

Oxfordshire County Council

Consultation Report: Banbury Local Cycling and Walking Infrastructure Plan 2023

Email: activetravelcherwellandwest@oxfordshire.gov.uk

Contents

Executive Summary	3
Background.....	3
Comments on the proposed plan	3
Introduction	4
About this report.....	4
Background to the consultation.....	4
About the survey	5
Respondent Profile.....	6
Comments on the draft Banbury LCWIP	12
Questions about Cycling	12
Banbury town cycle routes	14
Village cycle routes	26
Questions about Walking	31
Prioritisation of improvements.....	36
Final thoughts	37
OCC's response to main issues raised and changes to the LCWIP	38
Written Responses.....	40
Appendix A – Survey	61
Appendix B - List of Stakeholder written responses in full.....	85

Executive Summary

Background

This consultation report outlines the response received to the Draft Local Cycling and Walking Infrastructure Plan (LCWIP) consultation. The Banbury LCWIP is a strategic plan which identifies a network of walking and cycling routes in and around Banbury (including potential future routes) and sets out high level proposals for improvements to the walking and cycling infrastructure which makes up this network. These infrastructure improvements are intended for development over a ten-year period to 2033 and will help to enable modal shift from private vehicle use to active and sustainable modes of travel.

The consultation ran from 23 January to 26 February 2023. 95 people responded to the online survey and 14 responses were received in writing, mainly from organisations.

Comments on the proposed plan

The comments received to the Banbury LCWIP consultation show there is mixed support for cycling infrastructure.

Of those who completed the survey 47% thought the proposed cycling improvements were 'ambitious' or 'adequate' and 47% said if the proposed walking improvements were implemented this would encourage them to walk more.

It is raised that cycling is not for everyone, however for some people it is their only mode of transport (in addition to walking), and targeted investment will have a positive impact on those people safely accessing local jobs and services.

There were some concerns around wasting resources, however there are people that want to use active travel as a cheaper means of access, for health reasons or because of concerns about the need to meet net-zero objectives. The LCWIP is a tool to help identify and prioritise routes for investment, as the first phase of any route scheme, however, the specifics of each route scheme need a lot of further work. Investment in highway maintenance activities or other local services is separately funded.

The comments received regarding proposals for specific routes have been really helpful, including many challenges over the detail of the proposals. This shows us how important these routes are to all modes of transport, and how much more detailed engagement will be conducted with local people as these routes are developed through concept, preliminary and detailed design.

We are very pleased that some respondents consider the Banbury LCWIP is a positive step towards encouraging more sustainable and healthy modes of transport and encouraging more cycling could be beneficial for the environment and future generations.

Introduction

About this report

This report provides the results of the survey about the opinions, attitudes, and preferences of the public regarding the draft Local Cycling and Walking Infrastructure Plan¹ (LCWIP) for Banbury and the surrounding area.

The aim of this report is to provide a comprehensive overview of the feedback received from the community during the consultation period. The results of the survey will be used to inform the final Banbury LCWIP document and ensure that the plan is responsive to the needs and preferences of the community.

The report includes a summary of the survey results received via Oxfordshire County Council's consultation portal – Let's Talk Oxfordshire as well as written responses received from a number of organisations. The first part of the report summarises the respondent profile and characteristics, the second section details the responses to questions about cycling, the third section is about walking, the fourth section is about the proposed packages of improvements, followed by any final thoughts from those answering the survey. The final section of the report is a summary of the written responses received mainly from organisations.

Please note, the questions asked in the survey are not reported sequentially in this document.

Background to the consultation

The draft Banbury LCWIP has been developed over several years through a partnership approach between Cherwell District Council and Oxfordshire County Council. Consultants were commissioned to undertake the initial study work, complete site audits with local cycle interest groups and draw up a number of plans for the routes within the network.

In June 2022 an initial public consultation was held entitled "Suggest Walking and Cycling Improvements in Banbury". Contributions to this consultation have been used to develop the plan.

Further work was undertaken to complete the LCWIP evidence base and develop the network maps and its routes. The draft Banbury LCWIP was then consulted on during February 2023. The documentation was made available for viewing and downloading through the Let's Talk Oxfordshire website and asked people to feedback through a survey form. The consultation ran from 23 January to 26 February 2023.

During the consultation period, in addition to Let's Talk Oxfordshire website, a physical copy of the LCWIP and its appendices was available at Banbury Library and a 'drop-in-day' was held at Banbury Town Hall for people to speak face to face with officers regarding the proposals.

¹ [Banbury LCWIP consultation | Let's Talk Oxfordshire](#)

About the survey

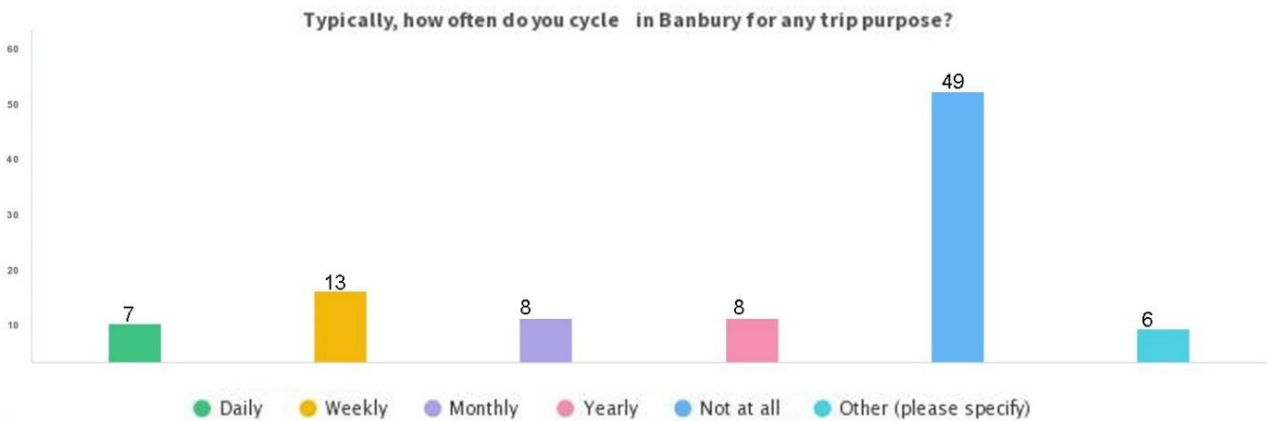
The draft Banbury LCWIP Let's Talk Oxfordshire survey is split into three core sections: questions about cycling and proposed cycle routes, questions about walking and proposed walking routes, and the prioritisation of improvements. Demographic questions were also asked. The survey included open-ended questions that allow respondents to provide more detailed feedback.

The results of the survey were analysed and used to inform the final Banbury LCWIP report. This information can help to identify areas where improvements are needed, what types of infrastructure are most desired by the public, and what the overall level of support is for the proposed plan.

Respondent Profile

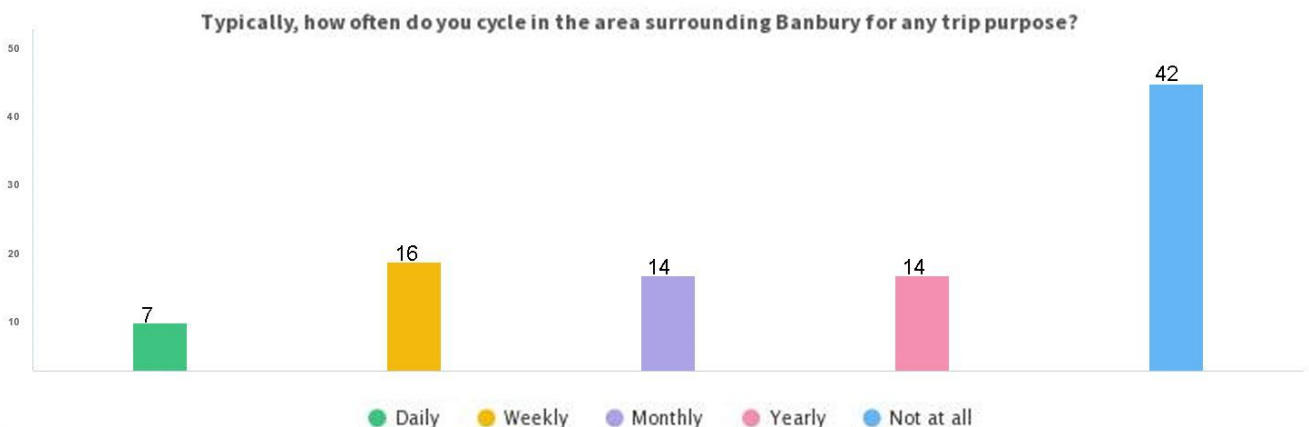
This section of the report outlines information about the people who responded to the online survey. A total of 95 people completed the online survey, although not every person answered every question.

Q2 Typically, how often do you cycle in Banbury for any trip purpose?



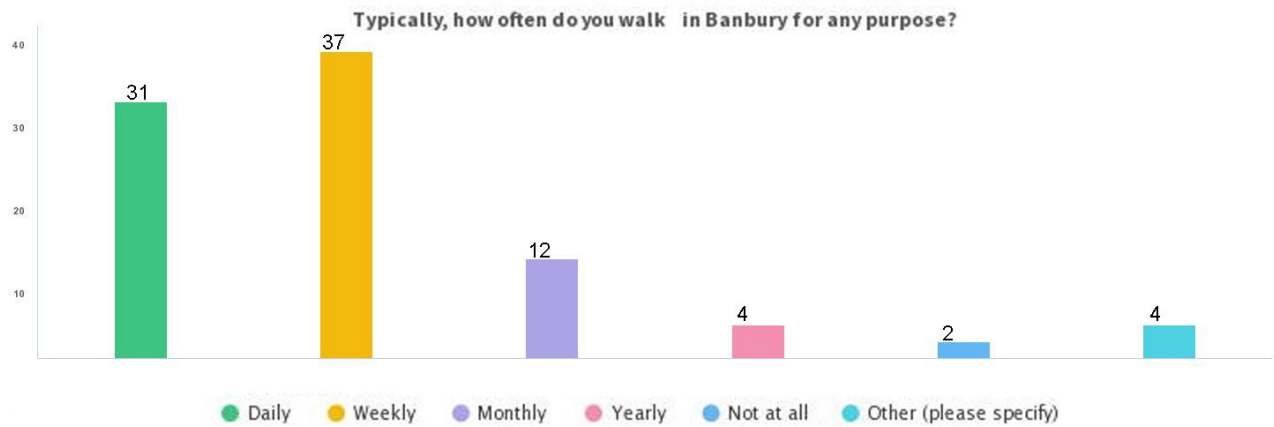
91 people responded to this question. The chart shows the frequency of cycling in Banbury for any purpose. The majority of respondents, 49, reported not cycling at all in Banbury, while 7 reported cycling daily, 13 cycled weekly, and 8 cycled monthly or yearly. Some respondents provided additional information, such as occasional trips to local stores or cycling in surrounding areas. One respondent reported having borrowed a bike to try it out but found some routes frightening.

Q3 Typically, how often do you cycle in the area surrounding Banbury for any trip purpose?



93 people responded to this question. The chart result shows that 42 respondents do not cycle in the surrounding area of Banbury for any trip purpose. 14 respondents cycle yearly, another 14 cycle monthly, 16 cycle weekly, and 7 cycle daily.

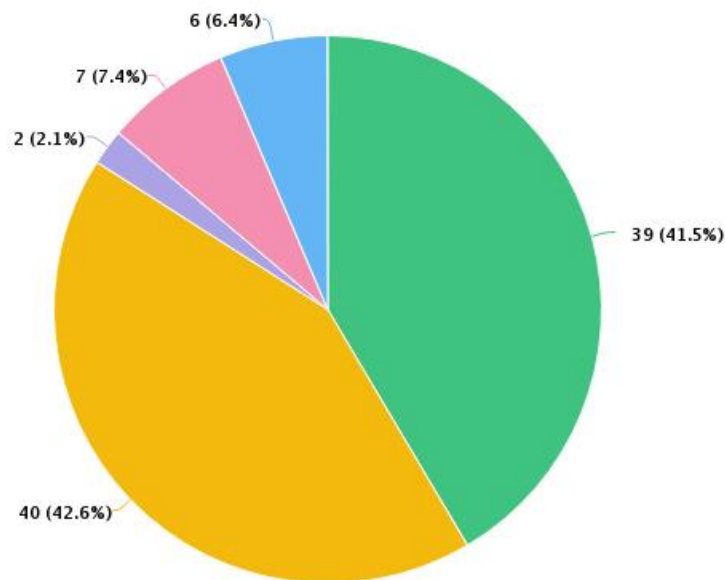
Q58 Typically, how often do you walk in Banbury for any purpose?



The chart shows 31 respondents walk in Banbury daily, 37 walk weekly, 12 walk monthly, 4 walk yearly, and 2 do not walk at all. Four respondents provided other responses, with one expressing scepticism about the effectiveness of discouraging cars and promoting walking, and three indicating that they walk in Banbury occasionally or only a few times per year.

Q1 Are you responding as:

Are you responding as:

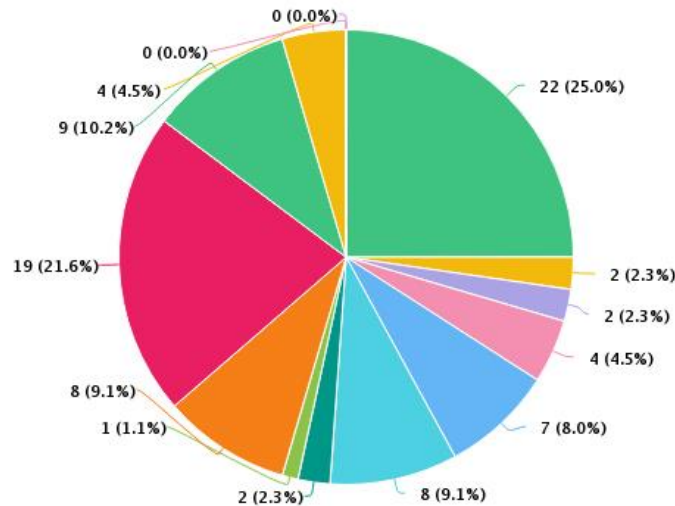


● a resident of Banbury
 ● a resident of the surrounding area
 ● a business/ organisation in Banbury
 ● a local councillor
 ● Other (please specify)

The chart shows the breakdown of respondents based on their category. The majority, with a total of 79 respondents, are residents of Banbury and the surrounding area. Seven respondents are local councillors, two are business/organizations in Banbury, and six are categorized as "other" and represent various groups such as bus users, a community volunteer group, and a trust.

Q92 How did you find out about this consultation?

How did you find out about this consultation?

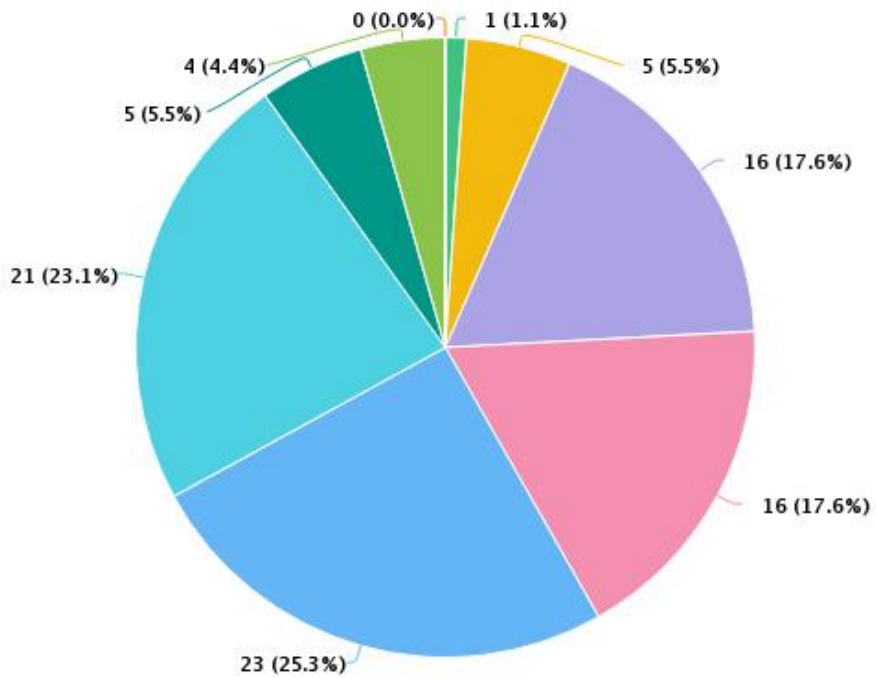


- Facebook
- LinkedIn
- NextDoor
- Oxfordshire.gov.uk website
- Email from Oxfordshire County Council
- Local news
- Oxfordshire County Councillor
- Friend/ relative
- Other (please specify)
- Twitter
- Instagram
- District Councillor
- Town/ Parish Councillor
- Local community group organisation

The chart shows that the majority of respondents found out about the consultation through Facebook (22), followed by local community group organization (19), email from OCC (7), local news (8), and town/parish councillor (8). Other sources include LinkedIn (2), NextDoor (2), OCC website (4), OCC councillor (2), district councillor (1), friend/relative (9), and other (4).

Q93 What is your age?

What is your age?



● 16-24
 ● 25-34
 ● 35-44
 ● 45-54
 ● 55-64
 ● 65-74
 ● 75 or more
 ● Prefer not to say
 ● 0-15

Table 1: Responses to the question 'What is your age?'

Age group	Number of responses
16-24	1
25-34	5
35-44	16
45-54	16
55-64	23
65-74	21
75 or older	5
Total	87

Q94 What is your sex?

Table 2: Responses to the question 'What is your sex?'

Sex	Number of responses
Female	34
Male	51
Preferred not to say	4
Total	89

Q95 What is your ethnic background?

Table 3: Responses to the question 'What is your ethnic background?'

Ethnic background	Number of responses
White (British, English, Welsh, Scottish, Northern Irish, Irish, or any other white background)	80
Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)	1
Preferred not to say	7
Other	1
Total	89

Q96 Are your day-to-day activities limited because of a long-term illness, health problem or disability that has lasted, or is expected to last, at least 12 months?

