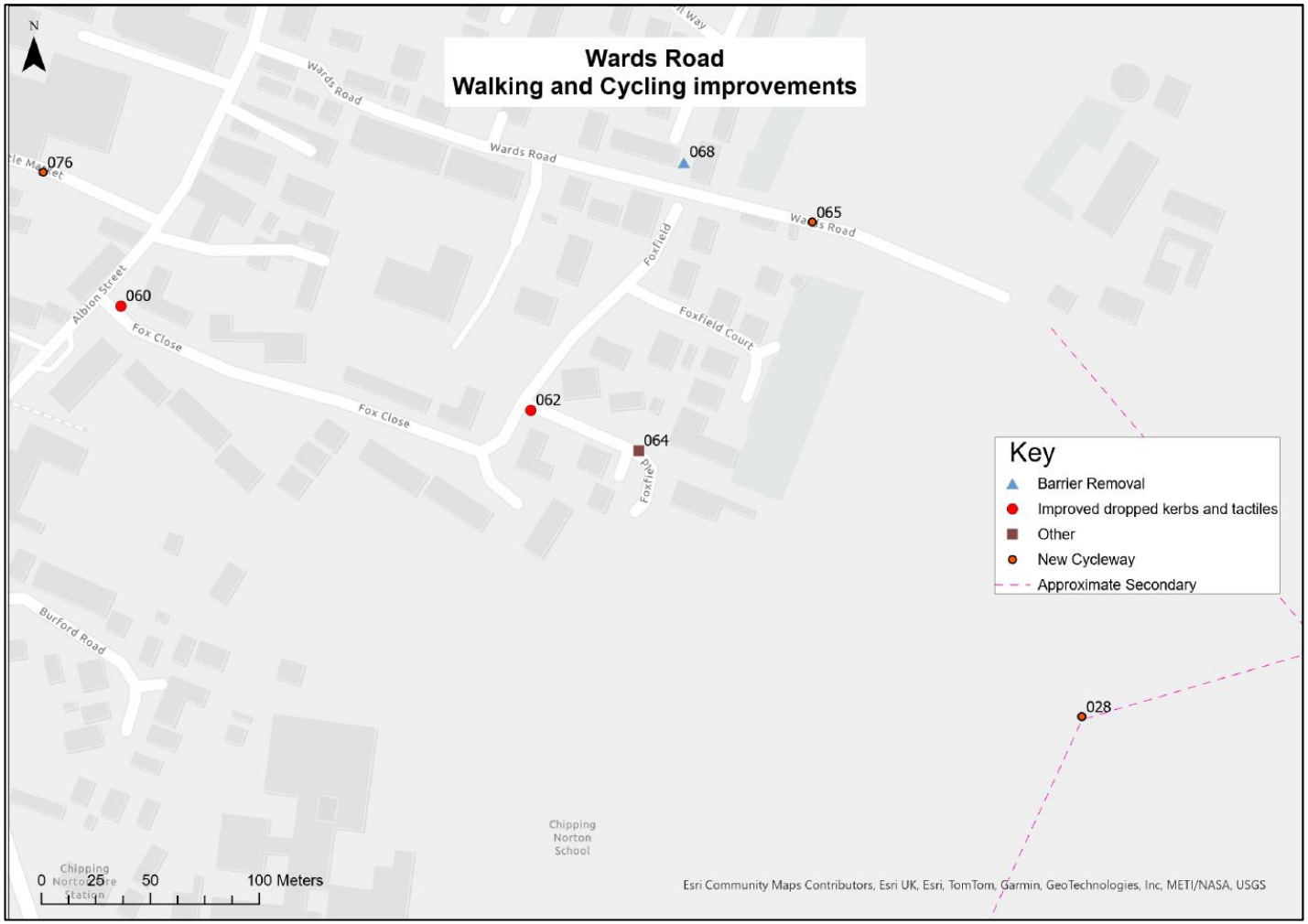


Figure 11: Proposed walking and cycling improvements Wards Road area

Figure 12: Proposed walking and cycling improvements Station Road/ Lewis Road area

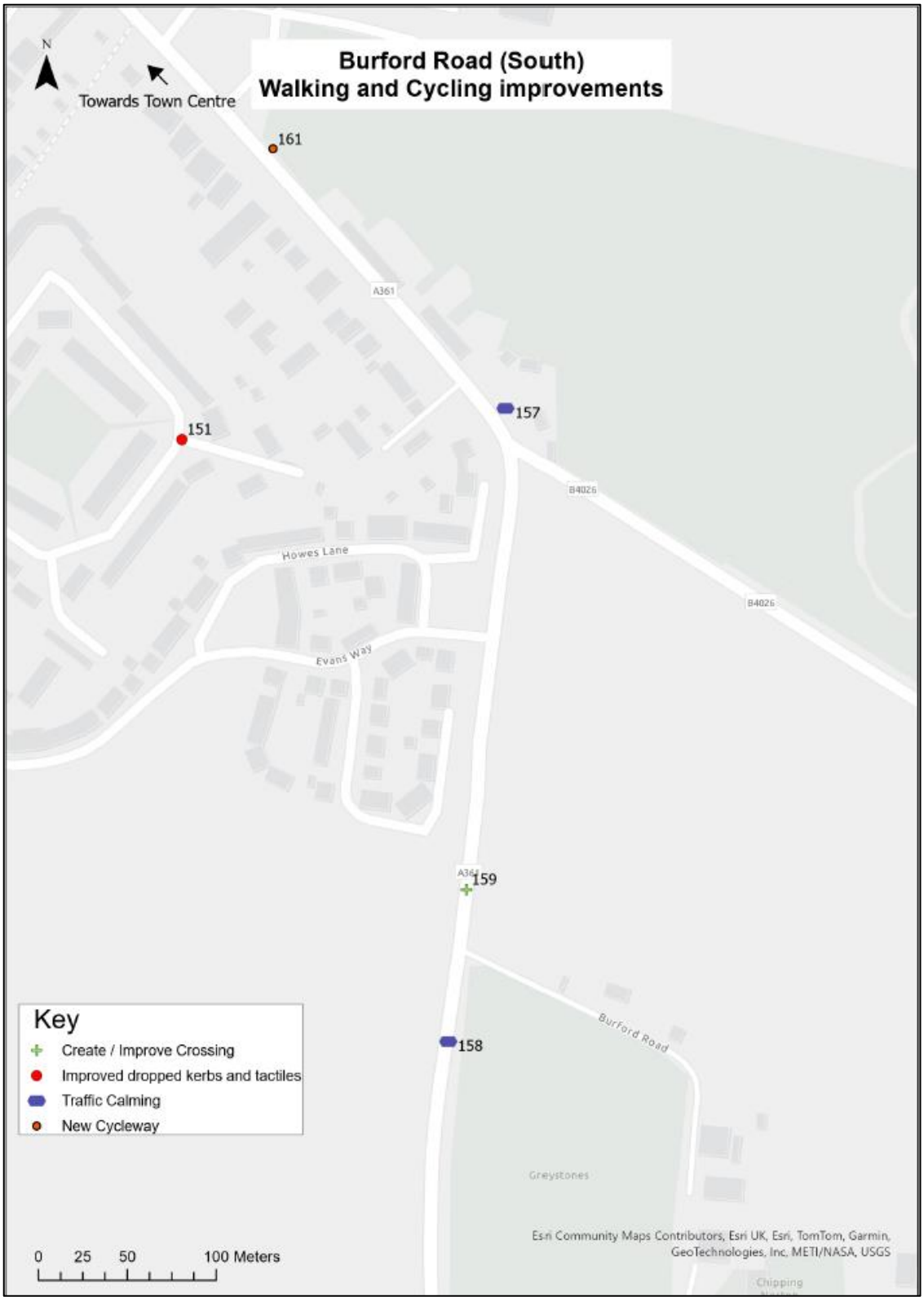


Figure 13: Proposed walking and cycling improvements Burford Road (south) area

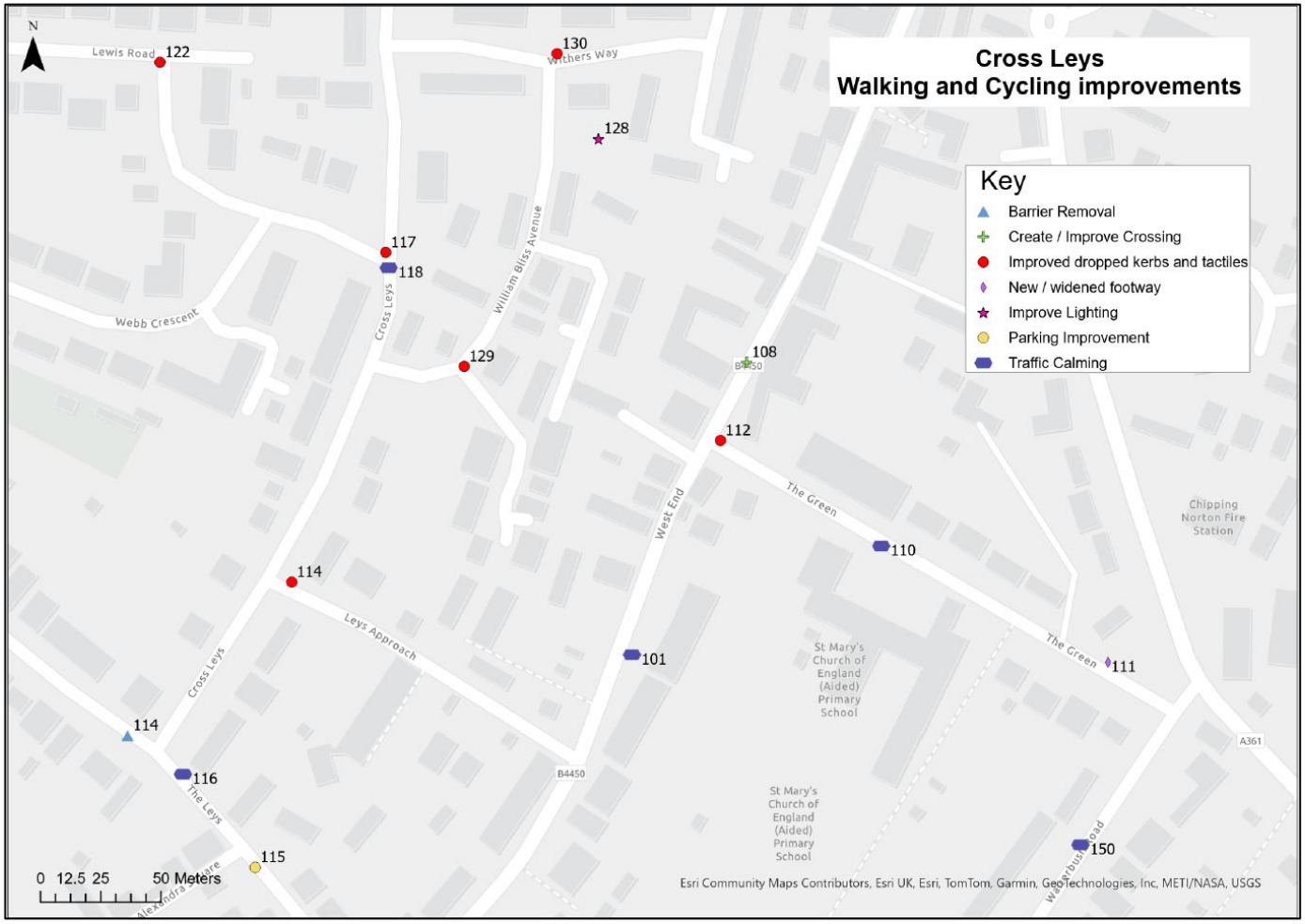


Figure 14: Proposed walking and cycling improvements Cross Leys area

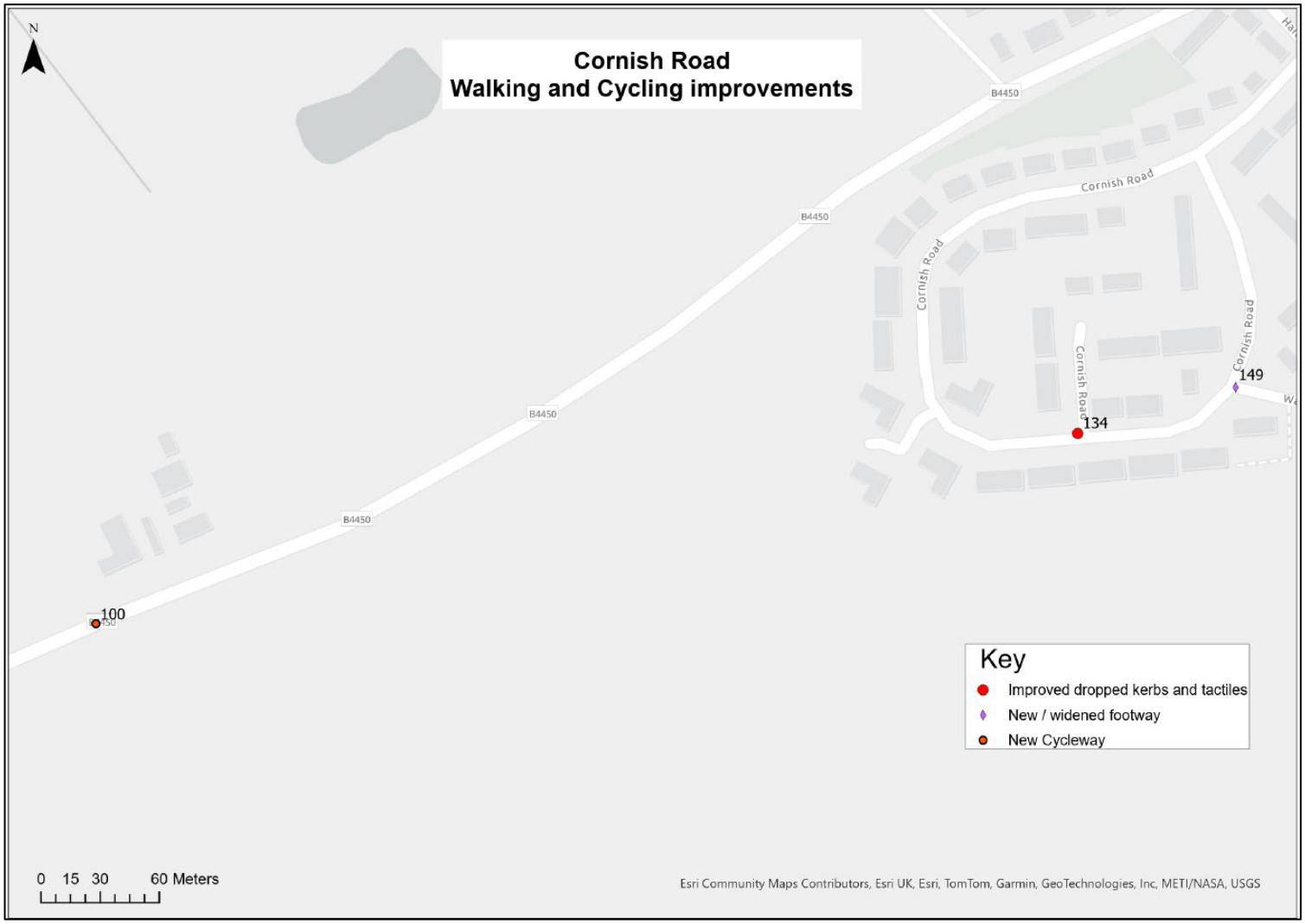


Figure 15: Proposed walking and cycling improvements Cornish Road area

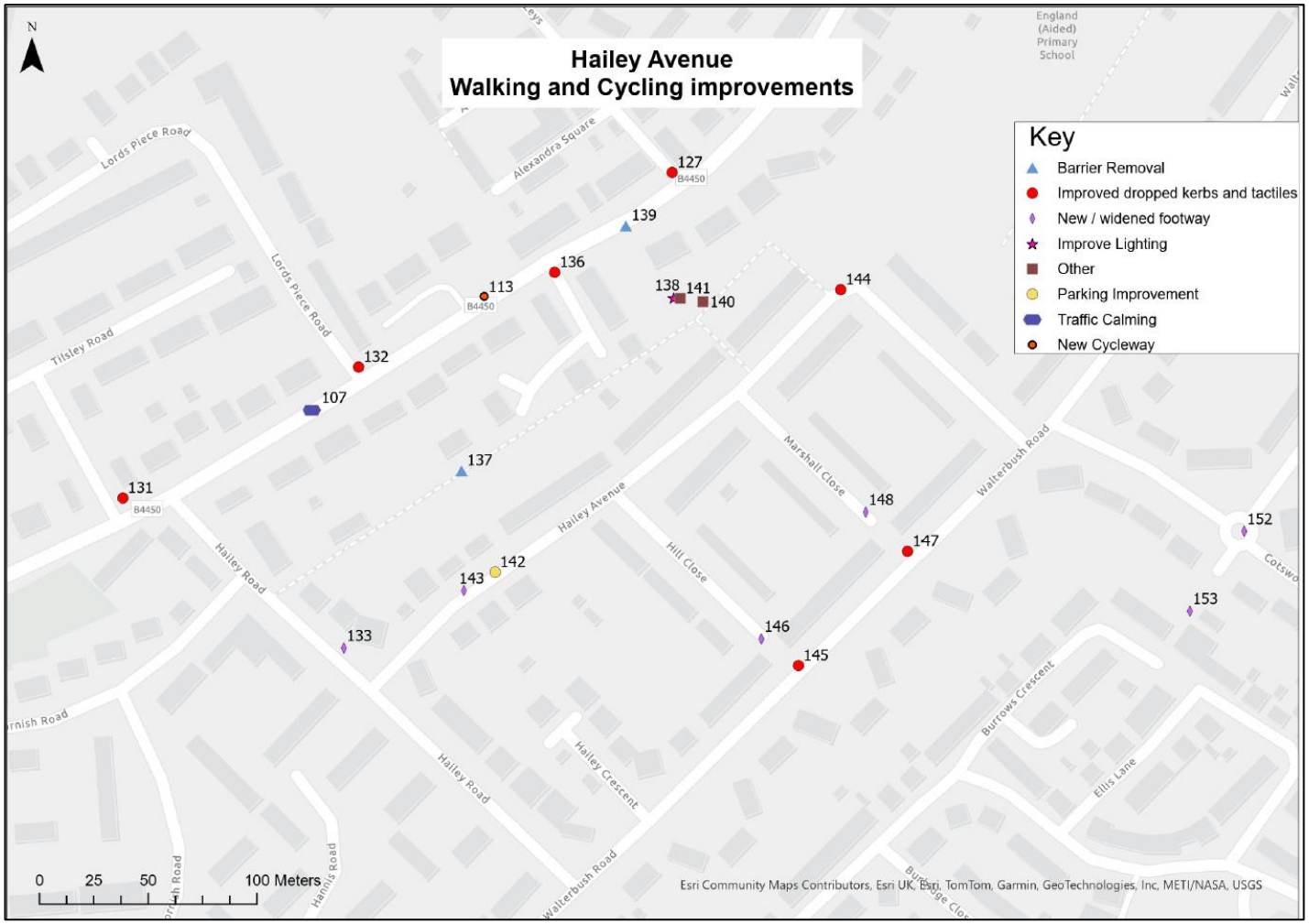


Figure 16: Proposed walking and cycling improvements Hailey Avenue area

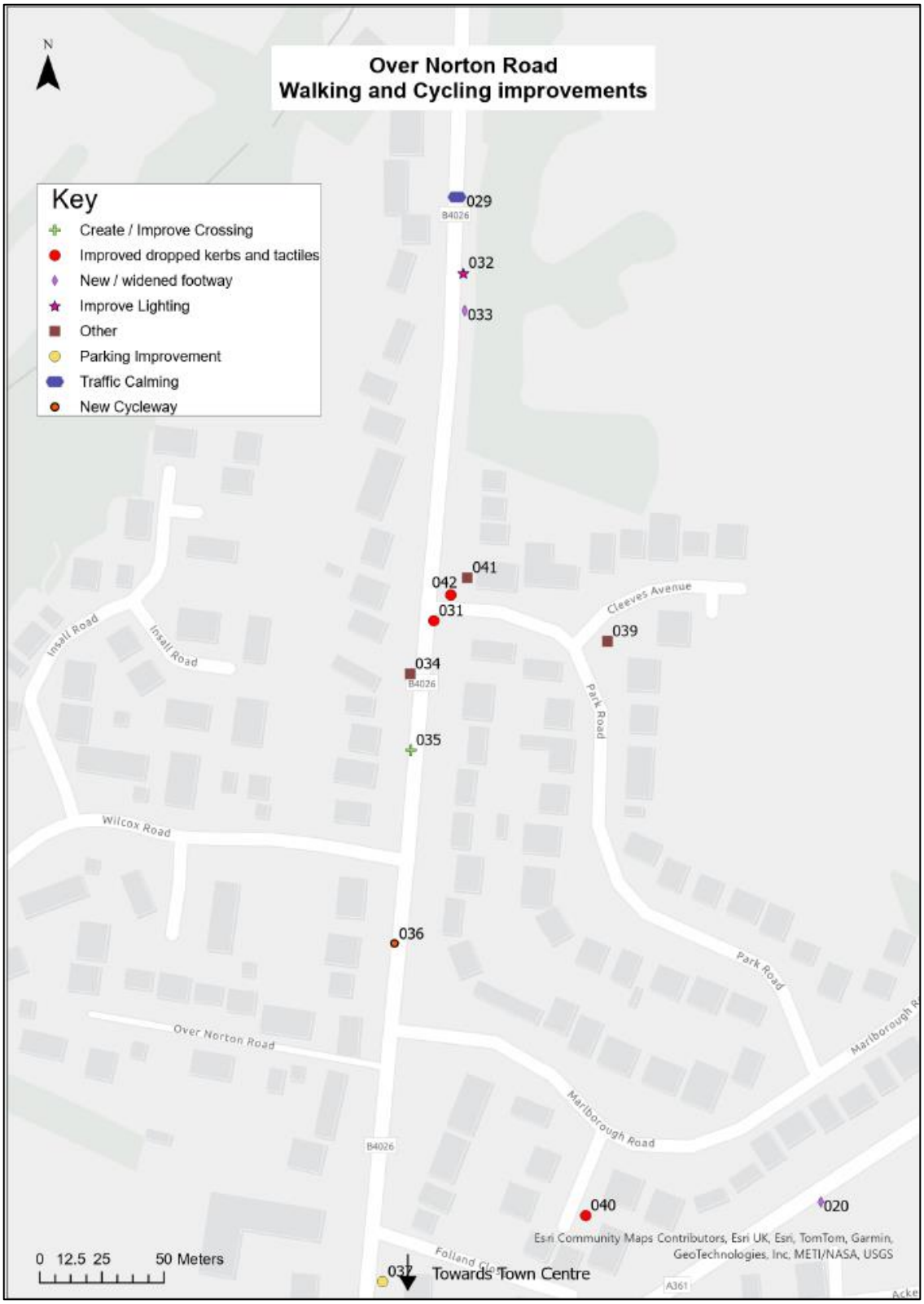


Figure 17: Proposed walking and cycling improvements Over Norton Road area

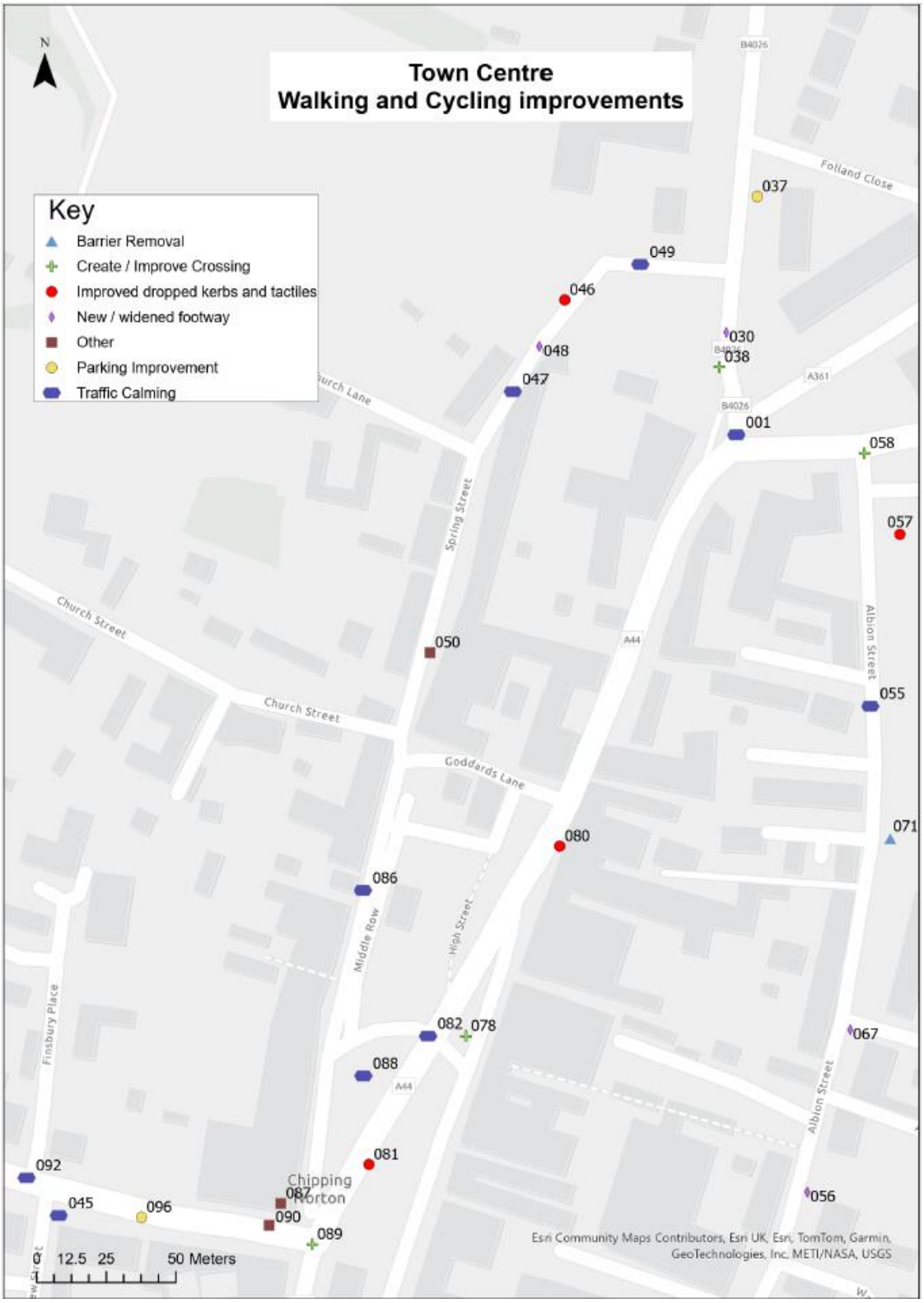


Figure 18: Proposed walking and cycling improvements town centre area

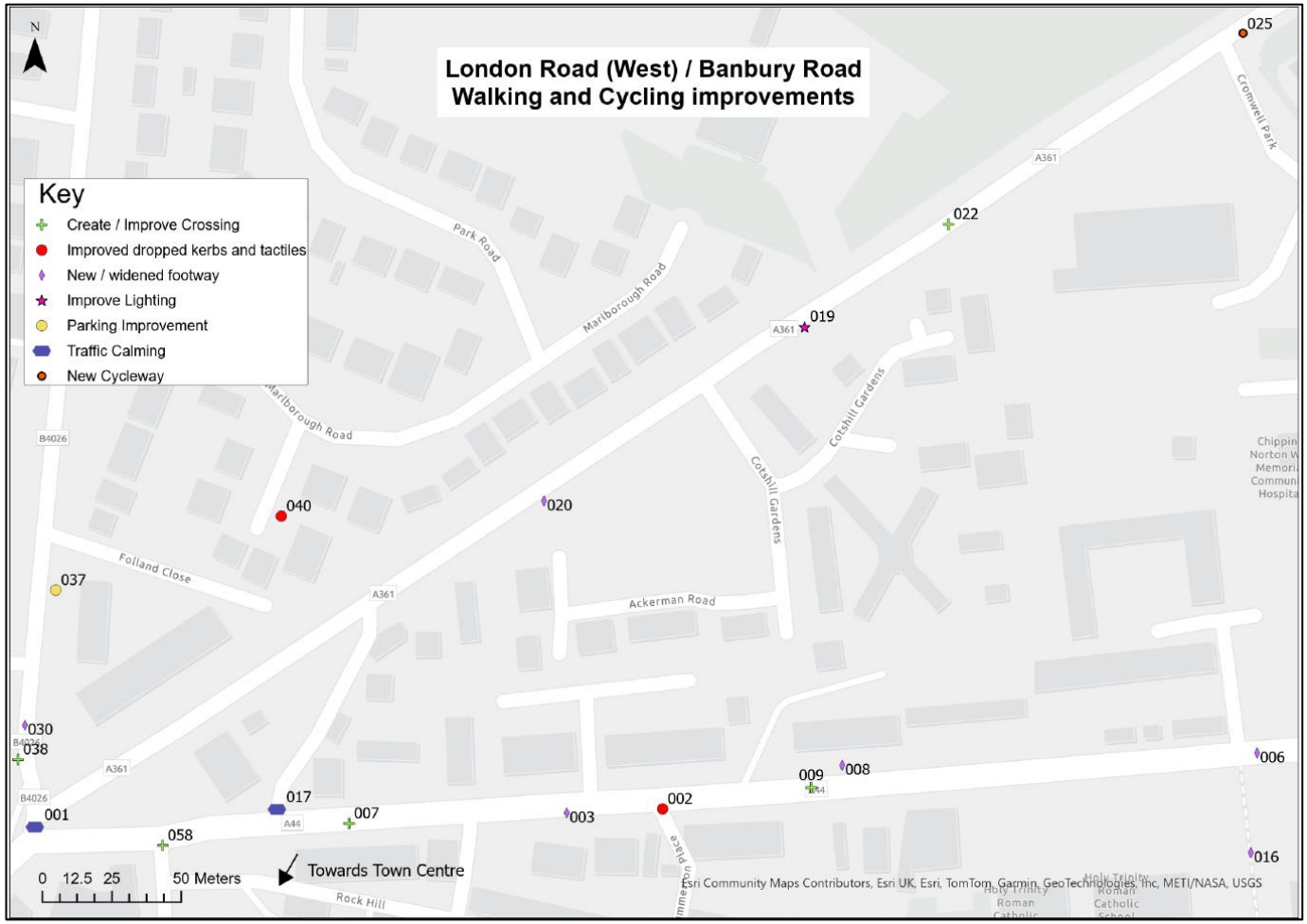


Figure 19: Proposed walking and cycling improvements London Road (west)/ Banbury Road area

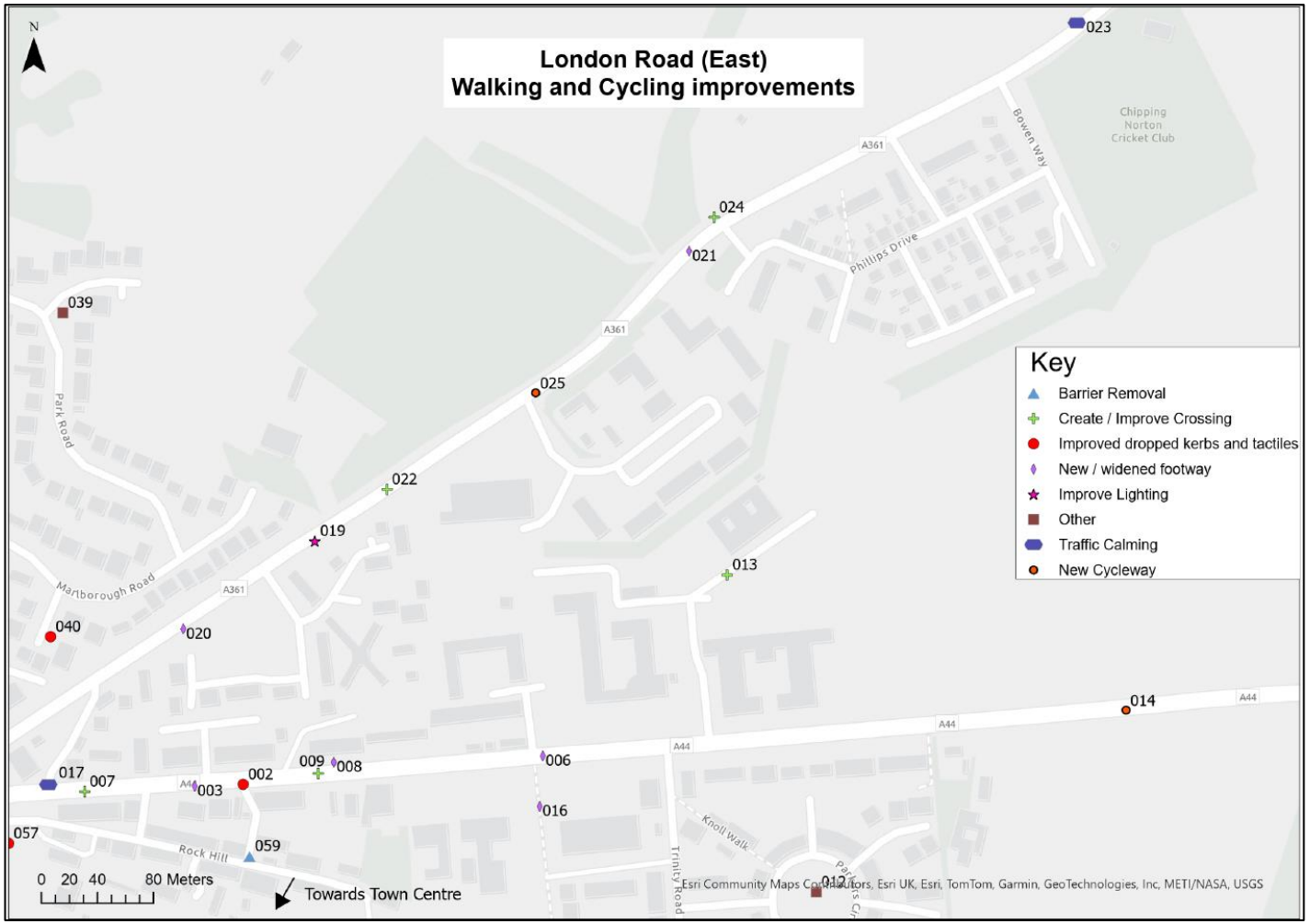


Figure 20: Proposed walking and cycling improvements London Road (east) area

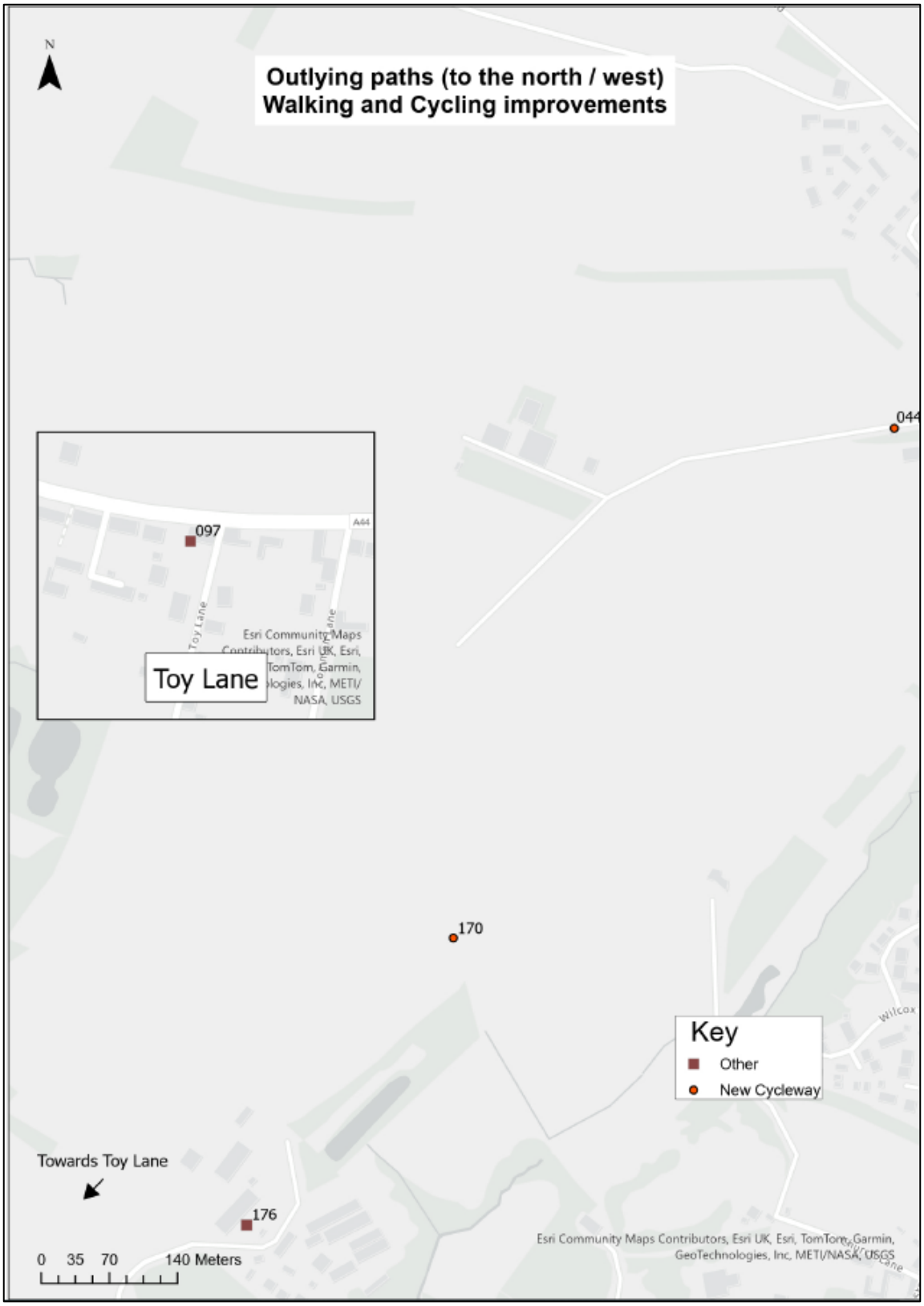


Figure 21: Proposed walking and cyclin improvements for outlying areas

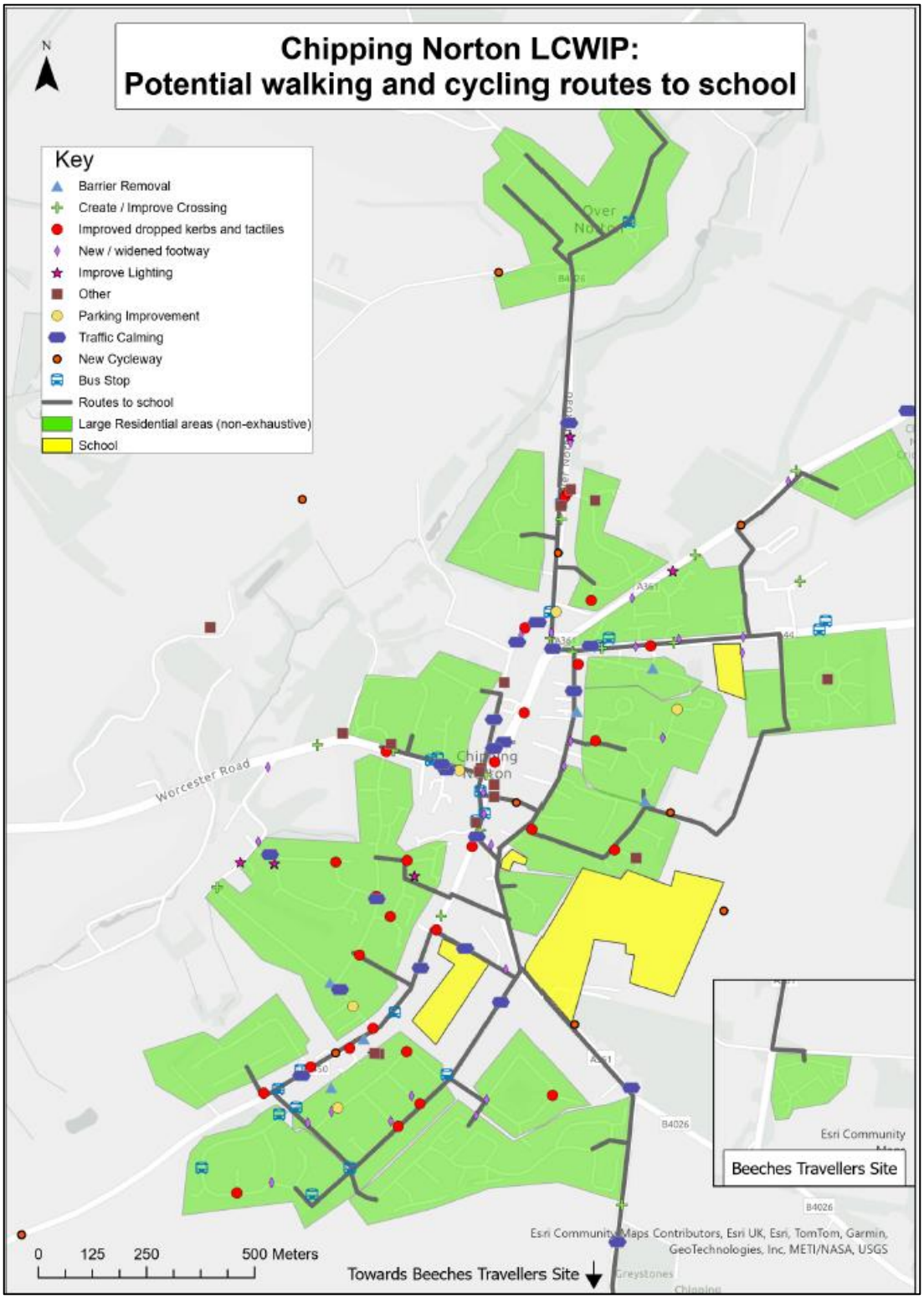


Figure 22: Potential walking and cycling routes to school and location of improvements to these

Integration and Application

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

Embedding the Chipping Norton LCWIP

The Oxfordshire Local Transport and Connectivity Plan

The Chipping Norton LCWIP will form a key component and is a supporting document of the Chipping Norton Area Travel Plan, which is a supporting document to LTCP. The Chipping Norton Area Travel Plan will identify how the policies in LTCP can be applied to the Chipping Norton area through a series of actions. These actions cover all types of transport such as public transport and road schemes as well as walking and cycling. The interventions in the Chipping Norton LCWIP are key actions that will improve cycling and walking in Chipping Norton and the surrounding area, contributing to healthy place shaping and addressing the climate emergency.

