

Active and Healthy Travel Strategy Questionnaire

The Active and Healthy Travel Strategy (AHTS) has been produced to support the LTCP. The AHTS provides more detail about walking and cycling. It sets out Oxfordshire County Council's policies and plans over the next 10 years from 2022 to 2031 to make active travel the natural first choice for its residents for short journeys.

The AHTS is in 2 sections – the first concentrating on cycling and the second on walking. It proposes a vision for both cycling and walking and includes cycling targets. The AHTS contains both policies and actions to achieve the targets.

The AHTS covers a range of issues and areas. We recognise this and have attempted to make it easy to navigate. We have provided a summary of relevant information in each question of this questionnaire. If you are interested in further detail, you can use the contents table to navigate to the relevant section of the strategy.

You do not have to answer all the questions. We have made most questions in this questionnaire optional so that you can focus on those that are most relevant to you.

Q1

Vision

We have developed an active travel vision to guide the strategy. The active travel vision supports the LTCP vision of supporting clean growth, tackling inequality and promoting better health, well-being and inclusivity.

“Oxfordshire towns and villages will 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 in tandem with train and bus. Oxford will become a world class cycling city where cycling is celebrated and open to everybody, regardless of age, background or cycling experience”.

To what extent do you support the vision?

Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the vision?

Q2

Cycling targets

In support of the headline targets in the LTCP, we have developed further targets for individual transport modes as part of the relevant supporting strategies. These will provide more detail about how we will achieve the headline targets. As part of the AHTS we have developed the following cycling targets:

County-wide cycling target

By 2031 our target is to:

- Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week.

Town and district cycle targets

Targets and monitoring will be set for each LCWIP town and for each district in support of the county-wide target. Our existing and interim targets for LCWIP towns and districts are to increase the number of cycle trips per week from:

- 300,000 to 450,000 in Oxford (LCWIP target).
- 20,000 to 60,000 in Bicester (LCWIP target).
- 55,000 to 100,000 in the rest of Cherwell (interim target).
- 50,000 to 100,000 in West Oxfordshire (interim target).
- 75,000 to 150,000 in the Vale of White Horse (interim target).
- 75,000 to 150,000 in South Oxfordshire (interim target).

To what extent do you agree with the targets?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree
County-wide target	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Town and district targets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the targets?

Q3

Cycling targets actions

Building on the cycling targets outlined previously, we have also proposed two actions. These outline how we plan to monitor and refine the targets moving forward. The actions are summarised below.

Action 1 – Town LCWIPs will establish local targets in line with AHTS targets and measures to monitor the targets at town level.

Action 2 – We will report on progress towards targets each year.

To what extent do you support the actions set out in the ‘Vision and targets’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Action 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the actions?

Q4

Routing question

The majority of the AHTS sets out the policies and actions required to achieve the targets and increase walking and cycling in Oxfordshire. The document is structured around five broad factors which are crucial in promoting and increasing cycling:

1. Council commitment
2. An urban cycle network
3. Traffic management
4. A cycling culture
5. A compact urban realm

A set of policies and actions is included for all factors to demonstrate how we will deliver them. We have summarised the AHTS policies and actions in the following sections. **You can choose which sections you would like to respond to and do not need to select a response for every policy/action.** You can find more detail about what is proposed by each policy or action in the AHTS document.

Which sections you would like to respond to? (You will have the option to respond to further sections upon completion). If you do not wish to comment on any sections select 'next question'.

Skip logic will take respondents to the relevant questions based on their selection. Questions for sections not selected will automatically be skipped

- Commitment and governance
- Cycle network
- Managing car use
- Cycling culture
- Urban realm
- Designing for walking
- Next question (takes to Q12)

Q5

Commitment and governance

The actions that the council take are key to whether active travel is successfully supported and cycling increased. The evidence is that where a council is serious about cycling and willing to take the bold decisions necessary to promote cycling and manage car use over approximately 10 years, an increase in cycling will result.