Table 4: Responses to the question regarding disability and long-term health

Are your day-to-day activities limited because of a long-term illness, health problem or disability that has lasted, or is expected to last, at least 12 months?	Number of responses
No	69
Yes - a little	6
Yes - a lot	7
Preferred not to say	7
Total	89

Representative of Oxfordshire

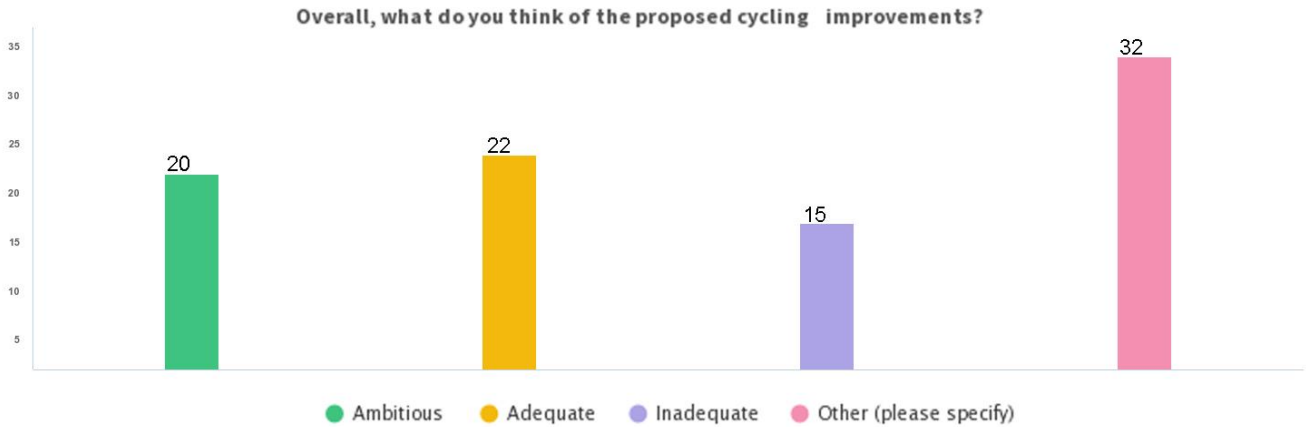
The number of responses at just 95, and with only 1 from the 16-24 age group, means that the demographic profile of the respondents is not fully representative of Banbury or Oxfordshire. We value what each person has said in their comments on the Banbury LCWIP, however we cannot conclude that their views, experiences, and characteristics are representative of the rest of the population.

Comments on the draft Banbury LCWIP

Questions about Cycling

This section of the report outlines the responses in relation to the proposals for improvements to cycle infrastructure.

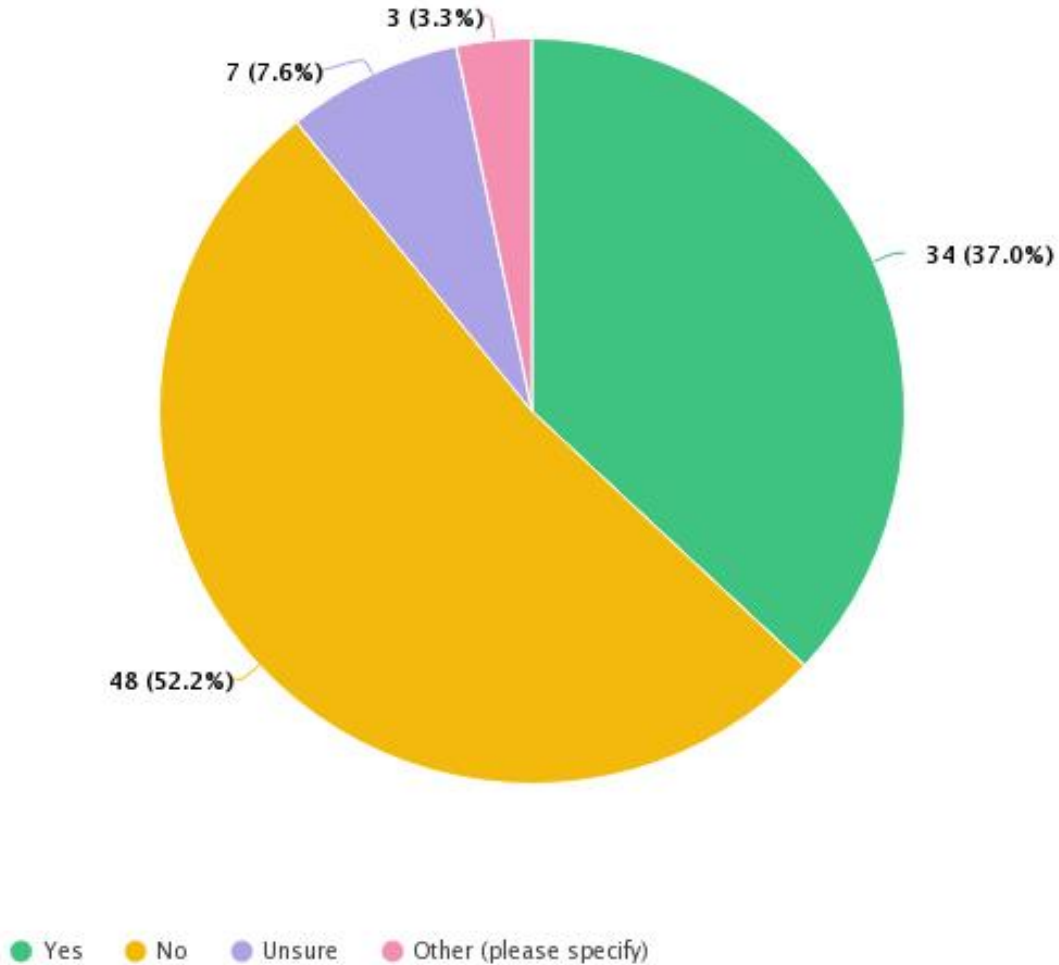
Q4 Overall, what do you think of the proposed cycling improvements?



The chart shows that out of the 89 respondents, 44 people responded positively as 20 people thought the proposed cycling improvements were ambitious, and 22 people thought they were adequate. However, 15 people thought the proposals were inadequate. Additionally, 32 people gave other responses, which included concerns about the cost of the improvements, the necessity of the project, the potential negative impact on businesses and other road users, and the lack of consideration for other modes of transport. Some respondents expressed support for the project, while others thought it was a complete waste of resources.

Q5 If the measures in the Banbury LCWIP were implemented, would this encourage you to cycle more?

If the measures in the Banbury LCWIP were implemented, would this encourage you to cycle more?



The chart shows the responses of individuals to the question of whether implementing measures in the Banbury LCWIP would encourage them to cycle more. Out of the 92 responses received, 34 people said that they would cycle more, 48 people said that they would not cycle more, 7 people were unsure, and 3 people provided other comments.

One person who cycles most days stated that the plan would not help due to issues such as poor road surfaces, speeding drivers, and delivery drivers. Another person suggested that encouraging more cycling could be beneficial for the environment and future generations. One respondent mentioned age and infirmity as reasons why they would not cycle more.

Q6 Please provide further information on your selection

The responses to the question "Please provide further information on your selection" show that there are varied opinions on the proposals put forward in the draft Local Cycling and Walking Infrastructure Plan (LCWIP).

Some people are against the idea of cycling, as they are elderly, disabled or have other reasons that make cycling impractical or unsafe for them. Some respondents believe that spending money on cycling and walking improvements is a waste of resources that should be directed towards maintaining roads for motorists. Others express concerns that the proposals will lead to traffic restrictions and one-way routes for cars, making it more difficult for those who depend on cars to access Banbury. However, there are also some who welcome the proposals and see them as a positive step towards encouraging more sustainable and healthy modes of transport.

Banbury town cycle routes

This section outlines the comments received to the proposed Banbury town cycle routes.

Q7 Would you like to provide feedback on a specific cycling route?

48 people said they would like to comment on at least one specific cycling route. Their comments can be found below.

Q8 Would you like to comment on Route 1: A361 North Bar Street/ Oxford Road?

14 people commented on the detail of Route 1: A361 North Bar Street/ Oxford Road.

Q9 Please provide your comments on Route 1: A361 North Bar Street/ Oxford Road

There are a range of comments and objections to Route 1: A361 North Bar Street/Oxford Road. Some people are concerned about parking and congestion if vehicles are required to give way to cyclists and pedestrians. Others believe it's a waste of money and won't be used. However, many people think that the route is a vital part of the cycling and walking network and that it should provide cyclists and walkers with a clear, safe, and signed route with as few delays at junctions as possible. They believe that journeys made by pedestrians and cyclists should have at least the same weight and value as journeys made by people in private vehicles.

Some people have specific concerns about certain junctions, including the North Bar junction, where they object to narrowing the highway or losing a left or right turn lane for motorised traffic. They are also concerned about the Bloxham Road / Oxford Road junction, which is the east / west HGV (heavy goods vehicle) route to and from the M40. They believe that the camber of the road could become unsafe for high vehicles and that the tailback congestion would be huge. They object to any proposal to lose a left or right turn lane for motorised traffic at this junction.

Other people are concerned about the bottleneck at The Church House pub, which they believe is dangerous for cyclists. They suggest prioritising traffic light phasing for cyclists, widening footways, and amending the single-phase crossing for pedestrians.

One person commented that the Warwick Road / Castle Street junction has poor signal phasing and that pedestrians are given very little time to cross the road. They suggest making pedestrians a priority at this junction.

Some people suggest using Beargarden Road, New Road and Crouch Street for bicycles as it is a quiet alternative to the proposed route. Another person thinks that the existing cycle paths should not be replaced or narrowed by the proposed route. They suggest that any cycle paths should be segregated by kerbs or traffic wands from traffic, not simply paint, keeping with evidence-based best practice.

Finally, some people think that the proposed route is a great idea, but they cannot see how it will work without serious detriment to existing businesses. They hope that a solution can be found that benefits both cyclists and businesses.

Q10 Would you like to comment on Route 2: A361 Bloxham Road?

14 people commented on the detail of Route 2: A361 Bloxham Road.

Q11 Please provide your comments on Route 2: A361 Bloxham Road

The comments on Route 2: A361 Bloxham Road reveal a mix of suggestions and objections. Some residents feel that the route is too dangerous for cyclists and pedestrians, with inadequate lighting and drivers who regularly break speed limits. They suggest creating a new path away from the A361. However, other residents support the plan to create a cycle route as it is a heavily used route by school children. They suggest the cycle route be segregated by kerbs or traffic wands from traffic, not just painted white lines. Some residents suggest that the infrastructure along this route needs to be changed to encourage more people to try out and use greener ways of making their journeys, including the provision of reliable, efficient, and affordable public transport.

There are objections to the segregation proposal at the Bloxham Road/Oxford Road junction, citing potential congestion and safety implications for HGVs. They suggest using Beargarden Road, New Road, and Crouch Street instead. They also object to modal filters and Low Traffic Neighbourhood (LTN) type obstructions at Horton View, as it is a main route to the hospital. Residents object to the loss of on-street parking, some of which may be disabled, and to narrowing vehicle lanes. They suggest using the wide footway and grass verges instead.

There are objections to narrowing the road and the removal of the northbound left turn lane and narrowing of the southbound lane on Bloxham Road, as this is the main route for HGVs, and it will cause traffic congestion that will impact on Inner Relief Road (Upper Windsor Street), Oxford Road, and Hospital emergency vehicles, Queensway, and Springfield Avenue junctions. They suggest using the existing path and grass verge, as it already has wide paths and side access roads along its length on both sides of the road.

Some residents suggest that if the cycle routes do not connect, they are completely useless. Other objections include the need to continue a cycle route all the way through Bloxham; the overgrown cycle lane that becomes dangerous to use and is not signposted well enough; and restricting the width of the already narrow road from Tyrrell Road to the traffic lights at Oxford Road, which would be dangerous for both cyclists and drivers, particularly at the junction with Browning Road.

Q12 Would you like to comment on Route 3: Ruscote Avenue A422/ Orchard Way/ Woodgreen Avenue/ Queensway?

9 people commented on Route 3: Ruscote Avenue A422/ Orchard Way/ Woodgreen Avenue/ Queensway.

Q13 Please provide your comments on Route 3: Ruscote Avenue A422/ Orchard Way/ Woodgreen Avenue/ Queensway

One person fully supports the proposal regarding Woodgreen Avenue and Orchard Way, with the caveat of avoiding any quick way the parking needs to stay with a meter of grass taken up for cycling lane. Another comment objects to the proposal as it believes these areas are already highly congested and thinks that it won't encourage people to cycle. They suggest that the money should be used for social care, getting extra doctors and dentists for the town, and better bus services.

Another comment supports the route and believes that it is a vital part of the cycling and walking network, and the infrastructure needs to be changed to encourage more people to use greener ways of making their journeys. They believe that journeys made by pedestrians and cyclists should have at least the same weight and value as journeys made by people in private vehicles.

One person objects to any proposal to restrict or lose on-street parking along the corridor and loss of carriageway in the design. They agree to use the grass verge/wide path, but object to any loss of carriageway.

Another comment suggests that Woodgreen Avenue and Queensway need at least one new pedestrian crossing as there are no crossing points on this lengthy and busy stretch where vehicles are obliged to stop to allow pedestrians and cyclists to cross.

Another comment fully supports the proposal and believes that it will transform lives for many in the area, especially school children, as this section is a main route to all the schools both primary and secondary.

Finally, one comment suggests that lack of pedestrian crossings on Woodgreen Avenue/Queensway needs addressing and supports the use of verges/central reservation for cycle routes in Ruscote Avenue and Orchard Way/Queensway. They object to the implementation of Dutch-style roundabouts (roundabouts with safe space for cycling) in conjunction with foot traffic, as it would cause backlogs of vehicle traffic and request consultation on the detailed outlined plans for roundabout alterations.

Q14 Would you like to comment on Route 4: A422/ B4100 Warwick Road?

12 people commented on Route 4: A422/ B4100 Warwick Road.

Q15 Please provide your comments on Route 4: A422 / B4100 Warwick Road

The commentaries on the proposed Route 4: A422/B4100 Warwick Road are mixed. Responses can be grouped into support for the proposal, objections and suggestions for improvements.

Those in support believe that the route is essential to the cycling and walking network, and the infrastructure needs to be improved to encourage people to use greener methods of transport. They also suggest the provision of efficient public transport. Some objections were raised about the safety of Roundabout 4d (Ruscote Ave/ Warwick Road) and the loss of parking spaces.

Regarding the objections, people were concerned about the poor state of the road surface and potholes, and they believe that there is a need for a pedestrian-controlled crossing at the 5-way junction. There were also objections to the loss of parking spaces, narrowing of the carriageway, and proposals for modal filters and LTNs (Low Traffic Neighbourhoods). Some residents requested clarifications on the proposals, and one person suggested that the improvement of the cycleway should involve verge alterations instead of carriageway narrowing.

Lastly, there was a question about what Banbury Area Travel Plan (BATP) meant when considering the role of the Warwick Road route [the Banbury Area Travel Plan is a forthcoming subsidiary document of the Local Transport and Connectivity Plan and will set out a transport plan for all modes across the Banbury Area]. Additionally, some people objected to the blocking of routes on Boxhedge Road and consider modal filters unnecessary.

Q16 Would you like to comment on Route 5: A361/ A423 Southam Road?

10 people commented on Route 5: A361/ A423 Southam Road.

Q17 Please provide your comments on Route 5: A361/ A423 Southam Road

The comments on Route 5: A361/A423 Southam Road emphasise the importance of providing a safe and clear route for cyclists and pedestrians that is given equal weight to journeys made by private vehicles. Suggestions include changing infrastructure to encourage the use of greener transportation options, providing reliable and affordable public transport, and extending the cycle path as far as Mollington to accommodate cyclists from Cropredy, Great Bourton and Little Bourton.

There are objections to proposals to make Southam Road one way, loss of carriageway, or any reduction of lanes or turn lanes at junctions as it is a major HGV route. There is a need for a separated cycleway on a wide existing path and verge, as well as better crossings, and improved lighting on all footways and cycleways. The comments also note that mobility scooter users should be taken into account, and the shared footway and cycleways should be replaced with fully segregated ones to avoid collisions.

Furthermore, it is suggested to prioritise cyclists over motor vehicles entering or exiting business estates at Section 5b to 5c (Southam Road between Dukes Meadow Drive and Hennef Way) The speed limit should be reduced to 30 mph, or ideally 20 mph, and any cycleways or paths should be segregated from traffic using kerbs or traffic wands.

Finally, it is essential to consider the needs of large HGV turning at Junction 5b (Southam Road/ Noral Way/ Dukes Meadow Drive), and any improvements to Junction 5c (Southam Road/ Ruscote Avenue/ Hennef Way) should not result in a loss of capacity for vehicles. Consultation with Banbury Town Council is also necessary.

Q18 Would you like to comment on Route 6: B4035 Broughton Road?

16 people commented on Route 6: B4035 Broughton Road.

Q19 Please provide your comments on Route 6: B4035 Broughton Road

One response notes that the route is not a suitable solution unless there is a substantial change to the width of usable road and pathway. Another response suggests that the proposed route is a waste of money and will not be used.

However, other responses suggest that this is a vital part of the cycling and walking network and that the infrastructure along this route needs to be changed to encourage more people to try out and use greener ways of making their journeys. One person suggests that Broughton Road should be made one-way for cyclists and cars and use Mewburn Road as one way in the opposite direction.

Another person objects to the Broughton Road becoming one-way, and also objects to Low Traffic Neighbourhoods or modal filters (bollards) at Bath Road and Beargarden Road. They also suggest that conflict and potential injury to pedestrians, elderly and disabled people would be worse if cyclists were allowed to use the High Street and pedestrianised area.

One person suggests that making Broughton Road a one-way street should be considered, but it is currently used as a bus route, and making it one-way would have a knock-on effect on surrounding routes and the bus route. They suggest that a cycleway could be formed in the college's land to the south or within the sloped landscaping area.

Finally, one person is concerned that making it more difficult to get into Banbury town centre will cause people living in local villages to go to other towns.

The responses suggest a range of opinions and objections to the proposed route, with some advocating for it as an important part of the cycling and walking network, while others object to the changes that it would bring.

Q20 Would you like to comment on Route 7: Former railway path through Hardwick?

8 people commented on Route 7: Former railway path through Hardwick.

Q21 Please provide your comments on Route 7: Former railway path through Hardwick

The comments received about Route 7 the former railway path through Hardwick, generally support the idea of providing cyclists and walkers with a safe and clear route. They suggest that the infrastructure along the route needs to be improved to encourage more people to use greener ways of making their journeys. Some comments suggest that improvements are mainly needed in the eastern section of the route.

One person mentions that they would not cycle alone on this route after dark. Another person mentions a pinch point for cyclists and walkers which needs to be widened, and the stretch between The Magnolias and Southam Road needs to be properly metalled, as it is currently dangerous for cyclists.