Future developments

The interventions identified in the Chipping Norton LCWIP are required to facilitate sustainable travel in Chipping Norton and the surrounding area. It is important to embed sustainable travel choices from first occupation of new developments. Contributions from developers will be sought and/ or developers will be requested to provide the improvements identified in the Chipping Norton LCWIP where they are relevant to their development. Additional interventions may be identified as the Chipping Norton LCWIP is reviewed or through the individual planning application processes.

Funding bids

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

Initiatives to support infrastructure improvements

To support the implementation of infrastructure improvements, initiatives will be needed that engage and empower the community to choose cycling and walking for

journeys. These initiatives can include e-bike hire schemes and cycle training. We will work with colleagues, such as those in public health, and local stakeholders to bring forward measures.

Reviewing the Chipping Norton LCWIP

The Chipping Norton LCWIP will be regularly reviewed to ensure that progress is being made in achieving the vision for cycling and walking in Chipping Norton, and that the interventions reflect the needs of the community.

Understanding changes in the number of people cycling and walking in association with the implementation of measures, will be important in showing whether the Chipping Norton LCWIP is effective. OCC periodically install counters in Chipping Norton, which provide an indication of the levels of people cycling at that location. These counts can then be compared over time. There are a range of methods for counting the number of people walking. These are often ad hoc surveys that are commissioned over a specified period e.g., one week, and make use of CCTV cameras.

Stages of monitoring and review

1. A baseline level of the current number of people cycling and walking will be established, by using the permanent cycle counters and conducting walking surveys.

2. The Chipping Norton LCWIP will be reviewed every 2 years. A supplementary document will be produced that will include a review of progress against the LCWIP targets and local monitoring data for levels of cycling and walking in Chipping Norton and the level of change recorded in association with implemented interventions.

3. The Chipping Norton LCWIP will be updated and re-issued, if necessary, to reflect the current situation and aspirations.

Glossary

Active travel	**'Making journeys in physically active ways – like walking, wheeling (using a wheelchair or mobility aid), cycling, or scooting'.[14]**
Air Quality Management Area (AQMA)	Areas where air pollution levels exceed the accepted national air quality objectives.
All bike types	Refers to all forms of bicycle including standard bikes, cargo bikes, tandem bikes, and tricycles etc.
Areas of deprivation	Areas that do not have something that is essential for day-to-day life and where there are less opportunities compared to other areas
Audit	The examination of something against set criteria
Conservation Area	An area of historic, architectural or rural significance that has been designated for protection. This places restrictions on the changes that can be made in the area.
Contraflow cycle lane	A cycle lane which allows people cycling to travel in the opposite direction to other traffic. Often used on one-way roads to allow people cycling a direct passage along the road.[15]
Department for Transport (DfT)	The government department responsible for the English transport network
Desire lines	The most direct route for people cycling or walking to travel; this may not be a formal path
Dropped kerbs	Features to facilitate non-stepped access to allow wheelchair/mobility aid users and people with pushchairs to cross the road unimpeded.
Feasibility	How easy something is to do
Footway buildout	Widenings of footways that run beside a carriageway to provide greater space for people walking to wait, to reduce the crossing distances or to improve the visibility between people walking and other road users.
Formal pedestrian crossing	A signal-controlled crossing for people walking across a road
Highway boundary	The extent of the highway and land owned, managed or controlled by the highway authority

[14] Paths for all, *About Active Travel*, https://www.pathsforall.org.uk/about-active-travel
[15] Photo credit: TSRGD 2016, Diagram 960.2

Isochrone	A line on a map or diagram that connects places that take the same time to travel to from a specified point
Link footway	Linking local access footways through urban areas and busy rural footways
Local access footways	Footways associated with low usage, short estate roads to the main roads and cul-de-sacs
Local cycling and walking infrastructure plan (LCWIP)	Strategic policy documents that identify improvements to active travel infrastructure at the local level
Local cycle connection	Cycle route where lower flows of people cycling are forecast along desire lines that cater for local cycle trips, often providing links to primary or secondary desire lines
Local Transport and Connectivity Plan (LTCP)	Oxfordshire County Council's new Local Transport Plan (2022)
Network plan	A map showing routes for cycling and walking and how these connect together between origins and destinations
Place shaping	Multi-faceted approach to creating public places that support health, well-being and happiness and increase people's connection to the place, thereby maximising the shared value of public places.
Prestige/ primary walking route	Very busy areas of town, with high public space and street scene contribution and main walking routes
Primary cycle connection	High flows of people cycling are forecast along desire lines that link large residential areas to trip attractors such as town centre
Propensity to Cycle Tool (PCT)	A tool that shows routes where cycling is currently common and routes where there is the potential for cycling to increase
Public Rights of Way (PRoW)	Network of routes where public use is legally protected
Public transport	Transport that is available to the public for a set fare and includes buses and trains
Raised table	A raised table is a form of traffic calming which aims to slow the speed of vehicles and to emphasise features such as crossing points. They are sometimes used at the entry of a side road to provide a level surface for people walking to cross the road without the need for dropped kerbs.
Refuge island	A small area of footway in the centre of the road to allow people walking to cross in two stages. Refuge islands are usually found on roads with higher speeds and greater

	numbers of vehicles where crossing in a single movement is more difficult.
Route Selection Tool (RST)	A tool for assessing the suitability of a route in its existing condition against the core design outcomes to identify where improvements need to be made
Secondary cycle connection	Medium flows of people cycling are forecast along desire lines that link to trip attractors such as schools, colleges and employment sites
Secondary walking route	Medium, usage routes through local areas feeding into primary routes, local shopping centres, etc
Service centre	A place that provides a range of everyday services such as shops, schooling and medical to many people living both in the immediate area and further afield who lack services where they live
Segregated cycle track	A cycle facility physically segregated from vehicles and people walking
Segregated shared footway/ cycleway	A footway that legally allows cycling, with separate spaces for people walking and cycling. Segregation is usually light and consists of signage and markings.
Shared use footway/ cycleway	Shared use paths allow people cycling and walking to share the space, although people walking have priority. These paths are identified by a blue circle with a white symbol of people walking and a bike.[16]
Steering group	A group of local stakeholders and council officers, which gathers to discuss progress and ideas and ensures that local views are represented
Strategic Development Areas (SDA)	A large-scale site that has been allocated for development of houses and/ or employment. This is included within the local plan.
Tactile paving	There are different types of tactile paving with the purpose providing a warning to visually impaired people who would otherwise find it difficult to differentiate between where the footway ends, and the carriageway begins.
Topography	The natural form and features of an area
Toucan crossing	A signal-controlled (traffic light) crossing that allows people walking and cycling to cross together. Toucan crossings are usually wider than standard pedestrian crossings to accommodate people cycling safely.
Trip generator	An area or place people travel from and to

[16] Photo credit: TSRGD 2016, Diagram 956

Uncontrolled pedestrian crossing	Unlike controlled crossings, people walking must wait for traffic to stop or for a suitable gap in order to cross the road. These crossings may include dropped kerbs, tactile paving and a refuge island.
Walking Route Audit Tool (WRAT)	A tool developed to assess the condition and suitability of walking routes. This requires evaluation of features along the route including crossings and dropped kerbs.
Wheeled users	People who use a mobility scooter or wheelchair instead of walking. Also includes people with pushchairs and who travel by small, self-propelled wheeled modes such as skateboards, rollerblades and scooters.
Zebra crossing	A type of controlled pedestrian crossing. These crossings are marked out by black and white stripes across the road with flashing beacons and zig zag markings.

Chipping Norton Local Cycling and Walking Infrastructure Plan

Appendix A: Background Report

March 2025

Enquiries: PlacePlanningNorth@oxfordshire.gov.uk

Contents

Figures

Tables

1. Policy context detail

Chipping Norton LCWIP supports and is informed by national and local policies, strategies and guidance.

Table 6: National policy summary

National Policy / Strategy / Guidance	Key points:
Cycling and Walking Investment Strategy DfT, 2017	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 the safety of streets for cycling and supporting more school children to cycle.
Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities, DfT, 2017	Guidance for producing LCWIPs. This recommends an approach that follows six stages – determining scope, gathering information, network planning for cycling, network planning for walking, prioritising improvements, and integration and application.
The Transport Investment Strategy: Moving Britain Ahead, DfT, 2017	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.
Inclusive Transport Strategy: Achieving equal access for disabled people, DfT, 2018	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.
Future of Mobility: Urban Strategy – Moving Britain Ahead, DfT, 2019	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: • ensuring cycling and walking are the first mode choice for short journeys; • promoting innovation to reduce congestion and more efficiently use road space, such as through ride sharing; • promoting transport modes that contribute to the zero carbon emissions transition; and

	• creating an integrated transport system combining public, private and multiple modes.
Cycle Infrastructure Design, Local Transport Note 1/20, DfT, 2020	LTN 1/20 provides guidance for the design of cycle infrastructure. The key principles of the guidance include: • ensuring cycle infrastructure is accessible for everyone; • treating cycles as vehicles and providing space for people to cycle that is separate from people walking; • physically separating people cycling from motor vehicles at junctions and on roads; • designing cycle infrastructure for a high number of people cycling and for all types of cycles; • considering the closure of side streets as an alternative to main road routes for people cycling; • providing cycle parking in sufficient amounts at the places where people want to go; and • consistent, logical, direct and comfortable routes must be provided. Cycle networks and routes should be designed so that they are: • coherent; • direct; • safe; • comfortable; and • attractive. 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.
Gear Change: A bold vision for cycling and walking, DfT, 2020	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: • cycling and walking becoming the natural choice for short journeys, with half of all journeys in towns and cities cycled or walked by 2030; • providing everybody with the opportunity to cycle or walk to address inequalities; and • creating safe streets where people feel confident to cycle. The following actions and design principles will help realise this ambition:

	a) cycle infrastructure should be accessible for everyone; b) cycle tracks that are physically separated from all other modes of travel on roads and at junctions; c) cyclists must be treated as vehicles, not pedestrians; d) cycling, walking and bus corridors created through low traffic neighbourhoods e) implement school streets; f) create zero-emission zones; g) removal of barriers on existing cycle routes h) infrastructure that caters for a high number of people cycling; i) connecting routes to produce a continuous, direct, logical and coherent network; j) increase cycle parking and locate it where it is needed; k) wayfinding to assist navigation of routes; l) promotion of cycling for freight; m) cycling and walking prescribed by GPs; n) improved cycle training opportunities for everybody and; o) increased funding opportunities for local authorities for schemes that meet the strict criteria outlined in the plan.
Inclusive Mobility: A guide to best proactive on access to pedestrian and transport infrastructure, DfT, 2021	This guidance considers the features of an inclusive environment as well as potential barriers, the use of technology, maintenance, awareness of the needs of disabled people, and community engagement.
Decarbonising Transport: A Better, Greener Britain, DfT, 2021	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: • half of all journeys in towns and cities will be cycled or walked by 2030 • a world class cycling and walking network in England will be delivered by 2040 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.

Table 7: Local policy summary

Regional and Local Policy / Strategy / Guidance	Key points:
Oxfordshire Walking Design Standards, OCC, 2017	Guidance is provided on the design of walking infrastructure to support a greater uptake of walking by all, including standards on footway widths and appropriate crossings.
Oxfordshire Cycling Design Standards, OCC, 2017	Guidance is provided on the design of cycling infrastructure to support a greater uptake of cycling by all, including standards on cycle lane widths, crossings and road speeds.
West Oxfordshire Local Plan - 2031, WODC, 2018	The West Oxfordshire Local Plan sets out a vision for the District that includes alleviating traffic congestion, improving air quality and journey times by reducing the reliance on private vehicles by encouraging walking, cycling and the use of public transport. This is supported by core objectives including: CO11: maximising the opportunity for walking, cycling and use of public transport. CO15: contributing to a reduction in the causes and adverse impacts of climate change. Key policies to achieve this vision include: Policy OS1: Presumption in favour of sustainable development Policy T1 Sustainable Transport: priority will be given to new developments in areas with convenient access where the need to travel by private car can be minimised due to opportunities for walking, cycling and public transport use. Policy T2 Highway Improvement Schemes: new developments will be required to 'demonstrate safe access and an acceptable degree of impact on the local highway network'. Policy T3 Public Transport, Walking and Cycling: new developments will be located and designed to maximise opportunities for walking, cycling and public transport and help reduce car use as appropriate. Policy EH4 Public Realm and Green Infrastructure: public space and green infrastructure will be protected and enhanced due to the multi-functional role of such.
Oxfordshire Joint Health and Wellbeing Strategy (2018-2023), 2019	Sets out how residents' health and wellbeing can be improved and includes the following objectives/ aims relevant to transport:

	• promoting physical activity including active travel to prevent illness and improve health; • tackling inequality, including by improving access to opportunities; and • promoting healthy place making.
Climate Action Framework, OCC, 2020	Objectives for Oxfordshire are identified in response to the climate crisis, these include: • normalising active travel and making this accessible to all; • reducing emissions by 50% by 2030; and • achieving net zero by 2050.
Oxfordshire Strategic Vision for Long-term Sustainable Development, 2021	The Vision for Oxfordshire is the transformation of movement and connectivity by 2050 so that the economic, social and environmental wellbeing of people and places is enhanced. Emphasis is placed on carbon neutrality, digital connectivity and sustainable travel.
Oxfordshire Local Transport and Connectivity Plan (LTCP), OCC, 2022 and Active Travel Strategy, OCC, 2022	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. Key policies (condensed for inclusion in this document) to achieve the above objectives include: Policy 01: Promote a transport user hierarchy that prioritises walking, followed by cycling and riding, public transport, motorcycles, shared vehicles and finally motorised modes in transport schemes, development proposals and policies. Policy 02: Develop comprehensive walking and cycling networks. Policy 03: Develop Local Cycling and Walking Infrastructure Plans… according to national guidance and best practice with the aim of increasing walking and cycling activity. Policy 07: Oxfordshire County Council will ensure that improvements to cycling and walking networks and access to green infrastructure are supported by community activation measures. Policy 08: Embed the Healthy Streets approach. Policy 13: Develop 20-minute neighbourhood concept. Policy 15: Adopt a vision zero approach that seeks to eliminate all fatalities and severe injuries on Oxfordshire's roads and streets.

	Policy 22: Consider multi-modal travel as a central option for transport planning. Policy 27: Net-zero transport network by 2040. Policy 33: Ensure the parking requirements of all modes of transport are considered. **Active Travel Strategy** - a component of LTCP. This sets a vision for 'Oxfordshire towns and villages to be places where most residents choose active and healthy travel (walking and cycling) as the natural first choice for making most of their local journeys and many of their longer journeys'. The aim is to increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week by 2031. As part of this West Oxfordshire must increase cycle trips per week from 50,000 to 100,000. This document sets out how an increase in walking and cycling will be achieved through street and infrastructure design.
Climate Change Strategy for West Oxfordshire 2021 - 2025, WODC	A framework for how the Council's priorities for climate action across the district, for 2021-2025, can be achieved. One key theme identified to support Climate Action and deliver on the Council's vision, is 'low carbon transport and active travel'.
West Oxfordshire District Council Carbon Action Plan 2024-2030	Plan for how West Oxford District Council will reach its carbon neutral target by 2030. Encouraging staff to travel by active modes is part of this plan.
Pathways to a Zero Carbon Oxfordshire (PAZCO) Report	An evidence base to support Oxfordshire in planning and implementing steps to achieve net-zero. This report identifies the potential for walking and cycling to support Oxfordshire in achieving net zero. The need to urgently improve walking and cycling infrastructure is also highlighted.

2. Deprivation

According to the 2019 Indices of Deprivation, most of Chipping Norton is relatively affluent. However, a specific area in the southwest of the town ranks within the 10% most deprived nationally in terms of Education, Skills, and Training, and within the 20% most deprived for Income Deprivation Affecting Children (child poverty).

Additionally, joint estimates from the Department for Work and Pensions (DWP) and Her Majesty's Revenue and Customs (HMRC) for 2019/2020 indicate that 13% of children in Chipping Norton were living in poverty (before housing costs).

According to the 2011 Census, females tend to walk more than males across Chipping Norton, especially in the southwest of Chipping Norton where higher levels of deprivation are recorded.

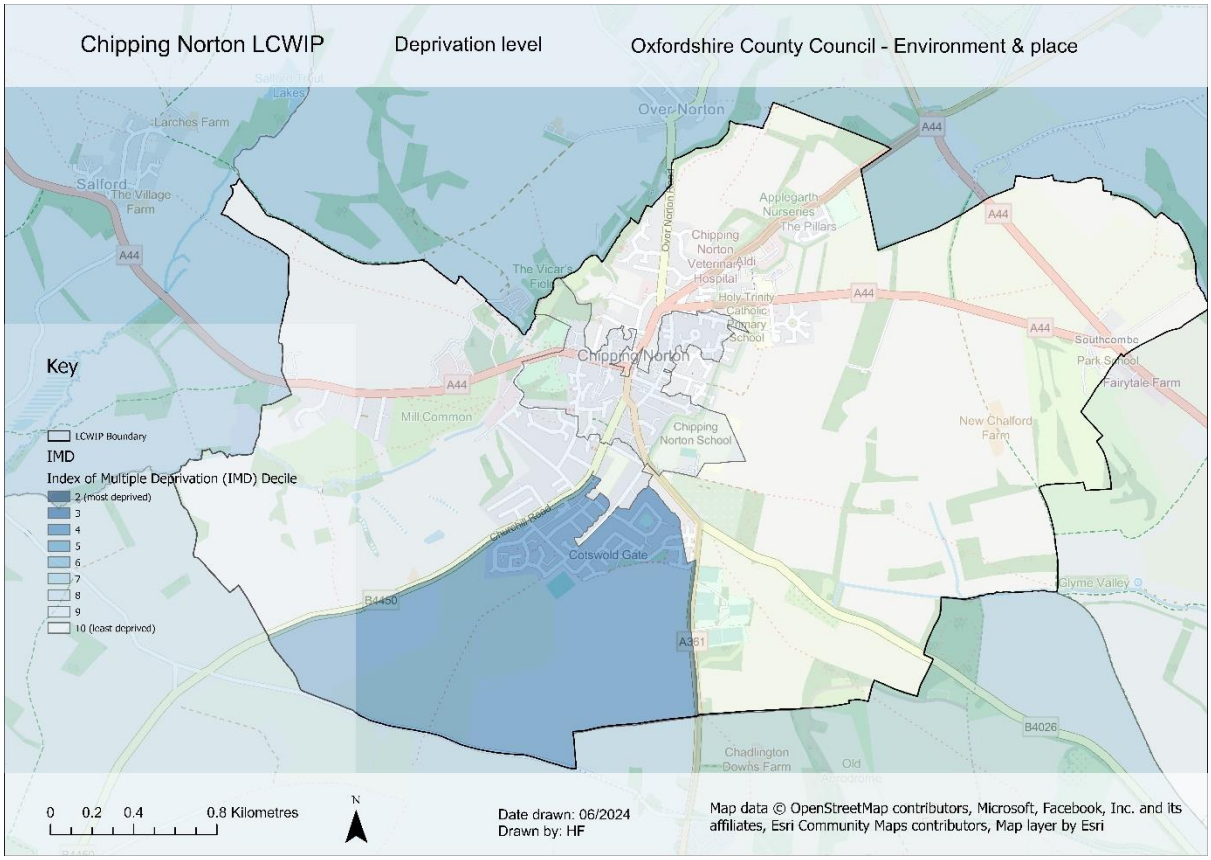


Figure 23: Chipping Norton deprivation level

3. Health

In Chipping Norton, levels of physical activity are notably high. According to Sport England's small area estimates, a greater proportion of people aged 16 and over in Chipping Norton MSOA (Middle Super Output Area) were physically active for at least 150 minutes a week compared to the district, county, and national averages. This robust level of physical activity presents an opportunity to encourage more journeys by active means, underscoring the importance of enhancing cycling and walking infrastructure to support this trend.

Recent findings from the National Child Measurement Programme reveal that among reception children (aged 4-5 years), the prevalence of obesity in Chipping Norton MSOA was significantly lower than the national average and comparable to the district and county averages. Similarly, for year 6 children (aged 10-11 years), obesity rates in Chipping Norton MSOA were below the national average and in line with district and county figures.

4. Conservation area

Chipping Norton town centre is designated as a conservation area, which includes architecturally and historically significant sites that are protected. This designation limits the changes that can be made in some locations to preserve the town's character and heritage.

In addition, Chipping Norton is situated within the Cotswolds National Landscape, which is also designated as a conservation area due to its rural nature and importance to wildlife. The town is largely surrounded by environmentally sensitive rural areas and to the west Bliss Mill, which is cupped in its valley setting below Chipping Norton Common. This further enhances the character of the town and presents opportunities and challenges for cycling and walking.

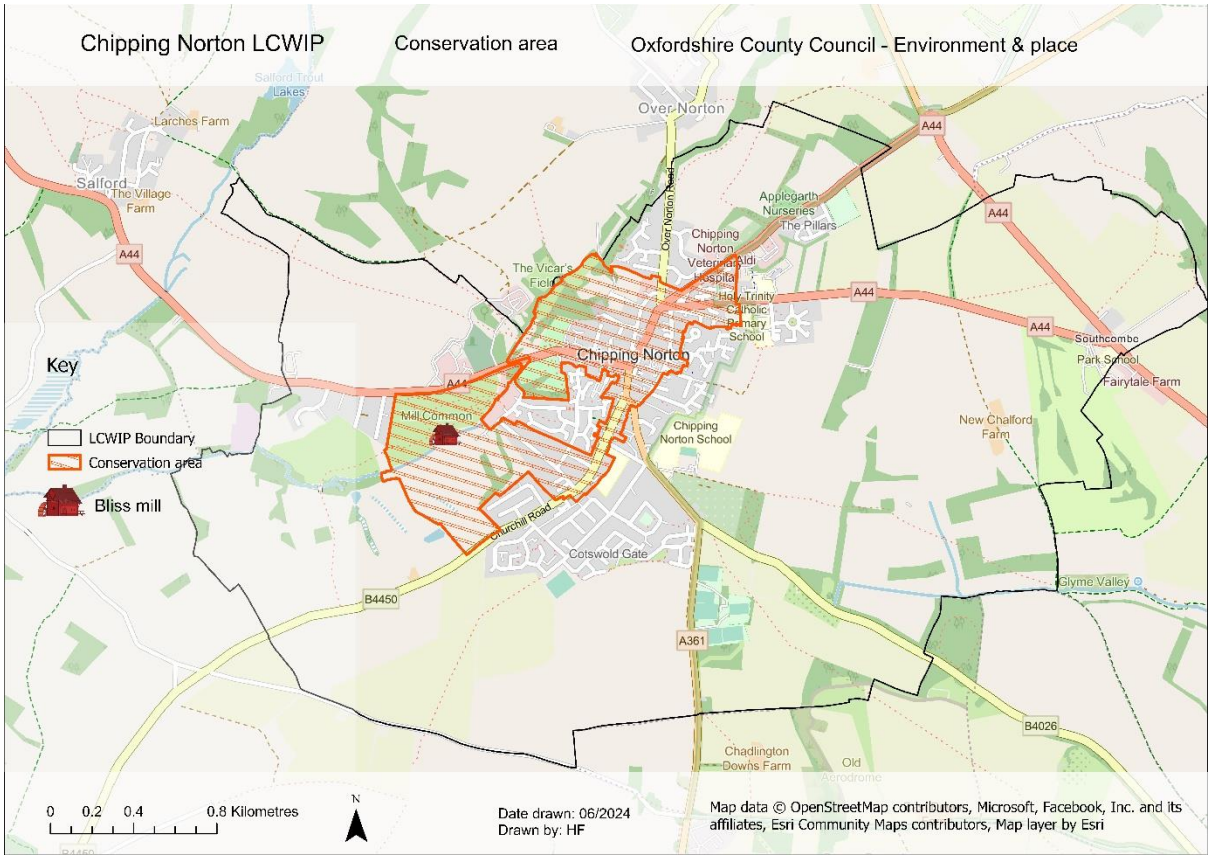


Figure 24: Chipping Norton conservation area

5. Air Quality Management Area

Chipping Norton has been designated as an Air Quality Management Area (AQMA) due to high levels of nitrogen dioxide (NO_2) resulting from road transport emissions. The AQMA, declared on March 1, 2005, includes A44 Horse Fair, High Street, Market Place, and part of A361 West Street. Action must be taken to reduce the level of pollution in this area and mitigate its detrimental effects on health - an Air Quality Action Plan has been produced. Measured annual mean NO_2 concentrations are required to be below 10% of the objective level for three consecutive years before the AQMA can be considered for revocation.

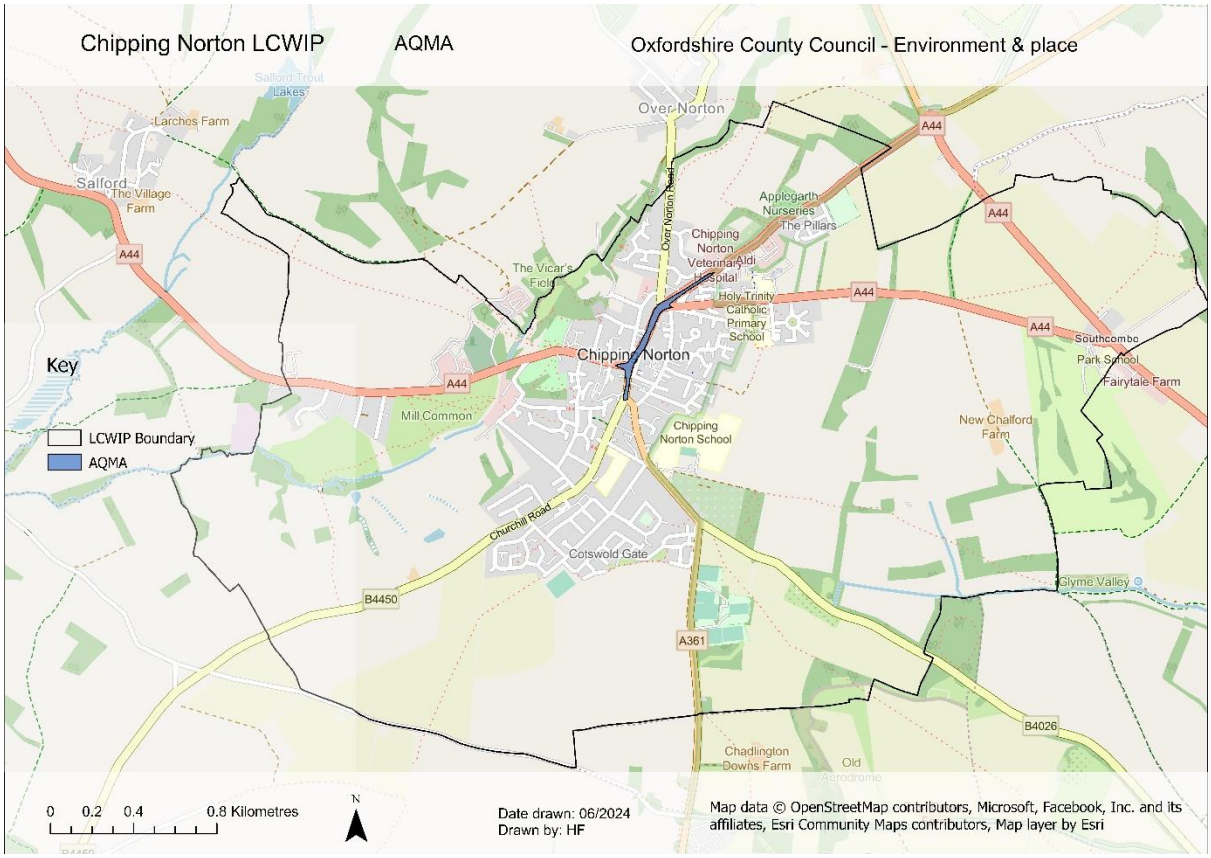


Figure 25: Chipping Norton Air Quality Management Area

West Oxfordshire District Council (WODC) has also commissioned a report into Particulate Matter ($PM_{2.5}$) in Chipping Norton (and Witney). The report predicted that $PM_{2.5}$ levels in Chipping Norton were below the annual mean concentration target of 10 µg/m3[17], though the data source was limited. It should be noted that, whilst $PM_{2.5}$ is an increasing concern as it is thought heavier Electric Vehicles may create more PM (through break/tire wear, road wear and resuspended road dust[18]), there is no duty on the Local Authorities to monitor it.

[17] (Public Pack)Item 14: Air Quality Action Plan annexes Agenda Supplement for Executive, 11/09/2024 14:30 (westoxon.gov.uk)
[18] Comparison of total PM emissions emitted from electric and internal combustion engine vehicles: An experimental analysis - ScienceDirect

In line with the AQMA requirements, WODC released an Air Quality Action Plan for Chipping Norton (and Witney) covering 2023 to 2028. The key priorities for Chipping Norton are to:

- Priority 1 - Bring the Chipping Norton AQMA into compliance with the NO_2 annual mean air Quality Objective, which will primarily be achieved by reducing vehicle NO_x emissions.

- Priority 2 - Managing $PM_{2.5}$ exposure in Chipping Norton, through improving understanding of $PM_{2.5}$ concentrations and population exposure in Chipping Norton and taking actions to reduce it. This will also be achieved through reducing vehicle movements, smoothing traffic flows and improving vehicle technologies.

- Priority 3 – Improve accessibility into and around Chipping Norton by providing alternatives to the private car. This LCWIP is one of the measures explicitly laid out by this priority to improve private car alternatives and therefore reduce air pollution in Chipping Norton.

6. Flood risk

The hilly topography of Chipping Norton and the absence of main rivers in the area means that there is no functional floodplain in Chipping Norton. However, small areas along the water course in the west of Chipping Norton face medium flood risk.

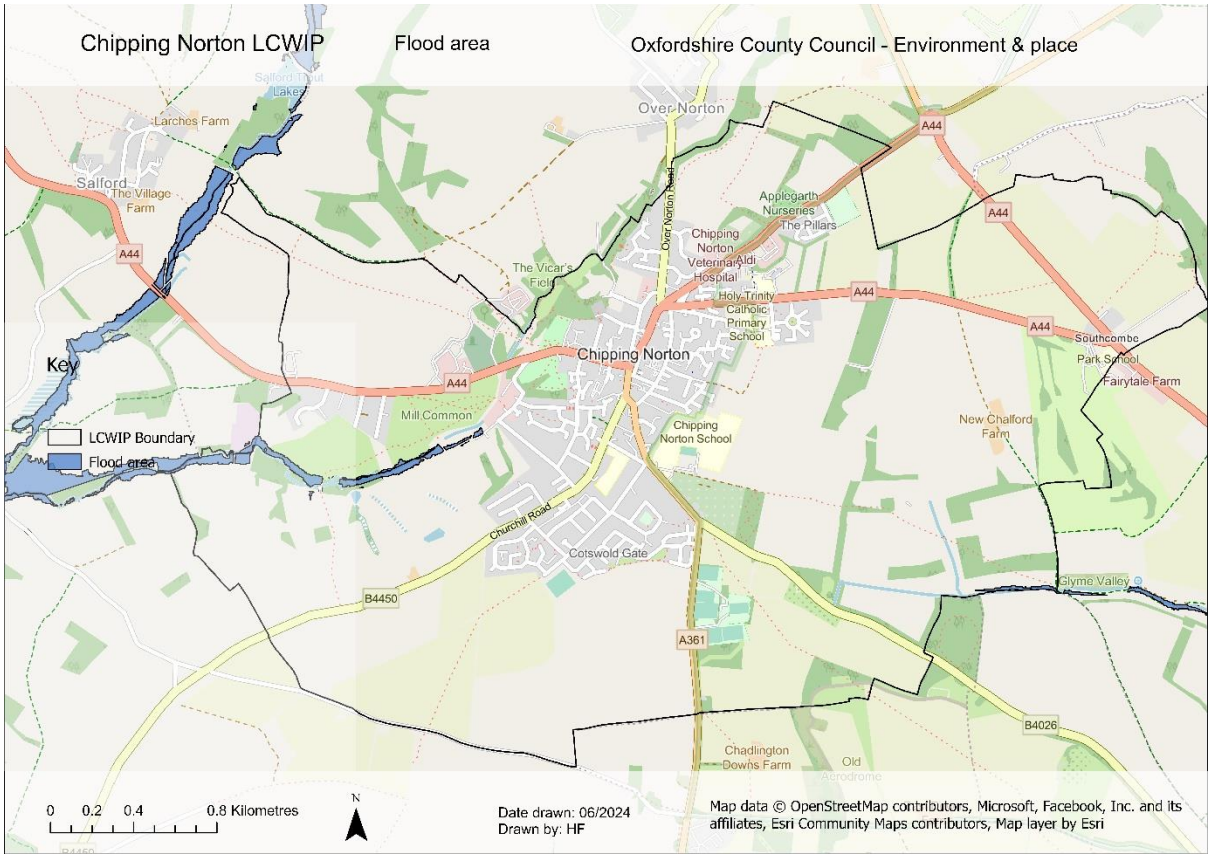


Figure 26: Chipping Norton flood risk map

7. Existing Active Travel Infrastructure

7.1. Public Rights of Way

Numerous public rights of way link Chipping Norton to the surrounding rural area and villages including Salford.