In order to achieve this the chapter addresses three key areas which are supported by policies and actions. These key areas are mainstreaming cycling within the council, embedding the policies in other policy documents and using the Commitment to Active Travel (CAT) scale. A summary of each policy/action is provided below.

Action 3 – We will develop a framework to monitor and report to Active Travel Programme Board on progress in mainstreaming cycling.

Action 4 – We will develop processes and guidance to ensure that all teams are aware of best practice.

Action 5 – We will arrange visits for key Councillors and Officers to understand and experience best practice delivery first-hand.

Action 6 – We will organise or undertake training programmes for other teams.

Action 7 – We will work with internal teams, other councils and external agencies to ensure that AHTS policies are embedded in all relevant policies

Action 8 – We will set up SMART (Specific, Measurable, Achievable, Relevant and Timed) targets to ensure that AHTS actions and policies are being implemented.

Action 9 – We will review, report on and update AHTS policies on a yearly basis in the light of progress and new evidence.

Policy 1 – Active Travel proposals, schemes and designs will be evaluated against the commitment to active travel (CAT) scale.

Policy 2 – As cycling levels increase locally over the AHTS period, it will be expected that schemes will become more ambitious on the CAT scale.

To what extent do you support the policies and actions set out in the ‘Commitment and governance’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Action 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Commitment and governance’ policies and actions?

****Upon completion takes to next section selected in Q4 or Q11****

Q6

Cycle network

Creating a cycling culture means creating an urban environment which supports and encourages cycling. In order to do this we will need appropriate policies and actions in a range of key areas. These key areas and a summary of their supporting policies/actions is provided below.

Design standards

Action 10 – We will develop updated Oxfordshire Cycle Design Standards (OCDS) to meet the needs of Oxfordshire cyclists in line with LTN 1/20 and OxCRAM.

Policy 3 – All new active travel schemes will be designed according to the updated Oxfordshire Cycle Design Standards (OCDS) and Healthy Streets standards.

Policy 4 – Where OCDS standards cannot be met, teams will submit a Departure from Cycle Standards form and consult with the council's Active Travel Hub for a viable solution in line with all the 5 core cycle design principles.

Core Cycle Design Principles (CCDPs)

Action 11 – We will develop a checklist of criteria in line with the 5 core cycle design principles as part of the OCDS for designers to evaluate their schemes.

Policy 5 – 5 CCDPs will be used, together with a Health Impact Assessment of proposed network improvements, to evaluate schemes.

Urban cycle networks

Policy 6 – We will develop LCWIPs for all main urban settlements (over 10,000 inhabitants) by 2025.

Policy 7 – All routes should be designed to the cycle design standards of the LCWIP target flows, not the current cycle flows.

Prioritising cycle infrastructure (OxCRAM)

Policy 8 – We will plan networks and design routes that will maximise the attractiveness to both confident and cautious cyclists according.

Policy 9 – We will use OxCRAM as an audit and review process for new and existing infrastructure.

Policy 10 – For major schemes an independent expert reviewer will be employed to review plans at the early design stage.

Policy 11 – Cycle routes will be improved to a consistent OxCRAM standard over their whole length (in line with the preferences of confident or cautious cyclists).

Policy 12 – Generally, where there is competition for funding, network improvements will be prioritised over individual route improvements.

Dual choice network

Policy 13 – Where it is impossible to design adequately for both confident and cautious cyclists, a dual choice network should be introduced allowing cyclists to choose the type of route they want to cycle on.

Policy 14 – It is essential that the needs of confident cyclists are adequately met in support of LCWIP cycling targets.

Cycle Streets

Policy 15 – We will introduce cycle streets as part town-wide cycle networks to provide high quality continuous cycle routes for cautious cyclists (Quietways).

Policy 16 – We will use modal filters and other design features to make cycle streets meet CCDPs and 7+ OxCRAM design criteria.

The importance of providing for existing cyclists

Policy 17 – We will prioritise and concentrate on measures that increase the number of frequent cyclists in the short term.