Some people fully support the widening of the existing tarmac surface and widening of adjoining paths. Overall, the proposal to improve Route 7 is supported.

Q22 Would you like to comment on Route 8: Dukes Meadow Drive?

5 people commented on Route 8: Dukes Meadow Drive.

Q23 Please provide your comments on Route 8: Dukes Meadow Drive

The majority of the comments support the idea of Route 8 at Dukes Meadow Drive as a vital part of the cycling and walking network, with an emphasis on providing clear, safe, and signed routes with few delays at junctions for cyclists and pedestrians. However, there are concerns about the time-consuming nature of Roundabout 8a (Dukes Meadow Drive/ B4100 Warwick Road), the lack of pedestrian crossings on the north side, and the priority given to cars. Suggestions have been made to redesign the roundabout to give better cycle access and prioritise pedestrians, including the provision of a crossing on the north side. There is also an unofficial car-free cycle track to Hanwell village that starts at 8h (Hanwell Brook Wetland), which people would like to retain.

Regarding the widening of the path on 8.1 (Dukes Meadow Drive), people agree with the use of grass verges but object to the use of coloured tarmac due to its garishness and maintenance costs. On 8.3 (connect footway and cycle traffic from Dukes Meadow Drive to Southam road), people object to the loss of carriageway or right or left turn lanes at junctions for motorised traffic and the narrowing of the roundabout because it is needed for HGV turning and movement.

Overall, there is support for the proposal, but there are concerns about the use of coloured tarmac due to its expense, future repair, and fading issues.

Q24 Would you like to comment on Route 9: Grimsbury?

9 people commented on Route 9: Grimsbury.

Q25 Please provide your comments on Route 9: Grimsbury

The comments on Route 9 in Grimsbury call for improvements to the cycling and walking network to provide a clear, safe, and signed route with minimal delays to people walking and cycling at junctions. It is suggested that journeys made by pedestrians and cyclists should have equal weight and value as those made by people in private vehicles. There is a need for infrastructure changes to encourage more people to try out and use greener ways of making their journeys, such as reliable, efficient, and affordable public transport.

One of the biggest issues for Grimsbury is the signalised crossing on Hennef Way from Route 9. It was felt the signalised crossing, which stops traffic flow, is causing long queues, adding to pollution, and defeating the purpose of having a roundabout to ensure free flow of traffic around the junction with the M40. However, proposals must ensure that this situation does not get worse, and cyclists and pedestrians have a means to access the Banbury Gateway retail area and businesses in a manner that does not choke the only access route to the motorway.

People stated their disappointment that there is no proposal to provide a better connection from Route 9 to the existing Ermont Way cycle paths, to the Banbury Gateway retail park and Banbury Country Park access.

Some questions were raised about the feasibility of the route being utilised by local commuter cyclists and the suitability of the underpass at 9f (Hennef Way / Dean Close) for commercial areas in Wildmere Road. Clarification was sought on when the next LCWIP phase is and why the junction of Hennef Way, Ermont Way and Wildmere Road have not been addressed now considering it is a key junction to get right for all users as a priority.

Some users highlighted that the pedestrian chicane on the approaches to the Middleton Road signalised crossing (reference 9k at Delapre Drive), both from the north and the south, are very tight and needs improvement to enable access for wheeled users such as mobility scooters and pushchairs.

Some objections were raised to any loss of capacity or left or right turn lanes at Merton Street. It was suggested that a priority of the LCWIP should be widening of the Bridge Street bridge over the railway, without which cycling from Grimsbury to Town Centre is considered dangerous.

There is also a large severance problem between Grimsbury and areas west of the railway line, which cuts off access for walking and cycling across the railway line. Therefore, it was suggested that a pedestrian and cycle bridge is required to resolve this issue.

Some areas have hazardous paths, raised manhole covers, and broken glass. There is a requirement for improved and protected crossings for pedestrians and cyclists, reduced speed limits to 20mph, dropped kerbs to be realigned, raised priority crossings at all the key junctions, and improved lighting for the underpass and close to the underpass route.

Q26 Would you like to comment on Route 10: Overthorpe Road to Town Centre (from Nethercote)?

13 people commented on Route 10: Overthorpe Road to Town Centre (from Nethercote).

Q27 Please provide your comments on Route 10: Overthorpe Road to Town Centre (from Nethercote)

One commentator suggests banning cars from the Bridge Street crossing over the canal, river, and railway into Grimsbury as it is a congested area with queues of traffic, heavy pollution, and is dangerous for cyclists. Another commentator agrees and suggests building a pedestrian and cyclist bridge extending over the railway, river, and Bridge Street crossroads, and building a new bridge for foot and cyclists over M40.

However, some other commentators object to any loss of capacity, loss of left or right turn lanes or narrowing of junctions at Merton Street and Bridge Street and suggest putting in a foot and cycle bridge over the Bridge Street junction on one side to avoid any conflict and provide free movement.

Some people also object to the removal of hatched marking on the carriageway, narrowing the carriageway, or loss of residents' parking.

One person agrees with the proposal, suggesting that the Nethercote area is sustainable and should be considered for future housing or employment. Another commentator supports the proposal and highlights the importance of the route for school children.

Overall, people said the proposed cycle route needs to be safe, signed, and encourage greener ways of travel. Building a pedestrian and cyclist bridge over the railway, river, and Bridge Street crossroads and the proposed new bridge for foot and cyclists over M40 may solve some of the issues. However, any loss of capacity or residents' parking should be avoided, and the route should cater to the needs of all users, including school children.

Q28 Would you like to comment on Route 11: St John's Road to Lambs Crescent?

8 respondents commented on Route 11: St John's Road to Lambs Crescent.

Q29 Please provide your comments on Route 11: St John's Road to Lambs Crescent

Several comments were provided on Route 11: St John's Road to Lambs Crescent. One person believed that this route is a vital part of the cycling and walking network that should provide safe and signed routes with as few delays as possible. They suggested that the infrastructure along this route should be changed to encourage more people to use greener modes of transport, including public transport. They also suggested that the route could follow Green Lane instead of Britannia Road, accessing Lambs Crescent via the path at the back of Morrisons car park and forking to lead to Hightown Road as well.

However, several people objected to the loss of on-street parking for residents, which they believed would be a major issue if implemented. Some suggested that the loss of resident parking could be handled by other routes, making this route redundant. Others approved of improving conditions for cyclists by removing or reducing parking, believing it to be a progressive move.

One person believed that there was no need to make Lambs Crescent a cycle route, as there were alternative routes at Green Lane and Swan Close Road. Another person

objected and felt the recommendations to be poor for improvements along the route, particularly at junctions 11d (Lambs Crescent), 11e (Lambs Crescent/Tramway Road/Hightown Road), and 11f (Lambs Crescent/ Hightown Road), which they believed were the worst junctions for pedestrian and cycle safety. They suggested that these junctions required complete redesign and development to prioritise walking and cycling, especially for those accessing the railway station on Tramway Road. They also suggested the need for priority sparrow crossings, reduced speed limits for all motor vehicles, improved lighting, and dropped kerbs to support all users.

The proposed roundabout/traffic crossing at Tramway Road was also a factor that some people believed should be considered in the route's improvement plan.

Q30 Would you like to comment on Route 12: Salt Way?

17 respondents commented on Route 12: Salt Way.

Q31 Please provide your comments on Route 12: Salt Way

The comments on Route 12, Salt Way, suggest that the surface of the path should be improved while keeping its rural feel. The route is an essential part of the cycling and walking network and needs to provide a clear, safe, and signed route. It is essential to change the infrastructure to encourage more people to use greener ways of transportation.

It is an ecologically sensitive area, and any redesign of the route must be carefully considered not to impact the natural environment that surrounds it. The materials chosen for resurfacing the route must be suited to all users, and hard surfaces such as tarmac should be avoided as they can be slippery and injurious to users. A volunteer group, Salt Way Activity Group (SWAG), currently maintains and improves the Salt Way, and they need to be consulted before any changes are made. The stretch from A361 to Broughton has poor surfacing, making it difficult to use a bicycle presently. The proposed changes, including improving the surface and installing lighting, will enhance the attractiveness of the route, especially as new estates are completed and occupied. The connection at the south western end to Broughton village avoiding the B4035 road is a useful improvement. However, some feel that the Salt Way should be a lower priority, and the focus should be on problem areas where accidents have occurred.

Q32 Would you like to comment on Route 13: Railway Station to Bodicote?

15 respondents commented on Route 13: Railway Station to Bodicote.

Q33 Please provide your comments on Route 13: Railway Station to Bodicote

The comments received were mixed, with some expressing approval and some expressing objections. One person liked the route, finding it safer and more accommodating than other routes. Another person commented that it should be a vital part of the cycling and walking network, providing clear, safe, and signed routes for cyclists and walkers, with as few delays as possible. This person also called for

infrastructure improvements that would encourage more people to use greener modes of transportation.

A few people supported the idea of a pedestrian and cycle bridge over the canal, as it would increase options and road safety. However, others objected to the loss of residential car parking, with some suggesting that a wide grass verge or existing path along the route be used instead. One person expressed confusion about the term “gates,” suggesting that plain English should be used instead of technical terms. [This was describing a field gate].

Some people called for a shorter, more direct route to the station, while others suggested that the cycle route should be off Bankside, as it is not safe for children. One person suggested that the Tramway Road bridge should be enhanced, while another suggested a new bridge to connect the Bankside Park to the Canal Towpath.

There were also objections to the loss of residential car parking, with some suggesting that the original plan for a 20mph limit at Bodicote be enforced. Some people supported widening the path through development opportunities but objected to the loss of carriageway currently used by HGVs. Others supported this idea, as long as landowners could be persuaded.

One person suggested using the flyover to reduce speed limits and clear traffic queues, while others supported retaining residential car parking and retaining the ability to cross Oxford Road on the grade-separated bridge.

Overall, the comments reflected a mix of opinions and suggestions for improving the route from the Railway Station to Bodicote, with a focus on safety, convenience, and sustainability.

Q34 Would you like to comment on Route 14: Wildmere Industrial Estate to Bridge Street?

8 respondents commented on Route 14: Wildmere Industrial Estate to Bridge Street.

Q35 Please provide your comments on Route 14: Wildmere Industrial Estate to Bridge Street

The comments on Route 14: Wildmere Industrial Estate to Bridge Street suggest that this route is an essential part of the cycling and walking network. The infrastructure needs to be changed to encourage more people to try out and use greener ways of making their journeys. This could include the provision of reliable, efficient, and affordable public transport.

While some people agree with the suggestions and believe that this is a good cycle route during daylight hours, they would not cycle this way after dark. However, others believe that this route could form one of the best destination walking routes to/from Banbury Station to leisure destinations, such as The Mill Arts Centre, Tooleys Boat Yard, Museum, Canal, River, Castle Quay and The Light Cinema Complex, Spiceball Country Park. They suggest that it will need landscaping and improved paths and lighting through Bridge

Street Park. They mention that the park is in Banbury Town Council ownership, and they would wish to be closely involved in the design in this area.

Some people fully support a raised crossing warning of pedestrian and cycle path and traffic calming/separate cycleway and footpath. Additionally, some people suggest that the new path behind the Lidl has improved the route drastically, and they require better and improved lighting for all pedestrian and cycle paths in this route.

However, some objections were raised about the use of coloured tarmac, which some people believe is unsightly in a country park, ecologically sensitive area, and part of a conservation area. They suggest that the tarmac should not be used and instead should be replaced with something more appropriate. Lastly, some people believe that this route should carry on into Station Approach to link with the Banbury Station.

Q36 Would you like to comment on Route 15: Easington?

8 respondents commented on Route 15: Easington.

Q37 Please provide your comments on Route 15: Easington

The comments on Route 15, Easington, are mixed. The route is considered a vital part of the cycling and walking network, and it needs to provide clear, safe, signed routes with few delays at junctions. However, the infrastructure needs improvement to encourage more people to try out and use greener ways of making their journeys, and it should provide reliable, efficient, and affordable public transport.

Comments received include: the main north – south route through Banbury is along this route, and any narrowing of the carriageway or removal of hatched areas would impede traffic and school buses. The path along the route is in poor repair and has a wide grass verge that could be utilised to widen the paths. Careful consideration needs to take place, as many large school buses access Blessed George Napier twice a day.

A proposed bus gate on Horton View is supported by some respondents who identify this could be a great option for a potential trial for other school areas. All crossings should be pedestrian priority. A few suggest widening the shared footway/cycleway and creating a controlled crossing point.

There is concern about rat-running in the area, and the use of Springfield Road is an essential route to get to Oxford Road, Sainsbury's, and Horton Hospital from Poets Corner, Queensway, etc. A new road is proposed from Parson's Piece to the White Post area of Bodicote to serve the new estates being built along much of the south wide of Salt Way, which may help access to Oxford Road southbound, but won't help for access to the Hospital, Sainsbury's, or the Tramway Road end of the Banbury Station.

There is a proposal for modal filters, but they are not considered necessary or appropriate by some. Instead, it is suggested to widen the shared footway/cycleway and provide a controlled crossing point. The signs at the lights across the Oxford Road need to be sorted out. Lastly, there is a concern that this area should form the core of the Walking to School strategy, and it should provide the same value as journeys made by people in private vehicles.

Q38 Would you like to comment on Route 16: Bankside to Salt Way?

9 people commented on Route 16: Bankside to Salt Way.

Q39 Please provide your comments on Route 16: Bankside to Salt Way

The comments on Route 16: Bankside to Salt Way suggest that this is a crucial part of the cycling and walking network and should provide a clear, safe, signed route with as few delays at junctions as possible. However, the infrastructure along this route needs to be changed to encourage more people to use greener ways of making their journeys. This might include the provision of reliable, efficient, and affordable public transport.

One objection to the route is that it is very steep at the Bankside section and may be unsuitable for cycling. Another concern is that the more crossings on the Oxford Road will lead to more rat running on Bankside and Easington Road. Despite these objections, some improvements have already been made, including cycle lanes on this route, but there are so many parked cars within the cycle lane that it is almost impossible to cycle safely down Bankside. Having the option of a contraflow segregated cycle lane would vastly improve this and could be located safely on one side of the road.

It is suggested that cycling through public parks in Banbury should be allowed to encourage cycling as a climate and neighbourhood-friendly mode of transport. However, it is important to work with the landowner of the parks to arrive at a reasonable solution. The route through St. Louis Meadow Park is very steep, making it a challenging cycling route.

The comments also suggest that there should be a sparrow or toucan crossing for 16c (Oxford Road), with adequate dropped kerb and realignment to support pedestrians and cyclists. This crossing should also require priority pedestrian and cyclist signals.

Q40 Would you like to comment on Route 17: Longelandes Way to Warwick Road?

There were 7 respondents who commented on Route 17: Longelandes Way to Warwick Road.

Q41 Please provide your comments on Route 17: Longelandes Way to Warwick Road

The comments on Route 17: Longelandes Way to Warwick Road vary greatly. One person expresses concern that the consultation is ableist because people living near shops will need cars to transport groceries. Another person argues that the cycling and walking network needs to provide safe and efficient travel routes for pedestrians and cyclists, with equal importance placed on their journeys as those made by private vehicle users. This would require changing the infrastructure along the route to encourage greener travel options and possibly even the provision of public transportation.

Many individuals suggest using Nursery Lane instead of Nursery Drive, as it is an existing green route that would not require the loss of resident parking or the narrowing of the road. They argue that using Nursery Lane would already link to shops and Waitrose

supermarket. However, others object to the use of modal filters, Low Traffic Neighbourhoods, or bollards, citing potential obstruction of emergency vehicles such as those from Banbury Fire Station and Banbury Police Station.

Overall, the comments suggest a need for a safe and efficient cycling and walking route that would not negatively impact existing residents or emergency services. The use of existing green routes, such as Nursery Lane, is widely favoured, but objections to certain road features and filters suggest that some modifications may be necessary to ensure that the route is safe and accessible to all.

Q42 Would you like to comment on Route 18: Canal Towpath?

19 respondents commented on Route 18: Canal Towpath.

Q43 Please provide your comments on Route 18: Canal Towpath

The comments received for Route 18: Canal Towpath are largely positive, with many people welcoming the proposed improvements. However, some objections and suggestions were also made.

Many people noted that the towpath is currently in poor condition, making it difficult to walk or cycle along it. Therefore, they are supportive of the plans to improve the towpath, including widening and surface improvements, and improving access points. Several people also noted that the towpath is an important part of the cycling and walking network and should be treated as such. They suggest that journeys made by pedestrians and cyclists should be given equal weight and value to those made by people in private vehicles.

Some objections were made to the plans, however; one person noted that if the towpath is not maintained, it will become unsafe again in a short period of time. Another person pointed out that the consultants who created the plan lacked local knowledge and made unrealistic suggestions, such as public access to a private working boatyard.

Several people also suggested improvements that could be made to the towpath. For example, some bridges do not offer sufficient headroom for people on bikes to pass underneath, and culverts render the towpath unsafe for cycling in some areas. Some people suggested the need for additional foot/cycle bridges, and others suggested the provision of seats along the towpath.

Overall, the comments suggest that many people in the area are supportive of the plans to improve the towpath, but there are still some concerns that need to be addressed.

Village cycle routes

This section outlines the comments received to the proposed village cycle routes.

Q44 Would you like to comment on Village Route 1: Wroxton to Woodgreen Avenue?

9 people commented on Village Route 1: Wroxton to Woodgreen Avenue.

Q45 Please provide your comments on Village Route 1: Wroxton to Woodgreen Avenue

There is a mix of opinions about Village Route 1: Wroxton to Woodgreen Avenue. Some express concern about the impact on the countryside and reduction in the likelihood of leisure walks. Others support the proposed upgrade to a bridleway, which would create a new link for horse riders and cyclists. Suggestions are made for different surface options, including self-binding gravel and rubbercrumb-grit compound. Concerns are raised about the potential loss of on-street parking in the Bretch Hill estate, and the impact on agricultural land use. One objection is made to the proposal, citing concerns about the spread of illegal motorcycle use and lack of consultation with the landowner. However, some respondents are in favour of the proposed route, noting that it is a vital part of the cycling and walking network and could encourage more people to try out and use greener ways of making their journeys.

Q46 Would you like to comment on Village Route 2: Great Bourton and Little Bourton?

7 people commented on Village Route 2: Great Bourton and Little Bourton.

Q47 Please provide your comments on Village Route 2: Great Bourton and Little Bourton

The comments on Village Route 2: Great Bourton and Little Bourton suggest that the cycling and walking network needs to be improved to provide a clear, safe, signed route for pedestrians and cyclists with as few delays at junctions as possible. It is also suggested that the journeys made by pedestrians and cyclists should have at least the same weight and value as journeys made by people in private vehicles. The infrastructure along the route should be changed to encourage more people to use greener ways of making their journeys, and this might include providing reliable, efficient, and affordable public transport.