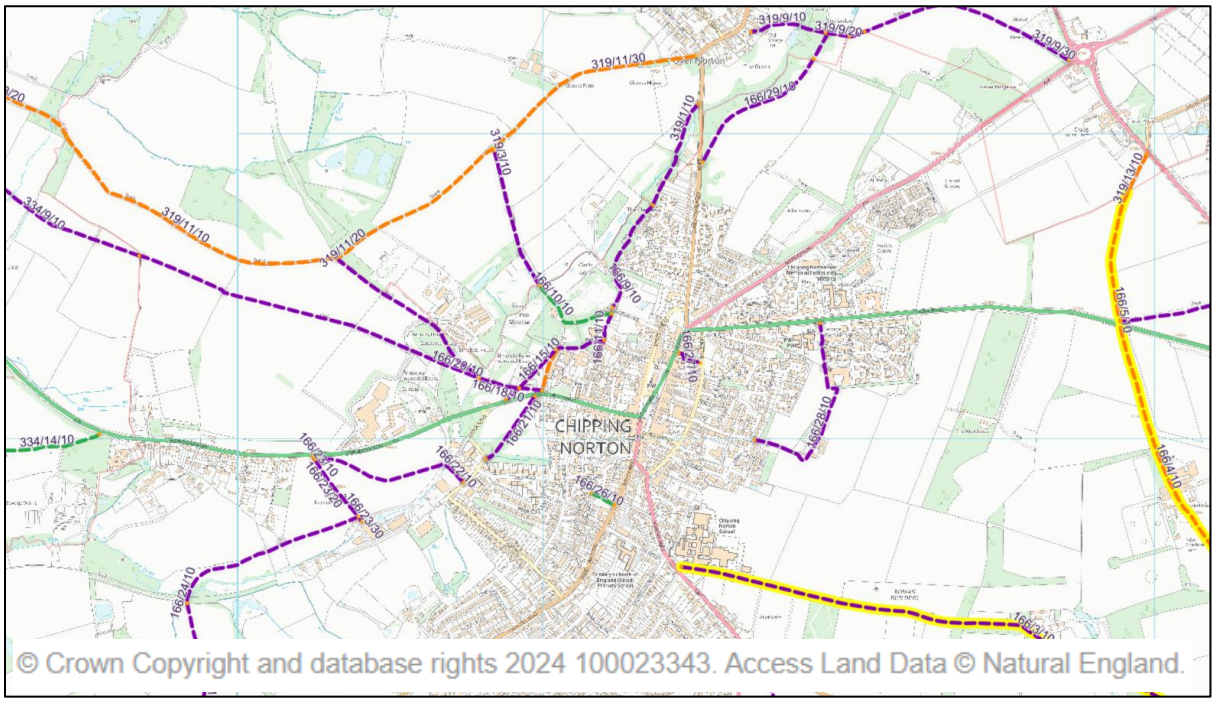


Figure 27: Chipping Norton public rights of way network[19]

[19] Oxfordshire County Council Countryside Access Map

8. Current travel patterns

According to the 2011 Census, Chipping Norton has distinct travel patterns influenced by its geographic and socio-economic characteristics. The town serves as a significant local service centre, impacting commuting and travel behaviours.

2011 census data is used here due to the impact of Covid 19 pandemic on travel to work data for the 2021 census.

8.1. Commuting Patterns

The 2011 Census data indicates that the majority of Chipping Norton residents travel to work by car, reflecting the town's rural setting and the limited availability of public transport options. The breakdown of commuting methods is as follows:

Car or Van:	Approximately 70% of residents commute by car or van, either as a driver or passenger.
Walking:	Around 23% of residents walk to work, indicating a relatively compact urban area that supports pedestrian travel.
Public Transport:	About 5% of residents use public transport, including buses and trains. The limited rail connections necessitate reliance on buses and personal vehicles for longer commutes.
Bicycle:	Less than 1% of residents commute by bicycle, reflecting both the town's topography and the availability of cycling infrastructure.
Other Methods:	The remaining percentage use other methods, including working from home, taxis, motorcycles, or combinations of different travel modes.

8.2. Travel Distance

The distances travelled to work vary, with a significant portion of the population working within the town or in nearby areas. Approximately 35% of working residents are employed within the town, highlighting its role as a local employment hub. The remaining 65% commute to nearby towns such as Banbury and Oxford utilising both major roads and available public transport. However, travel further afield often requires a combination of driving and public transport.

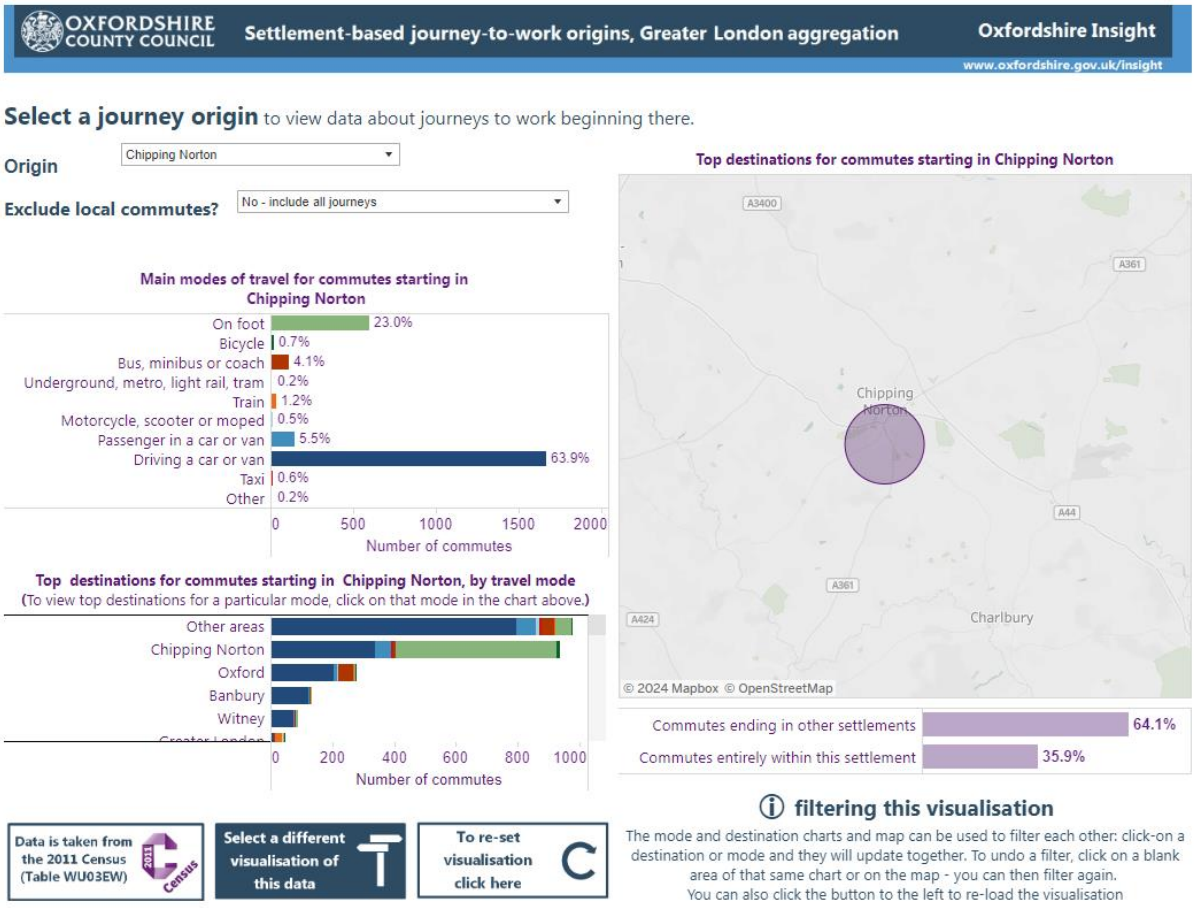


Figure 28: Modal-split of commutes from Chipping Norton and top destinations[20] (2011 Census)

8.3. School Travel

The school catchments for the two primary schools in Chipping Norton, St Mary's Church of England and Holy Trinity Roman Catholic, are the Chipping Norton Parish boundaries (which includes Chipping Norton, Over Norton and Heythrop).

The secondary school – Chipping Norton School – catchment includes the settlements of Chipping Norton, Great Rollright, Hook Norton, Great Tew, Enstone, Middle Barton, Westcott Barton, Charlbury, Chadlington, Churchill, Kingham, Chastleton, Cornwell, Salford).

The table below indicates the travel patterns of pupils in the three local schools, based on 2011 census data. Up to date walk to school data is not available currently.

Table 8: Trips to school by transport mode (2011 Census, Propensity to Cycle Tool)[21]

[20] Oxfordshire Insight: Settlement Based Journey to Work destinations (2011 Census data) Workbook: 2011CensusTTWDestinationSettlementGL (tableau.com)
[21] Propensity to Cycle Tool (2011 Census data) – Chipping Norton Propensity to Cycle Tool - Oxfordshire (pct.bike)

School	Total students	Cyclists	Passenger in car
St Mary's C of E Primary School	250	1 to 5	73 (29%)
Holy Trinity Roman Catholic Primary	165	1 to 5	64 (37%)
Chipping Norton School	1078	1 to 5	58 (5%)

From this table, driving children to school (particularly amongst primary aged pupils) comprises a large proportion of trips to school. This indicates an opportunity to shift school journeys to walking, wheeling and cycling if suitable infrastructure is available – especially considering the compact nature of the town and primary school catchment areas.

8.4. Chipping Norton travel patterns in comparison to England averages

The 2011 Census data for Chipping Norton reveals most residents (approximately 70%) commute by car or van, reflecting the limited availability of public transport options. Walking is the second most common mode of commuting, with around 23% of residents walking to work, indicating a relatively compact urban area that supports walking. Public transport is used by about 5% of residents, which is lower compared to national figures, likely due to the town's limited rail connections and reliance on buses. Cycling is the least common mode of commuting, with only about 0.7% of residents using bicycles, which may be influenced by the town's hilly topography and absence of cycling infrastructure. The remaining percentage of residents use other methods, including working from home, taxis, motorcycles, or combinations of different travel modes.

In contrast, the National Travel Survey (NTS) 2020 provides a broader picture of travel patterns across England. Nationally, cars remained the most popular mode of travel, accounting for 58% of all trips. Walking saw a significant increase, making up 32% of all trips, which is higher than the walking rate in Chipping Norton. Public transport usage was significantly impacted by the pandemic in 2020 but typically, it was higher than the 5% seen in Chipping Norton. Cycling trips were relatively low, with an average of 18 trips per person per year, indicating a slight increase in cycling activity nationally.

Regarding travel distances, the 2011 Census data for Chipping Norton shows that approximately 35% of working residents are employed within the town, highlighting its role as a local employment hub. The remaining 65% commute to nearby towns such as Banbury and Oxford, often using a combination of driving and public transport. Nationally, the NTS 2020 data indicates that people travelled an average of 4,334 miles in 2020, a significant reduction from previous years due to the pandemic. Commuting trips also saw a decrease.

In summary, both Chipping Norton and the national data show a high dependency on cars for commuting, though Chipping Norton's car usage is higher. Walking is more prevalent nationally compared to Chipping Norton, possibly due to the rural setting of the latter. Public transport usage in Chipping Norton is lower than the national average, reflecting limited availability. Both Chipping Norton and the national data show low

cycling rates, though there was a slight increase in cycling trips nationally in 2020. Nationally, there was a significant reduction in travel distance in 2020 due to the pandemic, which is not directly comparable to the 2011 Census data for Chipping Norton.

8.5. Leisure

As set out above, Chipping Norton benefits from a well-connected PRoW network within the Cotswolds National Landscape, making it an ideal attractor for leisure related active travel. The leisure walking and cycling maps below indicate some of the pathways that leisure walkers, runners, and hikers access in and around Chipping Norton, based on data obtained from Strava.

***Figure 29** - Leisure cycling heatmap (all time) (Strava, 2024)*

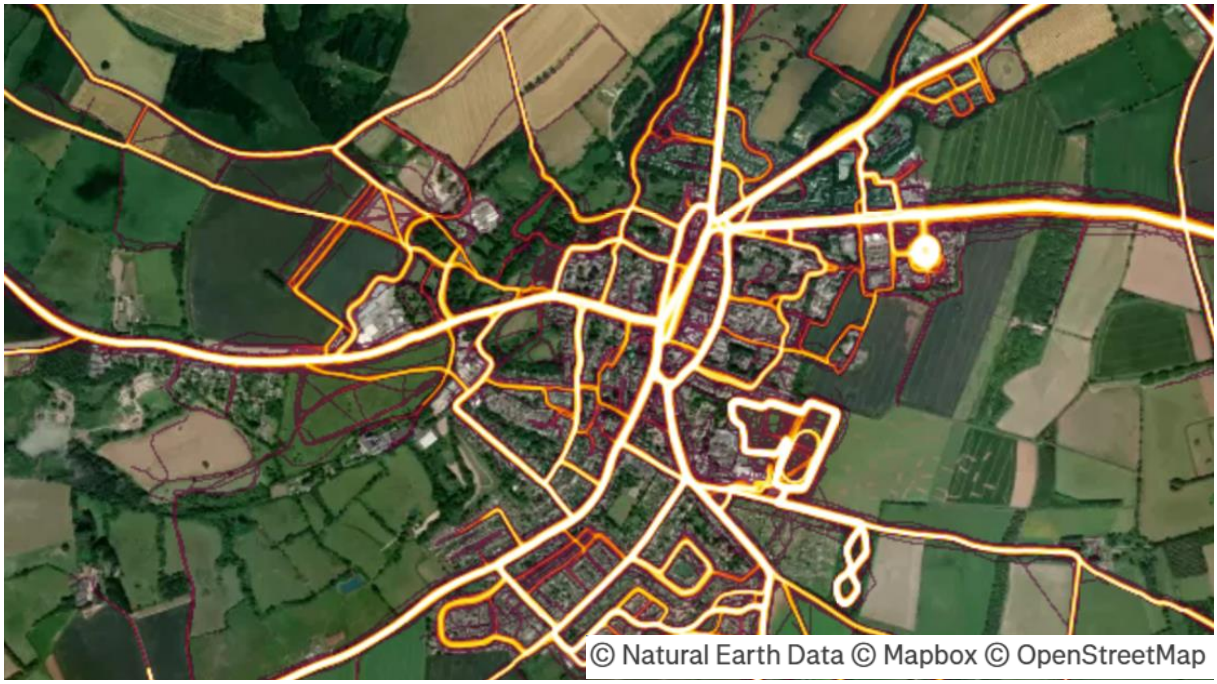


Figure 30 *- Leisure running heatmap (all time) (Strava, 2024)*

Figure 31 *- Leisure walking heatmap (all time) (Strava,2024)*

***Figure 32** - Leisure walking heatmap (all time) Chipping Norton and surrounds (Strava)*

9. Traffic flows

Chipping Norton experiences distinct traffic flow patterns influenced by its role as a local service centre and its geographic location on the A44, a major route connecting to larger towns and cities. The following analysis utilises Google Maps average traffic data (Google Maps also provides live condition data).

9.1. Key Routes and Congestion Points:

A44 (London Road/Horse Fair/New Street):

The A44 is the primary route running through Chipping Norton, connecting the town to Oxford in the southeast and Moreton-in-Marsh to the northwest. Traffic congestion is most pronounced during morning (7:30 AM - 9:00 AM) and evening (4:30 PM - 6:30 PM) peak hours, particularly at the junctions of Horse Fair and High Street. Commuters traveling to and from work contribute significantly to this congestion. There is moderate congestion on weekends, especially during midday when residents and visitors frequent local shops, markets, and restaurants.

Burford Road:

Burford Road connects Chipping Norton to surrounding villages and the town of Charlbury. Morning and evening peak hours see increased traffic, though congestion is less severe compared to the A44. The flow is generally smooth with occasional slowdowns near school zones and residential areas.

Banbury Road:

Connecting Chipping Norton to Banbury, Banbury Road also experiences peak hour traffic, with slowdowns occurring at intersections and roundabouts.

Market Place:

As a central hub for local businesses and markets, Market Place sees regular traffic throughout the day. On market days, traffic congestion increases due to the influx of visitors and vendors.

Traffic flow levels from motorised vehicles on key routes with potential for walking and cycling are summarised in the table below. The data is derived from data gathered in surveys commissioned by OCC or, where this was not possible, from estimations based on informal on-site observations and proximity of local trip attractors. Roads not listed below are assumed to be subject to AADT traffic flows of <2500.

Table 9: Motorised Traffic Flow (AADT) on key Chipping Norton routes

Link	Survey Type / Estimation?	Year of Data	Motor Traffic Volume (AADT)

A361 West Street (north of Burford Road roundabout)	Automatic Traffic Count	2017	>5000
B4450 Churchill Road / West Street (south of Burford Road roundabout)	Automatic Traffic Count	2007	2500-5000
A361 Burford Road	Automatic Traffic Count	2017	>5000
Walterbush Road	Estimation	n/a	2500-5000
Worcester Road A44	Automatic Traffic Count	2018	>5000
A44 New Street	Automatic Traffic Count	2017	>5000
Over Norton Rd	Automatic Traffic Count	2023	2500-5000
A44 to Salford	Automatic Traffic Count	2024	>5000
London Rd	Automatic Traffic Count	2024	>5000
Banbury Rd	Automatic Traffic Count	2024	>5000

10. Collision Statistics

The collision statistics below cover the latest available five-year period (2019-2023) (All collision statistics data sourced from OCC Highways and Transport Service, 2024).

10.1. Key Statistics

- **Total Collisions:** 26 reported road collisions over the last five years within the town's boundaries.
- **Severity:**
    - **Fatal Collisions (red):** Three fatal collisions were recorded over the dataset period, two of which occurred in 2022 and one in 2020.
    - **Serious Injury Collisions (blue):** Two serious collisions were recorded over the last five years, one in 2019 and the other in 2020.
    - **Slight Injury Collisions (yellow):** Around four collisions per year result in slight injuries, totalling 21 slight collisions over the whole five-year-period.

Five collisions involving pedestrians were recorded in Chipping Norton over the five-year study period, including:

- One fatal incident in 2022 when a pedestrian sustained fatal injuries at the New Street / B4026 junction.
- One serious incident in 2020 when a pedestrian sustained serious injuries on the A44 adjacent to the petrol station.
- Two slight incidents, one of which involved two pedestrians.

There were no recorded collisions involving cyclists within the study period.

10.2. Common collision locations

- **A44 (London Road / Horse Fair / New Street):** The main route through Chipping Norton sees a higher incidence of collisions, particularly at busy intersections like the Horse Fair and High Street junction.
- **Burford Road (B4026):** Intersections and school zones along this route are also common sites for collisions. A fatal collision was recorded at the intersection between Charlbury Road and Burford Road.

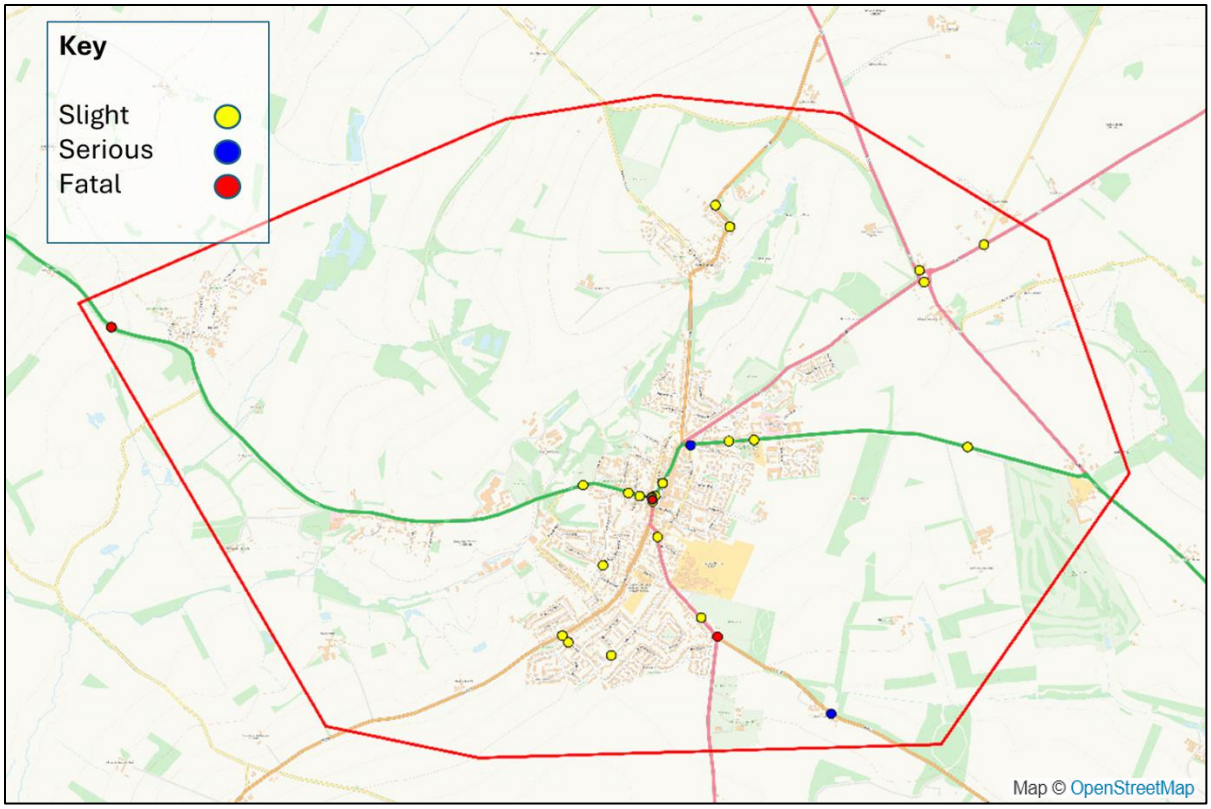


Figure 33: Collision locations in Chipping Norton 2019-2023 (yellow: slight, blue: serious, red: fatal) (Oxfordshire County Council)

11. Propensity to Cycle Tool

The Propensity to Cycle Tool (PCT)[22], developed by the Department for Transport (DfT), is a web-based tool designed to estimate the potential number of people cycling for commutes based on route length and hilliness. The PCT provides baseline data from the 2011 travel to work Census and projects future targets to estimate changes in cycling under different scenarios. This data does not account for trips for education or leisure purposes, nor does it include trips to developments built after 2011 or those planned for the future.

11.1. Baseline Data

The baseline data from the 2011 Census indicates the current number of cycling commuters in Chipping Norton. The most cycled routes for commuting trips are shown, providing insight into existing cycling patterns.

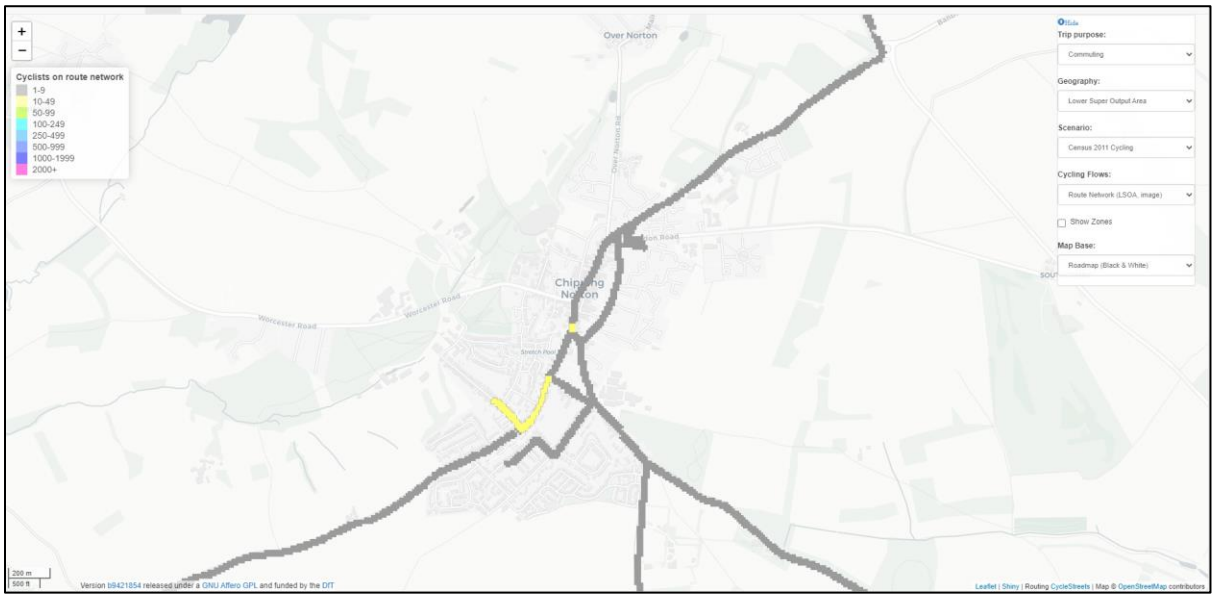


Figure 34: Propensity to Cycle - Baseline data (2011 Census)

PCT baseline data indicates that the most cycled routes in Chipping Norton (in 2011) were: the southeastern end of the Leys; a section of the B4450 immediately north of the roundabout with Burford Road; and a 250m section of the B4450 (between the Leys junction and the Green). These routes experienced between 10-49 cyclists commuting to work.

11.2. Future Scenarios

The PCT highlights routes with the greatest potential for growth in cycling under four scenarios:

[22] Propensity to Cycle Tool (2011 Census data) – Chipping Norton Propensity to Cycle Tool - Propensity to Cycle Tool - Oxfordshire (pct.bike)

1. **Government Target (Equality)**

   This scenario models the DfT's ambition to double cycling in England between 2013 and 2025. Key routes in Chipping Norton with the highest potential for increased cycling include:

   - A44 (Horse Fair)
   - B4450 (West End / West Street / Churchill Road)
   - B4026 (Burford Road)
   - A361 Banbury Road

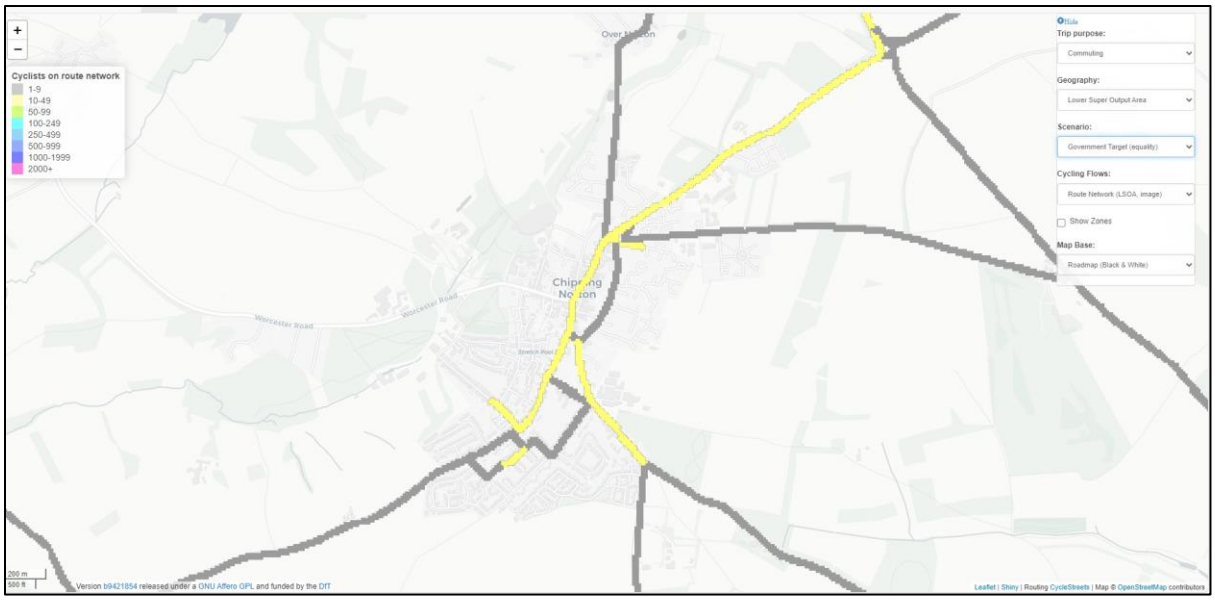


Figure 35: Propensity to Cycle - Government Target (2025)

2. **Gender Equality**

This scenario models a situation where gender differences in cycling are eliminated. In Chipping Norton, this would increase the number of women cycling on key routes such as:

- A44 (Horse Fair)
- B4450 (West End / West Street / Churchill Road)
- B4026 (Burford Road)
- A361 Banbury Road
- Albion Street

Figure 36: Propensity to Cycle - Gender Equality scenario

3. **Go Dutch**

This scenario envisions investment in cycling infrastructure to Dutch standards, accompanied by a cultural shift towards cycling. Significant increases in cycling would occur:

- A44 (Horse Fair / London Road)
- B4450 (West End / West Street / Churchill Road)
- B4026 (Burford Road)
- A361 Banbury Road
- Albion Street
- The Green
- Walterbush Road (north) and Hailey Avenue
- Additional connections to nearby villages and towns like Over Norton and Churchill would become important cycle routes.

Figure 37: Propensity to Cycle - 'Go Dutch' scenario

4. **E-bikes**

This scenario projects the impact of widespread e-bike adoption, as an extension of the 'Go Dutch' scenario. E-bikes would further increase cycling, particularly on routes with steeper gradients and longer distances:

- A44 (Horse Fair / London Road)
- B4450 (West End / West Street / Churchill Road)
- B4026 (Burford Road)
- A361 Banbury Road
- Albion Street
- The Green
- Walterbush Road (north) and Hailey Avenue
- Links to surrounding areas such as Over Norton, Churchill, and Hook Norton

Figure 38: Propensity to Cycle - E-bikes scenario

12. Trip generators

Chipping Norton has numerous trip generators – amenities – that are essential for residents and visitors. These trip generators range from local shops and schools to medical centres and recreational facilities. Given Chipping Norton's role as a service centre, many of its amenities are also utilised by people from the surrounding villages, necessitating high-quality cycling and walking infrastructure to connect these key locations with residential areas.

Bus stops in Chipping Norton are important trip generators/attractors. These stops need to be accessible by cycling and walking and should include adequate resting and bicycle parking facilities to support longer multi-modal journeys.

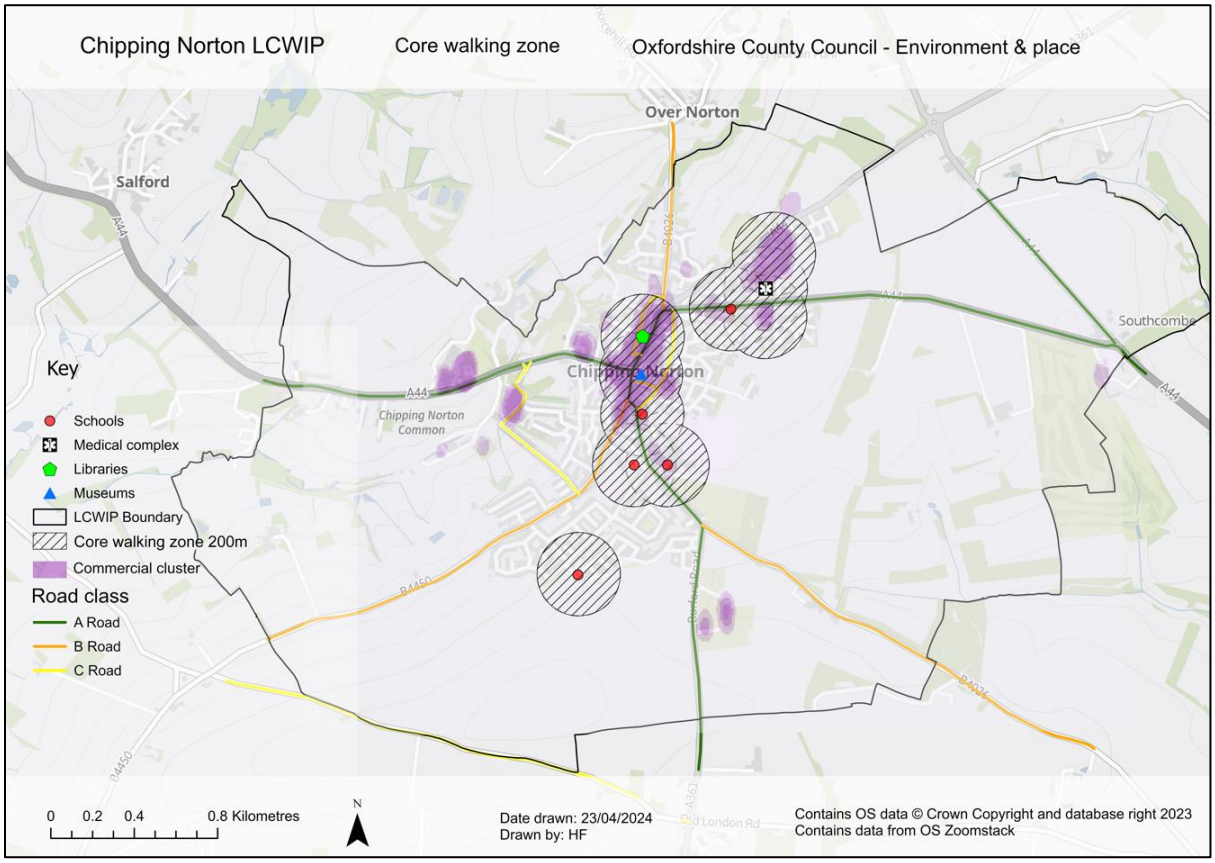


Figure 39: Map of trip generators in Chipping Norton

12.1. Key Trip Generators in Chipping Norton*

*This is not an exhaustive list but an illustration of the types of places people in Chipping Norton are travelling to

1. **Chipping Norton School** - A secondary school serving the town and surrounding areas.

2. **Chipping Norton Health Centre** - A primary healthcare provider.
3. **Chipping Norton Leisure Centre** - Offers a range of fitness and recreational activities.
4. **Chipping Norton Theatre** - A cultural hub for performances and events.
5. **Chipping Norton Market Place** - The heart of the town with shops, cafes, and markets.
6. **Holy Trinity Roman Catholic School** - A primary school providing education to local children.
7. **Chipping Norton Library** - Provides access to books, information, and community services.
8. **Co-op Food Store** - A local supermarket serving the daily needs of residents.
9. **Sainsbury's** - A larger supermarket providing a wide range of groceries and other goods.
10. **West Street Car Park** - A key parking area for visitors and residents.
11. **Greystones Allotments** - Provides space for local residents to grow their own produce.
12. **New Street children's play area**- A recreational area offering green space for leisure activities and dog walking.
13. **Cotswold Crescent children's play area**
14. **Evans Way children's play area**
15. **Cornish Road children's play area**
16. **Bliss Mill** - A historic site and residential area.
17. **New Street Bus Stops** - Key locations for catching local bus services.
18. **London Road Industrial Estate** - A hub for various businesses and employment.
19. **Enstone Road Shops** - Local shops providing various goods and services.
20. **Chipping Norton Cricket Club** - A sports facility for cricket and other community activities.
21. **Chipping Norton Rugby Club** - Another key sports and community venue.
22. **Town Hall** - The centre of local government and community events.
23. **St. Mary's Church** - A historic church and community gathering place.
24. **Blue Boar** - A popular pub and restaurant.
25. **Horse Fair** - An area with shops and services, often busy with local traffic.
26. **Chipping Norton Museum** - A local museum showcasing the history of the area.
27. **High Street** - Main shopping street with various retail outlets.
28. **Chipping Norton Dental Practice** - Provides dental care to local residents.
29. **Greystones Care Home** - A residential care facility for the elderly.

30. **Cotswold Hotel and Spa** - A local hotel providing accommodation and spa services.
31. **Chipping Norton Post Office** - Essential postal services for the town.
32. **Charlbury Road Allotments** - Additional allotment spaces for community use.
33. **Chipping Norton Veterinary Hospital** - Provides veterinary services for pets.

These trip generators highlight the diversity of services and amenities in Chipping Norton, which contribute to its role as a key service centre for the surrounding rural area. High-quality cycling and walking infrastructure are crucial to ensure that residents and visitors can easily access these locations.

13. Future development and transport schemes

Chipping Norton has a population of approximately 7,250 and is expected to experience moderate growth to 2041. The town is a service centre for surrounding villages and is actively addressing its future housing and infrastructure needs.

13.1. Housing development

As part of the West Oxfordshire Local Plan 2031, Policy CN1 outlines a sustainable, integrated community to be developed on land to the east of Chipping Norton. This development will provide 1,200 homes, 5 hectares of land for additional business floorspace, and a primary school. Amendments to this allocation are currently being considered due to an archaeological discovery on part of the site.