People versus journeys

Policy 18 – We will ensure that improvements to cycling and walking networks and access to green infrastructure are supported by community activation measures.

Stakeholders

Policy 19 – We will work closely with and seek the views of stakeholders when developing and improving the active travel network in line with AHTS.

Policy 20 – We will work closely with stakeholders using co-production methods to develop and improve cycle and walking designs of new infrastructure.

Strategic Active Travel Network

Policy 21 – We will develop an Oxfordshire-wide strategic active travel network.

To what extent do you support the policies and actions set out in the ‘Cycle network’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Design standards					
Action 10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Core Cycle Design Principles (CCDPs)					
Action 11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Urban cycle networks					
Policy 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prioritising cycle infrastructure (OxCRAM)					
Policy 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dual choice network					
Policy 13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle streets					
Policy 15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The importance of providing for existing cyclists					
Policy 17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People versus journeys					
Policy 18	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stakeholders					
Policy 19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Policy 20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strategic active travel network					
Policy 21	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Cycle network’ policies and actions?

****Upon completion takes to next section selected in Q4 or Q11****

Q7

Managing car use

The main competitor for cycling over the distance between 1 mile and 5 miles is car use. To promote cycling it is essential that cycling is given a realistic competitive advantage over car use. AHTS policy is for a fairer distribution of benefits, so that cycling replaces the car as the usual way of linking residents to urban facilities – such as shopping, visiting town centres, seeing friends and such like.

In order to do this we will need appropriate policies and actions in a range of key areas. These key areas and a summary of their supporting policies/actions is provided below.

Traffic management measures by CAT scale

Policy 22 – We will pursue traffic management schemes in accordance with proposed LCWIP targets and mode shift targets as shown by the CAT scale

Policy 23 – We will assess the negative and positive impact on cycling and walking in any traffic scheme or proposal to ensure that they support the active travel targets.

Policy 24 – In tandem with District Councils we will seek powers to implement traffic management measures in support of active travel targets.

Low Traffic Neighbourhoods (LTNs) and modal filters

Policy 25 – In developing LCWIP cycle networks, we will identify where LTNs can be created or improved to provide safe areas for cycling and walking.

Traffic speed

Policy 26 – We will introduce 20 mph speed limits in all urban areas in Oxfordshire as a way of promoting cycling.

Policy 27 – We will assess and reduce and enforce speeds in villages in response to local demands in support of cycling and walking.

Policy 28 – We will assess and reduce traffic speeds along rural lanes and roads as a way of encouraging more cycling.

Policy 29 – We will introduce traffic calming or Average Speed Cameras in urban areas.

Parking

Policy 30 – As part of developing LCWIPs and in LTCP area strategies, we will assess measures to restrict private car parking.

Cycle parking

Action 12 – As part of the Oxfordshire Cycle Design Standards, we will develop cycle parking standards and guidelines as a guide for District Councils and planning.

Policy 31 – We will work with district authorities to introduce best practice cycle parking policies.

Policy 32 – We will work with businesses, train operating companies, shops and leisure facilities to provide high quality cycle parking.

Policy 33 – We will ensure that we provide high quality cycle parking at all of our own premises such as libraries.

To what extent do you support the policies and actions set out in the ‘Managing car use’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Traffic management measures by CAT scale					
Policy 22	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 23	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 24	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Low Traffic Neighbourhoods (LTNs) and modal filters					
Policy 25	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic speed					
Policy 26	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 27	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 28	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 29	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking					
Policy 30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle parking					
Action 12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 31	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 32	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 33	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Managing car use’ policies and actions?

****Upon completion takes to next section selected in Q4 or Q11****

Q8

Cycling culture

The barriers to more cycling are mostly “normative” i.e. they represent an individuals’ ideas of whether cycling is an acceptable mode of travel for themselves in terms of the prevailing culture. Social norms are mainly formed by what other people do. This

helps to explain why “critical mass” of cyclists is effective in sustaining and increasing cycling.

In low cycling areas there is a “chicken and egg” dilemma with very few cyclists and therefore no visible cycling culture, which helps explain why it is such a challenge to increase cycling.