However, removing the north-bound right turn at Chapel Lane could cause significant inconvenience to residents of Little Bourton travelling home by vehicle from Banbury. It is also noted that Great Bourton and Little Bourton are very sustainable villages adjoining Banbury, and an improved cycleway from Little Bourton to Great Bourton would allow the villages to grow organically, especially for the many young families who cycle into work in Banbury. The suggestion to extend the route to Cropredy is also supported.

Horse riders are likely to use Foxden Way to get access between Great Bourton and Bourton (Banbury) Bridleway 14 and the wider network of bridleways to which it connects. Finally, there is concern about the use of Foxden Way between Little and Great Bourton as it is narrow and well used by pedestrians.

Q48 Would you like to comment on Village Route 3: North Newington?

6 people commented on Village Route 3: North Newington.

Q49 Please provide your comments on Village Route 3: North Newington

Village Route 3 in North Newington is considered a vital part of the cycling and walking network and should be improved to encourage the use of greener ways of transportation. Some people have raised concerns about the impact of urbanizing the open countryside, which could reduce the likelihood of leisure walks. However, others fully support the improved walking and cycling infrastructure. The implementation of this route would greatly reduce the amount of road use currently needed by equestrians to link Drayton Restricted Byway 191/4 and North Newington Bridleway 315/14 with the wider bridleway network to the west of Newington. The surface of this route should be either self-binding gravel, bound rubbercrumb-grit, or tarmac with high PSV (polished stone value) to accommodate all users well.

There is an objection to the proposed route through the Bretch Hill estate as it may affect the arable field and paddocks near North Newington. Some also fear that it could enable illicit motorbikes and vehicles to use it. The objection suggests that the landowners have not been consulted and opposes the proposal. It is also suggested that the route should not be at the expense of on-street parking.

Q50 Would you like to comment on Village Route 4: Broughton to Parsons Piece?

7 respondents commented on Village Route 4: Broughton to Parsons Piece.

Q51 Please provide your comments on Village Route 4: Broughton to Parsons Piece

The proposed Village Route 4 connecting Broughton to Parsons Piece received mixed feedback. Some people found the plans exciting and vital for the cycling and walking network, with suggestions to improve the infrastructure to encourage greener ways of transportation. However, one person questioned why cyclists would use this route, suggesting that money would be better spent on a path to Giant's Cave (on the Broughton Road) and connecting pavements to Woodgreen. Another person appreciated the proposal, particularly for allowing access to Broughton Castle grounds and Broughton Grange Gardens.

Some objections were raised concerning the surfacing materials of the route, with one person highlighting that improvements should not unduly benefit one type of user at the expense of another, including horse riders and carriage drivers. There were also objections to placing a hardened surface on arable fields, which could lead to misuse, and the placement of lights on Salt Way outside of the urban area. Others expressed concerns that the landowners had not been consulted, and therefore objected to the proposal.

Q52 Would you like to comment on Village Route 5: Adderbury?

7 respondents commented on Village Route 5: Adderbury.

Q53 Please provide your comments on Village Route 5: Adderbury

The comments for Village Route 5 in Adderbury suggest that the current route is unsafe for cycling and needs improvement. The infrastructure along the route should be changed to encourage more people to use greener ways of transportation, such as cycling, and to ensure that journeys made by pedestrians and cyclists have at least the same weight and value as those made by private vehicles. Traffic calming measures and improved verge cycling are suggested to make the route safer for cyclists.

One person suggested taking the route through Longford Park to avoid the narrow cycle lanes into Banbury and traffic lights on the Oxford Road. However, another notes that this could deprive horse riders of their refuge and those ways must be sought to provide for their safety. Yellow lines (parking restrictions) should be considered to make Longford Park Road safe for cyclists.

There is also a suggestion to link up with other routes, such as Bankside, and to extend the route to Banbury Cross along the Oxford Road. Overall, there is support for improved walking and cycling infrastructure in Adderbury to provide a clear, safe, signed route with as few delays at junctions as possible.

Q54 Would you like to comment on Village Route 6: Middleton Cheney?

10 people commented on Village Route 6: Middleton Cheney.

Q55 Please provide your comments on Village Route 6: Middleton Cheney

The comments on Village Route 6: Middleton Cheney suggest that this is a vital part of the cycling and walking network, which should provide clear, safe, signed routes with as few delays as possible. The infrastructure along the route needs to be changed to encourage more people to use greener ways of making their journeys, which might include reliable, efficient, and affordable public transport. However, some people feel that the road through Overthorpe is too dangerous, with vehicles using it as a cut-through and vans and lorries speeding despite traffic calming. Some people suggest that speed restrictions on Overthorpe Road would make a big difference to the safety of this route.

Many of the comments support improved walking and cycling infrastructure, but there are some objections to the proposal, including a lack of clarity about which bridleway is referred to in V6.4 (bridleway AU20 in West Northamptonshire) and a lack of proposals to use modal filters to reduce traffic along Overthorpe Road between the M40 bridge and Overthorpe Village. It was also suggested it would also be good if improvements could be made to the route between Nethercote and Middleton Cheney across the A422, past Carrdus School, and across the B4525.

Some people have shared their experiences of using this route and have suggested improvements that could be made, including lighting along the whole path, toucan crossings at all key junctions, and a safe crossing of the motorway and Middleton Cheney roundabouts. People have also raised safety concerns about the at-grade pedestrian crossing over the dual-carriageway A422, which is extremely dangerous and completely unsuitable for anyone with a slow walking speed or limited vision.

Overall, it seems that while there is support for improved cycling and walking infrastructure, there are also concerns about safety and the need for specific improvements along the route. People are also keen to see the route implemented as soon as possible, with improvements made over time as funding/resources allow.

Q56 Would you like to comment on Village Route 7: Bloxham to Bodicote?

13 people commented on Village Route 7: Bloxham to Bodicote.

Q57 Please provide your comments on Village Route 7: Bloxham to Bodicote

The proposed Village Route 7 from Bloxham to Bodicote is a contentious issue, with differing opinions on the need for lighting and infrastructure improvements. Some people feel that the route is already well used by cyclists and walkers and does not require any changes, while others believe that it is a vital part of the cycling and walking network and needs to be improved to encourage more people to use greener ways of making their journeys. Some objections to the proposal include concerns about the potential for increased vehicular traffic and light pollution, and the impact on the character of the rural landscape.

One suggestion is that an additional route be created which follows a farm track from Bloxham Grove to Milton. Others suggest that any lighting should be in harmony with the area and not cause excessive light pollution along Bloxham Grove. Low-level lighting or lighting that is not on all night may help balance the need for visibility with the primary users.

There are also concerns about the impact of any improvements on horses and other animals that use the route. Suggestions have been made that any resurfacing should be safe and suitable for all types of users, including ridden and carriage horses as well as cyclists.

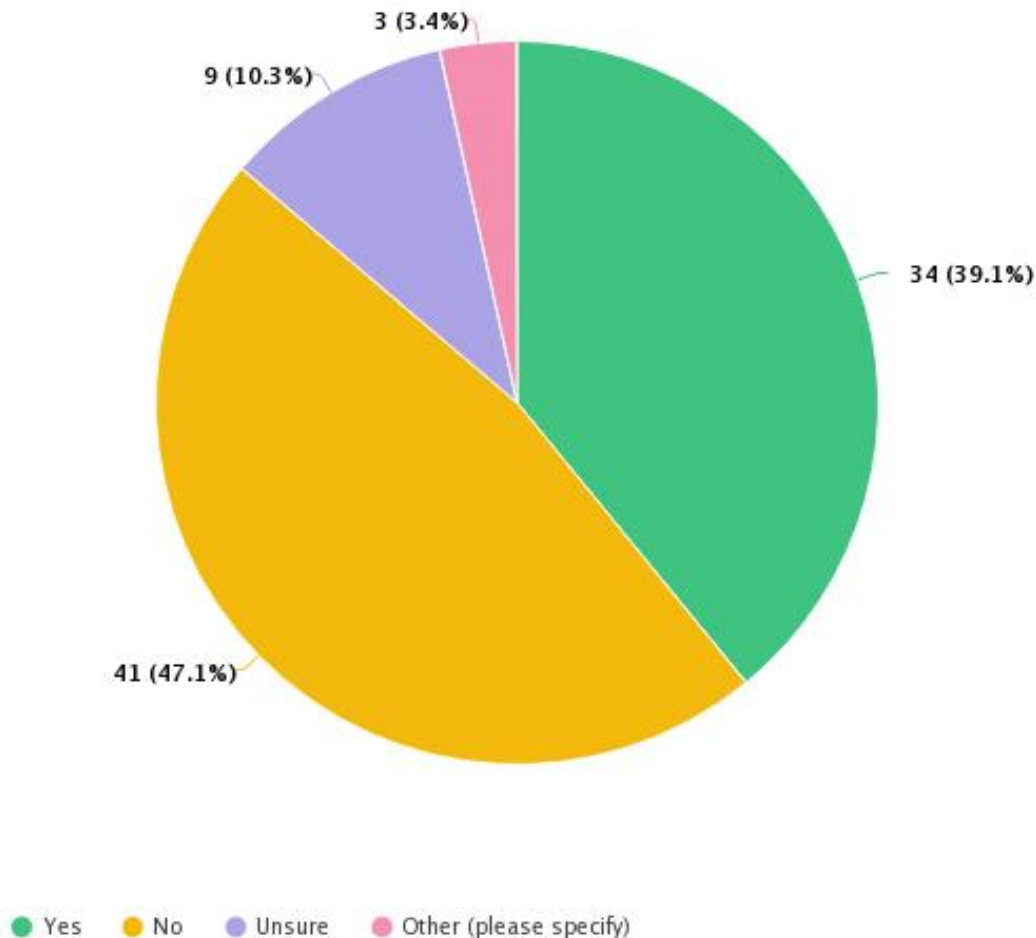
Overall, while some people feel that the proposed improvements are unnecessary and would be a waste of money, others believe that improved walking and cycling infrastructure is needed to encourage more people to use greener modes of transport. The key issue appears to be finding a balance between the need for safety improvements and the impact on the rural landscape and its character.

Questions about Walking

This section of the report outlines the responses in relation to the proposals for improvements to walking infrastructure.

Q59 If the improvements in the Banbury LCWIP were implemented, would this encourage you to walk more? And Q60 Please provide further information on your selection

If the improvements in the Banbury LCWIP were implemented, would this encourage you to walk more?



The chart shows the responses to the question "If the improvements in the Banbury LCWIP were implemented, would this encourage you to walk more?" with 34 people responding 'yes', 41 responding 'no', 9 being 'unsure' and 3 choosing 'other'.

The three people who responded with 'other' provided additional comments, with one suggesting a focus on improving social care, mental health facilities, and doctors/dentists before worrying about people using cars, one suggesting pedestrian access across the railway line, and another suggesting that the existing footpaths are adequate.

Some respondents already walk and don't think changes are necessary, while others have limitations on their ability to walk. Many responses suggest that the changes would not affect their current walking habits, as their visits to Banbury are mainly for shopping, and they park as close as possible to the businesses they are visiting.

Q61 Would you like to provide feedback on a specific walking route?

13 people expressed interest in providing feedback on a specific walking route.

Q62 Would you like to comment on Route 1: Market Place to Daventry Road?

6 people commented on Route 1: Market Place to Daventry Road.

Q63 Please provide your comments on Route 1: Market Place to Daventry Road

Responses included that the pavements need to be improved before any other work is undertaken along Route 1 from Market Place to Daventry Road which highlights the need for safer and more accessible infrastructure for pedestrians and cyclists. The current state of the route is considered dangerous for elderly or mobility-impaired individuals. The infrastructure needs to be changed to encourage more people to use greener modes of transportation, including reliable, efficient, and affordable public transport.

Additionally, people said signal-controlled junctions along the route should prioritise pedestrians, and the simplest solution to achieve this is to add zebra crossings. If zebra crossings cannot be implemented, pedestrian wait times should not exceed 30 seconds, ideally 15 seconds, before traffic is stopped to allow pedestrians to cross. Many crossings currently have delays of over two minutes, which discourages people from walking.

The junction of Bridge Street/A4260 is considered extremely poor and needs improvement to support pedestrians and cyclists. Additionally, the Bridge Street/ Middleton Road/ Merton Street junction needs improvements to reduce wait times for pedestrians and provide a separate cycle/pedestrian bridge across the railway line and river.

Further comments include that Bridge Street is a bottleneck and the only paved route between Grimsbury and Banbury. The pavement is narrow, making it difficult for mobility scooters, pushchairs, and pedestrians to pass each other. It is also not gritted during icy weather. The pedestrian crossings are difficult to access without blocking the pavement, and traffic light and utility poles in the centre of the pavement cause awkward pinch points.

The comments suggest adding zebra crossings or implementing faster wait times for pedestrians at signal-controlled junctions. The infrastructure needs improvement, including the addition of a separate cycle/pedestrian bridge across the railway line and river. The comments also highlight the current inadequacy of the pavement on Bridge Street, which poses difficulties for pedestrians, mobility scooters, and pushchairs.

Q64 Would you like to comment on Route 2: Market Place to Bankside?

5 people commented on Route 2: Market Place to Bankside.

Q65 Please provide your comments on Route 2: Market Place to Bankside

Those commenting agree that Route 2, which connects Market Place to Bankside, is an important part of the cycling and walking network that needs to be made safer and more accessible. They suggest that the infrastructure along this route should be improved to encourage more people to use sustainable modes of transport, and that all signal controlled junctions should prioritise pedestrians. The current delays at pedestrian crossings should be reduced, and the speed limit along this route should be reduced to 20mph.

They also suggest that the crossing point on the canal from Bankside developments could enable canal walks to the town centre. They agree that redesigning and improving the Hightown Road/ Bankside junction is a high priority as the current sightlines are poor, and pedestrian refuges are lacking, making it dangerous for pedestrians. A signalled crossing with refuges and pedestrian phases would be much better.

Lastly, people commented that the pavements on Swan Close Road are too narrow, and new crossings are needed. Crossing the road between Tramway Road and Morrisons is very difficult, especially for those who require a drop kerb, as the traffic is constantly coming from three directions.

Q66 Would you like to comment on Route 3: Market Place to Horton View?

4 people commented on Route 3 Market Place to Horton View.

Q67 Please provide your comments on Route 3: Market Place to Horton View

Route 3: Market Place to Horton View is seen as a vital part of the cycling and walking network, and commenters suggest that it needs to provide clear, safe, signed routes with as few delays at junctions as possible. To encourage more people to use greener ways of making their journeys, infrastructure needs to be changed, which could include the provision of reliable, efficient, and affordable public transport.

It was suggested that all signal-controlled junctions should give priority to pedestrians and provide zebra crossings, and if not possible, the delay should not be more than 30 seconds (ideally 15 seconds) after pressing the pedestrian button before traffic is stopped. Speed limits should also be reduced to 20mph.

The pedestrian island at the junction of George Street and Broad Street is currently in poor condition, and the drop kerbs are not low enough. Therefore, rebuilding this could have a positive effect. One of the biggest issues faced by pedestrians in Broad Street and surrounding areas is the narrow pavements that are often blocked by wheelie bins, making it difficult to pass through. Some have had to ride on the road in the opposite direction to the one-way system until they can re-join the pavement.

Q68 Would you like to comment on Route 4: Market Place to Easington Road?

3 people commented on Route 4: Market Place to Easington Road.

Q69 Please provide your comments on Route 4: Market Place to Easington Road

There are no specific suggestions or objections mentioned for Route 4: Market Place to Easington Road. However, those who did comment emphasised the importance of providing a clear, safe, signed route for cyclists and walkers with minimal delays at junctions. They also call for the infrastructure along the route to be improved to encourage more people to use greener modes of transportation, such as reliable, efficient, and affordable public transport.

Additionally, they suggest that all signal-controlled junctions should prioritise pedestrians, and this can be achieved through the addition of zebra crossings or reducing the delay time after pressing the pedestrian button to no more than 30 seconds, ideally 15 seconds. They also recommend reducing speed limits to 20 mph to improve safety for all road users.

Q70 Would you like to comment on Route 5: Market Place to Queensway?

4 people commented on Route 5: Market Place to Queensway.

Q71 Please provide your comments on Route 5: Market Place to Queensway

The respondent believes that Route 5, which connects Market Place to Queensway, is an important part of the cycling and walking network and should provide a clear, safe, signed route with minimal delays at junctions. The infrastructure along the route needs to be changed to encourage more people to try out and use greener ways of making their journeys. They suggest adding zebra crossings or reducing the delay time for pedestrians at signal controlled junctions and reducing speed limits to 20mph.

One person also notes that the walking routes only radiate from Market Place and suggests extending the footpath from Saltway Farm Shop to the Giant's Cave car park to link up with the proposed cycle route from Saltway to Broughton village. Currently, one can only walk along a muddy grass verge with 50mph traffic speeding by, which is well used by walkers and joggers. They plead for consideration for a surfaced pathway along this short section of Broughton Road to link up the existing paths, especially given the current state of the grass verge and the latest road works in the area.

Q72 Would you like to comment on Route 6: Market Place to Woodgreen Avenue?

4 people commented on Route 6: Market Place to Woodgreen Avenue.

Q73 Please provide your comments on Route 6: Market Place to Woodgreen Avenue

Comments received include the need for pedestrian crossings on Woodgreen Avenue and Queensway for the safety of pedestrians and cyclists. They support the idea of a clear, safe, and signed route with as few delays at junctions as possible. They suggest that all signal-controlled junctions should prioritise pedestrians, with the simplest solution being the addition of zebra crossings. If that is not possible, pressing the

pedestrian button should stop traffic within 30 seconds (ideally 15 seconds), and adequate time should be given for pedestrians to cross. They also suggest reducing the speed limit to 20mph. The respondent does not mention any specific places in their comment.

Q74 Would you like to comment on Route 7: Market Place to Orchard Way?

5 people commented on Route 7: Market Place to Orchard Way.

Q75 Please provide your comments on Route 7: Market Place to Orchard Way

Comments received include that crossing the roundabout where Orchard Way meets the Warwick Road is unsafe for pedestrians due to heavy traffic and lack of breaks in the flow of traffic. They suggest that the infrastructure needs to be changed to provide safe and clear routes for cyclists and pedestrians, with minimal delays at junctions. They also recommend providing reliable, efficient, and affordable public transport to encourage more people to use greener ways of making their journeys.