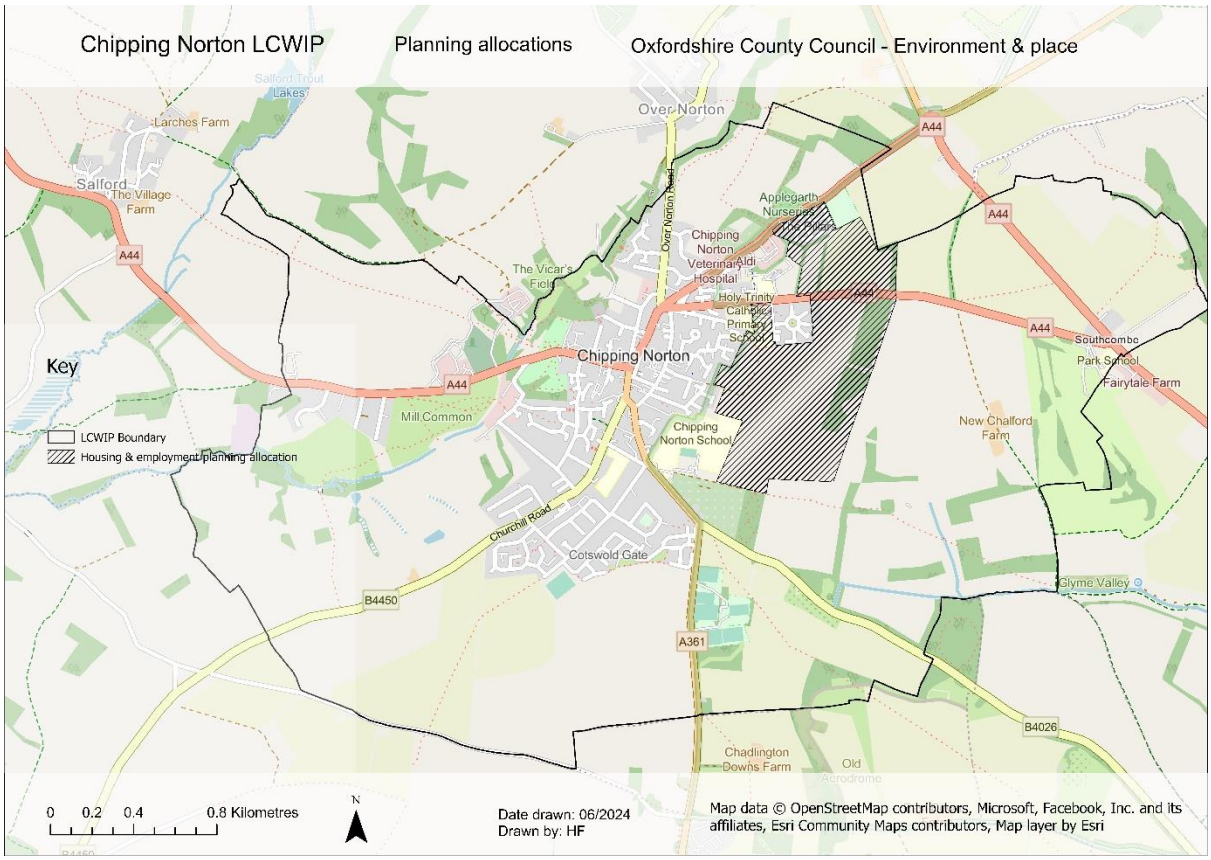


Figure 40: Chipping Norton Local Plan 2031 allocations

13.2. Transport schemes

During 2024/25, the County Council is conducting an options assessment study into the A44 New Street/ High Street/ West Street junction to improve pedestrian safety.

Chipping Norton Local Cycling and Walking Infrastructure Plan

Appendix C: Walking Audit Report

March 2025

Enquiries: PlacePlanningNorth@oxfordshire.gov.uk

Contents

Figures

Table

Introduction

This report sets out the findings from the walking audit undertaken as part of the Chipping Norton Local Cycling and Walking Infrastructure Plan (LCWIP) development. The findings have been set out alongside photos.

The site visits were undertaken across three days with separate walking groups. The details for each site visit are set out in the **Table 1** below.

Table 10: Walking Audit Site Visit Details

	Site Audit 1	**Site Audit 2**	**Site Audit 3**	**Site Audit 4**
Date	Monday 24th June 2024	Thursday 25th July 2024	Wednesday 28th August 2024	Wednesday 18th September 2024
Areas covered	Sections: • London Road • Spring Street & Market Street • New Street & Southwest Chipping Norton	Sections: • New Street & Southwest Chipping Norton continued • Banbury Road • The Green	Sections: • Churchill Road & Evans Way • Over Norton Road • Walterbush Road • Town Centre and Albion Street	Sections: • Town Centre and Albion Street continued
Weather	Warm and sunny conditions	A mixture of light rain showers and overcast conditions	A mixture of medium rain showers, mild gale winds and overcast conditions	Mild, sunny and cloudy conditions

Walking Audits

Most roads within Chipping Norton were audited as part of the walking audits. Error! R eference source not found.**1** shows the links audited, split into nine areas.

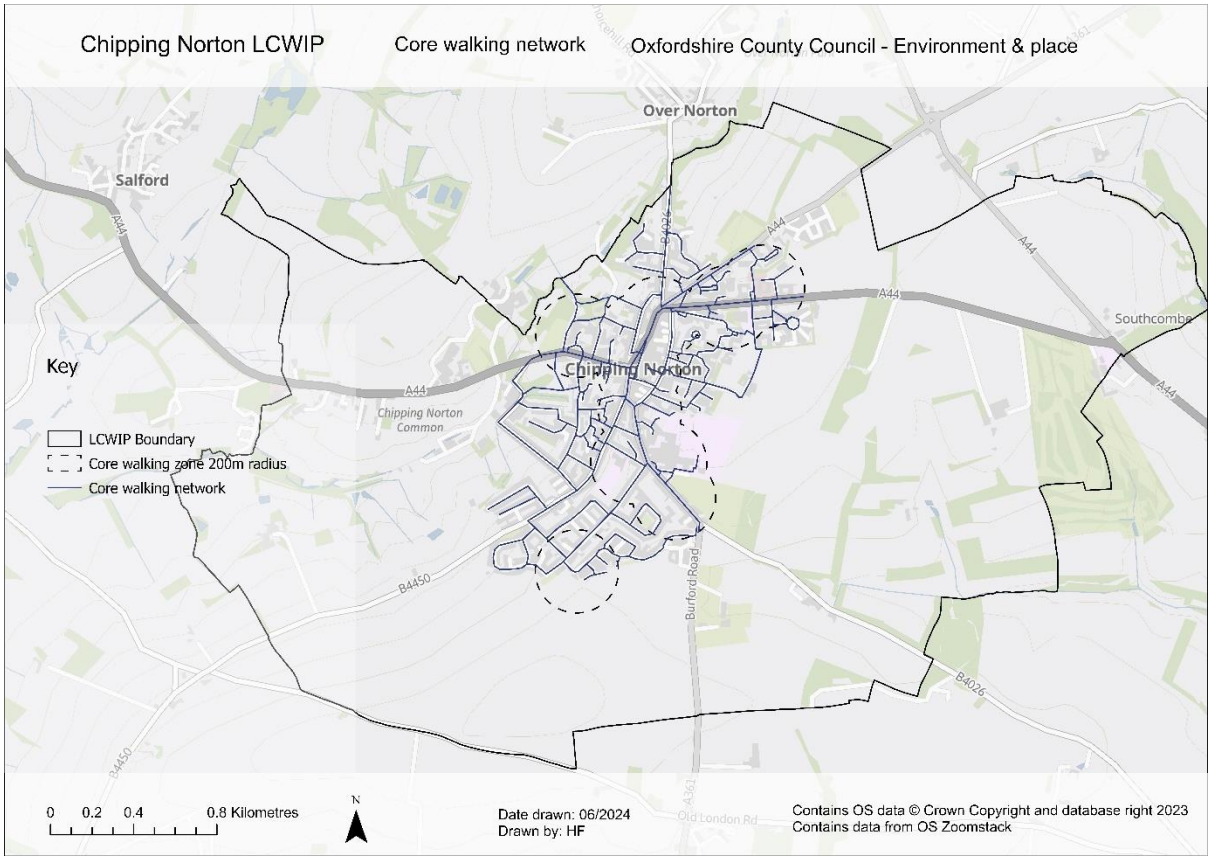


Figure 41: Core Walking Network

During the walking audits, the Department for Transport (DfT) Walking Route Audit Tool (WRAT) was used to help identify the standard of existing infrastructure along routes and where improvements are required. The WRAT assessed each link against the five core design outcomes: attractiveness, comfort, directness, safety and coherence. A score was given between 0 and 2 (0 = poor provision, 2 = good provision) for each of the criteria. The total available score for each link was 40, and a score of 28 (70%) was considered the minimum level of provision. Routes that scored less than 70% were identified as requiring improvements.

Overall, 100 roads / routes were audited and a WRAT assessment completed. 16 of the routes scored below the minimum threshold (70%), identifying need for improvements. The lowest scoring links are outlined in

Table 11: WRAT Scores below **70%**.

Table 11: WRAT Scores below 70%

Route	Name	Start Location	End Location	Total Available Score %
11A	Banbury Road South Footpath	Bowen Way	A44/A361/B4026/Horsefair Double Mini Roundabouts	45%
49	New Street / Worcester Road	A44 High Street/A44 New Street/A361 West Street junction	Station Road	45%
9	Unmarked Path	London Road Retail Park	Holy Trinity Primary School	48%
33	Horsefair / High Street	A44/A361/B4026/Horsefair Double Mini Roundabouts	High Street/Cattle Market junction	55%
34	West Street	A44 High Street/A44 New Street/A361 West Street junction	A361 West Street/Burford Road/B4450 Mini Roundabout	55%
21A	Over Norton Road West Footpath	House No'64 / 40mph Speed Limit Sign	A44/A361/B4026/Horsefair Double Mini Roundabouts	58%
66	A361 Burford Road	Burford Road/A361 Burford Road/Albion Street Mini Roundabout	A361 Burford Road/The Green/Walterbush Road junction	58%
10	Banbury Road (Crossing)	A44 London Road	A361 Banbury Road	60%
11B	Banbury Road North Footpath	Bowen Way	A44/A361/B4026/Horsefair Double Mini Roundabouts	60%
50	New Street Car Park (including Regent Close and Hill Lawn Crescent)	Car Park	New Street Car Park/A44 New Street junction	60%
1A	London Road South Footway	'Welcome to Chipping Norton' Sign	A44/A361/B4026/Horsefair Double Mini Roundabouts	63%
21B	Over Norton Road East Footpath	House No'64 / 40mph Speed Limit Sign	A44/A361/B4026/Horsefair Double Mini Roundabouts	63%
56	Station Road (including route into the	A44 Worcester Road/Station Road junction	Station Road/The Leys junction	63%

Route	Name	Start Location	End Location	Total Available Score %
	employment site)			
36	Albion Street	Burford Road/A361 Burford Road/Albion Street Mini Roundabout	Albion Street/A44 London Road junction	65%
20	Woodland Trail adjacent to the Banbury Road	A361 Banbury Road - west of traffic lights next to Applegarth Nurseries	A361 Banbury Road - east of the Chipping Norton Veterinary Hospital	68%
32	Middle Row	Middle Row/Goddards Lane junction	Middle Row / Market Street junction	68%

Findings

Walking Constraints / Proposals

The site visits helped identify several constraints including:

- Narrow footways
- Poor / uneven surfacing
- Missing or inconsistent infrastructure e.g. no dropped kerbs, tactile paving; and
- Missing signage / wayfinding.

The following pages provide a summary of each of the links audited as part of the walking audits. The WRAT percentage score has been given alongside a colour coordinated breakdown of scoring for each of the five areas. **Table** 12: WRAT Scoring Range **2** outlines the scoring ranges corresponding to the WRAT assessment.

Table 12: WRAT Scoring Range

WRAT Criteria	Scoring Range (Green)	Scoring Range (Amber)	Scoring Range (Red)
Attractiveness	6-8 (green)	3-5 (amber)	0-2 (red)
Comfort	9-12 (green)	4-8 (amber)	0-3 (red)
Directness	9-12 (green)	4-8 (amber)	0-3 (red)
Safety	5-6 (green)	3-4 (amber)	0-2 (red)
Coherence	2 (green)	1 (amber)	0 (red)

Route 1a & b – London Road ('Welcome to Chipping Norton' Sign to A44/A361/B4026/Horsefair Double Mini Roundabouts)

Route Description

The London Road is a two-way road (20-30-50 mph) and is one of the main routes travelling into and out of Chipping Norton (A44). There is footway on both the northern and southern side of the carriageway between the Trinity Road bus stops (east of the Trinity Road / London Road junction) and the A44/A361/B4026/Horsefair Double Mini Roundabouts. However, past the Trinity Road bus stop eastwards towards the A44 / A3400 signalised junction, the footpath continues the southern side of the carriageway only. There is no shared use footway / cycleway provision along London Road, with cyclists having to use the carriageway. There is one signalised crossing west of the Trinity Road / London Road junction (adjacent to the London Road Retail Park).

Walking Route Audit Tool (WRAT)

1a	**63%**	**Attractiveness** *(green)*	**Comfort** *(amber)*	**Directness** *(amber)*	**Safety** *(green)*	**Coherence** *(red)*
1b	**70%**	**Attractiveness** *(green)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(red)*

Findings

- Maintenance is needed along both footpaths in terms of clearance of overgrown vegetation to the sides and overhead.
- Infrastructure is needed to improve walking provision and the walking experience, such as more tactile paving, benches, widening sections of footpaths and additional crossing points.
- Sections of the footpath have vehicles parked on them which can cause obstructions to people walking.

Figure 42: London Road west of Summerton Place

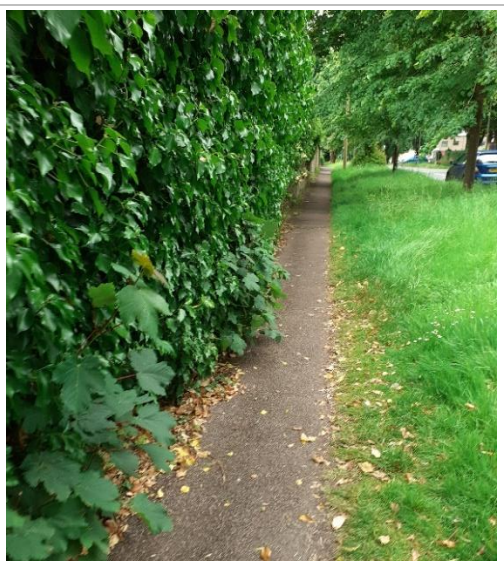


Figure 43: Footpath on London Road

Routes 2 - 5 – Trinity Road / Trinity Square, Parkers Road, Parkers Circus, and London Walk

Route Description

Trinity Road / Trinity Square and the adjoining Trinity Road development (comprising Parkers Road, Parkers Circus, and London Walk) is relatively new in comparison to the average housing development age within Chipping Norton. The footpaths along the carriageway of this area are in good condition and do not require maintenance. The footpaths along Trinity Road / Trinity Square, Parkers Road, Parkers Circus, and London Walk are under private ownership and are not part of the highway authorities' network.

Walking Route Audit Tool (WRAT)

2	**95%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(red)*
3	**83%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(red)*
4	**90%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*
5	**95%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- The footpaths are in good conditions with nearly no overgrown vegetation or defects in the material of the footpath.
- There are some areas in this network of footpaths where the inclusion of tactile paving and dropped kerbs would benefit walking provision.

Figure 44: Footpath on the junction of Trinity Road and Parkers Road

Figure 45: London Walk (facing London Road)

Routes 6 - 8 – Russell Way, Unmarked Path between Russell Way and Rockhill Farm Court, and Rockhill Farm Court

Route Description

Russell Way is the main route (from the London Road) into many of the medical facilities and services within Chipping Norton. The complex comprising the Chipping Norton War Memorial Hospital, Outpatient and Maternity Units, Cotswold Birth Centre, and Chipping Norton Health Centre. As the development is young in respect of the history of the town itself, the footpath is in

good condition with minimal defects. The services at Russell Way can be accessed directly from the London Road, and via an unmarked footpath between Russell Way and Rockhill Farm Court. The unmarked footpath is a wide yet segregated route that lends itself well to shared use and connect people walking from London Road to the medical services on Russell Way to the east, and to Banbury Road to the north. Rockhill Farm Court itself is a quiet residential area with a footpath on the western side only leading to the housing. The footpath on the north side leads only to and from the houses on Rockhill Farm Court to a rear entrance for the Cotswold Birth Centre.

Walking Route Audit Tool (WRAT)

6	**83%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(amber)*	**Safety** *(green)*	**Coherence** *(red)*
7	**90%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(red)*
8	**88%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(red)*

Findings

- The footpaths in this area would greatly benefit from wayfinding in terms of directional signage informing people walking of the proximity and walking time of amenities e.g. Aldi's on Banbury Road, medical services at Russell Way, etc
- Infrastructure is needed to improve walking provision and the walking experience, such as more tactile paving, dropped kerbs, and the provision of crossing and extension of footpath to connect the eastern footpath to the Health Centre

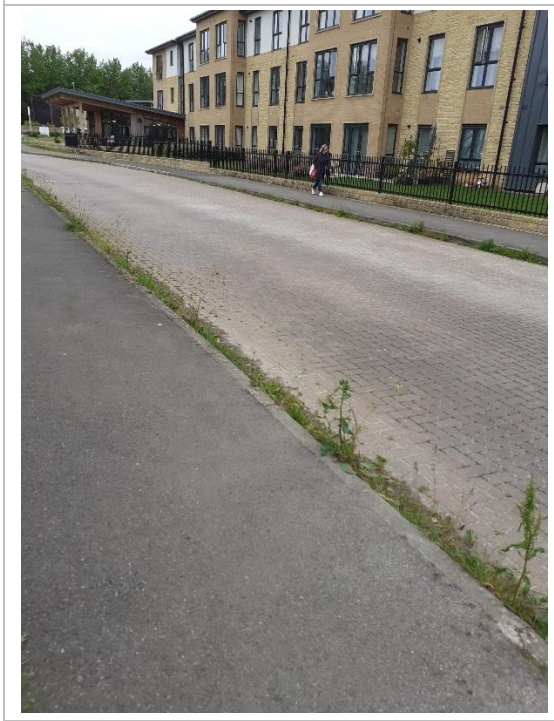


Figure 46: Footpath on Russell Way between the War Memorial Hospital and Willow Gardens Extra Care Home

Figure 47: Unmarked Footpath between Russell Way and Rockhill Farm Court

Route 9 – Unmarked Path between London Road Retail Park and Holy Trinity Primary School

Route Description

The unmarked footpath between the London Road Retail Park and Holy Trinity Catholic Primary School provides a route that cuts around the back of the school and more recent housing developments on the Trinity Road. The path is very narrow so that two people cannot pass due to the hedges / vegetation being overgrown. The route itself is not surfaced and somewhat secluded, however, there is evidence of use by dogwalkers to access the fields which are currently allocated as East Chipping Norton Strategic Development Area (SDA).

Walking Route Audit Tool (WRAT)

9	**48%**	**Attractiveness** *(red)*	**Comfort** *(red)*	**Directness** *(green)*	**Safety** *(amber)*	**Coherence** *(red)*

Findings

- If this route is to be a strong part of the walking network either for existing users or those associated with East Chipping Norton SDA, this path needs significant upgrade to make it useable for high numbers of people.
- Extensive surfacing, lighting, widening, wayfinding, vegetation clearance, and a ramped path between Cooper Close and the unmarked path is needed to enable this route to be usable for people walking (including those that are mobility aid users).
- Where the path ends at Cooper Close the path ends as there is a drop of over one metre, with no path down to Cooper Close.

Figure 48: The entrance to the unmarked footpath between the London Road Retail Park and Holy Trinity Primary School

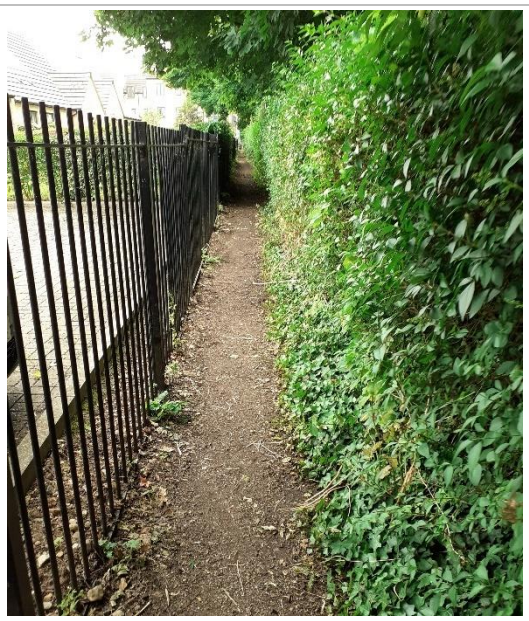


Figure 49: Unmarked footpath between the London Road Retail Park and Holy Trinity Primary School

Route 10 – Banbury Road Crossing (between London Road and Banbury Road)

Route Description

Banbury Road Crossing is a small highway link connecting the southern end of the London Road to the southern end of the Banbury Road. The street itself is residential with a footpath on only the eastern side of the street. The route can be used as a cut through for people driving and walking, making the small area feel busy. The footpath is narrow in width with the carriageway having wide bellmouths either end; making crossing the road problematic in terms of safety.

Walking Route Audit Tool (WRAT)						
10	**60%**	**Attractiveness** *(amber)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(red)*	**Coherence** *(red)*

Findings

- Consider making road one way from Banbury Road to London Road to have room to widen the footway and add on-street parking places for the houses
- Narrowing the bellmouth at either end of the street and installing tactile paving will aid people crossing the carriageway in the area and improve the overall walking provision.

Figure 50: The footpath along Banbury Road Crossing

Figure 51: Wide bell mouth junction at the northern end of Banbury Road Crossing

Routes 11a & b – Banbury Road (Bowen Way to the A44/A361/B4026/Horsefair Double Mini Roundabouts)

Route Description

The Banbury Road is a two-way road (20-30-40-60 mph) and is one of the main routes (A361) into and out of Chipping Norton. There is footway on both the northern and southern side of the carriageway between the A44/A361/B4026/Horsefair Double Mini Roundabouts and Cotshill Gardens. However, past this point, the footpath provision is staggered with most of the provision located on the northern side of the carriageway. On the southern side, there is evidence of a worn route in the sections where no formal footpath is located. This could be attributed to the location of the Cromwell Business Park and Aldi Supermarket being located on the southern side of the carriageway. The footpath on the northern side, whilst consistent, is narrow and subject to overgrown/overhanging vegetation. The footpath on the southern side (when present) is narrow, patchy with defects and again subject to overgrown vegetation. There is also evidence of parking towards the southern end of the footpath (towards the double mini roundabouts) – however, this might be temporary and linked to on-going construction works on a property adjacent to the footpath.

Walking Route Audit Tool (WRAT)

11a	**45%**	**Attractiveness** *(amber)*	**Comfort** *(red)*	**Directness** *(amber)*	**Safety** *(red)*	**Coherence** *(amber)*
11b	**60%**	**Attractiveness** *(amber)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(amber)*	**Coherence** *(green)*

Findings

- There is a lack of formal and informal crossings along the Banbury Road, particularly towards the southern end of the route.
- A ramped path is located on the southern footpath (just south of Cromwell Park) and leads to a island crossing. The ramped path is steep and features a tight bend which is not suitable for mobility aid users.
- There are two signalised crossing points linked to the Bowen Way housing development on the Banbury Road.

Figure 52: Footpath parking on the southern footpath on Banbury Road

Figure 53: Southern side footpath facing ramped path down to informal island crossing

Routes 12 & 13 – Cotshill Gardens and Ackerman Road

Route Description

Cotshill Gardens and Ackerman Road are quiet residential areas with minimal vehicle movements. There is a footpath present on the western side of the Cotshill Gardens only which requires climbing some stairs to access to and from Banbury Road. The footpath continues on Cotshill Gardens up to the junction with Ackerman Road, when the footpath then ends and people must walk on the carriageway. However, as the area is quiet with low vehicle speeds, the carriageway is wide enough for people walking (including mobility aid users) to walk safely. Opposite the houses on Ackerman Road is a large green area with a footpath that runs approximately through the middle. The footpath is not wide enough for shared use. The footpath on the green leads back onto Cotshill Gardens and Ackerman Road (on carriageway) and the western end the carriageway connects to the southern footpath of Banbury Road (and is gated).

Walking Route Audit Tool (WRAT)

12	**73%**	**Attractiveness** *(green)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*
13	**90%**	**Attractiveness** *(green)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- The footpaths in this area are in good condition with minimal defects.
- Whilst the steps connecting Banbury Road to the footpath on Cotshill Road are not accessible to mobility aid users, there is the option to walk on the carriageway as there is minimal traffic movement into and out of the residential area.

Route 14 – Cromwell Business Park

Route Description

Cromwell Business Park is the location for both self-contained business units to the east of the carriageway and Aldi to the west. To and from Banbury Road people can access the facilities via a footpath on the western side of the carriageway only. The footpath is not particularly narrow, however, people passing a mobility aid user may have to give way. The footpath on the western side leads people walkig to the entrance of Aldi and ends where public access is restricted. To access the Business Units, people walking can cross to a footway on the eastern side of the carriageway where the road splits in two directions for different users. There is no formal crossing point, however, as vehicle traffic is low, people are safe to cross.

Walking Route Audit Tool (WRAT)

14	**93%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(red)*

Findings

- No maintenance issues with the footpaths and they are in good condition.
- The layout of the route is straightforward and takes people walking where they need to go.
- There may be another access to the northeastern side of Cromwell Business Park, potentially from the Bowen Way residential estate (which also links up to the footpath on Banbury Road). However, it is separated by a gate, with permission to access unknown.
- The northern end of the unmarked path between Russell Way and Rockhill Farm Court is opposite the entrance to Aldi.

Figure 54: Footpath on Cromwell Business Park leading to Aldi

Figure 55: Footpath on Cromwell Business Park

Routes 15 - 19 – Bowen Way, Phillips Drive, Padley Close, Scarsbrook Crescent, and Simms Lane

Route Description

The Bowen Way residential development is a new build development within Chipping Norton with the main access taken from the Banbury Road. Besides Bowen Way and Phillips Drive, the other routes within this area do not have a dedicated footways and utilise a shared space environment between people walking and vehicles. However, as this is a residential area where vehicles speeds and interaction are low, people walking can use the space safely to travel to and from their place of residence to Bowen Way / Phillips Drive and on to Banbury Road. There are footpaths on both

sides of the carriageway on Bowen Way and Phillips Drive, which are in good condition with little to no defects and maintenance issues.

Walking Route Audit Tool (WRAT)

15	**93%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*
16	**93%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*
17	**90%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*
18	**88%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*
19	**73%**	**Attractiveness** *(amber)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- The northwest of Simms Lane provides access to a recreation ground, Banbury Road and an access for people walking to the Cromwell Business Park.
- To improve walking provision in the Simms Lane area, the path around the recreation ground could be surfaced with material that would be suitable for people walking, including those with mobility aids and pushchairs, widen to allow for people walking to pass without giving way, and also lighting.
- Wayfinding would be beneficial here to inform people of the distance and walking time to local amenities.

Figure 56: Unsurfaced footpath around the recreation area on Simms Lane

Route 20 – Woodland Trail adjacent to Banbury Road

Route Description

Running adjacent to the Banbury Road is a trail / track within a woodland area. The approximately 300m unmarked path runs parallel to the main road between Norton Leisure Buildings and the Chipping Norton Veterinary Hospital. The path is not a public right of way, however, there is an obvious worn route along the path made by people walking including for leisure purposes. The trees act as a natural barrier towards noise and traffic pollution and is not subject to nearby parking, so people can keep a safe distance from vehicles. The route is straightforward; however, safety is a concern especially during the night and autumn / winter darker afternoon / evenings.

Walking Route Audit Tool (WRAT)

20	**68%**	**Attractiveness** *(amber)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(red)*

Findings

- Due to the surrounding rural and natural environment, the path is unsurfaced and has trip hazards from tree roots and vegetation. This means that at present, the route is not usable for people with pushchairs and mobility aid users.
- There is potential to upgrade this path to a suitable route (subject to landowner permission), however, several improvements would need to be made, such as the inclusion of environmentally sensitive lighting, surfacing, wayfinding, reconfiguration of entrance and exit points to the main Banbury Road, conversion of steep drop in the path to stairs and a ramp, etc

Figure 57:Woodland Track

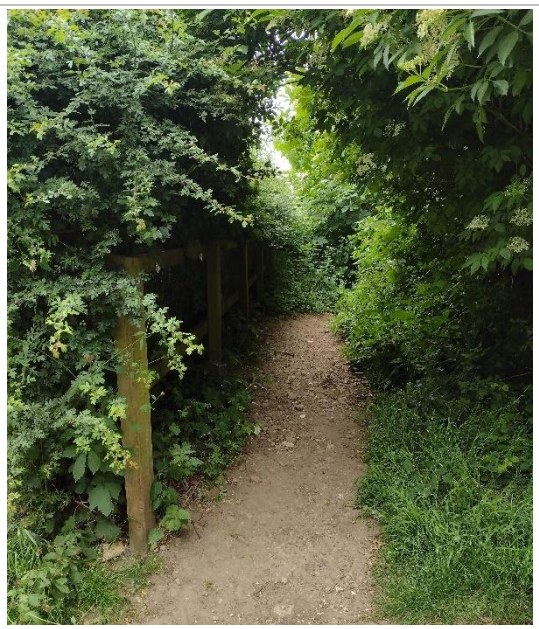


Figure 58: Entrance / exit point to Banbury Road close to Chipping Norton Veterinary Hospital

Routes 21a & b – Over Norton Road (House No. 64 / 40mph limit to the A44/A361/B4026/Horsefair Double Mini Roundabouts)

Route Description

Over Norton Road is a two-way road (20-30-40 mph) and is one of the main routes (B4026) travelling into and out of Chipping Norton. There is footway on both the eastern and western side of the carriageway between the A44/A361/B4026/Horsefair Double Mini Roundabouts and house number 64 located close to the 30mph/40mph signs. Footpath close to road with limited separation from cars and therefore noise. Some cars speed/ speed past parked cars which adds to noise. There is minimal tactile paving along the route and only one crossing (zebra) close to the A44/A361/B4026/Horsefair Double Mini Roundabouts. A large portion of the footpath is narrow and subject to overgrowing vegetation and maintenance issues such as uneven and cracking surfaces (particularly around drain/manhole covers and where underground cables have been laid).

Walking Route Audit Tool (WRAT)

21a	**58%**	**Attractiveness** *(amber)*	**Comfort** *(amber)*	**Directness** *(amber)*	**Safety** *(amber)*	**Coherence** *(amber)*
21b	**63%**	**Attractiveness** *(amber)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(amber)*	**Coherence** *(amber)*

Findings

- Lighting is intermittent along the route – there is no lighting between Park Road and the 30mph/40mph sign.
- Between Park Road and 30mph/40mph sign there is no active frontage – dark, overhanging trees, and rural feel.
- Some vehicles do not adhere to the 20mph speed limit when approaching the A44/A361/B4026/Horsefair Double Mini Roundabouts (particularly when travelling from 30mph/40mph zone) as this route is particularly quieter than the Banbury and London Road.

Figure 59: Zebra crossing on Over Norton Road

Routes 22 & 23 – Park Road and Cleeves Avenue

Route Description

Park Road and Cleeves Avenue are quiet residential areas with minimal vehicle movements. There are footpaths present on both sides of the carriageway, with minor sections separated by small verges. Both Park Road and Cleeves Avenue have steep uphill gradients that can be challenging for people walking and mobility aid users to traverse. The footpaths themselves have dropped kerbs at junctions, however, there is no tactile paving at crossing points. There are signs of general wear and tear on the paths with overgrowing weeds and trees and cracks in the surface. The width of the footpath is wide enough for people to walk comfortably, however, some 'give and take' between people walking may be needed. Every dwelling on Park Road and Cleeves Avenue has an off-road parking space / garage, therefore, there is generally no parking on the carriageway or footpath.

Walking Route Audit Tool (WRAT)

22	**85%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(red)*
23	**85%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(red)*

Findings

- The footpaths are overlooked, lit, low traffic areas.
- The gradient of the footpaths is steep, some form of rest area / bench should be considered at intersectional points to aid users.
- The footpaths are in fair condition with some maintenance needed.

Figure 60: Footpath and carriageway of Park Road

Figure 61: Park Road / Cleeves Avenue junction

Routes 24 & 25 – Marlborough Road and Chalford Close

Route Description

Marlborough Road and Chalford Close are quiet residential areas with minimal vehicle movements. There are footpaths present on both sides of the carriageway on a gradual uphill gradient. Whilst there are typically dropped kerbs at junctions there is no tactile paving. Every dwelling on Marlborough Road and Chalford Close has an off-road parking space / garage, therefore, there is generally no parking on the carriageway or footpath.

Walking Route Audit Tool (WRAT)

24	**78%**	**Attractiveness** *(green)*	**Comfort** *(amber)*	***Directness (green)***	***Safety***	***Coherence***
25	**85%**	**Attractiveness** *(green)*	**Comfort** *(green)*	***Directness***	***Safety***	***Coherence***

Findings

- The footpaths are generally well maintained; however, some areas have overgrown vegetation.
- Alley way from Chalford Close to Banbury Road would benefit from wayfinding signage to inform pedestrian where they could get to.
- Need to consider whether some form of seating would be needed midway on Marlborough Road for pedestrians traversing the uphill gradient.

Figure 62: Foot and cycle link from Chalford Close leading to Banbury Road

Figure 63: Footpath and carriageway of Marlborough Road

Routes 26 & 27 – Wilcox Road and Insall Close

Route Description

Wilcox Road and Insall Road are quiet residential areas with minimal vehicle movements. The footpaths are not consistent on both sides of the carriageway, however with the minimal vehicle movements; it is feasible for people walking to cross from one side of the road to the other (or walk on parts of the carriageway) with minimal interference. Grass verges separate sections of the footpath from the carriageway. Insall Close eastwards towards Wilcox Road's junction with the Over Norton Road is uphill, which can be challenging for people walking and mobility aid users to traverse. The footpaths themselves have dropped kerbs, however, the tactile paving that is present needs to be refreshed. The footpath is wide enough for people to walk comfortably, however, some 'give and take' between people walking may be needed. Dwellings have an off-road parking space / garage, therefore, there is generally no parking on the carriageway or footpath.

Walking Route Audit Tool (WRAT)

26	**73%**	**Attractiveness** *(green)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(red)*
27	**95%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- The southern footpath of Wilcox Road has railings running along the footpath from the junction with Over Norton Road for approximately 50 metres.

Figure 64: West facing view of footpath and carriageway on Wilcox Road

Figure 65: East facing view of carriageway on Wilcox Road

Route 28 – Spring Street

Route Description

Spring Street starts from the junction with Over Norton Road in the north and connects to the town centre. The route is a mixture of residential and commercial properties with narrow footpaths, defects on the road, and overgrown vegetation. Due to the narrowness of the footpaths, residential refuse bins on the footway become obstructions, which can be particularly hazardous to people walking and mobility aid users. Additionally, the high volume of on-street parking makes the route unattractive to traverse unless necessary.

Walking Route Audit Tool (WRAT)

28	**78%**	**Attractiveness** *(amber)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- The footway is too narrow to accommodate more than one person, especially with overgrown vegetation and bins. People were observed having to walk in the middle of the road at times.
- St Mary's Church, a Premier Inn, the Theatre and The Chequers Public House can be accessed from Spring Street.
- Less parking along the route would make it more attractive to walk as an alternative to High Street and Horsefair. However, the residential properties do not have off street parking or any other alternative than to park along the carriageway of the route.

Figure 66: Footpath on Spring Street

Figure 67: Footpath on Spring Street close to The Theatre Chipping Norton

Routes 29 - 30D – Church Street (footway to St Mary the Virgin Church & further on to New Street)

Route Description

To the west of Spring Street is Church Street, a small residential route that connects to St Mary the Virgin Church and Cemetery and an unsurfaced foot and cycle link to the recreation ground on A44 New Street / Worcester Road.

The footpaths along Church Street run along the northern side of the street, and for most of the length of the southern side of the street. The footpath on the southern side of the street is adjacent to housing and therefore subject to obstructions from parking on the footway and refuse bins. The footpath on the northern side of the street is generally unobstructed, however, the path is not very wide and is narrowed further in parts from overgrown / overhanging vegetation from hedges and trees.

The footway from St Mary the Virgin Church & further on to New Street) has a rough, uneven surface with a barrier close to the church which poses an accessibility issue for people cycling and mobility aid users.

Walking Route Audit Tool (WRAT)

29	**80%**	**Attractiveness** *(amber)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*
30A	**80%**	**Attractiveness** *(amber)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*
30B	**78%**	**Attractiveness** *(amber)*	**Comfort** *(green)*	**Comfort** *(green)*	**Comfort** *(green)*	**Comfort** *(green)*
30C	**73%**	**Attractiveness** *(amber)*	**Attractiveness** *(amber)*	**Comfort** *(green)*	**Comfort** *(green)*	**Comfort** *(green)*
30D	**75%**	**Attractiveness** *(amber)*	**Attractiveness** *(amber)*	**Comfort** *(green)*	**Comfort** *(green)*	**Comfort** *(green)*

Findings

- The route from Church Street to the recreation ground on the A44 New Street has been identified as an important route for active travel for both people cycling and walking as it links to the recreational grounds to the west.
- By removing the barrier, adding wayfinding and lighting, and resurfacing the footpath between St Mary the Virgin Church and the recreation Ground on the A44 New Street, this path has great potential for active travel.
- The footpath on the southern side of Church Street would benefit from not parking to allow more safe and unobstructed access for people walking. However, the vehicles belong to the residents of the dwellings on Church Street.

Figure 68: Northern and southern footpaths along Church Street

Figure 69: End of the footway at the Recreational Ground on the A44 New Street

Figure 70: Footway between Church Street and the Recreational Ground

Route 30E – Church Lane

Route Description

Church Lane (towards the northern end of Spring Street) is a quiet lane with some residential properties at the eastern end. Outside of the dwellings there is a footpath on both sides of the carriageway, however, the surface is cracked, with overgrown vegetation in parts and vehicles parked on the footpath. Past the houses on both sides, the footpath is replaced with narrow grass verges / large hedges. This results in people walking in the middle of the carriageway.