We propose tackling this and developing a cycling culture in a number of ways. These key areas and a summary of their supporting policies/actions is provided below.

Triggers

Policy 34 – We will support transformative changes to the highway environment to kickstart levels of cycling and walking.

Active Travel Activation (ATA)

Policy 35 – We will continue to develop our ATA programme to support the AHTS targets to increase walking and cycling in line with best practice.

Policy 36 – We will ensure that local cycling and walking activation plans are developed in conjunction with the development of LCWIPs.

Children and schools

Policy 37 – We will encourage active travel to schools in a number of ways such as encouraging schools to provide adequate cycle parking and reviewing and improving cycle routes to school.

Policy 38 – In partnership with district authorities we will seek to ensure there are safe places for young children to learn to cycle.

Health benefits of cycling compared to risk

Policy 39 – We will promote the significant benefits of everyday cycling and walking to health and wellbeing.

Assessing the real risks of cycling

Policy 40 – We will produce an annual report and analysis of cyclist and pedestrian casualties to monitor the trend in STATS 19 casualty data.

Policy 41 – We will analyse the safety impacts of new and different infrastructure particularly innovative infrastructure to assess the safety impacts.

Policy 42 – We will undertake measures to reduce all cyclist and pedestrian casualties, including those not reported to the Police.

Maintenance

Policy 43 – We will set up a maintenance regime to ensure that the cycle route surfaces are smooth, well-drained and safe.

Policy 44 – We will prioritise maintenance of cycle routes to ensure high quality surfacing to minimise accident risk.

Policy 45 – We will liaise internally and with cycling stakeholders to make sure that future maintenance schemes likely to affect cycling are adequately assessed.

Policy 46 – Where there are road closures or restrictions, every opportunity will be taken to see whether active travel can be exempted and thereby encouraged.

Disability, different types of cycles and barriers

Policy 47 – We will design all new and review all cycle routes to be accessible to most types of cycles.

Policy 48 – We will ensure that the needs of disabled cyclists are recognised in design, particularly of Quietways and access to cycle parking.

To what extent do you support the policies and actions set out in the ‘Cycling culture’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Triggers					
Policy 34	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Active Travel Activation (ATA)					
Policy 35	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 36	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Children and schools					
Policy 37	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 38	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Health benefits of cycling compared to risk					
Policy 39	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessing the real risks of cycling					
Policy 40	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 41	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 42	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintenance					
Policy 43	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 44	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 45	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 46	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disability, different types of cycles and barriers					
Policy 47	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 48	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Managing car use’ policies and actions?

****Upon completion takes to next section selected in Q4 or Q11****

Q9

Urban realm

Walking is the mainstay of urban areas. Many of the policies set out under the cycling section also apply to walking. Council commitment, creating a walking network, and managing traffic are all important.

Community activation measures to encourage people who are inactive to walk a little every day is important to improve their physical health and mental wellbeing. Strengthening and widening the existing culture of walking is also crucial.

This section looks at the other key element – a compact urban realm that encourages active travel (walking and cycling). The ways we plan to do this and the supporting policies/actions are summarised below.

20-minute neighbourhoods and towns

Policy 49 – We will develop a 20-minute neighbourhood and town audit process and assess the accessibility of neighbourhoods.

Policy 50 – We will audit and improve the key routes within the 20-minute neighbourhood.

Policy 51 – With the support of the districts we will support the provision of essential facilities within the 20-minute neighbourhood.

Policy 52 – New developments will be audited and designed in support of the 20-minute neighbourhood concept.

Town walking networks

Action 13 – LCWIPs will identify a town-wide strategic and neighbourhood walking networks in tandem with the cycling network.

Policy 53 – Funding for improvements will be focused on the town-wide walking network, particularly on routes into town centres and key destinations.

Policy 54 – Walking improvements will conform to the updated Oxfordshire Walking Design Standards (OWDS) and Healthy Street Standards.

