



Address to Delegated Decisions by Cabinet Member for Transport Management Meeting 24 April 2025

LCWIPs for Chipping Norton and Woodstock and area

An LCWIP is a key step in the development of active travel for a town or area. It sets out the potential for growth in walking, wheeling and cycling, and prioritises the schemes that can bring this about. This becomes the basis for future funding and network development, whether the source is DfT, developers or Council funds.

So we're pleased to see two more LCWIPs coming forward for approval today, for areas in West Oxfordshire. Both have been developed with a process that involved local stakeholders, in identifying key destinations and the best routes to link them.

The potential for active travel in Chipping Norton, Woodstock and the villages around them is significant. They have both suffered from becoming car dominated places in recent decades. But improving walking and cycling routes can start to shift that balance, and offer healthy and less expensive options for those who want to take them. That is good for the people making the choice, good for those still in motor vehicles, who benefit from less traffic, and it provides a safer and healthier environment from everyone.

That potential is made clear by both the supportive and unsupportive comments to the consultations. The supportive comments are keen that these plans come to fruition. The negative comments are of two main types. First about how car dominated Chipping Norton and Woodstock are, and how LCWIPs need to be linked to traffic management; we agree with these comments and this should be something for parallel action. Second are concerns over whether walking and particularly cycling routes can be built as a coherent and safe network in these space-constrained towns; we share these concerns, but the LCWIP is a necessary initial step and increases the ability to gain funding or developer action.

Chipping Norton and Woodstock are heavy with cars, but these plans provide options for the citizens who can and will take them, and to tug on the thread that will unpick the fabric of car domination, and the harms that it does to people and the environment of our market towns. This is why we support these LCWIPs.

Robin Tucker, Co-Chair, CoHSAT