Walking Route Audit Tool (WRAT)

30E	**73%**	**Attractiveness** *(amber)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- The western end of Church Lane links into a walking route that connects to the path at Church Street / St Mary the Virgin Church, and another route north of St Mary Church that connects to the walking route towards the Recreational Ground on the A44 New Street.
- There may be potential to promote this route as an informal active travel link up to Church Street / St Mary the Virgin Church.

Routes 31 & 32 – Market Street and Middle Row

Route Description

Market Street and Middle Row are two of the main walking areas of Chipping Norton. With mixed use of both residential and commercial properties, there is both a high volume of footfall and vehicular movements. The western side of Middle Row is not particularly attractive for people to traverse due to the presence of vehicles and bins along the path. People walking along this part of the route must walk between parked cars and moving vehicles. However, a narrow footpath does emerge at the southern end of Middle Row, connecting people walking to a more expansive car free space on the eastern side in front of more commercial properties.

Market Street from Spring Street up to the land adjacent to the southern end of Middle Row, is much the same as Spring Street with a mix of residential and commercial properties, narrow footpath (on one side only), some noted defects and overgrown vegetation, and obstruction caused by refuse bins on the footpath. The southern end of Market Street (a triangular area between Market Street, A44 High Street, and junction with Middle Row) functions primarily as a car park and walking area. A weekly outdoor market is held in this space and there are steps on the eastern side which lead to the footpath along the A44 High Street.

Walking Route Audit Tool (WRAT)

31	**73%**	**Attractiveness** *(amber)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*
32	**68%**	**Attractiveness** *(amber)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- The steps connecting Middle Row to Market Street require maintenance (removal of vegetation, anti-slip surface added to each step, etc) to ensure they are safe for people walking.
- The steps connecting Middle Row to the A44 High Street / Horsefair need to be maintenance (removal of vegetation/overhanging tree branches, anti-slip surface added to each step, etc) to ensure they are safe for people walking.
- Rationalise parking along Middle Row and Market Street to make the routes more attractive and safer for people walking.
- Noted defects on Market Street are not likely to cause hazards, however, it is worth considering resurfacing in the future to prevent the defects from increasing in size.

Figure 71: Market Street facing steps up to Middle Row

Figure 72: Market Street and Middle Row

Figure 73: Parking along Middle Row

Figure 74: Footpath and car park on Market Street

Route 33 – Horsefair / High Street

Route Description

The A44 Horsefair / High Street in Chipping Norton is the main route within the town centre. Home to several shops, restaurants and key attractions – there is high footfall from both residents and visitors to the area. Horsefair / High Street (as part of the A44 which is included strategic freight network) is also a key vehicular route for cars, buses and goods vehicles. Due to the high volume of vehicles throughout the day, people walking are often near to moving traffic. West Oxfordshire District Council's current policy approach of providing free parking is a significant attraction to shoppers in Chipping Norton, therefore, passing parked vehicles along the southern end of High Street is common.

The footpaths of Horsefair / High Street vary in width between areas less than 1.5m where users must give and take next to a significantly narrow carriageway, to footways of over 2m that can accommodate all users without having to compromise safety by walking on to the carriageway. The footpaths are continuous on both the eastern and western sides of the carriageway, however, the desire lines and crossing points are in consistent and can be frustrating for people walking to navigate.

Walking Route Audit Tool (WRAT)

33	**55%**	**Attractiveness** *(green)*	**Comfort** *(amber)*	**Directness** *(amber)*	**Safety** *(amber)*	**Coherence** *(green)*

Findings

- The condition of the footpaths are generally in good with no trip hazards, however, on refuse collection days large bins are present on parts of the footpath creating a temporary obstruction.
- The town centre does not present a completely walking friendly environment, especially with the large volume of moving vehicles (including large HGVs). A review of the uses of the town centre is needed via a placemaking exercise, which should explore how people walking can be prioritised.
- There are areas of footpath (particularly along the western side) that are incredibly narrow. Footway widening should be considered to improve the safety of people walking.
- Desire lines are not well served by the crossing points along Horse / High Street, and people walking can find it difficult at times to cross the road safely. A review is needed of the locations of the current crossings, their provision and effectiveness (i.e., raised humps, dropped kerbs, islands, signals, stairs, barriers, etc).
- There are areas of Horsefair / High Street that have barriers that restrict access especially for mobility aid users. The layout, especially around the short stay car park on High Street is confusing for people walking. Alternatives should be explored including removing barriers, adding dropped kerbs, adding a ramp next to the stairs adjacent to Boots.

Figure 75: High Street opposite Boots (including steps to unofficial crossing point with no dropped kerbs)

Figure 76: Footpath on Horsefair facing southwards

Figure 77: Footpath on High Street facing cars park in the short stay car park in front of the shops

Figure 78: Crossing of High Street

Routes 34 & 63 – West Street (from High Street / New Street / West Street junction to The Green)

Route Description

West Street starts from the town centre at the A44 High Street / A44 New Street / A361 West Street junction and ends at its junction with The Green. At its northern end, the route continues with the character from the Horsefair / High Street where people walking can access retail, café / public houses and community spaces. The route is busy with high footfall and moving vehicles. Bus stops are also situated at the northern end of West Street with services to Banbury, Oxford, Stratford and Cheltenham. Past the junction with Burford Road, there are more dwellings as West Street is one of the main routes within Chipping Norton that provides access to the south of the town, which is predominantly made up of residential properties. There are multiple pinch points along West Street where the footpath is less than 1.5m in width. Parts of the route feature overhanging branches and overgrown hedges that cause an obstruction to people walking. The surface of the paths is poor in some areas including utility covers that are not flush with the footpath, causing a trip hazard for people walking.

Walking Route Audit Tool (WRAT)

34	**55%**	**Attractiveness** *(amber)*	**Comfort** *(amber)*	**Directness** *(amber)*	**Safety** *(red)*	**Coherence** *(amber)*
63	**70%**	**Attractiveness** *(amber)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(amber)*	**Coherence** *(amber)*

Findings

- Areas where the footway is less than 1.5m in width need to be widened to improve safety for people waking.
- A crossing for people walking is needed near to the bus stops.
- Parked vehicles close to the bus stops can cause an issue with visibility when trying to cross the road safely.
- Vegetation maintenance and resurfacing is needed along the route.
- Opposite 31 West Street, the footway stops abruptly with no crossing provision to the western side of the carriageway.
- Several cars were observed driving at what appeared to be at / above 30mph towards the south of the town.

Figure 79: Eastern side footpath that comes to an end opposite 31 West Street

Figure 80: Footpath and carriageway on West Street

Route 35 – Burford Road (between the West Street / Burford Road mini roundabout and Albion Street / Burford Road mini roundabout)

Route Description

A small section of Burford Road acts as a connector between West Street and Albion Street and the A361 Burford Road. This route is short in distance, however, provides a vital link between the town centre, residential areas and Chipping Norton's only secondary school. Overall, it is well maintained with no significant issues noted. The footways are in a fair condition but could be widened either end of the zebra crossing and towards the Albion Street / A361 Burford Road junction. There is steady footfall throughout the day, however, due to its location between busy areas; there is traffic noise and pollution present. The footpath on the southern side of the route provides an option for people to walk at a more comfortable distance from moving vehicles.

Walking Route Audit Tool (WRAT)

35	**90%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- The footpath is narrow along parts of the Burford Road. Widening either end of the zebra crossing and towards the Albion Street / A361 Burford Road junction would increase safety of people walking and comfort along the route.

Figure 81: Burford Road facing towards the junction with West Street

Route 36 – Albion Street

Route Description

Albion Street is busy residential and commercial road within Chipping Norton. The route provides access to housing located in the east of the town, a vehicular entry to the Co-op Food Store, one of two long stay car parks within the town as well as a petrol station at the northern end. There is typically substantial traffic along all sections of route. There is poor visibility at both the junction with Cattle Market by Red Lion and at the zebra crossing close to the Burford Road junction - crossing the road or traversing narrow sections of the footpath is a safety issue for people walking. During September each year when the Mop Fair is situated in the town centre, two-way traffic is suspended on Horsefair / High Street; and Albion Street along with Horsefair / High Street, Burford Road and very western section of London Road become part of a temporary gyratory system to keep traffic flowing throughout the town. The footpaths on Albion Street are uneven in places with potential trip hazards, and there is overgrown vegetation in places. The route is an essential part of the walking network in Chipping Norton, however, more could be done to provide a better experience for people walking and mobility aid users.

Walking Route Audit Tool (WRAT)

36	**65%**	**Attractiveness** *(amber)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(red)*	**Coherence** *(amber)*

Findings

- During school drop off (AM) and pick up (PM) periods, there are many children and parents walking along the route to get to the secondary school on Burford Road and the primary school on the London Road.
- Resurfacing and widening of the footpaths is needed. This could be in conjunction with traffic calming measures to slow vehicles and make them more aware of people walking in the vicinity.
- No footpath present between the Albion Street / Rock Hill junction and the footway link to Shepard Way.

Figure 82: Footpath along Albion Street

Figure 83: Albion Street opposite the link to Shepard Way (footway comes to an end to the left of the path)

Routes 37 - 39 – Fox Close, Foxfield and entrance to the Chipping Norton Lido

Route Description

Fox Close and Foxfield are residential areas in the east of Chipping Norton. The areas are quiet despite their proximity to the busy Albion Street and town centre beyond, making them a reasonable alternative route for walking. On carriageway parking is prevalent along the route and refuse bins can provide an obstruction when present. The surface of the footpaths along Fox Close,

Foxfield and the access road leading up to the Lido is patchy with some defects in areas and overgrown vegetation making the route look untidy.

Walking Route Audit Tool (WRAT)

37	**85%**	**Attractiveness** *(green)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*
38	**75%**	**Attractiveness** *(amber)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(red)*
39	**88%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- Footpath repair is needed near to 18 Fox Close due to tree roots disturbing the ground.
- Tactile paving at the dropped kerbs of each junction would improve safety and ease of crossing.
- The footpath on both sides of the route leading up to Chipping Norton Lido are narrow.
- Foxfield only has a footpath on one side of the carriageway. This is deemed sufficient as footfall is low.
- The northern end of Foxfield (at its junction with Wards Road) has concrete bollards. Some are overgrown with vegetation and would be an obstacle for mobility aid users or parents with pushchairs.

Figure 84: Footpath root damage near 18 Fox Close

Figure 85: Fox Close / Albion Street junction

Route 40 – Wards Road

Route Description

Wards Road is a quiet residential street in the east of Chipping Norton. The is a footpath between houses 6 and 24, otherwise people must walk on the carriageway where there are parked cars. The surface condition of both the footpath and carriageway is patchy and uneven in places and turns into a gravel and stones route and then a worn path into a field, which is difficult for mobility aid users and people with pushchairs to traverse. A route on the eastern extent of Wards Road is required as there is housing adjacent to the field. The rural path is also used by local dog walkers accessing the surrounding area for leisure.

Walking Route Audit Tool (WRAT)

40	**73%**	**Attractiveness** *(amber)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- There is potential for the entirety of Wards Road to become an important walking link if new development is brought forward at the land east of Chipping Norton, however, it is unclear when this will happen.
- Much of the Wards Road route should be resurfaced as an active travel link,

- Footway should be provided at the western most extent to connect Albion Street and the existing footpath on Wards Road.
- Tactile paving on the dropped kerbs at the junction with Albion Street would improve safety.

Figure 86: Wards Road (west)

Figure 87: Wards Road (east)

Route 41 – Albion Place

Route Description

Albion Place is a small quiet residential route off Albion Street situated between the Albion Street long stay car park and Rowell Way. There is no footpath on Albion Place so people must walk on the carriageway, however, as there are only five dwellings and no links no other routes it is unlikely anyone other than residents would walk along the street.

Walking Route Audit Tool (WRAT)

41	**90%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- Minor patching of the carriageway surface and some overgrown vegetation.

Figure 88: Albion Place (facing east)

Figure 89: Albion Place (facing west)

Route 42 – Unmarked Path (with Gill & Co sign) to the town centre (next to Gill & Co shop)						
Route Description This route was not accessible for people walking at the time of auditing due to temporary closure for nearby building work. The path will be revisited when the LCWIP is reviewed.						
Walking Route Audit Tool (WRAT)						
42	**n/a**	**Attractiveness**	**Comfort**	**Directness**	**Safety**	**Coherence**

Routes 43 - 46 – Rowell Way, Cooper Close, Brassey Close and Shepard Way

Route Description

Rowell Way and the adjoining area of Cooper Close, Brassey Close and Shepard Way are all residential areas in the east of Chipping Norton. Rowell Way despite its proximity to the busy Albion Street and town centre is a quiet road with a small link to the gravel path at the eastern extent of Wards Road. The footpaths on all the routes are generally in good condition. Widths of footpaths is between 1.5m and 2m, requiring people walking to give way to one another. On the western extent of Shepard Way, there is separate footway that leads directly to Albion Street (opposite Dickinson Court). This footway has a steep gradient, overgrown vegetation and a chicane at the end, which prevents mobility aid users and people with pushchairs from gaining access.

Walking Route Audit Tool (WRAT)

43	**90%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*
44	**98%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*
45	**98%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*
46	**93%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- The footway from Rowell Way to Wards Road is separated by a thin metal barrier. The barrier is surrounded by overgrown vegetation, however, to make the link usable for all the barrier should be removed.
- Minor vegetation removal needed on some of the paths.
- Isolated footpath surface cracking outside of 50 Rowell Way due to tree root growth requiring resurfacing.
- The footway between Shepard Way and Albion Street should be promoted as an active travel route. Wayfinding is needed. The chicane barrier should also be removed.

Figure 90: Metal barriers at the end of the Shepard Way to Albion Street link

Figure 91: Isolated footpath surface cracking outside 50 Rowell Way

Route 47 – Portland Place

Route Description

Portland Place is a small residential street off the northern extent of Albion Street. The footpath surface is uneven and patchy in areas and overgrown vegetation is blocking half of the footpath on the northern side of the street. Noise from the adjoining Albion Street can be heard throughout most of Portland Place

The area is a no through route. On the western side of Portland Place there is a footway that connects to Horsefair. There is currently a stone bollard at the end of the footway, making the route inaccessible for mobility aid users and people with pushchairs. The surface of the footpath is patchy with notable trip hazards.

Walking Route Audit Tool (WRAT)

47	**80%**	**Attractiveness** *(amber)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- Footpath resurfacing and removal of trip hazards required.
- Removal of stone bollard on the footway linking Portland Place to Horsefair to enable access for all users.
- Vegetation maintenance required.

Figure 92: Portland Place patchy path

Figure 93: Stone bollard between Portland Place and Horsefair

Route 48 – Rock Hill

Route Description

Rock Hill is located at the northern end of Albion Street; opposite the Esso Petrol Station and close to Albion Street's junction with the A44 London Road. The western end of Rock Hill with Albion Street is a busy area in terms of vehicle movements and footfall, due to the proximity to London Road, the petrol station, and War Memorial (public seating is also situated in this area). There is currently only a footpath on the northern part of Albion Street to Rock Hill, with no adjoining path until the Shepard Way footway opposite Dickinson Court. Rock Hill itself is a busy residential area with parked cars in front of properties. People walk in the carriageway due to no available footpath. Visibility for people walking along the route is restricted by parked cars, especially around the junction that leads towards London Road. Further east along Rock Hill there is a link that connects to Summerton Place and on to the London Road.

Walking Route Audit Tool (WRAT)

48	**85%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- Crossing the road at the western end of Rock Hill with Albion Street can be hazardous for people walking due to the proximity to the junctions with London Road and the vehicular access point to the petrol station.
- The 'give way' lining at the junction of the side road from Rock Hill towards London Road is faded. Vehicles have been witnessed driving straight out of the junction on to Rock Hill without stopping.
- The footway linking Rock Hill to Summerton Place / London Road is not accessible to mobility aid users and difficult to navigate for people with pushchairs due to the metal chicanes at the Rock Hill end. The chicanes should be removed, and wayfinding added to encourage more active travel use of the route.

Figure 94: Chicanes at Rock Hill / Summerton Place link

Figure 95: Rock Hill

Route 98 – Cattle Market

Route Description

Cattle Market is situated west of the town centre and provides a link between Albion Street and High Street. The footpath runs along the southern side of the street from the junction with West Street up to the Albion Centre in the middle of Cattle Market. Past this point, there is no more footpath and people must walk on the carriageway. The footpath that is available is wide at the western end with the West Street junction, narrowing dramatically once past The Rustic Bean coffee house. At this point, the rest of the footpath is in poor condition with overgrown vegetation, patchy surface, and obstructions from commercial refuse bins / seating from the coffee house. Car Parking is also allowed on Cattle Market - cars were observed driving on kerbs and off-street parking spaces regularly overspilled into the area where the footway ends by the Albion Centre forcing people to work further out into the road.

Walking Route Audit Tool (WRAT)

98	**70%**	**Attractiveness** *(amber)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(amber)*	**Coherence** *(green)*

Findings

- Footway resurfacing from The Rustic Bean to the Albion Centre should be considered.
- Explore whether the footway from The Rustic Bean can be widened and extended past the Albion Centre.
- From The Rusty Bean eastwards towards the junction with Albion Street, people walking are near to both parked and moving vehicles. This is a safety concern for people walking and mobility aid users.
- Due to the facilities at the Albion Centre, there is a high level of footfall from elderly people walking to and from the centre.

Figure 96: Cattle Market (near Red Lion)

Figure 97: Cattle Market footpath

Route 49 – New Street (including Worcester Road up to Station Road)

Route Description

A44 New Street is a two-way road (20-30 mph) and is one of the main routes into and out of Chipping Norton (A44). There is footway on both the northern and southern side of the carriageway between the A44 New Street / A44 High Street / A361 West Street junction and the Station Road / A44 Worcester Road junction, however, past Station Road the footpath continues along the northern side of the carriageway only. There is no shared use footway / cycleway provision along New Street. Despite the busy nature of the route, there are no formal / signalised crossings. There are three informal crossings / islands points outside Penhurst Gardens, east of the New Street car park entrance and at the eastern extant of New Street at the A44 New Street / A44 High Street / A361 West Street junction. There is high footfall due to New Street leading to the town centre, residential areas and an employment area on Station Road.

Walking Route Audit Tool (WRAT)

49	**45%**	**Attractiveness** *(red)*	**Comfort** *(amber)*	**Directness** *(amber)*	**Safety** *(amber)*	**Coherence** *(amber)*

Findings

- Footways are generally in good condition with only some areas of previous resurfacing work leaving the footpath slightly uneven.
- There is a very high volume of traffic with people walking subjected to noise and air pollution.
- The footpaths are wide along both sides of the route up to the recreation ground. The footpaths then narrow significantly.
- There is a 20mph limit along a section of New Street (up to north of Dunstan Avenue), however, perception of speed is faster due to the A44 westbound being downhill.

Figure 98: New Street facing eastwards towards the A44 New Street / A44 High Street / A361 West Street junction

Figure 99: New Street facing westbound toward Worcester Road

Route 50 – New Street car park

Route Description

The biggest car park in Chipping Norton is located close to the town centre at the eastern extent of New Street. The New Street car park has 134 parking spaces accommodating standard vehicles as well as electric vehicle charging points, parent and child spaces, and disabled spaces. There is currently no cycle parking available. The New Street car park is a free to use, long stay car park; open seven days a week, which results in increased use by shoppers, residents and workers. There is a near constant movement from vehicles and people walking. To access the lower deck there is a segregated path that people walking can use. The footpath from the car park to New Street is continuous on both sides of the carriageway. The path on the western extent of the carriageway is very narrow, however the eastern side is wider. Depending on the user, some give and take will be needed on the eastern side footpath. Some minor defects were observed on the eastern footpath that have the potential to cause a trip hazard – a motorised scooter was witnessed having to 'bump up' the kerb to cross the path along the Hill Lawn Close junction.

Walking Route Audit Tool (WRAT)

50	**60%**	**Attractiveness** *(amber)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(red)*	**Coherence** *(amber)*

Findings

- Eastern footpath between the car park and New Street needs resurfacing to address patching issues and trip hazards.
- The paint on the zebra crossing is fading and needs to be repainted.
- Signage is needed to encourage usage of the segregated footpath from lower deck to upper deck / main road to avoid walking up / down the vehicular ramp
- Wayfinding to promote use of the footway from south of New Street car park (lower deck), which links into Withers Way and the wider residential area and Station Road employment area. The route itself requires a cut back of vegetation and removal of the concrete barriers.
- Measures to slow speeds down within the car park should be considered.

Figure 100: Zebra crossing and start of the segregated footpath to the lower parking deck

Figure 101: Footpath on the eastern extent of the carriageway looking into the New Street car park

Figure 102: Path crossing Hill Lawn Court junction

Figure 103: Footpaths on eastern and western side of the carriageway looking out towards New Street

Route 51 – Finsbury Place

Route Description

Finsbury Place is a residential area to the north of New Street. The route is not affected by New Street traffic noise and has low vehicle movements (in relation to New Street). The estate is private land, therefore is not subject to additional parking from non-residential drivers. There are areas of defects / uneven footpath along the route, and the footpath is not continuous requiring people to walk in the carriageway.

Walking Route Audit Tool (WRAT)

51	**83%**	**Attractiveness** *(green)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- As this is private land, permission would need to be granted for any remedial works to be carried out to improve the footpaths.
- Include tactile paving at the dropped kerbs at the junction with New Street.

Figure 104: Footpath on Finsbury Avenue looking out to New Street

Figure 105: Footpath and carriageway in Finsbury Avenue

Routes 52 & 53 – Dunstan Avenue and Cross Leys

Route Description

Dunstan Avenue and Cross Leys are quiet residential areas that can be accessed from New Street in the north, Churchill Road and The Leys in the south and west. The route is not affected by New Street traffic noise and has low traffic movements (in relation to New Street). The facilities for people walking are generally good as there are footpaths throughout Dunstan Avenue and Cross Leys. However, the footpaths are not continuous on both sides of the carriageway, with Cross Leys' western footpath coming to an end at a set of steps outside 10 Cross Leys (southwest towards the junction with The Leys). The footpaths along Dunstan Avenue and Cross Leys are wide, except for a few areas that are narrowed due to overgrown vegetation.

Walking Route Audit Tool (WRAT)

52	**85%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*
53	**75%**	**Attractiveness** *(green)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- Stairs outside 10 Cross Leys lead to a grade separated footpath on the west side of the road. The difference in grade / height diminishes by 12 Cross Leys and the footpath from then on is level. The footpath being lower than the carriageway (and subsequently overshadowed by tree branches and not overlooked) gives the feeling of an unsafe stretch of footway. Evidence of graffiti and littering on the steps and walls, with comments from residents alluding to anti-social behaviour.
- Explore extending footpath westwards from the stairs outside 10 Cross Leys to the junction with The Leys.
- Overgrown vegetation on footpaths and defects from cracked surfaces need to be addressed.
- Segregated footpath along the side of 66 Dunstan Avenue leading to steps down to Lewis Road. This would not be a suitable route for mobility aid users and people with pushchairs, however, there is potential to still highlight this through wayfinding for access west to the Station Road employment area or east to the town centre.
- Between 48 and 50 Dunstan Avenue there is an alleyway that leads to a steep drop down an embankment towards the Hawkyard Copse field where there are worn routes northwards to Worcester Road (kissing gate on Worcester Road).
- Dunstan Way is subject to a width restriction to stop HGVs rat running to avoid the town centre.

Figure 106:Dunstan Avenue look down the segregated footway towards the stairs leading to Lewis Road

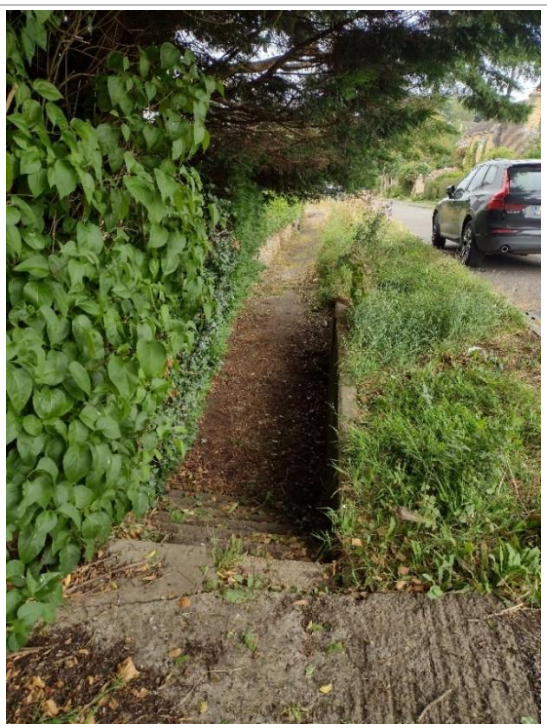


Figure 107: Steps on Cross Leys and start of the footpath on the western side of the carriageway

Figure 108: Segregated southern footpath on Cross Leys looking towards junction with Dunstan Avenue

Figure 109: Footpath on northern side of Cross Leys looking towards junction with Dunstan Avenue

Figure 110: Dunstan Avenue from the junction with New Street

Figure 111: Unsurfaced footpath at Hawkyard Copse field (access from alley way between 48 and 50 Dunstan Avenue)

Route 54 – Webb Crescent

Route Description

Webb Crescent is a residential area that can be accessed via road and footpath from Cross Leys in the east, and via a segregated path / alley way from Lewis Road in the west. Traffic flow is low. The facilities for people walking are generally good as there are continuous footpaths on Webb Crescent on both sides of the carriageway. The footpaths are wide and can comfortably accommodate all users apart from on refuse collection days where bins on the footpath may cause a temporary obstruction.

Walking Route Audit Tool (WRAT)

54	**93%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- Minor patchy surface along Webb Crescent.
- The segregated path / alley way between Webb Crescent and Lewis Road provides a quick connection for people walking, however it feels secluded and may not be an attractive route at night or during winter.

Figure 112: Footpath on Webb Crescent

Figure 113: Segregated path / alley way between Webb Crescent and Lewis Road

Route 55 – Lewis Road (including the public steps to Dunstan Avenue)

Route Description

Lewis Road is a residential area that can be accessed via road and footpath from Station Road in the west, via a segregated path / alleyway from Lewis Road also in the west, and a footway and steps from Cross Leys in the east. The route is quiet and has low traffic movements. There are continuous footpaths on Lewis Road on both sides of the carriageway, however, the surface is patchy with areas of trip hazards around some drain covers that are sticking up / not flush. The footpaths are wide and can accommodate all users, apart from on refuse collection days where bins on the footpath may cause a temporary obstruction.

Walking Route Audit Tool (WRAT)

55	**75%**	**Attractiveness** *(green)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- The slope of Lewis Road is noticeable whilst walking, but not excessive.
- Footway and steps to and from Cross Leys are inaccessible for mobility aid users and people with pushchairs. However, the route is a good connection to the employment / industrial site south Chipping Norton. To make the route accessible, a ramp should be installed next to the steps. If that is not possible, the stairs and area immediately surrounding the stairs should be tidied and improved to make the route attractive.
- The segregated footway / alleyway between Lewis Road and Webb Crescent is isolated and has areas of overgrown vegetation. However, there is street lighting and scope to improve the route for people walking.
- Lamp post column (2) and grit box on Lewis Road are covered by a tree.

Figure 114: Protruding drain cover on footpath on Lewis Road

Figure 115: Concrete stairs between Lewis Road and Cross Leys

Route 56 – Station Road

Route Description

Station Road is in west Chipping Norton and is the main road into one of two industrial estates west of the town. The small residential area of Water Craft Crescent with nine dwellings is accessed

directly from the southeast of Station Road. The flow of traffic is not as consistent, however, there are large HGVs for the businesses/industrial present during opening hours, vehicles from customers throughout the day, and residents that drive back and forth along the route. The footpaths along Station Road are inconsistent, narrow, with patchy surfaces, which creates trip hazards. People walking must cross over the front of three entrances to industrial units, which can be hazardous when HGVs and other vehicles are driving in and out.

Walking Route Audit Tool (WRAT)

56	**63%**	**Attractiveness** *(amber)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(red)*	**Coherence** *(amber)*

Findings

- The desire line for crossing Station Road south of the entrance to Travis Perkins is on a blind bend. People must either cross at the entrance point to Travis Perkins or walk a bit further where the footpath on the eastern side of the carriageway abruptly stops at a hedge. Both options are unsafe and inaccessible for many.
- Visibility for both people walking and driving is poor due to the sharp bend along Station Road and parking along the east of the road to the junction with New Street / Worcester Road. Reports from residents of Water Craft Crescent have suggested that HGVs are driving in the middle of the road; creating near misses with other vehicles.
- The footpath along Station Road is subject to varying levels of overgrown vegetation and a lack of tactile paving at dropped kerbs.
- There are three concrete bollards on the western footpath south of the Travis Perkins entrance. The location of the bollards is not logical and further restricts width on the narrow footway.
- The entrance for Fitzalan Wood is north of the Travis Perkins entrance. This presents an opportunity for promoting leisure walks, however, during the assessment; there was evidence of homeless encampment.
- There is little street lighting with some units covered by overgrown vegetation. Industrial units have flood lighting, however, the route is mainly dark during the night and winter season.

Figure 116:Crossing east to west at the end of footpath on the eastern side of Station Road. Crossing desire line is on a blond bend

Figure 117: Footpath / unit entrance along Station Road

Route 57 – The Leys

Route Description

The Leys is a residential area linking Station Road in the west to Churchill Road in the east. The route is quiet and has low traffic movements. The footpath is continuous on both sides of the carriageway from Station Road to the junction with Cross Leys. Beyond Cross Leys towards Churchill Road there is no footpath and people must share the road with moving traffic and parked vehicles. The footpaths are wide except for areas with overgrown vegetation and trees. Some areas of the footpath surface are patchy, which will require maintenance. The gradient of The Leys is noticeably steep, mobility aid users may find the route challenging.

Walking Route Audit Tool (WRAT)

57	**75%**	**Attractiveness** *(green)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- There is a blind bend at the junction with Station Road, which street parking exacerbates.
- The footpath from The Leys ends at the junction with Cross Leys
- The Leys (between Cross Leys and Churchill Road) is subject to a width restriction to stop HGVs from Station Road travelling along the narrow part of The Leys and rat running to avoid the town centre.
- Crossing point at the junction of The Leys / Cross Leys sign is covered and the dropped kerbs either side of the road do not match up.
- Investigate the bollards on the corner of The Leys / Cross Leys and remove if not required.
- There is cracked footpath surfaces around trees with overgrown roots causing damage / lifting to the pavement.

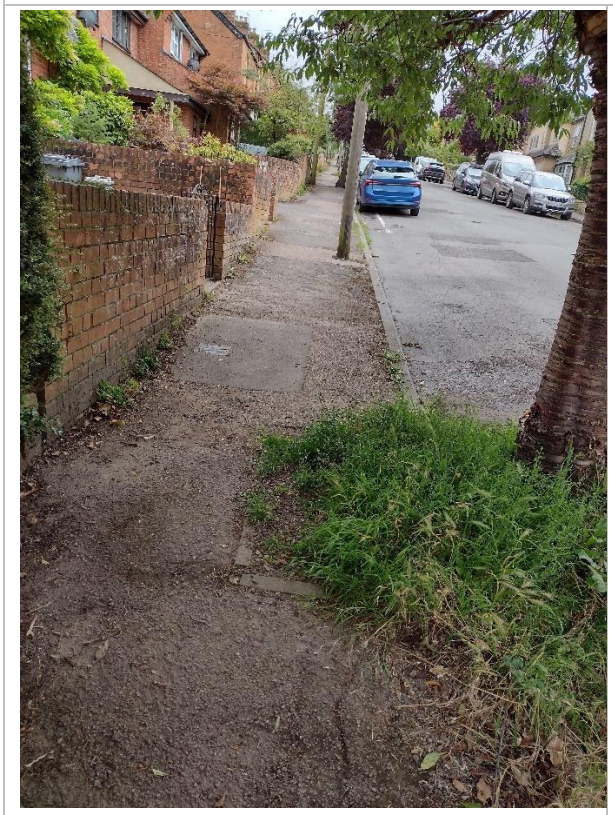


Figure 118: Footpath on The Leys cracked and narrowed by large tree

Figure 119: The Leys between Cross Leys and Churchill Road

Route 58 – Leys Approach

Route Description

Leys Approach is a residential area linking Cross Leys in the west and Churchill Road in the east. The route is quiet and has low traffic movements. The footpath is present on the southern side of carriageway only, with properties on one side and on carriageway parking on the other. The footpath is narrow, 'give and take' between people walking will most likely be needed. Refuse bins located on the footpath cause obstructions and narrow the available space further. The gradient of The Leys is noticeably steep, mobility aid users may find the route challenging.

Walking Route Audit Tool (WRAT)

58	**93%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- There is an informal, unsurfaced path between Leys Approach and Churchill Terrace. It is not safe or accessible for people walking and mobility aid users.
- Leys Approach is a narrow road (similar in character to the section of The Leys between Cross Leys and Churchill Road). There is not much scope for physically improving the environment for people walking apart from overgrown vegetation maintenance.

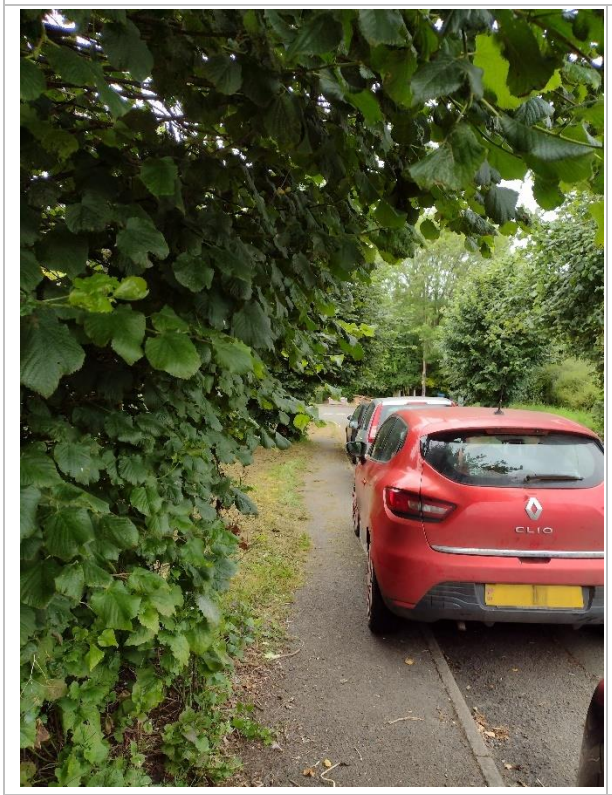


Figure 120: On carriage way parking on Leys Approach

Figure 121: Narrow footpath on Leys Approach

Route 59 – Johnston's Way

Route Description

Johnston's Way is a minor residential area. Only people walking can access West Street / West End (opposite The Green) from a small alleyway located in the south of Johnston's Way. However, this route is too short to audit.

Walking Route Audit Tool (WRAT)

59	**n/a**	**Attractiveness**	**Comfort**	**Directness**	**Safety**	**Coherence**

Route 99 – Unmarked Footpath between William Bliss Avenue and West Street

Route Description

Towards the northern end of William Bliss Avenue, lies an unmarked footpath leading up to West Street. The unmarked path is bookended by residential housing at one end, and one of the main routes into and out of the town centre at the other. Providing a direct, unobstructed route between the residential area to the nearby town centre. The route is quiet and not directly impacted by moving traffic or parked cars. The footpath can accommodate all users without 'give and take' and is level and in good condition with no trip hazards.

The condition of the footpath is generally good; however, it does require a tidy up of litter and overgrown vegetation. Much of the path is isolated; however, the top end passes by residential properties.

Walking Route Audit Tool (WRAT)

99	**93%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- Dropped kerbs are only present at the northern end of the unmarked path (on to West Street). Dropped kerbs should be added to the adjoining footpath at William Bliss Avenue and tactile paving at both locations.
- The unmarked path passes the side of 43 West Street. Due to the downstairs windows being head height, people walking can look inside the house as they are passing. Privacy may be an issue if the route is promoted, and more people use the path.
- At the start of the path on William Bliss Avenue, there is a public bench and book exchange that is free to the public. This is a good incentive for signposting this route and encouraging more active travel. The bench is old and worn and should be upgraded with a newer model.

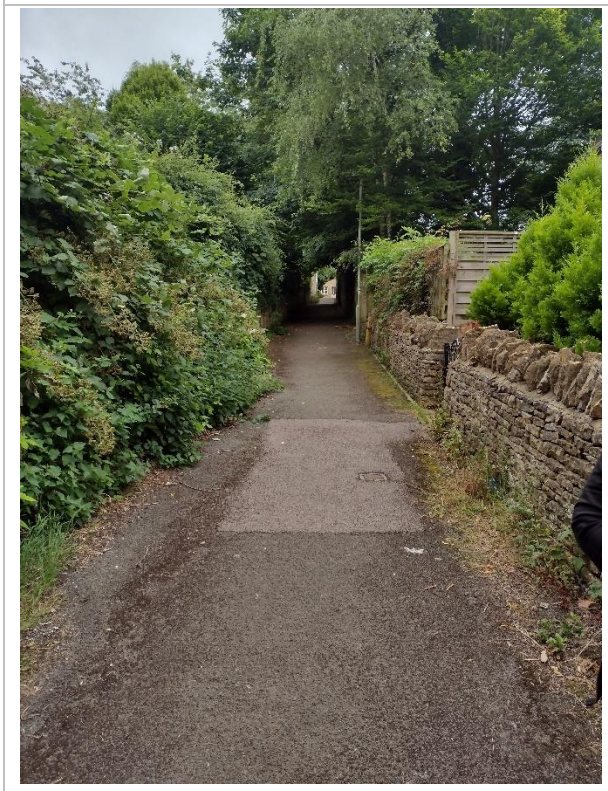


Figure 122: Unmarked footpath between William Bliss Avenue and West Street

Figure 123: Unmarked footpath at the West Street end passing by the side of 43 West Street

Routes 60 & 61 – William Bliss Avenue and Pearce Drive

Route Description

William Bliss Avenue and Pearce Drive are both quiet residential streets in west Chipping Norton. The routes have low traffic movements, however, there is on carriageway parking. William Bliss Avenue has footpaths on both sides of the carriageway of a width that can accommodate all users without 'give and take'. The surface of the footpath is well maintained, and vegetation does not obstruct the path.