People also suggest that all signal controlled junctions should give priority to pedestrians, and recommends adding zebra crossings or, failing that, no delay longer than 30 seconds (preferably 15 seconds) after pressing the pedestrian button before traffic is stopped, with adequate time allowed for pedestrians to cross. They point out that many crossings currently have delays of over two minutes, and that the Castle Street junction is only green for 5 seconds for pedestrians.

Someone all provided comment that paths already exist on this route. Finally, they object to the idea of a pedestrian crossing on Bath Road, stating that traffic flows are minimal there.

Q76 Would you like to comment on Route 8: Market Place to Hennef Way?

3 people commented on Route 8: Market Place to Hennef Way.

Q77 Please provide your comments on Route 8: Market Place to Hennef Way

Comments received include people that consider Route 8 is an important part of the cycling and walking network and that the infrastructure should be improved to encourage more people to use greener ways of transport. They suggest that pedestrian crossings should be given priority at signal-controlled junctions and that the speed limit should be reduced to 20mph. The respondent also welcomes the proposal to ensure consistent dropped kerb and tactile paving provision along the route to improve accessibility for people with mobility issues. They mention that they had previously experienced difficulties navigating the route on a mobility scooter. There are no specific places mentioned in the response.

Prioritisation of improvements

This section of the report outlines the responses in relation to the proposed prioritisation of potential improvements to both cycling and walking infrastructure.

Q89 Which cycling routes should we prioritise for improvements and why?

68 people gave responses to the question of which cycling routes should be prioritised for improvements and why. Some people suggested routes that are heavily used, such as Route 3 Market Place to Horton View and those connecting to train and bus stations. Others proposed new routes or improvements to existing ones, such as improving cycle paths along major housing areas with schools and workplaces, along Orchard Way, Woodgreen, Ruscote Avenue, and eventually linking up with Wildmere Industrial Estate, or adding a cycle lane to connect Adderbury to Banbury.

11 people stated none of the cycle routes should be prioritised. Some objections were raised, such as the lack of demand for poorly used routes and the need to focus on improving healthcare and reducing costs. One respondent suggested prioritising the improvement of the roads, including fixing potholes, and creating proper cycle routes that have some distance between the cyclist and the road. Another respondent suggested building a new junction on the motorway to remove traffic issues through Banbury.

Concerns were also raised about the safety of certain routes, particularly those with unlit, uneven, and muddy parts, and barriers that make cyclists feel unsafe. Some people suggested creating well-lit, clearly marked, and maintained routes that are clear of overhanging branches and are gritted in very cold weather.

Places people felt should be prioritised included Bretch Hill, Southam Road, Bridge Street, Grimsbury, Bloxham, Salt Way, Middleton Cheney, Spiceball, Castle Quay, Hanwell View, Great Bourton, Little Bourton, Overthorpe, and Nethercote.

Q90 Which walking routes should we prioritise for improvements and why?

53 people responded to this question. Some suggest that all pavements in Banbury should be improved before anything else, while others recommend improvements to specific areas such as the Orchard Way and Warwick Road roundabouts. One person suggested that leaflets promoting walking routes should be distributed in places such as the museum, library, Castle Quay, and The Mill. Another respondent called for the improvement of pedestrian access across the railway line from the old cattle market.

Several responses recommended that all signal-controlled junctions should give priority to pedestrians, possibly by replacing signal-controlled crossings with zebra crossings or reducing the wait time delay for pedestrians after pressing the pedestrian button.

The provision of seating at regular intervals was also suggested as a key improvement for walking routes, with one person pointing out that many older people do not go into town due to the lack of seating.

There were also calls for a town-wide 20mph limit, improved traffic light phasing, and wider paths on shared walking and cycling routes with clear priority for pedestrians. Some

people suggested that the improvements should focus on areas with high potential to increase uptake of walking and improve safety.

Specific walking routes that were suggested for improvement included the route from Banbury Station via the canal towpath, Hanwell View to Banbury Gateway, Great Bourton and Little Bourton, Banbury Station to Bankside and Bodicote, and the Salt Way. One person recommended improvements to Broughton Road due to the high number of college users and its status as a main radial route from the town centre.

9 people responded none to the question of which walking routes to prioritise.

Finally, some respondents did not provide specific suggestions but welcomed all improvements.

Final thoughts

This section outlines comments received to the final question asking if there are any further comments. In this section people could raise any additional issues they wish.

Q91 Please let us know if you have any further comments

The Banbury Local Cycling and Walking Infrastructure Plan received a range of comments and suggestions. Some people objected to the plan, citing that it was a waste of council taxpayers' money, and that the council should focus on other issues like social care. Suggestions were given, including monitoring parking and driving in pedestrian areas, repairing road surfaces, and keeping drains clear to avoid accidents.

The feedback also highlights the need for a greater focus on providing recreational routes and building on these to make the town more accessible to pedestrians and cyclists. Suggestions include reducing speed limits, introducing higher parking charges at Banbury Gateway and large car parks at supermarkets, and ensuring that every school can be safely walked or cycle to.

The British Horse Society (BHS) welcomes many of the proposals within the draft LCWIP but has specific concerns about individual cycling routes, particularly road safety. They emphasise that any improvement of public rights of way for cycling and walking should not make them less amenable to existing lawful users of those public highways. They recommend the consideration of using 'Quiet Lanes' and providing appropriate signal-controlled crossings that are suitable for all user groups.

In addition, one person suggests that all paths and barriers should be navigable by different types of vehicles, including tricycles and cargo bicycles, mobility scooters, pushchairs, wheelchairs, and prams. They suggest creating dedicated pedestrian and cycle routes, bridges over the railway line, and 20mph zones. Other suggestions include slower speeds in residential areas, the introduction of low traffic neighbourhoods, and frequent pedestrian phases in junctions. The feedback highlights the importance of clear signage, regular inspection, and maintenance of routes, and consideration of the needs of different user groups.

OCC's response to main issues raised and changes to the LCWIP

The responses to the consultation have been very constructive and helpful in informing the final version of the Banbury Local Cycling and Walking Infrastructure Plan. Where respondents have been very specific about a proposal, we have been able to consider this in depth.

The comments received regarding proposals for specific routes, shows us how important these routes are to all modes of transport, and how much more detailed engagement will be conducted with local people as these routes are developed through concept, preliminary and detailed design. The LCWIP is a tool to help identify and prioritise routes for investment, as the first phase of any route scheme, however, the specifics of each route scheme need a lot of further work.

We understand that feelings are mixed about investment in walking and particularly cycling infrastructure and take on board people's comments around wasting resources. This makes the prioritisation process even more important to the plan.

We understand that cycling is not for everyone, however for some people it is their only mode of transport (in addition to walking), and targeted investment will have a positive impact on those people safely accessing local jobs and services.

This plan does not take investment away from highway maintenance activities. In some cases, the delivery of a specific scheme may be resolving maintenance issues.

If tools such as traffic restrictions or one-way streets are to be proposed, there will be significant justification for the proposal and significant engagement with local people.

Some people have specific concerns about certain junctions, such as the North Bar junction, where they object to narrowing the highway or losing a left or right turn lane for motorised traffic. They are also concerned about the Bloxham Road / Oxford Road junction, which is the east / west HGV (heavy goods vehicle) route to and from the M40. They believe that the camber of the road could become unsafe for high vehicles and that the tailback congestion would be huge. They object to any proposal to lose a left or right turn lane for motorised traffic at this junction. These comments have been very helpful to help us consider an alternative routes or revise proposals.

The survey shows that where improvements to walking and cycling routes are proposed that are already away from traffic or has little impact on traffic there appears to be greater support for improvements, such as Route 7 the former railway path through Hardwick.

We agree, through the Local Transport and Connectivity plan that journeys made by people walking and cycling should have at least the same weight and value, if not more, as journeys made by people in private vehicles, as shown through the transport user hierarchy.

We are very pleased that some respondents consider the Banbury LCWIP is positive step towards encouraging more sustainable and healthy modes of transport and encouraging more cycling could be beneficial for the environment and future generations.

We are pleased to receive comments identifying where further pedestrian crossings are needed such as Woodgreen Avenue and Queensway and that there is support for

measures such as side road treatments which prioritise active travel modes over motorised traffic exiting the side road.

We acknowledge that some routes will not be attractive to all people walking or cycling at certain times of day, such as at night or in the dark. We will consider if we can address this issue for routes like Route 7 the former railway path through Hardwick.

We were pleased to receive so many comments on which routes to prioritise and this has helped to rewrite this section of the plan.

We would like to thank everyone who has responded to the consultation and the time they have invested in this matter.

Written Responses

This section details responses to the consultation that were received in writing instead of via the survey. In total 14 responses were received to the consultation by email. These responses came from:

- Swalcliffe Parish Council
- Cllr Mark Cherry
- Representative from Laws & Fiennes on behalf of the land owner
- Local land owners
- Residents of Broughton via Parish Clerk
- The Bourtons Parish Council
- Banbury Active Travel Supporters (BATS)
- Stagecoach West
- Cherwell District Council
- Adderbury Parish Council
- Oxfordshire Cycling Network
- Cllr David Hingley (Cherwell DC)
- Various members of the public or residents

A range of points were raised through the email responses. The following list provides a summary of the types of responses received:

- Concerns and objections to some of the proposed villages routes due to a range of land, route and possible lighting and value for money issues.
- The need for more detail in the specifics of proposed routes.
- Requests for a range of further routes both urban and rural.
- That safety be a key consideration of which routes to prioritise.
- That bus routes and journey times are not negatively impacted by any LCWIP proposals, and where possible, the LCWIP supports reducing delays in bus routing and journey times.
- Identify the need for OCC to conduct further engagement both in the development and delivery of the plan.

Table 5: Summarised responses received in writing

Name of Respondent / Organisation	Comments Received	Officer Response
Swalcliffe Parish Council (at drop-in session)	<p>The document needs a section on what we hope to achieve. What increase do we expect to see?</p> <p>It also needs to estimate any effect of displacement of traffic. Added congestion will have a negative effect on Banbury.</p>	<p>We will amend the concluding section based on these comments.</p>
Members of the public, landowners adjacent to Village Route 4 (at drop-in session)	<p>Petition signed by five members of the family opposing Village Route 4.</p> <p>Dangerous access/exit rear of 1 Danvers Road Creation of hazardous access to and from Spring Farm Disturbance of badger setts Removal of mature trees Prone to flooding Covered well and main stopcock for Spring Farm on route Litter/flytipping Use of motor cycles</p> <p>Why were landowners not consulted?</p>	<p>The map will be re-drawn to show an indicative conceptual route between Broughton and Banbury, not a specific route.</p> <p>Wykham Lane was suggested as an alternative at the drop-in session.</p> <p>Landowners will be consulted when we have detailed proposals.</p>
Cllr Mark Cherry	<p>Rule out Cycling Quickways for Bretch Hill because of the problem of displaced on-street parking.</p> <p>A cycle route in Bretch Hill is being consulted on without any details of how a cycle route would be achieved.</p> <p>Concerned about the possible effect on bus routes.</p>	<p>There are no plans for Quickways in Banbury. On-street parking would only be moved where there is an alternative</p> <p>Bretch Hill was shown as a possible future network route – the final document will be clear about the LCWIP routes for approval. We accept the issues on Bretch Hill and this would need reviewing in future updates.</p> <p>Any proposed cycle routes will be assessed before implementation for their effect on bus routes.</p>

<p>Member of the Public</p>	<p>Request for a (safer) cycle route between Banbury and Chenderit School. The 60mph zone past the golf course makes it too dangerous for cyclists.</p> <p>Request for a separate walkway and cycle way over the Cherwell and Railway (parallel to Bridge Street) bridge.</p>	<p>The LCWIP proposes Village Route 6 Banbury to Middleton Cheney to provide this connection. We will need to work with South Northants in terms of access to Chenderit School.</p> <p>This does need to be considered as part of Bridge Street/ Cherwell Street options assessments.</p>
<p>Representative from Laws & Fiennes</p>	<p>As representatives of the land owners, Village Route 1 is not acceptable if using this land to provide access between Banbury and Wroxtton.</p>	<p>The map will be re-drawn to show an indicative conceptual route between Wroxtton and Banbury, not a specific route.</p>
<p>Residents of Broughton (via Parish Clerk)</p>	<p>Strongly in favour of a path from the village to Salt Way. Would definitely be a benefit for running and cycling.</p> <p>Suggest taking part of the middle-grassed area down Woodgreen and making that a 2-way cycle route. Then cycle down Hilton Rd to the Warwick Rd and the cyclists and are more or less in town. Also make Boxhedge and Hilton Rd one way for cars to allow for the cycles.</p> <p>Warmly welcome the cycle/foot path to Parson's Piece.</p> <p>Lighting the path would be safer in the darker months (cyclists seeing pedestrians, lone walkers) but also presents the potential for light pollution (depending on the source and height of lighting).</p> <p>Concerned that the proposed one-way system in town is going to affect the few businesses that are left.</p> <p>A cycle and walking path to town would be great. But trying to make it harder for people to drive is badly thought out - so many people can't realistically cycle. The last thing the town centre needs to thrive is fewer people going there.</p> <p>I wonder if they are considering charging as in Oxford.</p> <p>Concerned that making the Broughton Road one way is going to cause major issues and time delays for people trying to access the town centre.</p>	<p>A study of the Western Corridor will form an early stage of the process</p> <p>Lighting will need to be assessed on a route-by-route basis, for exactly these reasons.</p> <p>Early proposals for a one-way system are no longer in the LCWIP. The most suitable design for this corridor needs careful consideration.</p> <p>The proposals are intended to make it easier to cycle or walk. Driving will still be the preferred option for many trips.</p> <p>There are no proposals for road user charging.</p> <p>The proposal was changed to a possible weight restriction.</p>

	<p>Queensway/Bloxham Road is already mayhem between 8am & 9am due to the high volume of school run traffic. This proposal will just add to the chaos and it is likely that Mewburn Road/ Kingsway will then become a "rat run" to avoid the Bloxham Road issue, always assuming that you will be able to get there with the inevitable additional traffic chaos. Leaving the village via Wykham Lane to access town via the Bloxham Road is bad enough now but this is likely to get worse with these proposals.</p> <p>Constitution Hill one way (Cross to Queensway)</p> <p>Banbury is dying due to high parking charges (& heavy-handed 3rd party parking enforcement officers) and high business rates. This proposal will drive more people away from Banbury.</p> <p>Calthorpe Street to Cross one-way will force people to turn off South Bar into Calthorpe Street, thus creating more congestion.</p> <p>Surely, the cost of this could be better spent in repairing the current roads, which are hazardous due to poor maintenance.</p> <p>My biggest concern with the safety of the current roads is the very dangerous Wykham crossroads. Is it possible to use the current review to push for improved safety measures at this junction, ideally a roundabout?</p>	<p>Diverting traffic onto already-busy roads will certainly not help. The proposals, do, however, aim to reduce the number of vehicles on the road by converting some of those trips to cycling or walking.</p> <p>Rather than making the road one-way, an alternative put forward at the drop-in session was to impose a weight restriction.</p> <p>All these issues are under the remit of the District Council</p> <p>There is no proposal to make this road one-way</p> <p>Government funding would be specifically allocated to cycling schemes</p> <p>Safety audits will be carried out before any proposals are implemented</p>
<p>The Bourtons Parish Council</p>	<p>Your documents are prefaced by the comment that you have consulted local stakeholders. We would strongly dispute this as we have not been consulted as the local Parish Council affected directly by some of your plans, so we believe that you cannot know about the interests or opinions of our area.</p> <p>Rural unclassified lanes are generally ignored by the Highways department when it comes to maintenance so the starting point must be that significant investment in improving the existing surfaces and access is essential before any consideration of expanding the use of such lanes.</p> <p>We would dispute that cycling/walking alongside a busy main road from Little Bourton into Banbury could ever be enjoyable. Particularly, when with a little imagination and thought there could be an excellent alternative which seems to have been ignored, the towpath of the Oxford Canal, already a protected area</p>	<p>Consultation took place with local County and District councillors as elected representatives</p> <p>Maintenance of existing and future infrastructure will be a key discussion</p> <p>Improvements to parts of the towpath form a major part of the proposals, but it is extremely unlikely they would extend as far as Little Bourton due to the excessive costs involved.</p>

	<p>for nature and a direct and principally flat route directly into the centre of Banbury and the railway station; through pleasant countryside and far away from heavy traffic and related fumes, pollution etc. With surface improvement and some minor widening this would be a much appreciated route by many local cyclists who used to use it regularly prior to it being allowed to descend into disrepair by Canal & Rivers Trust.</p> <p>Village route 2 seems to have no logical destination identified as it is proposed to terminate in Little Bourton at the junction of Foxden Way and Crow Lane.</p> <p>There is a suggestion that that in the future it could be extended to Chacombe, but this would involve very considerable improvements to both local roads and potentially rural footpaths with gates, stiles etc.</p> <p>This route also proposes removing the right turn lane into Little Bourton on the A423 but does not explain how local traffic would then safely enter the village of Little Bourton, this being the only direct entry for residents and visitors. This right turn lane was added some years ago to improve safety and accommodate a bus layby. This Council would like to see a traffic island in the centre of the road to provide a safe crossing point for bus passengers alighting from the northbound occasional service. We have approached OCC Highways about a lower speed limit, but this was not supported, and to propose a 30mph limit on a main 'A' road in the rural countryside does not seem proportionate or supportable, as Police do not have the ability to enforce the existing 50mph limit let alone a lower one.</p>	<p>There are specific, very strict rules for cycling infrastructure on towpaths. It is not simply a case of 'surface improvement and minor widening'.</p> <p>The proposals are intended to improve access for residents of villages into Banbury, not necessarily for visitors to travel to Little Bourton</p> <p>The proposal is to remove the right-turn lane, not ban the right turn</p> <p>A site visit attended by the local County Councillor determined that an island would not be safe in this location without corresponding reductions in vehicle speeds</p>
<p>Banbury Active Travel Supporters (BATS)</p>	<ul style="list-style-type: none"> ● Lower and consistently enforced speed limits throughout the town. Banbury should embrace '20's Plenty' and consistently implement it through residential areas and on routes used by cyclists and walkers. ● Traffic signals should prioritise the needs of active travellers, compared with motorists, in the residential and commercial areas of the town. ● Consideration of areas of Banbury to be designated as low-traffic neighbourhoods. ● Implementing the plans for a pedestrian bridge over the railway should be a top, early priority. 	<p>The county-wide 20mph project will reach Banbury during 2023-4.</p> <p>Re-phasing of traffic lights will be examined early in the process, and may be a "quick win", although the effects on congestion and buses will need to be modelled</p> <p>Low-traffic neighbourhoods do not form part of the initial LCWIP programme</p> <p>This is an aspiration, however land ownership and cost may be challenging.</p>