Quality Pedestrian Corridors (QPCs)

Action 14 – We will assess the feasibility of QPCs for all main radials within 2 km of town centres and 1 km of local shopping areas, as well as main pedestrian corridors in town centres.

Priority for improvements

Action 15 – We will transform the pedestrian and cyclist experience from the train station to the town centre.

Action 16 – We will review the routes to retail parks, business parks and large supermarkets to provide better walking and cycling access.

Action 17 – We will work with districts and businesses to improve the experience of pedestrians in suburban and local shopping centres.

Action 18 – We will review the most important routes to the centres within half a mile (1 km) to ensure that they provide adequately for walkers of all abilities.

Town centres

Action 19 – We will measure footfall in county town centres and other suburban centre as a measure of the retail health.

Action 20 – We will concentrate on ensuring that conditions for pedestrians in town centres are a priority for investment.

Villages and the rural network

Policy 55 – We will undertake a review and audit of walking in all villages in Oxfordshire.

Policy 56 – We will introduce footways along main streets in villages wherever there are opportunities.

Policy 57 – We will support the reduction of speed limits in villages so that 20mph or 30mph is the default maximum speed limit.

Policy 58 – We will introduce rural traffic calming measures and speed enforcement, to enhance the character and attractiveness of villages.

Policy 59 – We will introduce measures to reduce traffic through villages by network management.

Policy 60 – We will seek to link villages for walking and cycling as part of the Strategic Active Travel Network, using wayfinding to promote safe, attractive routes.

To what extent do you support the policies and actions set out in the ‘Urban realm’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
20-minute neighbourhoods and towns					
Policy 49	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 50	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 51	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 52	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Town walking networks					
Action 13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 53	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 54	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality Pedestrian Corridors (QPCs)					
Action 14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Priority for improvements					
Action 15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 18	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Town centres					
Action 19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Villages and the rural network					
Policy 55	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 56	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 57	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 58	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 59	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 60	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Urban realm’ policies and actions?

****Upon completion takes to next section selected in Q4 or Q11****

Q10

Designing for walking

The same 5 core design principles also apply to walking as cycling but adapted to the shorter distances. How they are measured and manifested is however typically quite different.

This section sets out we will apply the core design principles for walking and account for the differences. The ways we plan to do this and the supporting policies/actions are summarised below.

Auditing the existing walking network

Action 21 – We will devise a Healthy Place Shaping Audit (HSPA) system to assess the quality of streets for audit and review in liaison with colleagues in Public Health.

Action 22 – The HPSA and Core Walking Design Principles will be included in the Oxfordshire Walking Design Standards and used to review existing infrastructure.

Action 23 – We will undertake a survey of pedestrians to better understand pedestrian problems, priorities and preferences.

Oxfordshire Walking Design Standards (OWDS)

Action 24 – We will update the Oxfordshire Walking Design Standards (OWDS) to set out the ambitions to make walking central to local travel in Oxfordshire.

Policy 61 – All new active travel schemes will be designed according to the updated OWDS.

Policy 62 – Where OWDS standards cannot be met, teams will submit a Departure from Walking Standards form and consult with the Active Travel Hub for a viable solution in line with all the five core walking design principles.

Crossings

Policy 63 – We will consider the crossing needs of pedestrians on main roads to minimise delay or diversion and to satisfy existing or potential flows.

Policy 64 – Zebra crossings will be the default option where there is a need for a pedestrian crossing in urban areas along main roads.

Policy 65 – We will review the timings of existing free-standing signalised crossings to respond without delay when called.

Policy 66 – We will install pedestrian phases on all arms of signalised junctions where there is a significant pedestrian demand.

Policy 67 – We will install Zebra crossings on all arms of urban roundabouts where there is a significant pedestrian demand.

Policy 68 – We will review all bus stops on main roads to ensure there is a nearby convenient crossing.

Policy 69 – The need for community cohesion and people to cross streets will be considered on both main and residential roads.

Side roads

Policy 70 – Wherever possible and funding is available, OCC will improve existing side road entries.