The access to Pearce Drive is taken from William Bliss Avenue. The route is a dead end. There is no footpath on Pearce Drive so people must walk on the carriageway.

Walking Route Audit Tool (WRAT)

60	**93%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*
61	**83%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- The condition of the highway on Pearce Drive is patchy and needs to be resurfaced.
- There are a set of steps between 6 and 7 Pearce Drive. These steps lead up to 4 Spring Place, West Street. The width of the steps is wide, however, there are many of them. It is not known if there is potential to convert this to an accessible route. If not, the steps could only be promoted as a walking route between Pearce Drive and West Street.

Figure 124: Facing southbound - footpath on William Bliss Avenue

Figure 125: Steps on Pearce Drive leading towards West Street

Route 62 – Withers Way

Route Description

Withers Way is a residential area in west Chipping Norton. The route has a low traffic flow. There are footpaths on both sides of the carriageway of a suitable width that can accommodate all users without 'give and take'. Some footpaths have cracks that create a trip hazard. There is also overgrown vegetation in parts and on occasion, refuse bins that obstruct people walking. There are

no instances of vehicles parking on footways, with cars parked either on carriageway or driveways. The footpath does have a slope, however, the gradient does not exceed 8%. At approximately the halfway point of Withers Way is the entrance to the link to the New Street car park.

Walking Route Audit Tool (WRAT)

62	**90%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- The footpath will need to be resurfaced in the areas where cracks cause a trip hazard.
- Wayfinding is needed to promote the link between Withers Way and the New Street car park. The route requires a cut back of vegetation and removal of the concrete barrier at the car park end.

Figure 126: Carriageway and footpath facing westbound on Withers Way

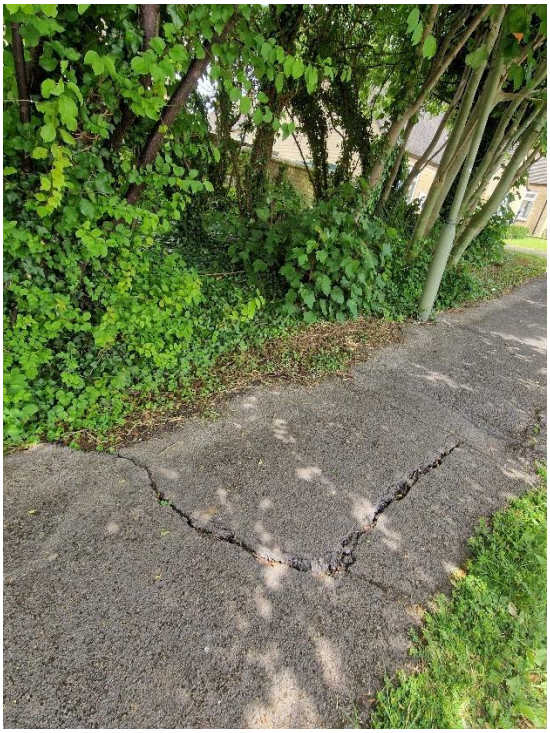


Figure 127: Crack in the surface of the footpath on Withers Way

Figure 128: New Street car park entrance to the link to Withers Way

Figure 129: Withers Way entrance to the link to New Street car park

Routes 64 & 65 – The Green (including the Unmarked Path between The Green to Burford Road)

Route Description

The Green is predominantly a residential area south of the centre of Chipping Norton. St Mary's C of E Primary School is also located on The Green, east of the junction with West Street / West End. Whilst busy at peak AM and PM periods during school term times, traffic noise and pollution in general do not affect the attractiveness of the route. There is a continuous footpath on the north side of The Green that runs directly from the junction with West Street / West End in the west, to Walterbush Road / Burford Road in the east. The northern footpath is in good condition with no visible defects. There is some low hanging vegetation, and the gradient of The Green is very steep - exceeding 8%. The southern footpath on The Green extends from the primary school westwards towards the junction with West Street / West End only. There is no footpath between the school and The Green / Burford Road / Walterbush Road junction.

Walking Route Audit Tool (WRAT)

64	**85%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*
65	**85%**	**Attractiveness** *(amber)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- Parking on the northern side of the street between 9 Braesnose Villas and Norton Green Court, The Green. The on-street parking is available from 8am to 6pm, for 30 minutes only (with no return within 1 hour). The length of parking is broken up by a keep clear area along the length of the school.
- The northern footpath has a width of between 1.5 metres and 2 metres. Considering the likelihood of parents walking along the route with children and / or pushchairs, widening of the footpath to more than 2 metres should be considered.
- Consider promoting The Green as part of an active travel route as similar to William Bliss Avenue. There is a public bench on the corner of The Green / Burford Road.

Figure 130: The Green facing eastbound towards The Green / Walterbush Road / Burford Road junction

Figure 131: The north side footpath nearing the entrance to St Mary's C of E Primary School

Routes 66, 85 & 96 – Burford Road (between the Albion Street / Burford Road mini roundabout to the junction with Evans Way)

Route Description

Burford Road is a two-way road (20-30 mph) and is one of the main routes into and out of Chipping Norton (A361) from the south. There is footway on both sides of the carriageway between the Albion Street / Burford Road mini roundabout and the A361 Burford Road / B4026 Charlbury Road junction, however, from that junction the footpath continues only on the western side of the carriageway along the A361 Burford Road (to the junction with Evans Way). There is no shared use footway / cycleway provision along the Burford Road. There is one signalised crossing to the east of the Burford / Walterbush Road / The Green junction that provides access to the nearby Chipping Norton School. There is also one zebra crossing located on the Burford Road south of the Burford Road / Albion Street mini roundabout.

Walking Route Audit Tool (WRAT)

66	**58%**	**Attractiveness** *(amber)*	**Comfort** *(amber)*	**Directness** *(amber)*	**Safety** *(amber)*	**Coherence** *(green)*
85	**90%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(amber)*	**Coherence** *(green)*
96	**80%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(amber)*	**Coherence** *(green)*

Findings

- Minor vegetation clearance and footpath resurfacing is required along the route.
- The movement of buses and HGVs along the route creates noise pollution. Vehicles pass closely by people walking in areas where the footpath is narrow, which is uncomfortable for people walking when this movement comes from behind.
- Perception that people are driving above the speed limit.
- Traffic calming should be explored - i.e. increased signage / road markings, cycle friendly speed bumps near Chipping Norton School, carriageway narrowing (i.e. via implementing an on carriageway painted cycle lane).
- There are multiple pinch points along the route where the footpaths narrow to below 1.5 metres. Footpath widening should be considered in those areas.
- There are only two (formal and informal) crossings along the route. It can be difficult for people to cross at natural desire lines, especially at times when there are only gaps of over 15 seconds in passing traffic.
- On the western extent of Burford Road (outside house number 46 – mid point between the Albion Street / Burford Road mini roundabout and the Burford Road / The Green / Walterbush Road junction), there is a raised section of footpath that has steps on one side and a ramp on the other. As there is no reasonable alternative or crossing for mobility aid users, the steps of the raised footpath should be converted to an accessible ramp, or a formal crossing facility provided to the north of the raised footpath.
- There is an informal crossing point located to the right of the Evans Way / Burford Road junction. The crossing point is close by to the Public Right of Way (PRoW) on the field opposite Evans Way. Signage to direct walkers to and identify the PRoW is required.

Figure 132: Eastern footpath on Burford Road facing southwards

Figure 133: Eastern footpath on Burford Road facing southwards

Figure 134: Steps to raised footpath on Burford Road

Figure 135: Eastern footpath on Burford Road facing southwards

Figure 136: Junction with the Chipping Norton Fire Station / eastern footpath on Burford Road facing Burford Road / The Green / Walterbush Road junction

Figure 137: Western footpath on Burford Road facing northwards

Route 67 – Vernon Court

Route Description

Vernon Court is a residential area situated between West Street, The Green and Burford Road. The is a continuous shared space that runs the length of the residential area between West Street and Burford Road. The route is unpaved at one end, with no surveillance or lighting. Whilst it does cater for the walking desire line in terms of a faster route to the town centre, there is limited wayfinding to indicate to the public that this is a through route, and the gradient of the path is very steep which would likely be unsuitable for mobility aid users.

Walking Route Audit Tool (WRAT)

67	**70%**	**Attractiveness** *(red)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- Vernon Court is permissive Footpath (not PRoW). Options for route amendments may be limited.
- Introduce wayfinding to promote the trough route to people walking.

Figure 138: Uneven surface of path in Vernon Court

Figure 139: Uneven surface of path in Vernon Court

Route 68 – Burford Road (side road)

Route Description

Situated on a side road to the east of Burford Road between Albion Street / Burford Road mini roundabout and Burford Road / The Green / Walterbush Road junction is a small residential area also called Burford Road. There are no footpaths, however, the carriageway looks to be newly resurfaced and the area is generally well maintained. Due to the lack of footpaths, people walking must share the carriageway with cars. However, as this is a small residential area, vehicle movements are low in numbers. Upon auditing, it was determined that there would be limited possibility of providing connections between trip generators / attractors.

Walking Route Audit Tool (WRAT)

68	**95%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- The gradient of the carriageway is very steep which is unlikely to be suitable for mobility aid users.

Figure 140: Carriageway entrance to Burford Road

Figure 141: Carriageway of Burford Road

Route 100 – Allotment Footpath

Route Description

To the south of Chipping Norton, passing Chipping Norton School and Glyme Hall, there is an unsurfaced footpath that travels east past the allotments and William Fowler Memorial Wood, onwards towards a PRoWs and bridleways through fields southeast of the town. The route is currently unlit and isolated with no passive surveillance. The route is not subject to traffic noise or pollution as cars are only allowed on the path up to the allotments. In its current state, there is the potential for the surface to become muddy when it rains heavily. The East of Chipping Norton Strategic Development Area (as set out in West Oxfordshire District Council's Local Plan 2031) allocates 1,200 dwellings to the filed north of this allotment footpath. If this is delivered then there would be potential to develop this route in the future. As of now, the Local Plan housing numbers are being reviewed and the outcome for East of Chipping Norton SDA will be decided.

Walking Route Audit Tool (WRAT)

100	**78%**	**Attractiveness** *(amber)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- Consider if there is any type of lighting that can be introduced now that would be sympathetic to the environment and enhance safety of the path.
- Paving footpath (potential for joint footway / cycleway) and wayfinding signage should be investigated.

Figure 142: Allotment Footpath passing by the parking area at Glyme Hall

Figure 143: Entrance to the allotment site from the footpath

Route 69 – West End / Churchill Road (between The Green to Tilsley Road)

Route Description

West End / Churchill Road is two-way road (20-30 mph) and one of three major roads that carry vehicles into and out of the south of Chipping Norton. Situated mainly mid to southwest of the town, West End / Churchill Road is predominantly residential but with many vehicles and HGVs travelling along during the day. There is footway on both sides of the carriageway between The Green and Tilsley Road, however, the north side footpath is wider than the south side. The footpaths are patchy in some areas, but no trip hazards noted during the audit. The difference in width of the carriageway means that on some occasions people walking will have to give way to one another. There is no shared use footway / cycleway provision along West End / Churchill Road, and people cycling must use the carriageway. There are no formal or informal crossing points along the route, which can make it difficult for people to cross at natural desire lines, especially at times when there are no gaps of over 15 seconds in passing traffic.

Walking Route Audit Tool (WRAT)

69	**75%**	**Attractiveness** *(green)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(amber)*	**Coherence** *(amber)*

Findings

- All dropped kerbs at the junctions with West End / Churchill Road should be fitted with tactile paving.
- Parking on street affects visibility for cars travelling along the road and people trying to cross to the footpath on the other side of the road.
- Drivers exceed speed limit on Churchill Road. Build outs and removal of central line would help to slow traffic down.
- Steady flow of traffic (cars / HGVs) due to access to and from villages south of Chipping Norton
- Overgrown vegetation overhanging the footway from residential properties which should be removed.

Figure 144: West End / Churchill Road	Figure 145: Vehicles negotiating parked cars and oncoming traffic on West End / Churchill Road

Route 70 – Tilsley Road

Route Description

Tilsley Road is a small residential area to the southwest of Chipping Norton. There is low traffic flow on this route. There are footpaths on both sides of the carriageway that are narrow, however, for the number of people walking along this route it is assumed that there will not be many instances of having to give way. The surface of the footpaths do not show any significant issues, however, there are some minor instances of overgrown vegetation. There are no instances of vehicles parking on footways, with cars parked either on carriageway or driveways. The footpath does have a slope, however, the gradient does not exceed 8%.

Walking Route Audit Tool (WRAT)

70	**98%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- Tactile paving is needed at the dropped kerbs junction with Churchill Road.

Figure 146: Highway and footpaths of Tilsley Road

Figure 147: Dropped kerbs at the Tilsley Road / Churchill Road junction

Route 71 – Lords Piece Road

Route Description

Lords Piece Road is a residential area to the southwest of Chipping Norton. There is a low traffic flow on this route. There are footpaths on both sides of the carriageway that are near continuous all the way along the road apart from two minor breaks in the northern side footpath between house 45 & 47, and houses 33 & 35. The footpaths are a comfortable width for people walking. The surface of the footpaths are patchy and in some areas look as though they are in disrepair. There are some minor instances of overgrown vegetation and one instance of parking on the footpath during the audit (the parking looks to be temporary and not residential e.g. utilities vans). The footpath does have a slope, however, the gradient does not exceed 8%.

Walking Route Audit Tool (WRAT)

71	**83%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- Tactile paving is needed at junction with Churchill Road.
- Refresh footway and clear vegetation

Figure 148: Patchy footpath on Lords Piece Road

Figure 149: Break in northern side footpath between 33 and 35 Lords Piece Road. No dropped kerbs

Route 97 – Edward Stone Rise

Route Description

Edward Stone Rise is a residential area to the southwest of Chipping Norton. There is a low traffic flow on this route and is therefore free of noise and air pollution. There are footpaths on both sides of the carriageway and the width is slightly narrow with the occasional need for give and take between people walking when required. The surface of the footpaths are well maintained, however there is evidence of overgrowing vegetation in parts. During the audit there were no vehicles parking on the footpaths, however, oil patches on the paths next to 9 and 16 Edward Stone Rise suggest that at some time there may be cars parked there. The footpath does have a slope; however, the gradient does not exceed 8%.

Walking Route Audit Tool (WRAT)

97	**88%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- Tactile paving refreshing at junction with Churchill Road.
- At the eastern corner of Edward Stone Rise, there is access directly to Back Alley and the
- link between Churchill Road and Walterbush Estate.

Figure 150: Edward Stone Rise facing towards the junction with Churchill Road

Figure 151: Eastern corner of Edward Stone Rise – access to Back Alley

Route 72 – Hailey Road

Route Description

Hailey Road in the south of Chipping Norton links Churchill Road to Walterbush Road. It is a residential area with relatively low noise pollution. Whilst there is not a large amount of traffic movement, Hailey Road is a main route into smaller residential roads in the south of Chipping Norton and is also part of the Stagecoach S3 bus route. At times, Hailey Road can feel like a constricted area as the highway is not wide and it has a near constant level of parking along it. During the audit, two buses were observed getting stuck at an impasse on Hailey Road whilst trying to negotiate a route around parked cars and work vans.

There are footpaths on both sides of the carriageway, however, the width is slightly narrow with the occasional need for give and take between people walking. The surface of the footpaths is patchy and cracking. It is a particular trip hazard close to the kerbs and trees. The bus stop on Cornish Road can be easily accessed from Hailey Road, with the dropped kerbs from Hailey Road located close to the bus stop.

The footpath does have a slope, however, the gradient does not exceed 8%.

Walking Route Audit Tool (WRAT)

72	**83%**	**Attractiveness** *(amber)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- Investigate whether there is any scope to widen the footpaths by removing the vegetation.
- Wayfinding needed at Back Alley.
- The layout of the footpath and parking area outside of the Costcutter store needs to be examined as the desire line takes people through the car park for the store instead of the path in front of the store that connects to Hailey Road. At the same time, cars are driving into and reversing out of the parking area, making it dangerous for people walking.

Figure 152: Footpath on Hailey Road

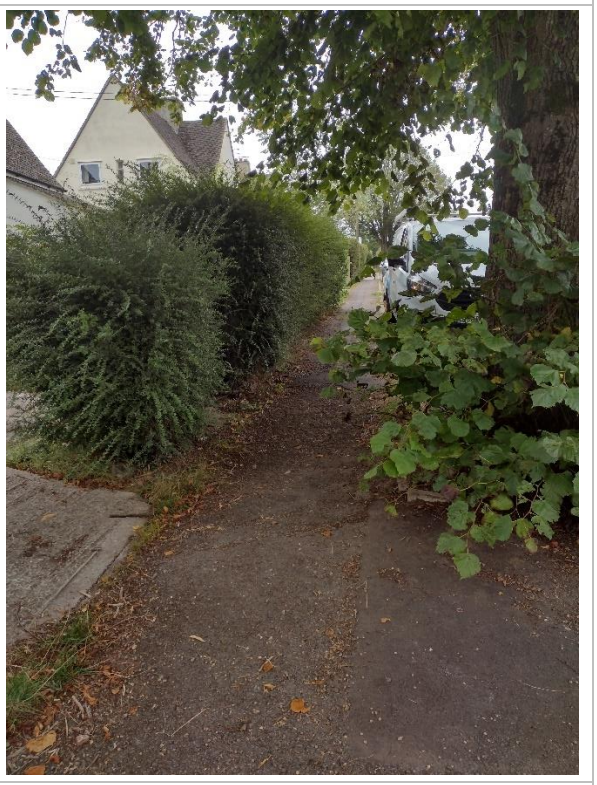


Figure 153: Footpath obstructed by vegetation growing from the tree. The surface of the footpath is also cracked

Route 73 – Cornish Road

Route Description

Cornish Road, to the southwest of Chipping Norton, is a residential area made up of a circular route with side roads and interconnecting footpaths.

There are footpaths on both sides of the carriageway of adequate width. There are no significant issues with the footpaths, and they are generally well maintained apart from small rough patches along the route. Most of the parking is kept to driveways, on carriageway and parking areas. There were a couple of instances of footpath parking that force people to walk on the adjoining grass area to avoid touching the vehicles.

The footpaths along Cornish Road are relatively flat, with a couple of raised footpaths to get to some properties.

Walking Route Audit Tool (WRAT)

73	**98%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- Investigate whether the bollard outside of 102 Cornish Road is needed. If not, it should be removed.
- Dropped kerbs are inconsistent junctions. More should be added in areas where they are missing to ensure mobility aid users can use the footpaths.
- No tactile paving at any of the junctions.

Figure 154: Metal bollard in front of 102 Cornish Road

Figure 155: Footpath and carriageway of Cornish Road

Route 74 – Hannis Road

Route Description

Hannis Road is a residential area to the east of Cornish Road. There are footpaths on both sides of the carriageway until 8 Hannis Road on the eastern side of the street where the footpath leads out to and ends at a dedicated carriageway parking area. It then picks back up on the eastern side just before it turns into a footpath that connects Cornish Road with Hailey Road.

The condition of the footpath is patchy with some evidence of overgrown vegetation and weeding. Parking along the route is on carriageway and in dedicated parking areas.

Walking Route Audit Tool (WRAT)

74	**93%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- Remove vegetation and resurface patchy footpaths.
- Extend and redirect the footpath (opposite to 8 Hannis Road) to the right to avoid the parking area.

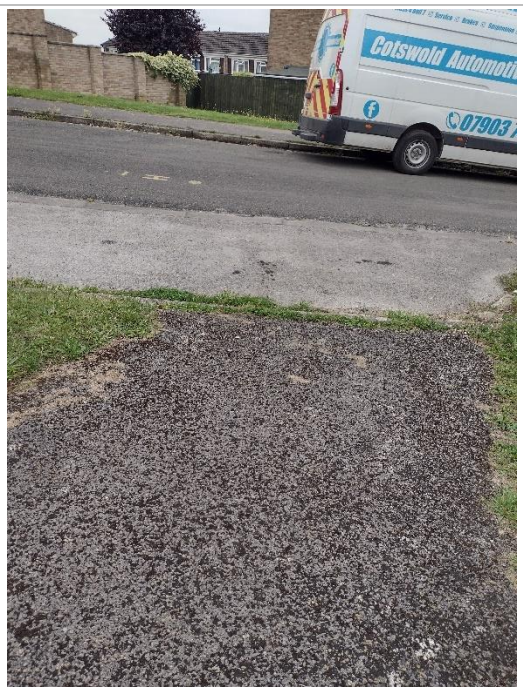


Figure 156: Footpath on Hannis Road which leads out to a designated parking area

Figure 157: Link connecting Hannis Road to Cornish Road

Routes 75 & 92 – Walterbush Road

Route Description

Walterbush Road in the south of Chipping Norton is a busy residential road that spans from its junction with Cornish Road in the west to the Burford Road / The Green / Walterbush Road junction in the east. It is an important route for Chipping Norton for many children in the south of the town who attend Chipping Norton School and who use Walterbush Road for their journey to school. Speeding is a primary concern in the area - many vehicles on the day of the audit were observed driving more than the 20-mph speed limit. There are footpaths on both sides of Walterbush Road, however, they are in poor condition in areas and need to be resurfaced. Dog walkers use the west end of Walterbush Road to access the fields beyond. The worn paths in the fields suggest that there might be bridleways or permissive routes around there.

Walking Route Audit Tool (WRAT)

75	**95%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*
92	**88%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- Additional 20mph signage (one sign currently hidden by bus shelter)
- Introduce traffic calming via road narrowing, improved speed signage, consider cycle friendly speed bumps, and resurface footway and tidy overgrown vegetation on dropped kerbs
- Explore footway widening, which may help reduce speeds

Figure 158: Footpath on Walterbush Road

Figure 159: Footpath on Walterbush Road

Route 76 – Evans Way

Route Description

Evans Way is the main road in the south of Chipping Norton into a relatively new housing development. It spans from the west at Walterbush Road to the east at Burford Road. Evans Way mainly comprises of houses and apartments, however, there is also a nursery situated at the west

of Evans Way near to the Walterbush Road junction. As the development is newer than most in Chipping Norton, the infrastructure is in good condition.

The footpaths on Evans Way Road are on both the northern and southern sides of the carriageway. The northern side footpath remains constant around the length of Evans Way, however, the southern side footpath stops at the start of the recreation ground and picks back up at 11 Evans Way (up to the Burford Road). There is minor evidence of overgrown vegetation and no formal or informal crossing facilities.

Walking Route Audit Tool (WRAT)

76	**98%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Figure 160: Footpath and carriageway on Evans Way

Figure 161: Footpath and carriageway on Evans Way

Routes 77 & 78 – Morris Close and Burbidge Close

Route Description

Morris Close and Burbidge Close are small residential areas to the west of Evans Way. As the development is newer than most in Chipping Norton, the infrastructure is in good condition. Morris Close and Burbidge Close do not have footpaths, instead people walking share the space with people driving. However, traffic flows are low in this area, people can typically share the space with vehicles safely until they reach the footpath on Evans Way. It must be acknowledged that this is a challenging environment for people with visual impairments though.

Walking Route Audit Tool (WRAT)

77	**100%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

78	100%	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Figure 162: Shared Space in Morris Close

Figure 163: Shared space and junction of Burbidge Close

Routes 79 - 81 – Burrows Crescent, Ellis Lane, and Stares Court

Route Description

At the midpoint of Evans Way are the residential areas of Burrows Crescent, Ellis Lane and Stares Court. As the development is newer than most in Chipping Norton, the infrastructure is in good condition. Burrows Crescent, Ellis Lane and Stares Court do not have many footpaths, instead people walking share the space with people driving. However, traffic flows are low in this area, people can typically share the space with vehicles safely until they reach the footpath on Evans Way. It must be acknowledged that this is a challenging environment for people with visual impairments though.

Walking Route Audit Tool (WRAT)

79	**100%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*
80	**93%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*
81	**88%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- Between 20 and 22 Burrow Crescent is a surfaced path that goes beyond the houses to the edge of the development and stops at a wooden fence. On the other side of the fence is an area of land in between 64 and 65 Cotswold Crescent that could be converted into a footpath. If the fence was removed, this link could become a viable active travel route between the two areas and more importantly act as a new school route for children from the Evans Way development, without having to go around the length of Burford Road or Walterbush Road

Figure 164: Footpath between 20 and 22 Burrows Crescent which could link to Cotswold Crescent if barriers are removed

Figure 165: Shared space on Ellis Lane

Routes 82 & 83 – Howes Lane and Stopford Place

Route Description

To the east of Evans Way (north and south of the carriageway) are the residential areas of Howes Lane and Stopford Place. As the development is newer than most in Chipping Norton, the infrastructure is in good condition. Howes Lane and Stopford Place do have some footpaths that link up to the paths out of the Evans Way estate out to Burford Road.

Walking Route Audit Tool (WRAT)

82	**80%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*
83	**90%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Figure 166: Footpath on Howes Lane obstructed by vegetation

Figure 167: Footpath on Howes Lane

Route 84 – Footpath between Evans Way and Burford Road

Route Description

Running along most of the length of Evans Way, from Banana Moon Nursery to Burford Road, is a shared footpath and cycle path. The path is wide, flat and has a mixture of gravel for most of the route between the nursery and 8 Stopford Place. Between Stopford Place and Burford Road, the path surface is tarmac. This route provides a good alternative to walking along the footpath of Evans Way.

Walking Route Audit Tool (WRAT)

84	**93%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- Whilst the route is overlooked by some properties, they are set quite far back or have a garden hedge in between the house and path
- This route would benefit from signage and wayfinding
- Consider removing the metal barriers at the end of the path by Burford Road and replacing them with something that can accommodate people with pushchairs and mobility aid users
- The path can be accessed from Evans Way, Morris Close, Burbidge Close and Stopford Place

Figure 168: Metal barriers at the end of the footpath by Burford Road

Figure 169: Footpath facing towards the Evans Way recreation ground

Routes 86 & 87 – Back Alley (including link to Churchill Road)

Route Description

Back Alley is a well-used route between Hailey Road and Hailey Avenue (with an additional footpath at the northeast end that connects to Churchill Road). There is substantial littering and fencing in major disrepair throughout Back Alley. Vegetation is overgrown, however, the surface of the footpath itself along Back Alley is in good condition. There is limited passive surveillance and no lighting for most of the route. Conversations with locals suggest that regular anti-social behaviour occurs at night and this is confirmed by the signs of vandalism and graffiti and evidence of alcohol and drug consumption.

The link from Back Alley to Churchill Road is also obstructed by overgrown vegetation. Again, there is no passive surveillance and is dark due to lack of lighting. There are metal chicanes at the Churchill Road end, which are partially covered by vegetation. There is an opportunity to promote this route for active travel, however, significant work is required to make it safe and attractive.

Walking Route Audit Tool (WRAT)

86	**83%**	**Attractiveness** *(red)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*
87	**85%**	**Attractiveness** *(amber)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- Vegetation trimming is required
- Bins (including dog waste bins) should be provided at either end of the footway
- Install lighting (without compromising comfort of adjacent properties)
- Install signs to indicate the route is used by children
- Improve signage and wayfinding by adding information of key locations and approximate distances

Figure 170: Back Alley

Figure 171: Metal chicanes at the end of the link between Back Alley and Churchill Road

Routes 88 & 89 – Hailey Avenue and Hailey Crescent

Route Description

Hailey Avenue is a quiet residential area that runs adjacent to Back Alley. The footpath is narrow at points due to large tree trunks and root incursion. The footway and dropped kerb layout do not serve walking desire lines and the current condition of the kerbs are poor and require maintenance. Cars are parked at intermittent points along the footpath and vegetation is overgrown in areas. There is a steep uphill gradient from 55 Hailey Avenue to the Walterbush Road junction.

The road surfacing along Hailey Crescent is very poor, and people are likely to walk along the carriageway due to parking on the footpath. There is very little traffic based on conversations with locals.

Walking Route Audit Tool (WRAT)						
88	**75%**	**Attractiveness** *(green)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*
89	**93%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- Reconsider footway and dropped kerb layout on Hailey Avenue. Footway widening is required and improvement of the footway and dropped kerb provision to desire lines including repair of existing dropped kerbs in need of maintenance
- Formalise parking to stop cars being parked on the footpath on Hailey Avenue and Hailey Crescent
- Investigate possible link from the side of 9 Hailey Crescent to the side of 2 Hailey Avenue

Figure 172: Parking on the footpath on Hailey Avenue

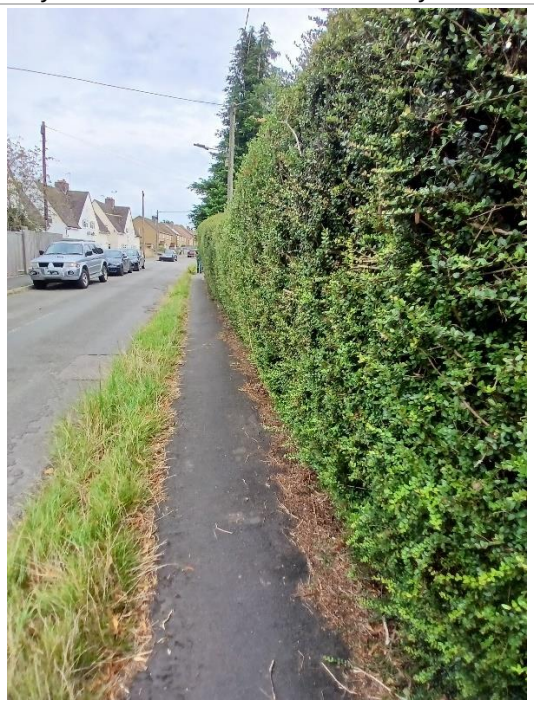


Figure 173: Narrow footpath on Hailey Avenue

Routes 90 & 91 – Hill Close and Marshall Close

Route Description

Hill Close and Marshall Close are two small residential areas off Hailey Avenue. Both routes have footpaths on either side of the carriageway that have adequate width, are in good condition and free from defects and vegetation. Parking on the footpaths was observed, however, and refuse bins on the path cause an obstruction. At the southeast ends of both Hill Close and Marshall Close where the footpath ceases, there are non-motorised vehicle links to Walterbush Road. The links are slightly steep in gradient and have concrete bollards either side. In their current state, the paths are not suitable for mobility aid users.

Walking Route Audit Tool (WRAT)

90	**95%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*
91	**95%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*

Findings

- Remove the concrete bollards and replace with another type of barrier that can allow access for all whilst preventing cars from parking or driving along the path
- To ease the gradient, an engineer has previous suggested that the link from Walterbush Road into both Hill Close and Marshall Close could be realigned to 'zigzag'

Figure 174: Concrete bollards at the start of the footpath to Hill Close

Figure 175: Concrete bollards at the start of the footpath to Marshall Close

Routes 93 – 95 – Cotswold Terrace, Cotswold Crescent (including the footpath link to Burford Road)

Route Description

Cotswold Crescent and Cotswold Terrace are in the south of Chipping Norton. The residential area is set out in a square layout with the Cotswold Crescent Play Area in the middle. The footpaths are in good condition and well maintained with no significant issues or trip hazards. Parking occurs on household driveways or on carriageway.

At the southeast corner of Cotswold Crescent and Cotswold Terrace there is a footpath that heads eastwards toward the Burford Road (just north of the Burford Road / Charlbury Road junction). The footpath has overgrown vegetation, which has led to the footpath narrowing. It is also unlit with no passive surveillance, wayfinding, and a poor surfacing quality.

Walking Route Audit Tool (WRAT)

93	**98%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*
94	**90%**	**Attractiveness** *(green)*	**Comfort** *(green)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(amber)*
95	**78%**	**Attractiveness** *(amber)*	**Comfort** *(amber)*	**Directness** *(green)*	**Safety** *(green)*	**Coherence** *(green)*

Findings

- Install dropped kerbs at junction with Walterbush Road
- Provide litter bins to address the littering present on the footpaths
- Main area of concern from residents is the roundabout. Investigate whether it can be removed
- Provide an active travel connection / path between 64 and 65 Cotswold Crescent to 20 and 22 Burrow Crescent
- The route would benefit with the provision of wayfinding
- Substantial trimming of vegetation required along the path between Cotswold Crescent and Burford Road
- The path would benefit from the installation of lighting and wayfinding, as well as being resurfaced (starting from approximately 40m southeast of the footpath from Cotswold Crescent)

Figure 176: Mini roundabout junction between Cotswold Crescent and Cotswold Terrace

Figure 177: Footpath next to 64 Cotswold Crescent which could link to Burrows Crescent if barriers are removed

Annex B

Oxfordshire County Council
Equalities Impact Assessment (EqIA)

Chipping Norton Local Cycling and Walking Infrastructure Plan (LCWIP)
14/03/2025

Contents

Section 1: Summary details

Directorate and Service Area	Economy and Place, Place Shaping
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Chipping Norton Local Cycling and Walking Infrastructure Plan (LCWIP)
Is this a new or existing function or policy?	New plan for Chipping Norton
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	Development of LCWIPs is a policy requirement within Oxfordshire's Local Transport and Connectivity Plan (LTCP). LCWIPs play a key role in supporting more journeys by walking and cycling and addressing the climate emergency. No negative equalities impacts have been identified as arising from the LCWIP, instead there is opportunity to address inequality in Chipping Norton especially due to the rurality of the area. The LCWIP promotes investment in walking, wheeling and cycling infrastructure that will improve the accessibility of travel in and between Chipping Norton and the surrounding areas for everyone. All individual highways schemes may result in unintended negative equalities impacts, however this risk will be considered in detail on a scheme-by-scheme basis when individual schemes in the LCWIP are developed, by writing a scheme specific EqIA where appropriate.
Completed By	Annabelle Calder, Transport Planner, Place Planning North (West Oxfordshire)
Authorised By	Jacqui Cox, Place Planning Manager (North) 17/03/2025
Date of Assessment	14/03/2025

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	The Chipping Norton LCWIP is a 10-year plan for improving cycling and walking infrastructure in Chipping Norton and the surrounding areas. The improvements aim to enable cycling, walking and wheeling to be the natural choices for travelling short distances, or as part of longer journeys, within Chipping Norton and connecting to the surrounding areas thereby reducing reliance on motor vehicles. It is a policy requirement in Oxfordshire County Council's Local Transport and Connectivity Plan to produce LCWIPs (Policy 3a). This is the first version of the Chipping Norton LCWIP to be considered for approval.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	The LCWIP proposes: •new and improved crossings for people walking, wheeling and cycling •segregated cycle tracks •provision of lighting on footpaths and cycleways •implementation of additional cycle parking •footway widening and resurfacing •new shared use footway/cycleway •public realm improvements to create a more accessible and pleasant environment for people to walk, wheel, cycle and spend time.
Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.	The LCWIP and its associated documents outline the evidence used to inform the proposals in the LCWIP. This covers national policy and strategy of the benefits to increasing walking, wheeling and cycling levels for helping to decarbonize transport, improve health and tackle inequality, including by improving access to opportunities. Road traffic collision data has also been analysed to identify locations people walking, wheeling or cycling are at safety risk. The propensity to cycle tool has also been used to identify locations where there is the greatest potential for growth in the number of people cycling. Steering group sessions invited local members, key stakeholders and interested parties to give feedback and deeper local knowledge, this input was also used to inform the proposals in the LCWIP.

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

Section 3: Impact Assessment - Protected Characteristics

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

Disability	☐	☒	☐	The LCWIP considers the needs of people with visual impairments including the provision of tactile paving and dropped kerbs. Some people with disabilities such as sight or hearing impairments or mobility issues (among other disabilities) may feel intimated sharing space with cyclists. The LCWIP proposes, segregation of footways and cycleways to reduce conflict between those cycling, walking/wheeling and vehicular traffic. The LCWIP seeks to enable people with disabilities who use their bike as a mobility aid to have increased access to shops and services. LCWIP also promotes the Healthy Streets Approach, which aims to create accessible and pleasant places for all. This includes the provision of benches to provide people with opportunities to rest when necessary. The LCWIP makes proposals which would benefit pregnant/maternity women	Retain disabled parking bays and designated disable on street parking. Consider impacts of individual schemes during design work. Public consultation of individual schemes endeavours to engage with a range of people to receive a representative view.	Place Planning West Team	Ongoing

				who use their bike as a mobility aid to have increased access to shops and services. Some pregnant/maternity women may feel intimated walking in areas where there are cyclists travelling at speed and feel at greater risk of being hit by a cyclist, the LCWIP proposes segregation of footways and cycleways to reduce potential conflict.			
Gender Reassignment	☒	☐	☐	N/A	N/A	N/A	N/A
Marriage & Civil Partnership	☒	☐	☐	N/A	N/A	N/A	N/A
Pregnancy & Maternity	☐	☒	☐	The LCWIP also promotes the Healthy Streets Approach, which aims to create accessible and pleasant places for all. This includes the provision of benches to provide people with opportunities to rest when necessary. The provision of tactile paving and dropped kerbs promotes improved accessibility for all, including for people with pushchairs and children.		Place Planning West Team	Ongoing
Race	☒	☐	☐	N/A	N/A	N/A	N/A

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

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	☐	☒	☐	The LCWIP includes improved cycling connection between Chipping Norton and the surrounding villages. It will also provide opportunities for onward journeys as part of multi-model journeys.	Consider impacts of individual schemes during design work. Public consultation of individual schemes endeavours to engage with a range of people to receive a representative view.	Place Planning West Team	Ongoing
Armed Forces	☒	☐	☐				
Carers	☐	☒	☐	Should the schemes in the LCWIP be implemented this may benefit people who are Carers or the people they care for, by making cycling and walking safe and more accessible to all people. It is recognised that the LCWIP may only benefit a small proportion of people who are Carers.	Consider impacts of individual schemes during design work. Public consultation of individual schemes endeavours to engage with a range of people to receive a representative view.	Place Planning West Team	Ongoing
Areas of deprivation	☐	☒	☐	The LCWIP identifies areas of deprivation in Chipping Norton. The networks have been developed so that access to/from key destinations in and around Chipping Norton is provided. This will help to improve	Consider impacts of individual schemes during design work. Public consultation of individual schemes endeavours to engage with a range of people to receive a representative view.	Place Planning West Team	Ongoing

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				health, wellbeing, and access to economic opportunities for people in these areas.			