	<ul style="list-style-type: none"> ● Using the central reservation (on the western corridor) to create an all-weather Active Travel path amongst the trees would transform this popular route for non-drivers. ● Extend the walking and cycling network out of Banbury on the eastern side. Wardington and Chacombe should be incorporated into the plan. ● Extend Village Route 2 to Cropredy. ● Create an active travel link between the housing estates on the south side of the town (around Bankside and Bodicote) and the industrial estates on the other side of the railway/canal/ river on Chalker Way and Thorpe Way. Despite the straight line distance being well under 1km, anyone making this journey has to travel north all the way to Middleton Road, only to then head south again. ● Wherever possible cyclists should be separated from HGV traffic on the industrial estates. ● When designing routes care needs to be taken to ensure access for all active travellers eg. Barriers need to be wide enough to allow access for mobility scooters, cargo bikes etc. ● Consider the provisions of the LCWIP in the context of the anticipated growth in the use of cargo bikes for home deliveries. An effective and fully functional cycling infrastructure, accessible to cargo bikes, would encourage their use as an alternative to conventional deliveries by motorised vehicles and therefore reduce future traffic. ● Improving infrastructure is just part of the jigsaw for increasing the number of people who choose to walk and cycle in the Banbury area. Other factors (in addition to those suggested above) include: <ul style="list-style-type: none"> a. Promoting any changes to the infrastructure so that people know about new routes and are encouraged to try them out. Eg advertising, social media, posters, local radio etc. b. Offering support for potential cyclists: buying advice, training sessions, maintenance and repair sessions, loan or rental facilities. c. Taster walking sessions for some of the new routes. 	<p>This is directly addressed in the LCWIP. A south east perimeter road has long been an aspiration, but until that can be achieved, an active travel alternative will be pursued.</p>
--	--	--

	<p>d. In some circumstances signal controlled crossing could be replaced by traditional Zebra crossings which have no traffic signals as these crossings are, typically, much quicker to use for pedestrians.</p>	
<p>Nick Small Head of Strategic Development and the Built Environment Stagecoach West</p>	<p>We are aware that an overarching Banbury Area Transport Strategy is anticipated shortly but has yet to be published. We would expect this to provide a very important framework that lays out how each mode can be expected to maximise its contribution to meeting the environmental, social and economic goals of the Council’s transport strategy set out in LTCP5. Without this being concluded, the mode-specific proposals for cycling and walking in the LCWIP have been prepared without a wider locality-specific synthetic perspective. This, in our view, seriously hinders and potentially threatens the potential of solutions that involve public transport.</p> <p>Congestion problems have mounted, as the town has grown. [...bus operations have become progressively slower and more unreliable]. We have been pressing for a direct and traffic free route for buses across the town centre to protect buses from these problems for as long as 9 years.</p> <p>Therefore, while Stagecoach freely acknowledges the potential of greatly increased role of cycling in meeting local trip needs – not least because the majority of journeys made by car are less than 2 miles in length – Stagecoach once again would stress that the attractiveness of walking and bus use must not be compromised by cycling measures.</p> <p>The LCWIP is additionally intended to enhance the appeal of walking. However the title of the Plan and its structure – reflecting Government expectations – places walking in every respect in a subordinate position. Contrary to the oft-quoted modal hierarchy, which seeks to prioritise walking first, then cycling, the LCWIP is a document obviously dominated by cycling measures. There are few if any strategic measures that make walking greatly safer, more attractive or comfortable. The benefits for pedestrians generally seem to “fall out” from a wider reduction in traffic and traffic speeds on the one hand, and making it very much more difficult, if not entirely impossible, to use a car to make local journeys. Contrasting with the extensive approach to the cycling network presented – across the town and well beyond – walking measures are limited to a restricted inner area.</p> <p>Once again, we would also stress that virtually all bus journeys start with a walk to a bus stop, and a considerable amount of walking at or near the destination. Bus use is already proven, in peer-reviewed medical research papers to have a</p>	<p>The LCWIP will form a key part of the Banbury Area Travel Plan, and as stated, this is where the interface with public transport will be clearly laid out.</p> <p>Movements from west to east present a major difficulty, and will need to be successfully addressed if this LCWIP and the Area Travel Plan are to succeed</p> <p>It is acknowledged that only a minority of journeys from west to east will be made by cycle or on foot. The creation of a direct bus service which does not traverse the town centre will need to be explored</p> <p>One of the key aims of the LCWIP is to remove conflict wherever possible.</p>

	<p>measurably beneficial impact on public health as a result. Public transport use is not considered an “active travel” mode, but should be. Irrespective the pedestrian environment is of significant importance to Stagecoach and all bus operators.</p> <p>The shared problems we are all wishing to address arise from indiscriminate car use, which dominates and seriously undermines the attractiveness of all the alternatives – including both cycling and bus use. There should be no sense that improving conditions for one undermines those for the other. To present the best possible range of sustainable choices to current motorists, it is also critical that the bus presents the best possible choice, for those needs where it can be realistically relevant. This will depend heavily on the trip, the individual and the trip purpose.</p> <p>In fact, the space requirements involved in securing a radically higher level of service for cycles and similar vehicles, which national policy intends to suit all users “from 7 to 70 years old” are high, given the demands of achieving effective segregation from both vehicles and from pedestrians laid out in DfT Ministerial Circular LTN 01/20. It is becoming evident both in the County and nationally, that the space requirements to meet those standards can rarely be met without reallocation of space away from both cars and pedestrians.</p> <p>As we outlined in more depth in our June 2022 response, these conflicting demands within very limited public highway widths are particularly evident at bus stops. The practical impossibility of maintaining segregation even on major arterial routes starts to create a set of issues that is exceedingly hard to reconcile. This can easily result in serious design compromises that jeopardise the quality of experience and safety of both cyclists and pedestrians – including bus users – to an unacceptable degree.</p> <p>Where space to segregate does not exist, a shared use walking and cycling facility cannot be considered to represent an improvement in conditions for pedestrians. It legally introduces vehicles, including powered ones – into the pedestrian environment. Given there is no legislation or enforceable practice that gives pedestrians priority over cyclists or micromobility, in practice, these vehicles have “priority” over pedestrians, in terms of the hazard each presents to each other. That includes those waiting at bus stops.</p>	<p>Rather than indiscriminate, car use is often the default option where no clear attractive alternative is available</p>
--	---	---

	<p>Another solution gaining great traction is the virtual reallocation of road space to cycling across large parts of the network by almost entirely eliminating vehicular permeability on most urban streets, though mode filters. Extensive use of these constitutes “Low Traffic Neighbourhoods”. This is explicitly proposed in the Draft LCWIP. However, whatever the effects of these on numbers of vehicular journeys, and the ambience of many side streets, which we recognise can be very positive, the great majority of residual traffic continues to circulate but is re-assigned to the remaining links and junctions on the network – generally, those more major arterial and distributor routes remaining open and that also accommodate bus services. The directly consequential impact of the acute delays that can easily result from this on bus services is well evident today across East Oxford.</p> <p>Only by radically reducing the amount of motorised traffic as a whole can this be avoided, or alternatively, creating extensive bus-only priority through lengthy bus lanes and strategic traffic filters on major routes. No such plans exist anywhere in Banbury. Nor is it clear how feasible these would even be.</p> <p>LTN 01/20 of course does recognise many of these kinds of limitations. It urges that parallel routes be identified where possible and necessary, to deliver the objectives of government policy for cycling.</p> <p>While national policy places walking and cycling – in that order – in a more privileged position than public transport, there is nothing in LTN 01/20 that supports a view that bus operation and use should be made materially harder or more hazardous by strategies that seek to boost the uptake of cycling.</p> <p>The only concession in the Draft LCWIP to buses, since the June 2022 Public Engagement, is to acknowledge their existence on the relevant corridors. At no point is there any clear sense given that the deliverability of certain kinds of cycling interventions might be constrained to any extent by the presence of bus services.</p> <p>Furthermore, the needs of pedestrians are not even mentioned as a constraint to cycling. The prospect that public highway widths may well be insufficient to provide off-carriageway segregation, for example, is hardly touched on, despite the fact that some of the most constrained parts of the network are within the inner area, which is the focus of the pedestrian measures one hand, but also</p>	<p>The revised LCWIP specifically rules out introducing Low Traffic Neighbourhoods, although it does acknowledge that limitations on motorised vehicle access may be appropriate in the future</p> <p>Reductions in the number of trips made by car form part of wider county council policies</p> <p>It is most certainly not the intention of the LCWIP to make bus operation more difficult or less convenient.</p> <p>The LCWIP is one small part of the overall Banbury Area Travel Plan, which is where the interaction of all travel modes will be addressed</p>
--	--	---

	<p>where bus routes converge, along with a great deal of longer-distance as well as local traffic.</p> <p>With regret, Stagecoach objects to the Draft LCWIP for Banbury, as being unfit for its primary purpose – boosting cycling – and having likely severe consequences for the ongoing viability of the bus operation in the town and beyond. This fundamentally threatens the achievement of national and local transport policy.</p> <p>We set out some clear recommendations in the response, mindful that this was the most opportune of times to signal these points to the Council to mitigate the kinds of risks we have once again presented to the Council. They bear repeating and are set out below:</p> <p>“We believe that these risks are most appropriately mitigated by the Council taking the following approach to refining and finalising designs:</p> <ul style="list-style-type: none"> • Properly undertaking work on an evidence base to establish existing cycling levels and a properly based propensity to cycle, having regard to terrain, housing density and clearly identifiable desire lines. The Council should not simply apply a “blanket” approach which pays no attention to context or the likely positive impact of proposals. This is necessary to demonstrate value for public money, and is clearly endorsed at the methodology expected by LTN 01/20. • Audit available highway widths fully on all the major streets proposed for cycling measures. This should operate alongside an audit of green-space and biodiversity to ensure that loss of verge and trees does not unduly impinge on biodiversity as well as the wider functions of urban green infrastructure. Where 14m is not clearly and consistently available, serious evaluation of alternative approaches to provide high quality provision, for example through adjoining neighbourhoods leveraging modal filters where expedient and appropriate, should be used – again entirely in line with LTN 01/20. An excellent example is along Causeway/Overthorpe Road, which warrants substantial improvement for cycling, and nearby, on Daventry Road. • Work on the presumption that stepped with-flow cycle tracks should be consistently and seamlessly provided in both directions on the busiest routes, where LTN 01/20 thresholds demonstrably justify this. Two-directional (side slung) cycle tracks should be avoided as far as possible, as they are especially problematic where they pass through bus stops, and are inherently less attractive for cyclists in most circumstances, especially where they are also width constrained, or involve the track repeatedly crossing from one side of the corridor to the other. 	<p>The detail design phase of each scheme will address these issues</p>
--	--	---

	<ul style="list-style-type: none"> • Investment should be focused on the links and corridors where the evidence shows the impact will be greatest, rather than trying to apply poor quality measures broadly across the whole network. • On key corridors, such as Ruscote Avenue South, Oxford Road and Warwick Road where space may permit full segregation but only through the reassignment of a substantial amount of traffic capacity, evaluate the provision of sufficient unbroken lengths of 4m wide combined bus and cycle lanes as part of a more comprehensive multi-modal mode-shift approach. This would insulate bus services from increased delay, and also serve to stimulate substantial mode shift from car to bus, not only mitigating adverse impacts, but reinforcing the impact of the investment on mode shift in support of public health, social inclusion and carbon reduction goals. These bus lanes would widen as far as space permits, to 5m at bus stops, giving 2m on the offside of the bus to pass it without encroaching into the vehicular carriageway. • Take care with the design of Low Traffic Neighbourhoods to avoid needlessly loading the main streets with additional traffic and turning movements. LTNs can perform at least as effectively by the use of turning bans and one-way circulation, to direct traffic out of neighbourhoods onto suitable roads while avoiding large numbers of turns in the street, and increasing conflicts between all road users. We are particularly alarmed by the impacts of recent implementation of LTNs in inner city East Oxford, where the built form has some similarities with many inner areas of Banbury. This has caused extremely serious effects on bus operation, which we have separately notified the Council of at the most senior level. • Working collaboratively with us and other key stakeholders, including local cycling groups, to refine the proposals on a “co-production” basis. We found the experience of this on Woodstock and Banbury Roads very helpful, as we believe the Council did also.” <p>In particular the DfT funded “Propensity to Cycle” tool assumes Dutch propensity to cycle and applies it to the UK, and specific geographies, without any meaningful consideration of immutable constraints. These include topography, the nature of the provision that could ever be offered on the links in question, or even if the exceptionally high cycle AADT, apportioned rationally by hour, could be realistically accommodated by future infrastructure without causing other problems – such as unacceptable conditions for pedestrians on lengths of shared use track or at key crossing points.</p>	<p>The prioritisation phase will address these issues</p> <p>No Low Traffic Neighbourhoods are proposed</p> <p>No on-street parking will be removed where there is no alternative.</p>
--	---	--

	<p>Much of the inner area of Banbury pre-dates the widespread use of cars and dense pre-WW1 neighbourhoods fronting key arterial routes such as Broughton Road and Warwick Road do not benefit from off-road parking. The practical and political realities involved in removing this parking remain to be seen.</p> <p>d. Specific walking proposals The methodology without any clear logical foundation, assumes that the only destinations of any relevance to walking are within a short distance of the town centre, which is apparently the only meaningful walking destination. As a result, the LCWIP focuses walking measures only on a 1000m radius of the central area.</p> <p>Given the large amount of employment on the edge of the town that is close to, if not adjacent to major residential areas, this scope is extremely and unnecessarily limited.</p> <p>As a result, key pedestrian links, of strategic importance, are entirely overlooked.</p> <ul style="list-style-type: none"> • An egregious example is that between Longelandes and Beaumont Drive Industrial Estate. Quite apart from the obvious relevance of this link, less than 100m long, to local residents, it is also the main way to access the employment from the B9 bus route that runs in both directions every 15 minutes along Longelandes. • Another is along the former Overthorpe Road (including Causeway), and the links from the bus corridor on Middleton Road south towards the Thorpe Way Industrial Estate, one of the largest employment areas in the town accommodating a huge variety of business of different kinds. This includes Howard Street. It also includes off-carriageway pedestrian and cycle provision to the east between Middleton Road via Winchester Close and Overthorpe Road, to the eastern end of Thorpe Way, that does not meet LTN 01/20 standards, having been built in the early 1990s. This is especially important as this north-south corridor stretches seamless into Grimsbury and along the Daventry Road, one of the more socio-economically challenged neighbourhoods in the town. It intersects Middleton Road, the only bus corridor leading east of the town centre, at a signalised toucan crossing. There is actually a case to look at the bus stop provision on Middleton Road, moving the existing stops to the west to be closer to Howard Street, and likewise shifting those further east to the west to relate directly to this crossing, as they have no direct hinterland. • Beyond the Thorpe Way area, to the south, the opportunities to transform pedestrian and cycle connectivity to the southern end of the BAN employment 	<p>The first phase will concentrate on the town centre as this is likely to benefit the most people. Subsequent phases will look at schools, employment areas etc</p>
--	--	---

	<p>allocation, known as the “Central M40” distribution park, are nowhere mentioned. There is clear scope to look to provide a strategic connection from the bottom Padbury Drive to Chalker Way, though some negotiation on land control might be required either with Network Rail or with Thames Water Utilities on the far margins of their sites well away from current operations. Chalker Way is intended at a point shortly, to provide for turning facilities for buses. We are not aware this has been provided so we cannot safely serve the rapidly expanding employment in this area. Irrespective, even when this is delivered, the potential for direct pedestrian and cycle linkage to the dense residential areas around and immediately east of the town centre ought to be seen as a significant potential strategic win for the LCWIP.</p> <ul style="list-style-type: none"> • The risks of detriment occurring to operation and attractiveness of part or all of the bus network in Banbury are very high. Given the fragility of the network, there is no “margin for error”. Progressing cycling measures in the same manner as in East Oxford, and as signalled by a lightweight policy and proposals framework in this LCWIP, makes a very damaging outcome more rather than less likely. <p>Progressing the Banbury LCWIP as a standalone exercise, having little if any regard to public transport or, indeed, a wider transport-related evidence base that covers all modes, in the view of Stagecoach, sets policy up for potentially very serious unintended consequences in and around Banbury. These consequences go well beyond a “failure” to achieve the transport objectives of the Council in the round. They involve the real risk that the entire public transport becomes irrelevant and unviable.</p> <p>This would affect not only bus services in the town itself but key connectivity to settlements around the town, and by extension, it risks marooning very extensive parts of rural Cherwell District and beyond, in total isolation without the availability of a car.</p>	
Cherwell District Council	<p>The purpose, scope, and limitations of the LCWIP should be clarified. Provision of the infrastructure for ‘active travel’ is the focus of the LCWIP. However, active travel not only relies upon the provision but also the maintenance of infrastructure - to ensure safe and enjoyable journeys, to encourage the switch from motor vehicles.</p> <p>The experience of people using the infrastructure will be inherent to the success of the LCWIP. It should therefore be established how information and education</p>	Ongoing maintenance will be a key consideration before any new infrastructure is provided

	<p>may be provided to encourage positive behaviours in tandem with the implementation of fixed assets.</p> <p>The LCWIP should also refer to the Department for Transport’s Highway Code (2022) and explain how, for example, the ‘Hierarchy of Road Users’ will be integral throughout the design and implementation phases of the plan. This should include, for example, a review of the current approach to the design of junctions (i.e. within the Banbury Area Travel Plan) to correct the incorrect indication that motorised traffic has priority at junctions.</p> <p>We consider that further engagement is needed ahead of finalising the Banbury LCWIP. There is an opportunity to align this document within the wider context of the emerging LTCP Banbury Travel Plan and Cherwell Local Plan 2040. We see this engagement to explore with different network users and those expected to deliver the schemes to discuss the proposed routes in a set of focused workshops.</p> <p>Also, an ‘Implementation’ box as Stage 7 would address the important public policy aspect needed to ensure take up of the routes and modal shift (e.g. the soft measures to enable the take up (awareness campaigns, engagement with major employers, signage, Bike libraries/bike schemes etc).</p> <p>A monitoring box as Stage 8 would also link to section 8.2 – monitoring the delivery of schemes and take up of cycling and walking to inform next iterations of LCWIP and the schemes already identified in this draft for later implementation.</p> <p>It is pleasing to see the LCWIP addresses connectivity of the market town centre and the most immediate rural settlements. However, we would also suggest the addition of Hanwell and Horley which fall within a 30min cycle radius of Banbury Town centre (Table 1 and maps).</p> <p>The Public Rights of Way (PRoW) network has great scope for increased use for active travel yet is not visually presented and has very little mention. Public footpaths and bridleways – if waymarked and publicised – could enhance the comprehensiveness of the LCWIP.</p>	<p>Phasing of lights at controlled junctions will be an early stage of implementation</p>
--	--	---