Pavement parking

Policy 71 – We will support enforcement to ensure that all footways (pavements) are clear of pavement parking, except where legally marked out.

Policy 72 – With support of district authorities we will apply for the powers to enforce pavement parking e.g. decriminalised parking enforcement.

Policy 73 – We will take measures to reduce parking pressures on road space which result in pavement parking by introducing parking enforcement.

To what extent do you support the policies and actions set out in the ‘Designing for walking’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Auditing the existing walking network					
Action 21	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 22	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 23	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Oxfordshire Walking Design Standards (OWDS)					
Action 64	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 61	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 62	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crossings					
Policy 63	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 64	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 65	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 66	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Policy 67	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 68	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 69	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Side roads					
Policy 70	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pavement parking					
Policy 71	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 72	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 73	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Designing for walking’ policies and actions?

****Upon completion takes to next section selected in Q4 or Q11****

Q11

Routing question

If you would like to respond to any another sections, please select them below (You will have the option to respond to further sections upon completion). If not, please select ‘next question’.

- Commitment and governance
- Cycle network
- Managing car use
- Cycling culture
- Urban realm
- Designing for walking
- Next question

Q12

Do you have any other comments on the Active and Healthy Travel Strategy?

Q13

Local Cycling and Walking Infrastructure Plans

Local Cycling and Walking Infrastructure Plans (LCWIPs) are strategic policy documents that identify improvements to walking and cycling infrastructure at the local level. They enable a long-term approach (normally over a 10-year period) to prioritising interventions.

We developed LCWIPs for Oxford and Bicester, both of which were approved by cabinet in 2020. We are now seeking any feedback on the documents as part of the wider LTCP consultation, ahead of updating them in 2022.

Do you have any comments on either the Oxford or Bicester LCWIP?

Q14

About You

We are keen to understand more about the people responding to this consultation. If you are responding as someone who travels in and around Oxfordshire could you please share some information about yourself by answering the following questions.

If you do not want to provide any of this information, please select prefer not to say.

Please say whether you are:

- an Oxfordshire resident
- a member of the public living elsewhere who travels to Oxfordshire
- a parish meeting representative, parish councillor or town councillor
- a county council employee
- a county councillor
- a district or city councillor
- a representative of a group or organisation
- a representative of a business
- Other

If other, please provide details:

Routing

- *If selected 'a county councillor' or 'a district or city councillor' takes to Q14*
- *If selected 'a representative of a group or organisation' or 'a representative of a business' takes to Q15*
- *If selected any other response takes to Q16*

Q15

If you are responding as a councillor, please provide your name and the area(s) you represent

Q16

If you are responding as a representative of a business, group or organisation, please provide your role and the name of the business, group or organisation

Q17

If you live in Oxfordshire which district do you live in?

- Cherwell
- South Oxfordshire
- Vale of White Horse
- West Oxfordshire
- Oxford City
- I don't live in Oxfordshire

If you live outside Oxfordshire please enter where you live in the box below

Q18

What is your age?

- Under 16
- 16-24
- 25-34
- 35-44
- 45-54

- 55-64
- 65-74
- 75-84
- Over 85
- Prefer not to say

Q19

Are you...?

- Male
- Female
- Other
- Prefer not to say

Q20

What is your ethnic group?

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

Q21

Are your day to day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?

- Yes - limited a lot
- Yes - limited a little
- No
- Prefer not to say

Q22

How did you find out about this consultation?

(Please tick all that apply)

- Facebook
- Twitter
- Instagram
- LinkedIn
- Oxfordshire.gov.uk website
- Email from Oxfordshire county council
- Local news item (newspaper, online, radio, tv)

- Oxfordshire county councillor
- Parish or town council
- Local community group/organisation
- Friend/relative
- Other

If other, please provide details:

Your data

Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report. If you would like to know more about the council's data protection registration or to view Oxfordshire County Council's privacy notice please visit our website: www.oxfordshire.gov.uk - search privacy notice.

Thank you for taking the time to answer these questions.