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	☐	☒	☐	Potential for improvements to staff's ability to travel for community and business trave by active modes or as part of a multi-model journey.	Consider impacts of individual schemes during design work.	Place Planning West Team	Ongoing
Other Council Services	☐	☒	☐	Potential for improved access to schools, libraries and Community and Support Services by active modes.	Consider impacts of individual schemes during design work.	Place Planning West Team	Ongoing
Providers	☒	☐	☐				
Social Value [23]	☒	☐	☐				

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

Section 4: Review

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

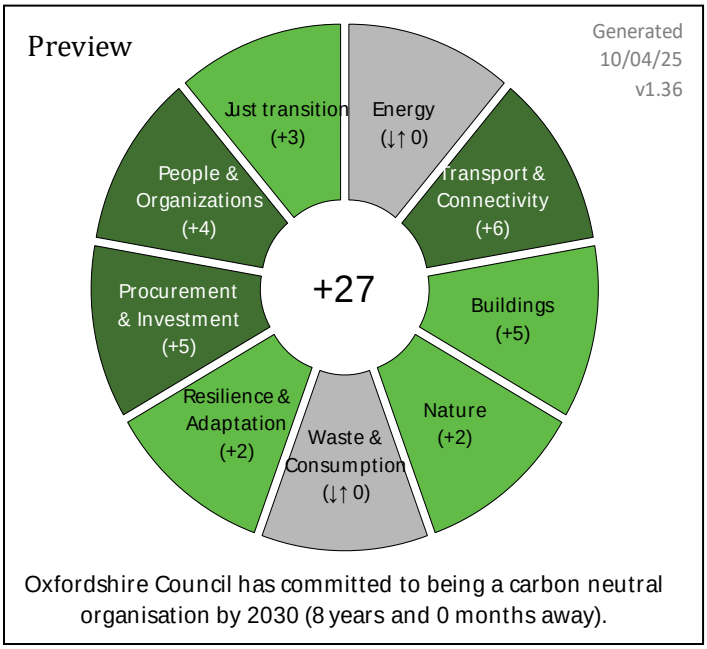
Review Date	**EqIA to be reviewed during LCWIP updates. The LCWIP is a live document, and the EqIA should be updated accordingly as and when changes are made to the LCWIP.**
Person Responsible for Review	**Odele Parsons, Place Planning West Team Leader**
Authorised By	**Jacqui Cox, Place Planning Manager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

Annex C

Climate Impact Assessment

Summary

Directorate and Service Area	Economy and Place, Place Shaping
What is being assessed	Chipping Norton Local Cycling and Walking Infrastructure Plan (LCWIP)
Is this a new or existing function or policy?	A new policy for Chipping Norton.
Summary of assessment	The Chipping Norton LCWIP will have a positive impact when considering OCC's climate policies. The LCWIP identifies how walking and cycling infrastructure can be improved in Chipping Norton so that it becomes a more accessible form of travel, thereby reducing reliance on private cars for journeys. As well as a positive impact on climate, active travel also has a positive impact on health and wellbeing and addressing inequalities.
Completed by	Annabelle Calder, Place Planning West
Climate action sign off by	Franco Gonzalez, Carbon Analyst
Director sign off by	Paul Fermer, Director of Environment and Highways
Assessment date	31/03/2025



Detail of proposal

Context / Background	The Chipping Norton LCWIP is a 10-year plan for improving cycling and walking infrastructure across the town and into the surrounding areas. The improvements aim to enable cycling, walking and wheeling to be the natural choices for travelling short distances, or as part of longer journeys, within Chipping Norton connecting to the surrounding areas thereby reducing reliance on motor vehicles. It is a policy requirement in Oxfordshire County Council's Local Transport and Connectivity Plan to produce LCWIPs (Policy 3a). This is the first version of the Chipping Norton LCWIP to be considered for approval.
Proposal	The LCWIP proposes: •new and improved crossings for people walking, wheeling and cycling •segregated cycle tracks •provision of lighting on footpaths and cycleways •implementation of additional cycle parking •footway widening and resurfacing •new shared use footway/cycleway •public realm improvements to create a more accessible and pleasant environment for people to walk, wheel, cycle and spend time.
Evidence / Intelligence	The LCWIP and its associated documents outline the evidence used to inform the proposals in the LCWIP. This covers national policy and strategy of the benefits to increasing walking, wheeling and cycling levels for helping to decarbonize transport, improve health and wellbeing, including by improving access to active travel opportunities. The propensity to cycle tool has also been used to identify locations where there is the greatest potential for growth in the number of people cycling. Engagement sessions have been held with Chipping Norton Traffic Advisory Committee and local members, key stakeholders and interested parties invited to give feedback on the draft plan.
Alternatives considered / rejected	An LCWIP is a policy requirement in LTCP (Policy 3a). The LCWIP development followed Department for Transport Guidance on developing LCWIPs. Using an alternative approach would mean deviating from the policies adopted in the LTCP and guidance from Department for Transport, which may reduce the likelihood of securing funding for active travel schemes in the area.

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	N/A	N/A	N/A	N/A	N/A
Energy	Promotes a switch to low-carbon or renewable energy	N/A	N/A	N/A	N/A	N/A
Energy	Promotes resilient, local, smart energy systems	N/A	N/A	N/A	N/A	N/A
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	2	The LCWIP identifies walking and cycling networks that connect people to key destinations. Improvements are proposed on these routes to make walking and cycling safe and accessible for all users. This supports journeys to be made by walking and cycling for short everyday trips and therefore reduces the need for private cars for everyday journeys as well as connecting multi-modal journeys on public transport.	The LCWIP aims to reduce the reliance on private cars by improving the opportunities to walk and cycle. The LCWIP is supported by the local town and parishes councils as well as Active Travel groups such as the Village Travel Network, this will help maximise the benefits of the infrastructure improvements to the local community.	Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

Transport & Connectivity	Supports active travel	3	The function of the LCWIP is to support active travel within Chipping Norton and between Chipping Norton and the Surrounding Areas. This is achieved by identifying networks of walking and cycling and proposing improvements on these networks to enable journeys by active travel methods to be easier for all users. Proposed improvements include new crossings, new and improved cycleways/footways, segregated cycle tracks, new and improved public realm such as lighting and signage.	The LCWIP supports active travel. The improvements suggested in the LCWIP help to realise the potential of active travel modal shift in the area.	Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Transport & Connectivity	Increases use of public transport	1	The LCWIP will help to support the use of public transport by providing connections to bus stops and key transport interchanges including train stations in Hanborough and Combe. The introduction of cycle parking in key areas is also outlined in the LCWIP.	Ensure public transport interchanges are considered within the route networks developed and that improvements for walking and cycling do not negatively impact public transport (particularly bus services). The location of cycle parking at bus stops will need to be monitored.	Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

Transport & Connectivity	Accelerates electrification of transport	1	Improved safe cycle infrastructure particularly between Chipping Norton and the Surrounding Areas, may increase the use / ownership levels of electric bikes (Ebikes).	Approval and implementation of the LCWIP will ensure that the improvements to cycle infrastructure can be made. Close working with Transport Development Management team around planning applications will ensure developer contributions can be sought towards improvements to routes between Chipping Norton and the Surrounding Areas.	Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

Buildings	Promotes net zero new builds and developments	3	The delivery of a walking and cycling network that links people with where they want to go means that any new developments will ultimately be linked to key trip generators in and around Chipping Norton by good quality walking and cycling routes, thereby reducing the need to drive and avoiding embedding reliance of private vehicles from these developments. However, in constructing new walking and cycling routes there is a carbon emissions impact derived from constructing new or modified infrastructure, this is also known as embodied carbon.	Share/ inform wider teams of the LCWIP to ensure schemes are identified for funding in response to planning applications where appropriate. Individual schemes will be subject to a CIA to ensure that they do not have a negative impact on the environment. Construction of schemes will seek to mitigate and minimise embodied carbon, as outline in policy 27 of Local Transport and Connectivity Plan and achieved by adopting practices of standard PAS2080 in the design stages.	Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Buildings	Accelerates retrofitting of existing buildings	N/A	N/A	N/A	N/A	N/A
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	N/A	N/A	N/A	N/A	N/A

Nature	Develops blue and green infrastructure	1	The LCWIP promotes the Healthy Streets Approach to public spaces. This includes consideration of how and where more trees and vegetation could be planted to enhance the attractiveness of a place and provide shade to encourage more people to walk and cycle. The LCWIP also ensures that existing green and blue infrastructure is retained and new routes/ improvements must work around the blue and green infrastructure.	Ensure that improvements proposed in the LCWIP do not compromise blue and green infrastructure or are implemented at the expense of green and blue infrastructure. Opportunities to develop blue and green infrastructure should be taken where possible.	Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Nature	Improves access to nature and green spaces	1	The LCWIP improves routes and the safety of routes in rural areas as well as access to green spaces by ensuring that green spaces are included in the walking and cycling network developed, which connects people with the places they want to go.	Proposals that improve access to nature and green spaces will be implemented. In some instances grass verge may be lost to accommodate widened paths and other infrastructure. The loss of vegetation will be considered as a last resort and weighed against the benefits from increased active travel over motor vehicle use. Opportunities to increase vegetation/ plant	Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

				trees will be sought with each scheme. The specific details of individual schemes e.g. materials will be determined during the design stage, and each scheme will be subject to a CIA. If the impact on nature is unacceptable then a scheme will not progress. OCC's tree policy will be adhered to during scheme development also.		
Waste & Consumption	Reduces overall consumption	N/A	N/A	N/A	N/A	N/A
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A	N/A	N/A	N/A	N/A
Resilience & Adaptation	Increases resilience to flooding	N/A	N/A	N/A	N/A	N/A

Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	1	The LCWIP promotes the Healthy Streets Approach to public spaces. This includes consideration of how to provide shade, shelter and rest stops in public spaces to make them more accessible and a pleasant place to be for all. This will become increasingly important as more extreme weather is anticipated. Consideration will mean people will still be able to travel by walking and cycling without reliance on a car to provide protection, or being isolated at home	Weather and climate are often highlighted as barriers to walking and cycling. The long-term conditions in which people will be walking and cycling needs to be considered in all aspects of scheme development. Appropriate steps will also be taken to reduce the impacts of these conditions on how people travel.	Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	1	The LCWIP aims to enhance the resilience of the local community by providing a means of transportation that is reliant on and controlled by the individual. Reduced reliance on private motor vehicles will help to combat congestion and thus, increase the resilience of the County's public transport system in the area and, the negative impacts of Oxfordshire's transport network more generally on climate. Reduced need to travel by private motor vehicles will also reduce the dependence, of people travelling in Oxfordshire, on global fuel markets and will put less pressure on supply chains for essential services. Any new walking and cycling infrastructure or improvement, will be future proofed for a changing climate by the materials used.	Adopting and implementing the LCWIP will ensure that resilience of council services and communities is enhanced, with the aim of the LCWIP to address the climate emergency.	Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Procurement & Investment	Procurement practices prioritise low-carbon options,	N/A	N/A	N/A	N/A	N/A

	circular economy and sustainability					
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	3	The LCWIP encourages investment into alternatives to private cars. The investment supports a transition to net zero and does not lead to a net increase of emissions across the county.	Adoption and implementation of the LCWIP will support investment opportunities in infrastructure that supports climate action/net zero. It will be ensured that OCC's climate policy is aligned with in revisions of the LCWIP to account for revisions in the climate policy.	Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
People & Organizations	Drives behavioural change to address the climate and ecological emergency	2	The LCWIP will help to encourage behavioural change of residents and visitors by providing safe and convenient access to active travel alternatives. The LCWIP also promotes community activation, cross team working within OCC and between County, District, Town and Parishes to further enable a change in travel behaviour and align climate values and policies.	Adoption and implementation of the LCWIP will support a drive in behaviour change to help address the climate emergency.	Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	1	The LCWIP supports LTCP targets for reducing emissions and Council targets for achieving net-zero by 2040. The LCWIP is also a guide that helps to promote the Council's climate policies in new developments and additionally includes the prioritised list of improvements (which considers environmental factors in the prioritisation process) to guide change over a prolonged period.	Adoption and implementation of the LCWIP will support a drive in behaviour change to help address the climate emergency.	Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Just transition	Promotes green innovation and job creation	N/A	N/A	N/A	N/A	N/A
Just transition	Promotes health and wellbeing	2	The LCWIP promotes and supports active travel. By improving active travel options for journeys, the LCWIP reduces reliance on private vehicles for journeys and thereby improves air quality.	Adoption and implementation of the LCWIP will ensure that the health benefits of active travel can be realised	Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

Just transition	Reduces poverty and inequality	1	The LCWIP creates accessible, zero carbon transport options. The development of the walking and cycling network involved identifying areas of deprivation and ensuring that walking and cycling links were provided for all areas to key trip generators and destinations.	Adoption and implementation of the LCWIP will contribute to addressing any inequality present in the scope area	Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Just transition	Promotes inclusion and participation	1	The LCWIP identifies barriers and issues within the walking and cycling network that disadvantages users. Improvements are proposed to make walking and cycling safe and accessible for all users. Providing an inclusive network so there is opportunities to change from private car usage to active travel. Implementation of strategies such as school streets also allows for children to be include in a change of behaviour.	Adoption and implementation of the LCWIP will contribute to promoting inclusion and behaviour change	Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

Annex D

Draft Chipping Norton Local Cycling and Walking Infrastructure Plan

Consultation report

March 2025

OXFORDSHIRE COUNTY COUNCIL

Contents

Executive summary

Oxfordshire County Council (OCC) in collaboration with key stakeholders have developed a draft Local Cycling and Walking Infrastructure Plan (LCWIP) for Chipping Norton, which includes connections to surrounding areas. The LCWIP is long-term plan for improving the cycling and walking infrastructure in Chipping Norton so that it is safer, more convenient, and more enjoyable to cycle and walk in Chipping Norton for more people. The draft LCWIP has been consulted on via Oxfordshire's Let's Talk platform and direct engagement with stakeholders. A total of 25 responses were received via Let's Talk Oxfordshire. Respondents to the Let's Talk consultation were representative of one demographic of Chipping Norton's population. A further 6 written responses were received including from Transition Chipping Norton and Coalition for Healthy Streets and Active Travel, who provided a different perspective on the LCWIP.

Overall, the consultation, which asked for views on the cycling network and improvements and walking network and improvements, received a mixed response. The walking network and proposed improvements were viewed more favourably than the cycling network and improvements. More crossing provision and wider footpaths were strongly supported. An expansion of the cycle network and a consideration of the impact of proposed cycle improvements on cycle safety and people walking was requested. Common themes throughout the consultation for both cycling and walking was a need to address motor vehicle flows (including Heavy Goods Vehicles - HVGs) and speeds to create a safer environment to cycle and walk. The prioritisation of improvements that create safer school journeys and contribute to the creation of a route, were also highlighted. In addition, the importance of linking to climate change, local environment and planned and potential future development, and ensuring funding is actively pursued to deliver improvements was emphasised.

The consultation feedback will help to inform the modification of the draft Chipping Norton LCWIP.

1. Introduction

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

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

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

Whilst LCWIPs do not come with fully funded schemes, they are a tool for attracting funding and guiding the spending of funding.

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

2. Methodology

The consultation consisted of an online survey hosted on Let's Talk Oxfordshire, which ran from Wednesday 29th January to Sunday 3rd March 2025. Participants were provided with a copy of the draft Chipping Norton LCWIP, background report and cycling and walking audit reports. Participants were asked for their 'views of Chipping Norton Local Cycling and Walking Infrastructure Plan', in particular the network plans for cycling and walking and proposed improvements. Key stakeholders were also able to submit comments via email.

Respondents were recruited to the consultation in a number of ways including:

- Direct emails from Oxfordshire County Council (OCC) officers were sent to key stakeholders
- Chipping Norton Town Council were briefed at their Traffic Advisory Committee meeting
- Press release shared with local media and government press, Chipping Norton News and the Cotswold Journal, Your Oxfordshire newsletter

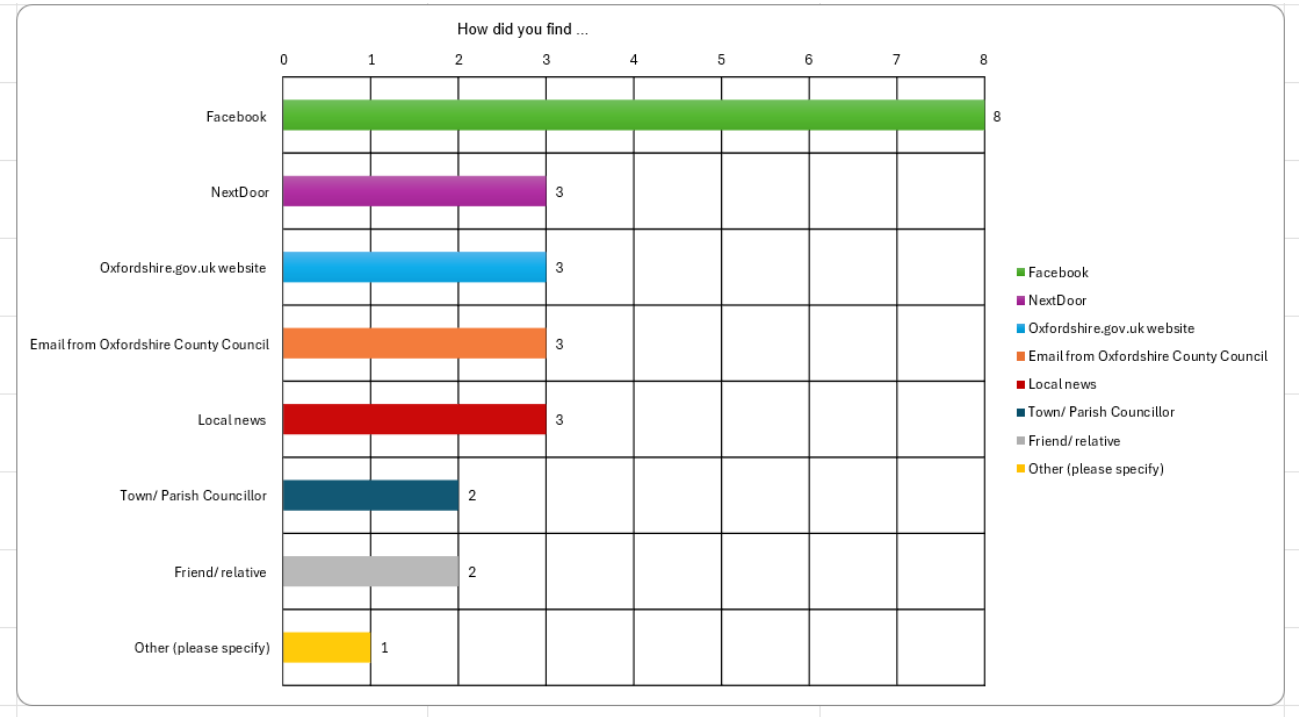


Figure 178: How respondents heard about the consultation

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

- 32% (8 people) of respondents selected Facebook
- 12% (3 people) of respondents selected NextDoor
- 12% (3 people) of respondents selected Oxfordshire.gov.uk website

- 12% (3 people) of respondents selected email from Oxfordshire County Council
- 12% (3 people) of respondents selected local news
- 8% (2 people) of respondents selected town/ parish councillor
- 8% (2 people) of respondents selected friend/ relative
- 4% (1 person) of respondents selected other

3. Response rate and demographics

Overall, 25 responses were received on Let's Talk Oxfordshire to the consultation. Respondents to the consultation were typically male; above the age of 55; white; not impacted by a long-term illness, health problem or disability that has lasted, or is expected to last, at least 12 months; and residents of Chipping Norton. The respondents to the consultation are not representative of all Chipping Norton residents and visitors according to the 2021 Census.

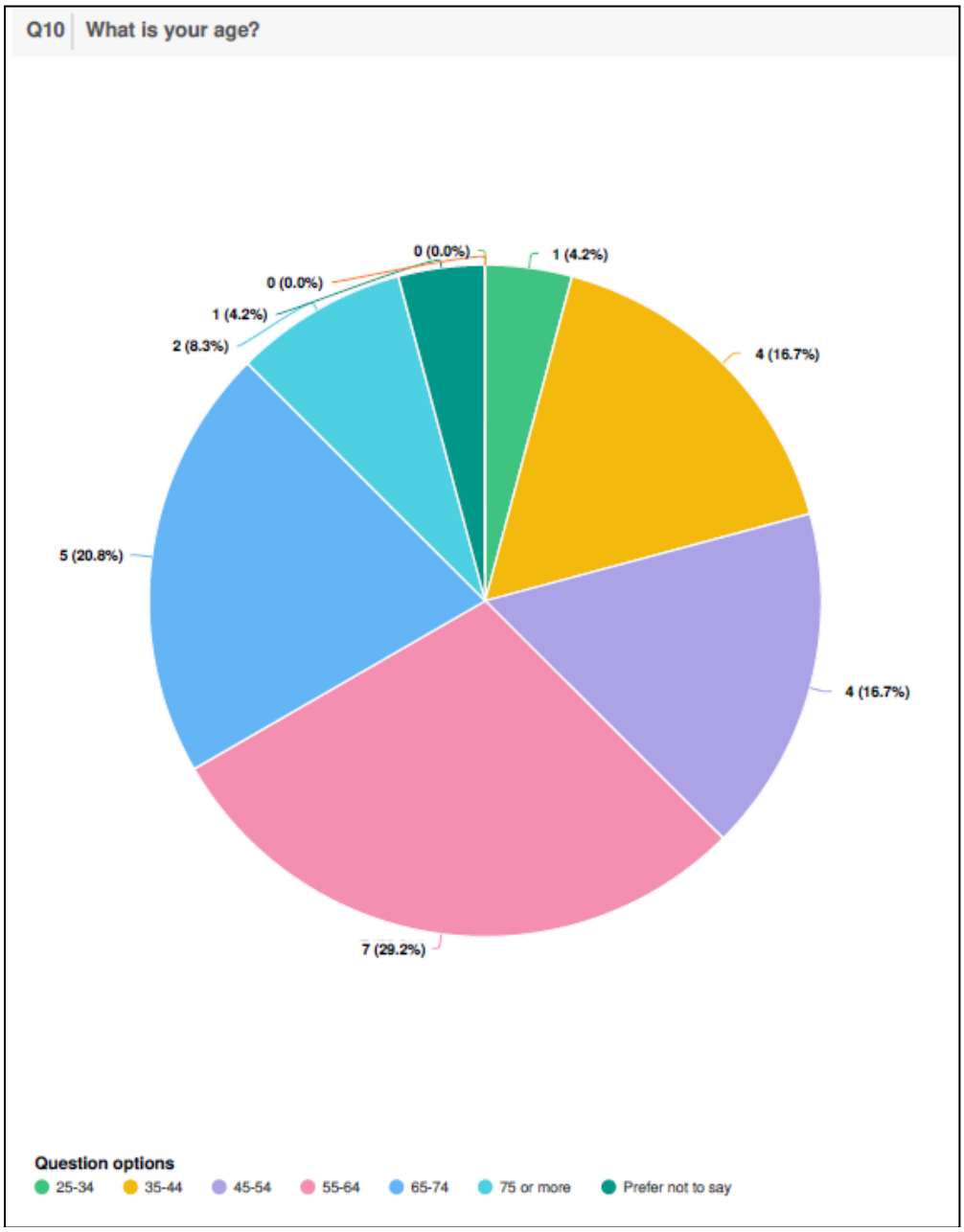


Figure 179: Respondents age

In response to the question 'what is your age?'

- None of the respondents were aged under 25
- 4.2% (1 person) of respondents were in the age category 25-34
- 16.7% (4 people) of respondents were in the age category 35-44
- 16.7% (4 people) of respondents were in the age category 45-54
- 20.8% (5 people) of respondents were in the age category 55-64
- 29.2% (6 people) of respondents were in the age category 65-74
- 8.3% (2 people) of respondents were in the age category 75 or more
- 4.2% (1 person) of respondents preferred not to say what there age was

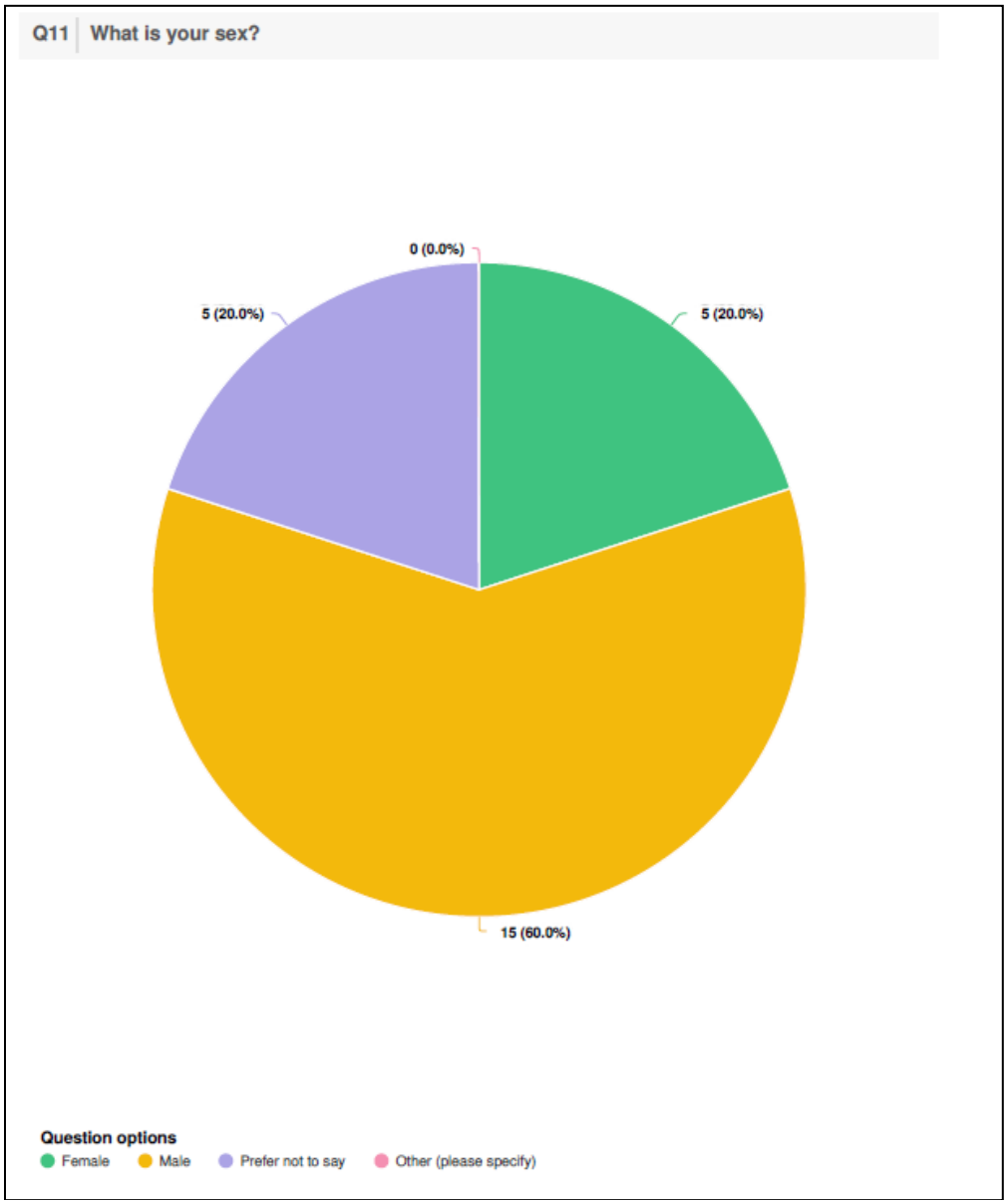


Figure 180: Respondents sex

In response to the question 'what is your sex?'

- 60% (15 people) of respondents said they were male
- 20% (5 people) of respondents said they were female

- 20% (5 people) of respondents said they would prefer not to say
- 0% (0 people) of respondents selected other

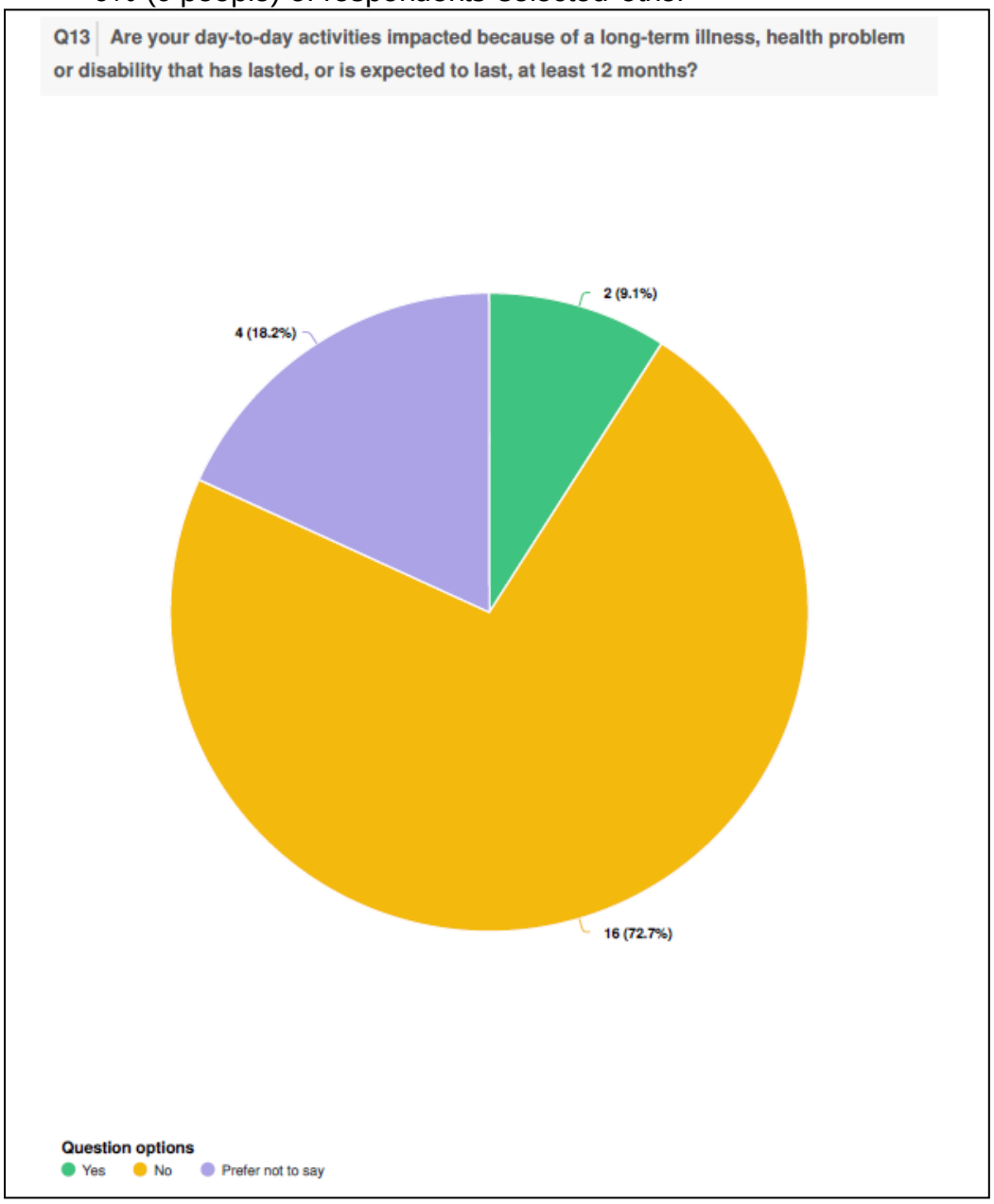


Figure 181: Whether respondents are impacted by long-term illness, health problem or disability

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

- 72.7% (16 people) of respondents answered no
- 18.2% (4 people) of respondents answered yes
- 9.1% (2 people) of respondents preffered not to say

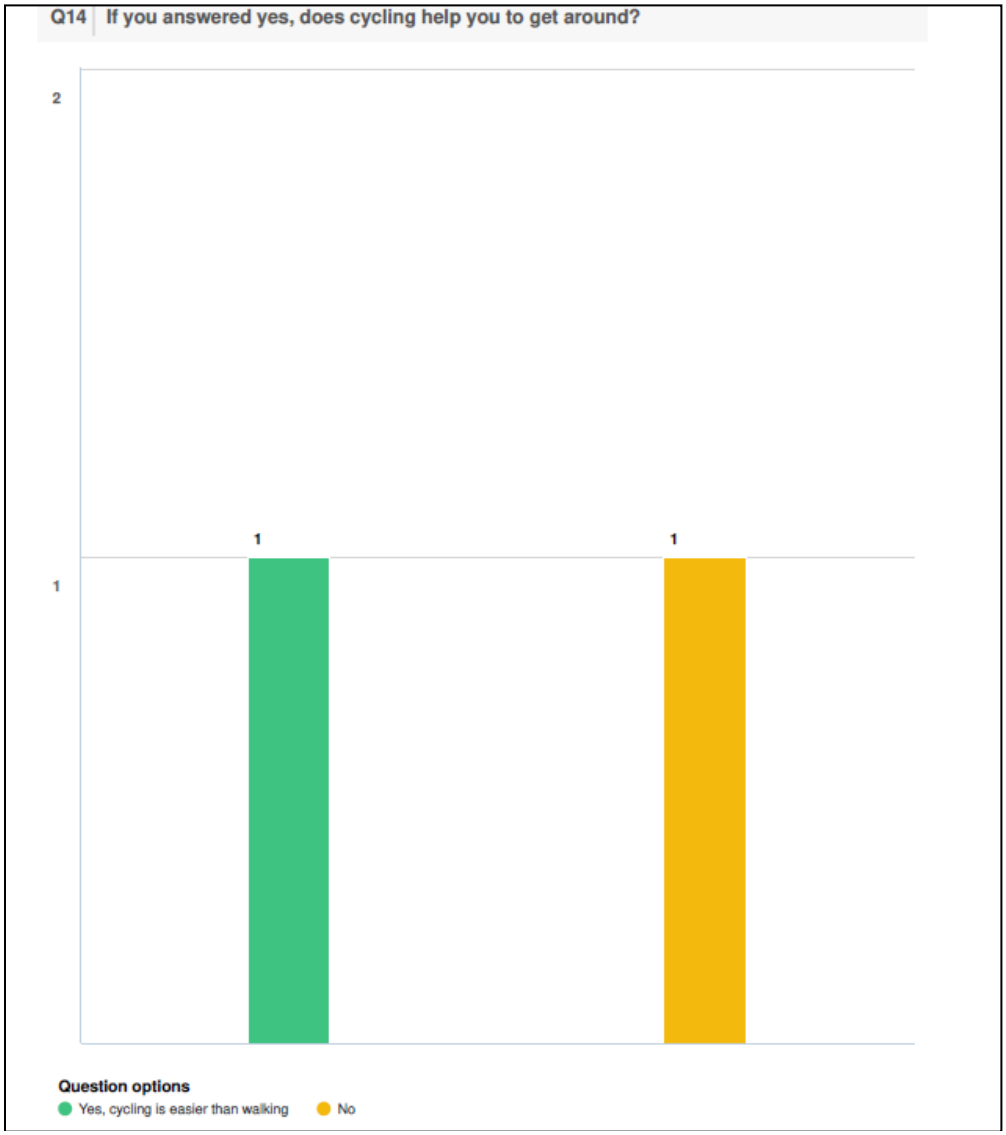


Figure 182: Whether cycling helps respondents with a long-term illness, health problem or disability to get around

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

- 50% (1 person) of respondents answered yes, cycling is easier than walking
- 50% (1 person) of respondents answered no

Overall, most respondents to the Let's Talk Oxfordshire consultation were not impacted by long-term illness, health problem or disability that has last, or is expected to last, at least 12 months. Of the people who said they were impacted, 50% said cycling made it easier for them to get around over walking and 50% said it did not.