	<p>There is scope to add further 'cross town routes' (that circumvent the town centre) – especially for leisurely circular routes from homes (and return without requiring a destination).</p> <p>We particularly support the provision of “Paths of sufficient width or separation to enable people cycling and walking to travel side by side and to pass without conflict”. However, will the increasing use of electric bikes and scooters increase speeds, and if so how can design features mitigate the risk in future of higher speed electric vehicles passing close to pedestrians?</p> <p>The emerging Cherwell Local Plan 2040 and Banbury Travel Plan (LTCP) will be key to integration into 'policy and plans.'. The integration should also be 'two-way'. To enable that integration, it will require the LCWIP schemes to be costed with an indication of sources of funding. It is appreciated that full costs may not be available until scheme feasibility is carried out but promoting schemes through the Local Plan will require an indication of costs and funding.</p> <p>We have noted above the desirability of infrastructure to be created to help the safety of active travel users. All LCWIPs would therefore benefit from a section on soft measures which encourage the take up of active travel over and above the provision of physical infrastructure. OCC, Cherwell and other partners have in place a number of these initiatives and it would be appropriate to refer to them: https://www.cherwell.gov.uk/walking-and-cycling</p> <p>Design Standard Documents are mentioned in Table 2 but there is no explanation of what they are or active link to find out more. All LCWIPs would benefit from a brief section on design standards. The maps include development sites. The potential for integration with existing communities and the existing and proposed active travel network could be highlighted through those standards.</p> <p>This will also be important for the integration with Green Infrastructure. Sites such as Canalside will be key to improving connectivity, especially in relation to the railway station and potential new crossing points of the river, canal, and railway. We appreciate that the detail will be in Local Plans and the Banbury Travel Plan, but the site could be shown in the maps, the proformas or the text of the LCWIP to highlight this key site without prejudicing Local Plan content.</p>	<p>Segregation will be a key consideration in the design of all routes</p>
--	--	--

	<p>With cycling and walking, the difficulty of retrospectively implementing infrastructure within a road network created incrementally over many centuries, intersected by modern high-speed roads carrying high volumes of traffic, should be highlighted. It could also be explained clearly why 'no change' is not an option.</p> <p>The positive association between active travel and efficient car use could also be made. For example, if X walkers and Y cyclists opt to leave their car at home, it would reduce travel time for motorists whilst not reducing car parking spaces. The advantages and disadvantages should be clearly shown.</p> <p>Speed is recognised only in relation to motorised traffic whereas the speed of cyclists should also be understood to inform the design of infrastructure. A cruising speed of 15 mph is common for a reasonably fit adult and therefore the shortcomings of past approaches to the retrospective creation of 'cycle lanes' should be acknowledged. The application of white paint to shared pavements, for example, to indicate that cyclists should give way to traffic crossing their path from every side junction, disrupts journeys and places the cyclist in more danger. Further conflicts also face walkers crossing junctions. Design guidelines should be reviewed alongside the Highway Code (2022), promoting the Hierarchy of Users in practice.</p> <p>It is noted that detailed accident analysis will take place during the design stage of route improvements and will be used to inform those improvements. This is a pragmatic approach but should consider the scope of the LCWIP final document to include more information on the likely ability/ capacity of the preferred routes to be improved. Please note our request for further engagement on this.</p> <p>The use of accident data to ensure the highest risk sections/ junctions are treated – the recorded serious accidents for cyclists appear to be shown (in Figure 19) to be at junctions. Resist road markings that dictate cyclists to move to the left as this reduces visibility and contradicts principles of shared space.</p> <p>Recognition needs to be made that the plan should tackle instances of danger created by existing cycle lanes before accidents happen. For example, at the busy Ermont Way, a cycleway contains an indistinct bus stop pole in the middle of the cycleway. This has clearly been placed and it begs the question why the risk it creates was not mitigated at the time of installation? If the rectification of such dangers is not acknowledged in LCWIP, they will be allowed to prevail and</p>	<p>The particular difficulty of the lack of road space in the town centre is highlighted</p>
--	---	--

	<p>lessons arising through the plan making process will not be recorded – until a foreseeable accident happens.</p> <p>With infrastructure being shared by cyclists/scooters and walkers, it should be acknowledged that the risk of conflict is likely to increase with more users travelling at higher speeds created by electrification of cycles. As the more vulnerable user, how will walkers be protected? Examples of design standards would help visualise how the schemes could minimise conflict.</p> <p>We welcome the approach to the presentation of routes in proformas - useful and clear. However, they will require further enhancement, development, and consultation upon in detail and at every stage before implementation. Particular weight should be afforded to elected representative bodies with oversight and local knowledge, such as the Town and District Councils. Please note our request for further engagement.</p> <p>The document stresses that “Trip generators have been identified to understand where people want to cycle to and from”. Whilst such purposes are important, not all trips will be to or from a place – for instance, they could be a round trip from home for exercise purposes. The LCWIP should therefore accommodate wider interests.</p> <p>Severance due to M40, River Cherwell, Canal and Railway Line is recognised as a network constraint - it would then also be helpful to clarify which routes/ interventions contribute to overcoming the obstacles, or a sense of the wider works required.</p> <p>We strongly support the statement that: “The improvements identified are high-level proposals and options, which will require further feasibility and design work, along with public consultation before being implemented. They will also need to be considered in the wider context as part of the emerging Banbury Area Travel Plan. Cherwell Local Plan 2040 and Banbury Masterplan”. We will require further certainty on the ability of the preferred routes to be delivered before progressing them into Cherwell plans and programmes.</p> <p>Sections could be shown to interconnect. For example, the Village Route 5 (from Adderbury) to the railway station could connect with the section called ‘Route 18’ (Canal Towpath) to provide a realistic, practical route.</p>	<p>We anticipate small ‘working groups’ of stakeholders will be formed to discuss and finalise the detail of each route before any changes are proposed</p>
--	---	---

	<p>'Severance' caused by the railway, canal and river impacts on several of the routes – especially around the railway station 'pinch point'. It should therefore be indicated where new crossings should be created. There are two likely places – Canalside to Thorpe Way and Bankside/ Oxford Rd to Chalker Way – to be determined by the Banbury Area Travel Plan, the Cherwell Local Plan 2040 and the Vision Master-planning.</p> <p>Chalker Way is now a major source of employment and yet is only treated as a cul-de-sac in the LCWIP. It begs the question of how such private estate roads – designed to be adopted in future – can be integrated into the LCWIP at this stage, or is it dependent upon other work such as the Area Travel Plan? How are such landlord being engaged as stakeholders?</p> <p>Route 4: Consider extending the proposed additional route on the B4100/ Warwick Road to improve cycle links to/ from Hanwell and Horley. Also consider extending the primary route BP4 to Drayton although we appreciate there may be environmental and engineering constraints on this route. If so, they should be identified.</p> <p>Route 7: This route appears to be widely supported and can perhaps be implemented most straightforwardly, including a short link from the track to road of the Beaumont Industrial Estate. However, to assess interest, have the businesses and workforce been consulted on such proposals?</p> <p>Route 14: (Wildmere Industrial Estate to Bridge St) has great potential as a direct, attractive route but is perhaps not well known and in need of way marking. This is especially important as the facilities for cyclists to cross the more obvious route between Gateway (retail park) and the town centre is across the notorious roundabout at Hennef Way and Ermont Way.</p> <p>Route 18: This is a particularly important route that could better serve the railway station and town centre with links to homes. As a Conservation Area corridor, it offers safe and pleasant separation from motor vehicles but is narrow in places with poor surfacing. The views of the Canal and River Trust are imperative to include.</p> <p>In addition to the eight routes formally identified, walking routes could be included as hugely flexible parts of the active travel network, applicable to short</p>	
--	--	--

	<p>as well as and longer trips within the town. Appropriate publicity/signage and maintenance of the existing infrastructure should also be assured.</p> <p>The 'Primary' routes shown in Figure 24 largely follow the roads with highest motorised traffic (with associated emissions issues and risk of conflict). Such potential conflict should be recognised to mitigate risks and to establish policy to create higher standard, more attractive primary routes in new developments which incorporate greater separation.</p> <p>It should be made clear that 'Secondary routes' are no less important, they simply reflect expected levels of use – often for practical 'end to end' purposes. Indeed, secondary routes (such as the former railway line and Salt Way) tend to be further away from motorised traffic. Therefore, for cyclists and walkers, secondary routes could be more attractive for leisure, fitness, and recreational activity (indirect, circular routes as opposed to those intent on reaching a destination). The Council's Leisure Services can assist.</p> <p>Effective engagement cannot be stressed enough! The LCWIP needs to be 'owned' by all residents and businesses – by making it appropriate to everybody. Embedding the LCWIP will require locally elected and accountable bodies such as the Town Council to be actively involved.</p> <p>The limitations of the Plan should therefore be acknowledged in the context of the Scope and Mission of the LCWIP stated at the beginning of this document. Identify how blockages of the network will be controlled? (e.g. will OCC or Police enforce car parking across active travel routes?)</p> <p>Identify how will the infrastructure be maintained? (e.g. will the cycle ways be regularly swept to avoid debris creating slip hazards, how often will signs and road markings be refreshed, who will have responsibility, etc).</p> <p>Proactively improve industrial estates roads (some businesses have sought guidance to integrate access road improvements at the junction of the public highway. This could be done more proactively – for instance, guiding the road markings to safeguard pedestrians crossing roads used by LGVs. Work with the Council's economic growth service and business groups.</p> <p>8.2 Reviewing the Banbury LCWIP</p>	<p>Improved 'wayfinding' will be investigated with the Town and District councils</p>
--	---	---

	The proposals for reviewing implementation should be enhanced – for example, by indicating how key stakeholders (such as the Councils) would be involved.	
Member of the public	<p>Disappointed that there seems to be no mention or consideration for safe passage through the busy old part of Bodicote village. Where is the safe connection from Bloxham Grove road (regularly used by Warriner school pupils) to Salt way via busy High Street?</p> <p>Why do we need lighting in these proposed areas which will further deplete and further limit the dark skies here.</p>	<p>Village Route 7 connects Bloxham Grove Road with Bodicote.</p> <p>The balance of safety versus urbanisation is a key consideration</p>
Adderbury Parish Council	<p>A4260 (BPV5): Councillors welcome proposals to improve the A4260 between Adderbury and Bodicote to provide an improved footpath and a cycleway. The PC has already discussed this proposal with OCC engineers. Also in the PC's response to the Planning application for an extension to Longford Park (to include a secondary school and over 800 homes) should include S106 funds towards these improvements to this footpath.</p> <p>The Milton Road: Councillors suggest there should be provision for a footpath and cycleway along the Milton Road, from Adderbury to Milton, and to Bloxham. This has been requested previously, and by residents of both Adderbury and Milton, and would benefit children and pedestrians particularly. Also the PC requests a change in the speed limits on this road, which should be 40mph throughout and 30mph in the section passing Milton village.</p> <p>A4100 Ayhno Road: Councillors suggest there should be provision for a footpath and cycleway along the Ayhno Road from Adderbury to the Banbury Business Park. This would benefit pedestrians and cyclists accessing the Business park. Many pedestrians use this road to walk to work and although there are wide verges they are difficult to walk on and vehicles pass at 60mph.</p> <p>Other areas: BSV7 — Bloxham Grove linking Bodicote to Bloxham: Councillors objected to the suggested 'improvements' to this route for the following reasons: -- It is currently a pleasant country roadway with very little traffic and such changes would be urbanising what is a country route. --The PC objected to suggested lighting and traffic calming measures as these were unnecessary and a waste of public funds which could be better spent improving other routes (as above). --Increased lighting would adversely affect wildlife in the area which includes barn owls, foxes and badgers.</p>	<p>These proposals were also included in OCC's response, and funding for a cycle lane near Cotefield has been secured.</p> <p>Routes within villages do not form part of this LCWIP, and this route is better addressed as part of the Strategic Active Travel Network. An "outer ring road" of routes linking the villages may form part of a future iteration of the LCWIP</p> <p>See above</p> <p>Lighting of rural routes is a sensitive issue, and will need to be assessed on a route-by-route basis, for exactly the reasons given</p>

	<p>--Increased lighting would add to light pollution and be visible from some distance away.</p> <p>--Increased lighting and unnecessary traffic calming would be a waste of resources and energy which should be a priority consideration, particularly when local councils have agreed Climate Crisis policies.</p>	
Oxfordshire Cycling Network	<p>We defer detailed comments on the plan to our local member group Banbury Active Travel Supporters (BATS).</p> <p>The important thing with any such plan is that its schemes are translated into high quality infrastructure on the ground. We look forward to working with OCC and BATS on this over the coming years.</p>	
Cllr David Hingley (Cherwell DC)	<p>In line with the PC's [Parish Council's] comments, I too have been contacted by a number of residents who are concerned about part of the proposals for Village Route 7: Bloxham to Bodicote at (a) on the map to install lighting along the track towards Bloxham Grove.</p> <p>There has been interest for some time in installing some kind of footpath or cycle lane along the road from Adderbury to Bloxham via Milton. In particular a new community sports centre is to be constructed at the Adderbury end of that road and it would be prudent therefore to consider whether a footpath/cycle path between at least Milton and Adderbury is possible to link the two, although a route along the whole length of that road has strong merit.</p>	<p>See response above to Parish Council comment</p> <p>This route is better addressed as part of the Strategic Active Travel Network, although an "outer ring road" of routes linking the villages may form part of a future iteration of the LCWIP</p>

Appendix A – Survey

Banbury Local Cycling and Walking Infrastructure Plan (LCWIP)

Let's Talk Oxfordshire

What are your views of the Banbury LCWIP?

Are you responding as:
(Choose any one option)

1. a resident of Banbury
2. a resident of the surrounding area
3. a business/ organisation in Banbury
4. a local councillor
5. Other (please specify)

Cycling

Please refer to chapter 5 (pages 53-101) of the Banbury LCWIP

Typically, how often do you cycle **in Banbury** for any trip purpose?
(Choose any 1 options)

1. Daily
2. Weekly
3. Monthly
4. Yearly
5. Not at all
6. Other (please specify)

Typically, how often do you cycle **in the area surrounding Banbury** for any trip purpose?
(Choose any 1 options)

1. Daily
2. Weekly
3. Monthly
4. Yearly
5. Not at all

Overall, what do you think of the proposed **cycling** improvements? (Choose any 1 options)

1. Ambitious
2. Adequate
3. Inadequate
4. Other (please specify)

If the measures in the Banbury LCWIP were implemented, would this encourage you to **cycle** more? (Choose any one option)

1. Yes
2. No
3. Unsure
4. Other (please specify)

Answer this question only if you have chosen No for If the measures in the Banbury LCWIP were implemented, would this encourage you to cycle more?

Please provide further information on your selection

Cycling Routes

Would you like to provide feedback on a specific cycling route?

(Choose any one option)

1. Yes
2. No

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 1: A361 North Bar Street/ Oxford Road**?

(Choose any one option)

- 3. Yes
- 4. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 1: A361 North Bar Street/ Oxford Road?**

Please provide your comments on **Route 1: A361 North Bar Street/ Oxford Road**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 2: A361 Bloxham Road?**

(Choose any one option)

- 5. Yes
- 6. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 2: A361 Bloxham Road?**

Please provide your comments on **Route 2: A361 Bloxham Road**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 3: Ruscote Avenue A422/ Orchard Way/ Woodgreen Avenue/ Queensway?**

(Choose any one option)

- 7. Yes
- 8. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 3: Ruscote Avenue A422/ Orchard Way/ Woodgreen Avenue/ Queensway?**

Please provide your comments on **Route 3: Ruscote Avenue A422/ Orchard Way/ Woodgreen Avenue/ Queensway**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 4: A422/ B4100 Warwick Road?**

(Choose any one option)

- 9. Yes
- 10. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 4: A422/ B4100 Warwick Road?**

Please provide your comments on **Route 4: A422/ B4100 Warwick Road**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 5: A361/ A423 Southam Road**?

(Choose any one option)

- 11. Yes
- 12. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 5: A361/ A423 Southam Road**?

Please provide your comments on **Route 5: A361/ A423 Southam Road**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 6: B4035 Broughton Road**?

(Choose any one option)

- 13. Yes
- 14. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 6: B4035 Broughton Road**?

Please provide your comments on **Route 6: B4035 Broughton Road**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 7: Former railway path through Hardwick?**

(Choose any one option)

15. Yes

16. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 7: Former railway path through Hardwick?**

Please provide your comments on **Route 7: Former railway path through Hardwick**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 8: Dukes Meadow Drive?**

(Choose any one option)

17. Yes

18. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 8: Dukes Meadow Drive?**

Please provide your comments on **Route 8: Dukes Meadow Drive**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 9: Grimsbury**?

(Choose any one option)

19. Yes

20. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 9: Grimsbury**?

Please provide your comments on **Route 9: Grimsbury**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 10: Overthorpe Road to Town Centre (from Nethercote)**?

(Choose any one option)

21. Yes

22. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 10: Overthorpe Road to Town Centre (from Nethercote)**?

Please provide your comments on **Route 10: Overthorpe Road to Town Centre (from Nethercote)**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 11: St John's Road to Lambs Crescent?**

(Choose any one option)

23. Yes

24. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 11: St John's Road to Lambs Crescent?**

Please provide your comments on **Route 11: St John's Road to Lambs Crescent**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 12: Salt Way?**

(Choose any one option)

25. Yes

26. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 12: Salt Way?**

Please provide your comments on **Route 12: Salt Way**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 13: Railway Station to Bodicote?**

(Choose any one option)

27. Yes

28. No

Answer this question only if you have chosen Yes for Would you like to comment **Route 13: Railway Station to Bodicote?**

Please provide your comments on **Route 13: Railway Station to Bodicote**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 14: Wildmere Industrial Estate to Bridge Street?**

(Choose any one option)

29. Yes

30. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 14: Wildmere Industrial Estate to Bridge Street?**

Please provide your comments on **Route 14: Wildmere Industrial Estate to Bridge Street**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 15: Easington?**

(Choose any one option)

31. Yes

32. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 15: Easington?**

Please provide your comments on **Route 15: Easington**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 16: Bankside to Salt Way**?

(Choose any one option)

33. Yes

34. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 16: Bankside to Salt Way**?

Please provide your comments on **Route 16: Bankside to Salt Way**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 17: Longelandes Way to Warwick Road**?