A further 5 written responses (full responses included in Appendix C) were received to the consultation from the following groups/ organisations:

- Transition Chipping Norton
- Chipping Norton Town Councillor
- Coalition for Healthy Streets and Active Travel
- West Oxfordshire District Council officers
- Chipping Norton resident

4. Findings

The consultation sought feedback on four key areas:

1. Cycling network
2. Cycling improvements
3. Walking network
4. Walking improvements

4.1. Cycling network

4.1.1. Overall, what do you think of the proposed cycling network (shown in figure 7)?

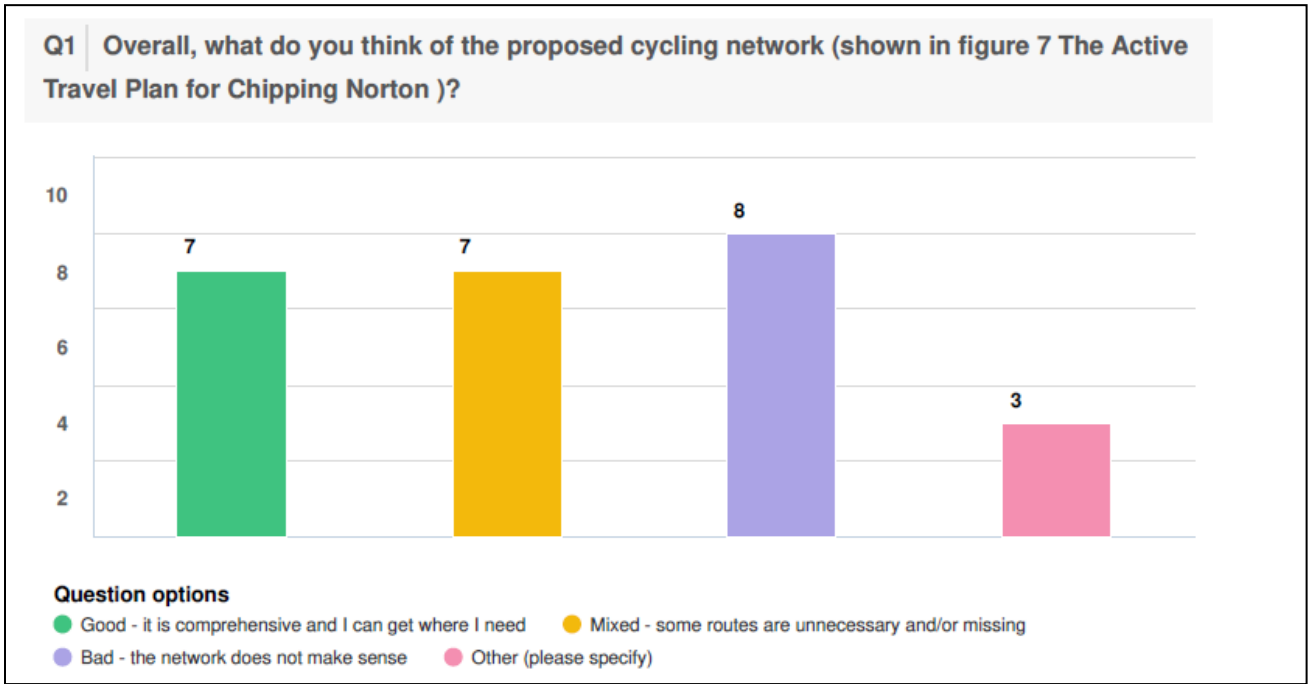


Figure 183: Views on the cycle network

A variety of views were received to the question about the proposed cycling network.

- 28% (7 people) said that the cycle network was 'good – it is comprehensive and I can get where I need'
- 28% said that the cycle network was 'mixed - some routes are unnecessary and/ or missing'
- 32% (8 people) of respondents said that the cycling network was 'bad - did not make sense'
- 12% (3 people) gave 'other' views on the cycling network

This split of views indicates change needs to be made to the cycling network. Of the people with 'other' views, these related to the challenges presented by high traffic volumes (including from heavy goods vehicles) and vehicle speeds in creating safe places to cycle, and the importance of Chipping Norton as a service centre and connections to surrounding settlements.

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

Key points arising from consultation of the cycling network include those relating to the network itself and concern that continuous routes will not be delivered and instead routes with breaks in provision that are "dangerous and unusable" will persist due to the promotion of individual improvements, consequently creating a disjointed network. In addition, greater clarity on where routes are connecting and the purpose of these is sought, with an emphasis on routes that support school journeys. These routes have been highlighted as a key priority with a focus on ensuring "schools are fully connected to the areas that feed them" before delivering other improvements. Respondents also consider it important to include routes to surrounding villages and communities that reply on Chipping Norton for many services and amenities.

A recurring theme throughout comments on the cycling network is the negative impact that motor vehicle volume, HGV volume and motor vehicle speeds have on reducing the safety of people cycling. Respondents request that a holistic view is taken to movement in Chipping Norton and that the motor vehicle issues are addressed before implementing cycling (and walking) improvements, as it is perceived that addressing these issues is the only way to create a safer environment for cycling (and walking).

The hilly topography and narrow streets/ roads within Chipping Norton are acknowledged by respondents as a challenge to cycling (and walking) and a contributory factor to feeling unsafe when cycling (and walking).

There is a lack of support for shared spaces for cycling with other modes of travel (walking and motor vehicles) as this is perceived to put at least one group at risk. There is support for segregated cycle provision, including on Banbury Road.

4.2. Cycling improvements

4.2.1. Overall, what do you think of the suggested cycling improvements shown in Table 2?

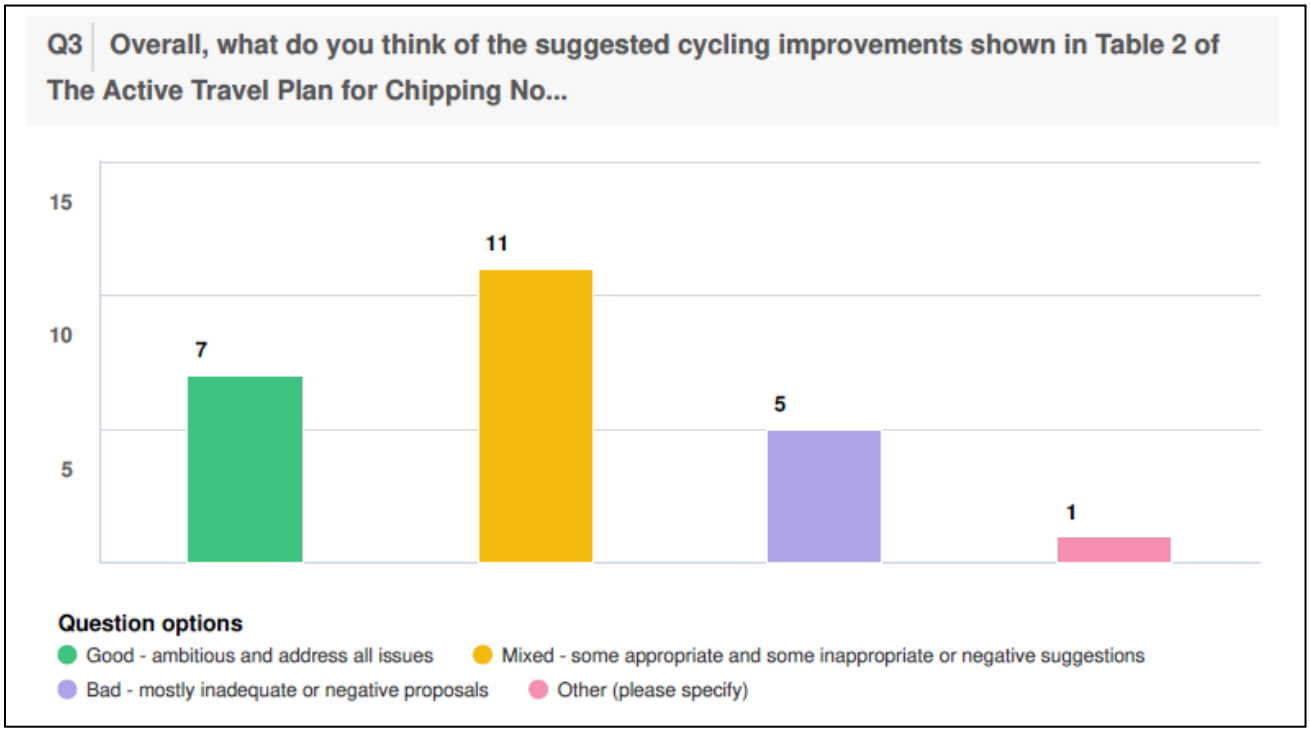


Figure 184: Views on the cycle network improvements

A variety of views were received to the question about the proposed cycle network improvements.

- 29% (7 people) of respondents said the proposed cycle network improvements were 'bad – mostly inadequate of negative proposals'
- 46% (11 people) of respondents said the proposed cycle network improvements were 'mixed – some appropriate and some inappropriate or negative suggestions'
- 21% (5 people) of respondents said the proposed cycle network improvements were 'good – ambitious and address all issues'
- 4% (1 person) of respondents selected 'other'

It was raised as an 'other' comment that without indicating the order of implementing the cycle network improvements, the improvements were 'a bit meaningless'.

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

Many suggested changes relate to specific improvements and amendments to these improvements to make them safer, for example raising the zebra crossings on Banbury Road and London Road junctions with Over Norton Road and Horse Fair. The suggested improvement of painted cycle symbols on the carriageway was not supported by some respondents as it was deemed to have "little impact on safety" for people cycling.

Much like the comments regarding the cycling network, management of motor vehicles was considered key to improving safety of people cycling (and walking) and should be addressed before implementing specific cycling improvements.

There was conflicting support for segregated cycling provision with some noting "very limited cycleways away from cars and HGVs" as a deficiency of the suggested cycling improvements, whilst others not supporting dedicated cycling provision e.g. segregated cycleways due to perceived loss of carriageway and footway space. In addition, there was concern about the safety implications of narrowing the carriageway and the impact this would have on motor vehicles turning movements and the potential for vehicles to drive on the footway.

A key area where further consideration is required is the Burford Road and the provision of cycling infrastructure that will support safe journeys to school and change pupil and parent attitudes towards cycling to school. The proposed improvements in the LCWIP were not considered adequate.

4.3. Walking network

4.3.1. Overall, what do you think of the proposed walking network (shown in figure 8)?

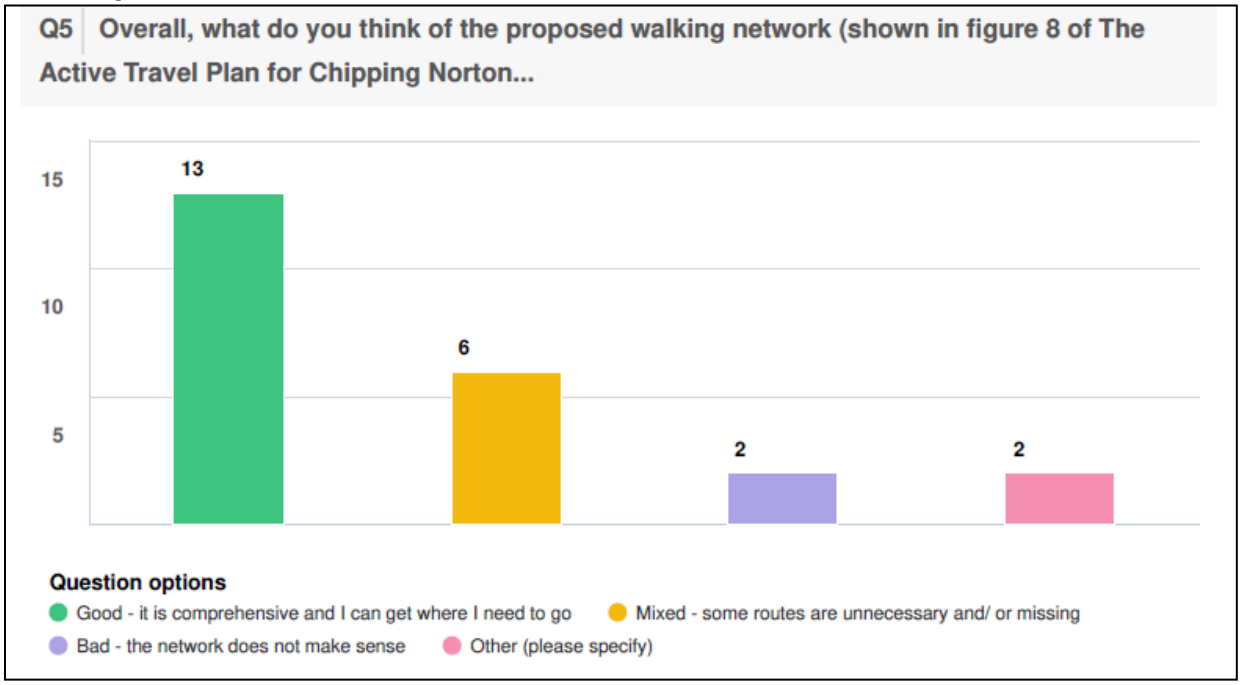


Figure 185: Views on the walking network

A variety of views were received to the question about the propsoed walking network.

- 57% (13 people) of respondents said that the walking network was 'good – it is comprehensive and I can get where I need to go'
- 26% (6 people) of respondents said that the walking network was 'mixed – some routes are unnecessary and/ or missing'
- 9% (2 people) of respondents said that the walking network was 'bad – the network does not make sense'
- 9% (2 people) of respondents selected 'other'

As with the cycling network and improvements, 'other' comments were raised relating to the challenge presented by motor vehicle volume and speed in creating a safe place for people to walk, and the need to implement improvements in the "correct order".

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

As with the cycling network, addressing motor vehicle volumes and speeds is seen as a fundamental first step in creating a safer environment for people to walk (and cycle). The town centre, including Horsefair and the junction of Banbury Road, London Road, Over Norton Road and Horsefair are highlighted as being unsafe for people walking due to motor vehicle volume and lack of suitable and safe crossing points. However, there is concern from some that implementing improvements to support walking will have a detrimental impact on other modes of travel e.g. motor vehicles.

Another theme also present in comments about the cycling network is the importance of safe walking provision for school journeys including "wider paths, around schools and secondary school". Prioritising improvements that form part of "joined up routes" rather than a piecemeal approach are also promoted, with the high prioritisation of school routes considered important.

Alongside school journeys, ensuring routes are accessible and suitably connected for all users including "mobility aid users" and runners is highlighted as an important consideration.

Comments were also made regarding the extent of the walking network and ensuring trip generators are suitably connected. This includes ensuring new developments are connected to new and existing footways, with Aldi on Banbury Road for example not currently meeting this standard. Extending the LCWIP scope to include more of the communities surrounding Chipping Norton, including Southcombe, was also requested.

Ensuring new developments are connected with appropriate footway provision e.g. near Aldi on Banbury Road

4.4. Walking improvements

4.4.1. Overall, what do you think of the suggested walking improvements shown in Table 3?

Figure 186: Views on the walking network improvements

A variety of views were received to the question about the proposed walking network improvements.

- 44% (10 people) of respondents said that the walking network improvements were 'good – ambitious and address all issues'
- 39% (9 people) of respondents said that the walking network improvements were 'mixed – some appropriate and some inappropriate or negative suggestions'
- 9% (2 people) of respondents said that the walking network improvements were 'bad – mostly inadequate or negative proposals'
- 9% (2 people) of respondents selected 'other'

'Other' comments provided reiterated previous comments relating to the impact of motor vehicle volume and speed on the safety of people walking, and the importance of implementing improvments in the correct order (with "no indication of that").

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

As with the cycling network and improvements and walking network, motor vehicle volume is seen as a barrier to walking in Chipping Norton. Comments refer to Chipping Norton being "far too motor vehicle orientated". Requests have been made for OCC to "please address the burden of vehicular traffic through better relief route to A3400 past Rollright Stones and make it more viable to get to the town centre without a vehicle for locals" and "have active measures to slow the traffic", with one respondent stating "large majority ignore the speed limits and the amount of lorries which have nearly caused me to fall off the pavement is scary!". Some concern about the impact and necessity of proposed traffic calming e.g. on Over Norton Road on motor vehicles is raised though.

There was strong support for more crossings and more/ widened footway provision throughout Chipping Norton. Where there are currently crossings, there are requests for these to be more visible to drivers and for measures to be introduced that ensure drivers will stop at crossings/ approach slowly, for example "traffic calming at the zebra crossings in the town" due to "too many instances of vehicles passing over the crossings while pedestrians are on them".

There was also support for improvements that facilitate movements east-west across Chipping Norton and not just north-south to/ from the town centre. Improvements to Banbury Road Crossing was one such area where improvements were favoured as "this is an important route for pedestrians having crossed London Road by the zebra crossing to access Banbury Road".

The importance of extending improvements to the communities immediately surrounding Chipping Norton to ensure connectivity for residents and visitors was raised. This includes extending the footway widening scheme on Banbury Road to the junction with the A3400.

As with the cycling network and improvements, having a clear order of implementation of improvements that deliver routes rather than piecemeal interventions was highlighted as crucial to delivery effective networks and something Chipping Norton LCWIP needs to make clearer.

5. Written responses

Table 13: Written responses to the consultation

Stakeholder	Response summary	OCC officer response
Transition Chipping Norton	Due to the complexity and length of the document, many people have found the document too inaccessible and the consultation too overwhelming to engage in. The benefit of having in-person events for those who have difficulty accessing technology or have questions to attend to better understand the plan would be useful. Support for the Cotswold Crescent to Burrows Way link. Separate consultation on the scheme showed an overwhelming level of support for this improvement, with it supporting safer journeys to school and to the park, although there were some concerns about anti-social behaviour. A separate consultation was also conducted for the New Street/ West Street/ High Street junction scheme. There was overwhelming concern that the proposed New Street crossing would make the junction less safe, with people still crossing where the island currently is due to this being on the desire line. Signalised crossings of the junction were sought so that walking and cycling movements would be prioritised.	The document will be modified to make clear and simplify key findings and conclusions. Officers will engage in a wider county discussion about creating community documents to sit with LCWIP, that are less technical in nature and more simply present the key information from the LCWIP. As this is a plan with stated ideas and aspirations only and no identified funding for improvements, public events will not be held at this stage. When funding is allocated for delivering improvements, public events will be held on scheme designs. The comments on the New Street/ West Street/ High Street junction scheme have been noted as part of the stakeholder engagement for that scheme.
Chipping Norton Town Council	It is difficult to visualise where the improvements in tables 2 and 3 geographically are.	Officers will produce maps that show where improvement points are.

Coalition for Healthy Streets and Active Travel	Support for LCWIPs and the schemes identified in Chipping Norton LCWIPs. The route to Kingham Station is proposed for inclusion in the LCWIP.	A cycle route to Kingham Station has been included in the LCWIP.
West Oxfordshire District Council	Comprehensive plan that takes account of local constraints and opportunities. Climate change needs to be considered and referenced more in the LCWIP including links to WODC climate targets and strategy and green infrastructure Importance of multi-model travel including walking, cycling and bus and the need for the plan to support this. Whether there is value in using Bioregional/ Space Syntax transport modelling to assist with the plan. Confusing calling the plan an Active Travel Plan and LCWIP. Importance of securing funding to deliver proposed measures. Give consideration given to e-bikes and scooters. Design of infrastructure is important and must take account of the historic environment and Conservation Area/ Listed Building. Plan needs to be future proofed to take account of planned and potential future development.	Stronger links to climate change, multi-modal travel and design that is considerate of the local environment will be made in the plan. A Climate Impact Assessment has been completed for the LCWIP to identify potential impacts and opportunities that the plan presents. At this stage, modelling of proposals will not take. As schemes are developed then assessments of the impacts and consideration of potential mitigations and/ or opportunities to contribute to carbon reduction will be pursued. The document will be updated to be called Chipping Norton Local Cycling and Walking Infrastructure Plan (a plan for active travel in Chipping Norton). The importance of securing funding is noted. Schemes have been prioritised for delivery, and this will help to inform funding bids to Central Government. The plan will be updated to take account of opportunities (including developments) for securing funding to deliver improvements. This plan focuses on infrastructure to support cycling (and walking). The link will be made to considering e-bikes in increasing use of the proposed infrastructure, however.

Chipping Norton resident	Inclusion of a link from the footpath from London Road to Tank Farm to the Glyme Way footpath just two fields away along the school fence line and upgrade to a cycle path. This is a route already used and will be incorporated in the future proposed strategic development site in this area. This supports a direct connection between London Road and the secondary school and leisure centre. Make official the route from above path, across the back of the Holy Trinity school, into Coopers Square, linking it back into town via Rock Hill or Rowell Way. Proposed improvement map is illegible.	The two footpath/ cycle path links suggested have been included in the improvements list. The proposed improvement map has been removed from the document and new maps have been created.

6. Conclusion

Overall, there has been a mixed response to the draft Chipping Norton LCWIP. There is broadly support for the walking network and improvements suggested. Additional network connections and improvements for walking have been proposed through the consultation, including links to school and the surrounding community.

The proposed cycle network and improvements received a less positive response and further development of the network and improvements is required. This includes reviewing proposed improvements in light of a constrained and challenging built and natural environment and extending the cycle network and improvements out to more communities surrounding Chipping Norton.

The key themes emerging from the consultation and OCC officer responses to these are summarised in Table 2.

Table 14: Key themes from the consultation

Key themes from the consultation	OCC officer response
Management of motor vehicle volumes and speed (including HGVs) in Chipping Norton before addressing walking and cycling improvements	The role of motor vehicle volumes and speeds is integral to creating a safe and more pleasant place for people to walk and cycle. It is not the role of an LCWIP to pick up the broader movement strategy for Chipping Norton, instead this will be picked up as a separate workstream in the 25/26 financial year. Where small changes have been identified that reduce motor vehicle speed, such as reducing a speed limit or implementing a raised table, these have been included in the LCWIP.
Priority of routes to school for people walking and cycling	OCC have developed a standardised prioritisation criterion for LCWIP schemes. This is a guide to the order of implementing schemes, but implementation is largely dictated by funding. The importance of school journeys to the community is noted, supported by Oxfordshire's own Sustainable School Travel Strategy, and where possible funding will be directed accordingly.
Impact of proposed changes to the carriageway including on road safety	All proposed improvements in Chipping Norton LCWIP are proposals. Should funding be allocated to the development of a proposal then the feasibility and safety implication of a proposal will be assessed

	and changes made accordingly where necessary.
Extension of Chipping Norton LCWIP to surrounding communities	Connections between Chipping Norton and surrounding communities that serve local trips are included within the Chipping Norton LCWIP geographic. Connections between towns and villages surrounding Chipping Norton are picked up in Oxfordshire's Strategic Active Travel Network.
The focus should be on routes rather than individual improvements	Individual improvements have been identified as these can form part of multiple routes and improvements can be grouped into routes based on funding amount. When applying for funding, routes relevant to the funding stream (this can include funding sought from developers) are considered and the individual improvements that make up these routes.
Inadequacy of certain proposed improvements including shared space and road symbols	Due to constraints in Chipping Norton – including the hilly topography, narrow streets and conservation area, it is challenging to implement fully segregated provision in all locations due to limited space. The aim will always be to implement the highest quality changes that are feasible in the space available - this may include infrastructure improvements and traffic management changes.

Appendix 1 – Let's Talk Oxfordshire consultation questions

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

Question	Response
What changes, if any, would you make to the suggested cycling network?	Experience has shown that the scheme will probably not be completed and that the result will be a disjointed dangerous network Priority should be given to routes that radiate from schools and work should concentrate on extending those feeder networks. Any break in a rout renders it dangerous and unusable and it should not be counted as part of the network. The most cost effective way of implementing an effective cycle network is to penalise any plan to implement any disjointed sections. When the schools are fully connected to the areas that feed them the focus can change to regions of highest employment.
	Don't cycle it is too dangerous
	The suggested network classifies potholed dirt tracks the same as smooth tarmacked roads.
	Don't waste money on this. Anyone who is fit enough to cycle themselves around is capable of walking the short distances from one side of the town to another.
	Narrowing New Street west of Finsbury Place would be a disaster for traffic congestion and therefore air quality if that is one of your measures. The road should be widened to accommodate 2 lanes at the junction with West Street A361 and the High Street, one for traffic turning right and one for straight on, into the High Street. There is frequently hold ups at this pinch point now. Narrowing the road would make it considerably worse and not safer for cyclists or pedestrians. Narrowing the road would also make it impassable for articulated lorries. Such vehicles are in amy case undesirable and I would suggest prioritising any funds toward the elimination of articulated and heavy lorries completely from Chipping Norton town centre. I understand that such a scheme has been suggested and discussed over many years. Solutions such as rerouting heavy lorries via the Rollright Stones/Greedy Goose have been suggested. This single act would vastly improve safety and, air quality and the attractiveness of Chipping Norton to pedestrians, cyclists, residents and also local motorists, who have no option to use passenger and light goods vehicles for their daily lives and livelihoods.
	Chipping Norton has very narrow and really busy streets, not to forget the hills for cyclists.
	As you cannot find the page its difficult
	The proposed changes are quite good given the limitations of the town. Especially segregated cycleways on Banbury road which should provide much greater safety for people working in Cromwell Park or visiting the Aldi store. At present cyclists are extremely vulnerable
	Cycling networks don't work well unless they are comprehensive with no gaps. Cycling through Chippy's narrow roads and busy town centre is not safe, so I am unconvinced that a "shared use" area in the town centre would keep cyclists safe.
	The network should be extended or at least joined up with the surrounding communities.
	As an experienced long tern cyclist, cycling in the area daily, I would state that cycling networks for CN can only determined once an active motor vehicle control strategy has been derived and actioned. Potential new cyclists in the environs of CN are deterred due to the perceived inherent dangers of cycling in and around a medieval town. the only methodology for overcoming these concerns is to employ an array of active ANPR cameras, with cyclist priority on all routes around and

	throughout CN. Therefore: 1. decide on the optimum cycling network routes. 2. provide controlled lanes for cyclist 3. monitor with ANPR cctv. 4. enforce and prosecuted. Unless a system of enforcement is installed cycling in CN, no matter how diverse will never extensively be used and for all generations, throughout the year consistently.
	Wider links to the surrounding villages to encourage a broader range of routes.
	Scrap most of it, including segregated cycle lanes on the main roads unless this can be achieved without reducing the space for walkers in drivers. In most cases, it couldn't. Replacing road and pavement with cycle lane would privilege cyclists, a small group, over everyone else. As noted the town has an ageing population, strengthening the case that walking and driving should be prioritised.
	Cycling network in Chipping norton seems to be more in town, for example I live at the beeches [redacted] and there's no cycling paths and roads are 70miles per hour, drivers don't respect cyclists and the paths are so unsafe to use and not enough space for cyclists and pedestrians, when you get into town same issues paths are to narrow and drivers not following rules we need more cameras and more wide paths all over Chipping norton, also the parking spaces for bikes in town is up the hill it's not ideal
	Look at extending links to existing national cable networks
	I don't think we need a cycling network
	The survey identifies:- 'This section of the A44 spans 3 km and features a two-way road. The speed limits vary along the route: 30 mph on Worcester Road, 20 mph on New Street, and 50 mph from Worcester Road up to Salford. The road experiences a high volume of motor traffic, including frequent use by heavy goods vehicles (HGVs).' But fails to address the fact that half of New Street is outside the 20mph limit and that the start of Worcester Road passes the largest and most active playground in which a new Skate park is planned. These facilities attract parked vehicles and create a choke point on the A44 which is currently 30mph. To improve cycle safety (and pedestrian safety) the 20mph limit should be extended 200m to include the dangerous corner at the bottom of new Street.
What changes, if any, would you make to the suggested cycling improvements?	Start at the schools. Make it safe for children to cycle to school from all of the local catchment areas. Implement cycle training and promote cycling to school.
	Don't waste money on this. Anyone who is fit enough to cycle themselves around is capable of walking the short distances from one side of the town to another.
	cyclists to be more aware of what's going on around them (no earpods etc), for their own safety and consideration of others
	Cycling doesn't help businesses
	Very limited cycleways away from cars and HGVs
	I would add signs on main routes in the middle of town reminding drivers that pedestrians and cyclists have priority over them. Painted cycles on the roads are likely to be ignored by motor vehicle drivers. The crossing in the middle of town could or should be replaced with a Toucan Crossing
	Recommendation 106 at the junction of West End/Burford Road junction: improvements here are essential; several people have been hurt here and it is only a matter of time before a child or person is hit again. If the junction is narrowed, there may be more risk since there are so many heavy goods vehicles and buses needing a wide turning circle at this point. Also, many drivers misuse their turn signals and fail

	to signal clearly whether they are turning off onto West End or continuing straight on to Worcester Road. Road markings could be clearer.
	That they acknowledge the local community outside the town, otherwise the relevance is limited purely to the population of the town. This doesn't sound like a strong enough benefit argument and the value of the active transport is limited mostly to things which were already working 15-20 minutes walking distance anyway.
	Actively promote cycling for all generations with a safety first methodology.
	I wouldn't include the images on the roads, for example along Spring Street, as there will be little impact on safety. I would also encourage more to be done up to secondary school along Burford Road, as this is likely to still be unsafe and put students off cycling. A shift in thinking about cycling would also be needed. I work at the secondary school, there would need to be initiatives to get students cycling and change the current travel patterns.
	The proposals to install segregated cycle tracks on Banbury Road (scheme 25), Over Norton Road (scheme 36) and Churchill Road (scheme 113) should be scrapped unless they can be implemented without reducing road and pavement space. This seems unlikely. Scheme 44 should be redesigned to separate walkers and cyclists or scrapped. Turning the restricted byway from Over Norton to Salford, a steep hill, into a shared route that cyclists can use will make it unsafe for walkers given that some of cycling heading downhill towards Salford will do so at high speed. Schemes 45, 49 and 86, painting cycle symbols on roads, should be scrapped outright. This doesn't even benefit cyclists. Scheme 76 should be scrapped as it is pointless - Cattle Market is a short, steep hill and most cyclists would walk up it. Scheme 160, advisory cycle lanes on Burford Road to the leisure centre, should be scrapped. The road and pavements are already too narrow and there is no safe way to implement this. Scheme 161 should be redesigned to separate walkers and cyclists or scrapped. Allowing cyclists to use the pavement will discourage and endanger walkers.
	More paths in all chipping norton, cameras in roads just incase of accidents
	Cyclists could comply with the highway code instead of riding up onto pavements and cutting inside vehicles
	See comments ar 2, above
What changes, if any, would you make to the suggested walking network?	Prioritize improvements to deliver joined up routes rather than taking a scatter gun approach.
	I'm curious what the difference is between "In collaboration with the landowners" & "Suggest to landowners". Either way, can the council enforce that third parties comply ?
	If you can include routes as far as Salford and Over Norton, you can include the London Road as far as Southcombe too. That pathway is mostly in a dreadful condition and gets a lot of use.
	I think the town works perfectly well as it is. I definitely wouldn't want to see the left traffic lane narrowed or lost at the top of New street. A mini roundabout there would

	improve traffic flow. Some kind of traffic calming at the zebra crossings at Banbury? London road would make them safer.
	Zebra crossing on Horsefair. It is currently extremely challenging to cross the road there
	A lot of runners and walkers use the London Road and Banbury Road to create a 5km running loop. Improvements to the pavements there would be greatly appreciated. I have also seen people using mobility aids (scooters and electric wheelchairs) to access these roads
	Consider the increased volume of all forms of traffic on the Banbury road from yet another development on the fringes of the town. Specifically address the extremely poor and unsafe surface near the entrance to Aldi.
	Too much high felluting language - plain English would suffice!! Concrete proposals best.
	Seems fine to walk, but could do with wider paths, around schools and secondary school
	All good
	I've been living in, or near Chipping Norton for 66 years, and have managed perfectly well with the existing footpaths
What changes, if any, would you make to the suggested walking improvements?	Get the order of implementation sorted
	Have active measures to slow the traffic, large majority ignore the speed limits and the amount of lorries which have nearly caused me to fall off the pavement is scary!
	Don't waste money on traffic lights or block routes with facilities for cycles.
	As above, traffic calming AT the zebra crossings in the town. I've seen too many instances of vehicles passing over the crossings while pedestrians are on them. Maybe enforced CCTV is required
	Please address the burden of vehicular traffic through better relief routes to A3400 past Rollright stones and make it more viable to get to the town without a vehicle for locals.
	CN is far too motor vehicle orientated, reduce, control and actively penalise miscreants!! emphasise the health benefits of walking, cycling for all ages.
	Make sure any crossings have illuminated posts to make the crossings more visible to cars.
	Remove 59. Cycling though Summertown Place will be hazardous to pedestrians and those using the footway on south sides of London Road. 17 and 18 (Banbury Road Crossing) should be done together and moved up the priority list. This is an important route for pedestrians having crossed London Road by the zebra crossing to access Banbury Road, Currently if two vehicles meet one often has to go on to the pavement. I particularly welcome the introduction of light controlled crossings on London and Banbury Roads (7, 9, 22) and the widening of the footways on these roads by removing vegetation and creation of new footway between Aldi and Bowens Way (21) which will facilitate pedestrians from the Pillars estate to get to Aldi and Cromwell Business Park without having to cross Banbury Road twice. A new footway should be made between the Pillars estate across to the Health Centre (this was included in the original planning application for these houses but was not enacted).
	Scheme 20, widening the Banbury Road footpath through vegetation clearance, should be extended to apply to the whole road to the A44/A3400 roundabout. The county council should scrap its policy of only mowing vegetation once a year and do so monthly during the spring and summer. Schemes 23 and 29, installing barriers on Banbury Road and Over Norton Road,

	should be scrapped. It will make these roads worse for drivers with no benefits to walkers. Instead, improved/new crossings (such as scheme 22) and improved/new pavements (such as scheme 21) should be prioritised.
	More wide paths
	Prioritise school routes
	I don't think any improvement is needed

Appendix 3 – Written responses (via email) in full

Respondent	Response
Transition Chipping Norton	Thank you for being in touch. I have tried initiating conversations with people on this, and aside from people who are already involved in the consultation people have said they just find it far too overwhelming and don't know where to start to engage with it. It is a really difficult challenge isn't it, to present something as complex as this, with so many different factors being weighed in, and make it truly accessible. The main feedback we have had has been in support of opening up a footpath / cycle way between Evans Way and Cotswold Terrace. This is something that would have a positive impact on one of the estates of greatest deprivation in the county. We carried out a survey initiated by young people from the estate a couple of years ago, and were told that there was strong support from both Chipping Norton Town Council and WODC, but we are not sure what has developed since on that front. I have attached the original survey results for information. People have commented that for anyone without a high level of education it is almost impossible to digest and be in a position to give feedback on the full consultation, especially with a large part of the population being elderly and not so well connected technologically. Are there going to be in person events, where people can have conversations / see physical plans of the proposals and be able to relate it better to themselves and their surroundings? And then give feedback verbally instead of written? I'm afraid we don't have any funding to support hosting events like this, but would be happy to support them and encourage engagement from more marginalised groups if such an event could be organised. We very much want to ensure that more vulnerable residents' voices are able to be heard. We did some consultation work around the proposed changes to the central area earlier this year, which you may have already seen (report attached), so hopefully this helps to give you some local views, particularly those from less easily heard members of the community.
Chipping Norton Town Councillor	I've completed the survey. I do think a map would have been helpful to visualise the locations. Look forward to the next steps.
Coalition for Healthy Streets and Active Travel	This response is on behalf of CoHSAT, a coalition of 25 voluntary and campaigning organisations working across Oxfordshire to create attractive, accessible and people-friendly streets. We support the concept of LCWIPs as a means of planning the infrastructure for a town as a prelude for funding and delivery. Overall, we strongly support the Chipping Norton Active Travel Plan. • We appreciate the process that has been followed to develop the Plan, working with local stakeholders and considering local trip generators and routes. • We support the list of schemes, and commend the detail they have gone into. • We propose that you add the route to Kingham station. Cycling to the station is an important route for people in Chipping Norton as it would create a practical connection to Oxford and beyond for those without a car. This aligns with the Government's commitment to 'Integrated Transport Strategy' and OCC's plan to makes stations into 'Mobility Hubs'. In the LCWIP, it would put more detail on

	the route than the 'straight line' currently in the SATN report, defining route options and enabling a later funding request for a feasibility / optioneering study.
West Oxfordshire District Council	• Climate change could be referenced more within the plan, for example climate change and 2050 districtwide net zero target is a driver for active travel, and active travel helps to reduce vehicle emissions. • Could a target for this plan be carbon reduction? • Policy section could reference Oxfordshire PAZcO, Oxfordshire Net Zero Route Map and Action Plan, and WODC Climate Change Strategy. • Agree that cycling and bus facilities, as well as safe routes, are important in encouraging active travel. • Walking and cycling routes can provide green infrastructure/network to support nature recovery, biodiversity improvements, and carbon sequestration and storage. • Can consideration be given to the use and charging of electric bikes and scooters, given the hilly topography? • Recognise the importance of multi-modal travel and the need for the plan to support this. • Vital to ensure funding is secured to implement the proposed measures. • Confusing calling the document an Active Travel Plan and LCWIP. • Is there any value in using Bioregional/Space Syntax transport modelling to assist with this plan? Having had a glance read over, the Plan appears to be comprehensive and takes account of the local constraints and opportunities. I would add that design is extremely important and making sure that full consideration is given to the historic environment and the Conservation Area/Listed Building where applicable. It is also important to factor in planned development and consider how this plan can be future proofed to help new development link in with the existing network.
Chipping Norton resident	The footpath from London Road to Tank Farm is crying out for a link to the Glyme Way footpath just two fields away. Now, I'm fully aware that your eventual plan is for housing on this land, but I see no reason at all why a path along the school fence line couldn't be incorporated into this plan when the time comes. This is a route already in use unofficially by a number of people, including some school children, and provides a direct connection to the school and leisure centre from London Road. A natural progression would be to upgrade this route to incorporate a cycle path too! Adopting this approach would provide an exceptional cross-town access route completely avoiding the most congested roads, and a steep uphill climb. What's not to like? Additionally, there's another unofficially adopted route from this path, across the back of the Holy Trinity school, into Coopers Square, linking it back into town via Rock Hill or Rowell Way. Why not make this official too? Please find an updated map attached incidentally, your colour coding is entirely illegible :-/