(Choose any one option)

35. Yes

36. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 17: Longelandes Way to Warwick Road**?

Please provide your comments on **Route 17: Longelandes Way to Warwick Road**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Route 18: Canal Towpath**?

(Choose any one option)

37. Yes

38. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 18: Canal Towpath**?

Please provide your comments on **Route 18: Canal Towpath**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Village Route 1: Wroxton to Woodgreen Avenue**?

(Choose any one option)

39. Yes

40. No

Answer this question only if you have chosen Yes for Would you like to comment on **Village Route 1: Wroxton to Woodgreen Avenue**?

Please provide your comments on **Village Route 1: Wroxton to Woodgreen Avenue**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Village Route 2: Great Bourton and Little Bourton?**

(Choose any one option)

- 41. Yes
- 42. No

Answer this question only if you have chosen Yes for Would you like to comment on **Village Route 2: Great Bourton and Little Bourton?**

Please provide your comments on **Village Route 2: Great Bourton and Little Bourton**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Village Route 3: North Newington?**

(Choose any one option)

- 43. Yes
- 44. No

Answer this question only if you have chosen Yes for Would you like to comment on **Village Route 3: North Newington?**

Please provide your comments on **Village Route 3: North Newington**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Village Route 4: Broughton to Parsons Piece**?

(Choose any one option)

45. Yes

46. No

Answer this question only if you have chosen Yes for Would you like to comment on **Village Route 4: Broughton to Parsons Piece**?

Please provide your comments on **Village Route 4: Broughton to Parsons Piece**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Village Route 5: Adderbury**?

(Choose any one option)

47. Yes

48. No

Answer this question only if you have chosen Yes for Would you like to comment on **Village Route 5: Adderbury**?

Please provide your comments on **Village Route 5: Adderbury**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Village Route 6: Middleton Cheney?**

(Choose any one option)

49. Yes

50. No

Answer this question only if you have chosen Yes for Would you like to comment on **Village Route 6: Middleton Cheney?**

Please provide your comments on **Village Route 6: Middleton Cheney**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific cycling route?

Would you like to comment on **Village Route 7: Bloxham to Bodicote?**

(Choose any one option)

51. Yes

52. No

Answer this question only if you have chosen Yes for Would you like to comment on **Village Route 7: Bloxham to Bodicote**?

Please provide your comments on **Village Route 7: Bloxham to Bodicote**

Walking

Please refer to chapter 6 (pages 102-114) of the Banbury LCWIP

Typically, how often do you walk **in Banbury** for any purpose?

(Choose any 1 options)

1. Daily
2. Weekly
3. Monthly
4. Yearly
5. Not at all
6. Other (please specify)

If the improvements in the Banbury LCWIP were implemented, would this encourage you to **walk** more? (Choose any one option)

1. Yes
2. No
3. Unsure
4. Other (please specify)

Answer this question only if you have chosen No for If the improvements in the Banbury LCWIP were implemented, would this encourage you to walk more?

Please provide further information on your selection

Would you like to provide feedback on a specific walking route?

(Choose any one option)

1. Yes
2. No

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific walking route?

Would you like to comment on Route 1: Market Place to Daventry Road?

(Choose any one option)

3. Yes
4. No

Answer this question only if you have chosen Yes for Would you like to comment on Route 1: Market Place to Daventry Road?

Please provide your comments on Route 1: Market Place to Daventry Road

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific walking route?

Would you like to comment on **Route 2: Market Place to Bankside?**

(Choose any one option)

- 5. Yes
- 6. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 2: Market Place to Bankside?**

Please provide your comments on **Route 2: Market Place to Bankside**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific walking route?

Would you like to comment on **Route 3: Market Place to Horton View?**

(Choose any one option)

- 7. Yes
- 8. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 3: Market Place to Horton View?**

Please provide your comments on **Route 3: Market Place to Horton View**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific walking route?

Would you like to comment on **Route 4: Market Place to Easington Road?**

(Choose any one option)

- 9. Yes
- 10. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 4: Market Place to Easington Road?**

Please provide your comments on **Route 4: Market Place to Easington Road**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific walking route?

Would you like to comment on **Route 5: Market Place to Queensway?**

(Choose any one option)

- 11. Yes
- 12. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 5: Market Place to Queensway?**

Please provide your comments on **Route 5: Market Place to Queensway**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific walking route?

Would you like to comment on **Route 6: Market Place to Woodgreen Avenue?**

(Choose any one option)

- 13. Yes
- 14. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 6: Market Place to Woodgreen Avenue?**

Please provide your comments on **Route 6: Market Place to Woodgreen Avenue**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific walking route?

Would you like to comment on **Route 7: Market Place to Orchard Way?**

(Choose any one option)

- 15. Yes
- 16. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 7: Market Place to Orchard Way?**

Please provide your comments on **Route 7: Market Place to Orchard Way**

Answer this question only if you have chosen Yes for Would you like to provide feedback on a specific walking route?

Would you like to comment on **Route 8: Market Place to Hennef Way**?

(Choose any one option)

17. Yes

18. No

Answer this question only if you have chosen Yes for Would you like to comment on **Route 8: Market Place to Hennef Way**?

Please provide your comments on **Route 8: Market Place to Hennef Way**

Prioritisation of improvements

Please refer to chapter 7, the cycling improvements proposed in chapter 5 and the walking improvements proposed in chapter 6

Which cycling routes should we prioritise for improvements and why?

Which walking routes should we prioritise for improvements and why?

Final thoughts

Please let us know if you have any further comments

About you

We would like to know more about you so that we can understand more about our customers and residents, as it helps us to know if we are hearing the views of a wide range of people and communities. If you do not wish to provide any of this information, please select prefer not to say. All information given is anonymous and is governed by the General Data Protection Regulations 2018.

How did you find out about this consultation? (Choose any one option)

1. Facebook
2. Twitter
3. Instagram
4. LinkedIn
5. NextDoor
6. Oxfordshire.gov.uk website
7. Email from Oxfordshire County Council
8. Local news
9. Oxfordshire County Councillor
10. District Councillor
11. Town/ Parish Councillor
12. Local community group organisation
13. Friend/ relative
14. Other (please specify)

What is your age? (Choose any one option)

1. 0-15
2. 16-24
3. 25-34
4. 35-44
5. 45-54
6. 55-64
7. 65-74
8. 75 or more
9. Prefer not to say

What is your sex? (Choose any one option)

1. Female
2. Male
3. Prefer not to say
4. Other (please specify)

What is your ethnic background? (Choose any one option)

1. Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)
2. Black or Black British (Caribbean, African, or any other Black background)
3. Chinese
4. Mixed (White and Black Caribbean, White and Black African, White and Asian, and any other mixed background)
5. White (British, English, Welsh, Scottish, Northern Irish, Irish, or any other white background)
6. Prefer not to say
7. Other (please specify)

Are your day-to-day activities limited because of a long-term illness, health problem or disability that has lasted, or is expected to last, at least 12 months? (Choose any one option)

1. Yes - a lot
2. Yes - a little
3. No

4. Prefer not to say

Stay in touch: would you like to sign up for regular email updates on news, events, and developments from across the county? (Choose any one option)

1. Yes
2. No

Answer this question only if you have chosen Yes for Stay in touch: would you like to sign up for regular email updates on news, events, and developments from across the county?

Please provide your email address below, so we can contact you and send a link to our sign-up page where you can tailor which communications you receive:

Appendix B - List of Stakeholder written responses in full.

1. Swalcliffe Parish Council (at drop-in session)
2. Members of the public, landowners adjacent to Village Route 4 (at drop-in session)
3. Cllr Mark Cherry
4. Member of the Public
5. Representative from Laws & Fiennes
6. Residents of Broughton (via Parish Clerk)
7. The Bourtons Parish Council
8. Banbury Active Travel Supporters (BATS)
9. Stagecoach West
10. Cherwell District Council
11. Member of the public
12. Adderbury Parish Council
13. Oxfordshire Cycling Network
14. Cllr David Hingley (Cherwell DC)

Name of Respondent / Organization	Comments Received
Swalcliffe Parish Council (at drop-in session)	<p>The document needs a section on what we hope to achieve. What increase do we expect to see?</p> <p>It also needs to estimate any effect of displacement of traffic. Added congestion will have a negative effect on Banbury.</p>
Members of the public, landowners adjacent to Village Route 4 (at drop-in session)	<p>Petition signed by five members of the family opposing Village Route 4.</p> <p>Dangerous access/exit rear of 1 Danvers Road</p> <p>Creation of hazardous access to and from Spring Farm</p> <p>Disturbance of badger setts</p> <p>Removal of mature trees</p> <p>Prone to flooding</p> <p>Covered well and main stopcock for Spring Farm on route</p> <p>Litter/flytipping</p> <p>Use of motor cycles</p>

	Why were landowners not consulted?
Cllr Mark Cherry	<p>I have just been discussing possible plans for cycling provisions as stated in photo 1 for different phase of LCWHIP Bretch Hill whilst all local district councillors support cycling provision we know well the topography of Bretch hill with current parking situation and current B5 stagecoach route.</p> <p>What want to emphasise from the start? Is that as local member for Ruscote I need rules out Cycling Quickway as link attached for a road like Bretch hill. Hypothetically, if you move 60 cars, they would literally just clog up roads like Dover Avenue, Mascord Road, Balmoral Avenue, for instance.</p> <p>https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/active-travel/oxford-city-quickways</p> <p>This would be highly controversial with the local constituents and local members this may not be in the proposal going forward.</p> <p>Lastly a request in writing before Monday locality meeting how the current second Banbury LCWHIP map is a cycle route in Bretch hill is on a public consultation without details of how a cycle route would be achievable and any elected member or the public looking at a consultation will be confused as local member for Ruscote that has attended many meetings with officers on route I surprised to see map 1 with Bretch Hill cyclists route.</p> <p>Any plans should go through local elected members for Ruscote well before a public consultation on a plan then go through cabinet in my view stopping any legal challenges. I look forward to discussing this verbally at Monday north Oxfordshire locality meetings.</p> <p>On the plus side very happy with the proposal to improve Orchard Way Warwick Road cycle infrastructure which have taken a long time to get to this point I wanted to thank offices for the work in achieving this.</p> <p>But felt it was important enough to put my views Friday evening and Saturday.</p>
Cllr Mark Cherry	<p>This was briefly discussed at last night north Oxfordshire locality meeting one of the Banbury LCWHIP cycling route is for the Broughton road to be one way system this comes under county boundary of Banbury Calthorpe Cllr Eddie Reeves division, and I imagine he comment on that plan in due course.</p> <p>However, it's worth pointing out that the B5 stagecoach route uses part of Broughton Road this is a vital bus service in Banbury Ruscote in a classified Ward of deprivation and I would not want to see B5 obstructed this would also be at odds with LTP4 And LTP5 bus strategy</p>

	If this could be noted on public consultation, please as important.
Member of the public	<p>I'm afraid I can't make the walking / cycling discussion in person with Banbury Town Council today but I would love to ask someone if there's any way a (safer) cycle route could be negotiated between Banbury and Chenderit School. I know there's a route through the nature reserve under the M40 but it's that 60mph zone past the golf course that makes it too dangerous for cyclists, I believe.</p> <p>Also, a separate walkway & cycle way over the Cherwell and Railway (parallel to Bridge Street) bridge would be really helpful in making cyclists and pedestrians safer. It might even make room to reduce the traffic bottleneck at the junction.</p>
Representative from Laws & Fiennes	<p>Village Route 1 from Banbury to Wroxton wholly crosses land owned by our client Trinity College. Your statements regarding upgrading existing footpaths are misleading as two sections of the route shown on the plan are not existing footpaths, there is no permitted public access over them.</p> <p>Due to the incompatibility of the plans with farming, the proposals would not be permitted across their land. We understand that you have no powers to implement such plans and as such request you please remove the route from your proposals?</p> <p>If you would like to explore other potential alternatives routes that could co-exist with farming the land we would be amenable to meet on site to look at them.</p>
Residents of Broughton (via Parish Clerk)	<p>Having a path from the village to Salt Way would be fantastic and safe too. Since moving to the village, we have often said a path alongside the main road would make complete sense. We would definitely benefit from it for running & cycling, which I'm sure a lot of others would do too.</p> <p>That will mean at times when schools are coming out with extra traffic having to use Oxford Road and Bloxham road. Will not be good</p> <p>Hi [redacted], what a nightmare of congestion for cars. How about taking part of the middle-grassed area down Woodgreen and make that a 2way cycle route up and down then cycle down Hilton Rd to the Warwick Rd and the cyclists and are more or less in town. Also Make Boxhedge and Hilton Rd one way for cars to allow for the cycles. Tell the Councillors if they try to do it on the cheap, they will have to do it twice. Look at the nightmare of Merton St. and the very near misses with cars passing each other. Also, residents don't want rat runs and more pollution.</p>

I've had a chance to have a look at the maps and warmly welcome the cycle/foot path to Parson's Piece. I have been considering buying a bike to get to and from Banbury station when work requires me to go in, but I'm anxious about cycling on Wykham Lane to get to the dual use path on Bloxham Road. Wouldn't attempt Broughton Road.

I suppose my main question to the committee would be is will the path be lit? I couldn't make that out from the plans. I'm in two minds about this. Having it lit would be safer in the darker months (cyclists seeing pedestrians, lone walkers) but also presents the potential for light pollution (depending on the source and height of lighting), which may be an irritation for those living on the pathway side of Danvers Road.

Like you, I'm concerned that the proposed one-way system in town is going to affect the few businesses that are left. As we lack a regular bus service into town from the village, I would be encouraged to drive to the retail parks via Woodgreen Avenue, as you said. Humping shopping on a bike up and down hills may be ok for youngsters but is not practical or achievable for all.

A cycle and walking path to town would be great. But trying to make it harder for people to drive is badly thought out - so many people can't realistically cycle (mums, people with supermarket shopping, people with disabilities). Have they taken these people into account in their planning? If they have not considered the impact on people in protected categories, they're probably opening themselves up to lawsuits I suspect also too. The last thing the town centre needs to thrive is fewer people going there.

Is there a way you can feed this in - I can't see from the link any of this info from George Reynolds, just links to a closed consultation that I don't remember seeing any info on when it was open?

Something to ponder and consider, just when you start to think; "there can't be anything else !", they start changing the roads. I wonder if they are considering charging as in Oxford. I'm not sure also where the proposed path/cycle track would join the village/road. Thanks for the info.

I am hoping to go to the drop-in session on Wednesday but just in case I can't make it just a few thoughts:

Are the Parish Council going to/allowed to express an opinion on the idea of making the Broughton Road one way?

My feelings are that during peak times especially this idea is going to cause major issues and time delays for people trying to access the town centre.

Queensway/Bloxham Road is already mayhem between 8am & 9am due to the high volume of school run traffic. This proposal will just add to the chaos and it is likely that Mewburn Road/ Kingsway will then become a "rat run" to avoid the Bloxham Road issue, always assuming that you will be able to get there with the inevitable additional traffic chaos. Leaving the village via Wykham Lane to access town via the Bloxham Road is bad enough now but this is likely to get worse with these proposals.

The traffic going left from the Broughton roundabout to the Warwick Road is bad enough now, especially on "bin day" when it becomes totally log jammed

The whole idea is, in my humble opinion is totally ridiculous.

It seems to me that the "planners" have no idea about the problems this will create - do none of them drive!!

According to the link, consultation appears to be closed!!

Certain points immediately spring to mind.

Constitution Hill one way (Cross to Queensway)

1. All traffic going to Frank Wise School & Banbury College (coaches, etc twice a day) will have to come up from the Cross which is already congested. Equally, some of that traffic will exit Constitution Hill to Bloxham Road or Warwick Road, which are being reduced – thus creating even more congestion and pollution (as already shown with LTNs in London boroughs).
2. Buses from Broughton will have to travel out to Bloxham Road or Warwick Road – that will please residents along Queensway, etc.
3. Some people (elderly, handicapped, etc) can't cycle.
4. The roads are in a dangerous state for cyclists
5. Banbury is dying due to high parking charges (& heavy-handed 3rd party parking enforcement officers) and high business rates. This proposal will drive more people away from Banbury.

	<p>Calthorpe Street to Cross – one way: -</p> <p>1. This will force people to turn off South Bar into Calthorpe Street, thus creating more congestion.</p> <p>Basically, I have never seen such an idiotic proposal.</p> <p>Good Luck for Wednesday - an afterthought the Broughton Rd is too steep for mums to push prams up with shopping or for tots to walk its full length so it seems to me the cyclists are the only ones to benefit and they are more than capable of taking a longer route plus the congestion around the Cross with vehicles is already high, more cycles would be dangerous.</p> <p>I should have added to my earlier email that the council should look at the data from other places around England that have tried this idea and have found that, after the pandemic, these cycle lanes are hardly used. (Brighton, Ealing spring to mind). They create congestion and more pollution.</p> <p>Surely, the cost of this could be better spent in repairing the current roads, which as I said, the roads (outside this idiotic plan) are hazardous due to poor maintenance.</p> <p>Just following up on our chat in town today.</p> <p>My thoughts are that I would very much welcome a cycle/walk way from the village to join up with the existing Saltway. I would definitely not want this to be lit up, as suggested by a comment in the feedback notes that you gave me. It would be excessive light pollution, would be more expensive and would be bad for the environment in terms of generating the electricity.</p> <p>My biggest concern with the safety of the current roads is the very dangerous Wykham crossroads. With the ever-increasing volumes of traffic using the A361, is it possible to use the current review to push for improved safety measures at this junction, ideally a roundabout?</p>
The Bourtons Parish Council	<p>We have received the consultation documents regarding this draft proposal and have a number of concerns and comments to make, which do not suit the format of the response survey, please see and accept our comments below.</p> <p>Your documents are prefaced by the comment that you have consulted local stakeholders. We would strongly dispute this as we have not been consulted as the local Parish Council</p>

affected directly by some of your plans, so we believe that you cannot know about the interests or opinions of our area.

We accept that the plans have been developed to try and improve the infrastructure for walkers and cyclists in the areas covered. However, our initial comment would be that there seems to be little or no understanding of the existing infrastructure and how this is used; for example the condition of local roads and tracks, the amount of space available to incorporate some of your proposals and the dramatic effect the proposals will have on existing users.

In our area of North Oxfordshire rural unclassified lanes are generally ignored by the Highways department when it comes to maintenance so the starting point must be that significant investment in improving the existing surfaces and access is essential before any consideration of expanding the use of such lanes.

Our specific comments are focussed on the Infrastructure Plan document.

Introduction – page 8 – reference is made to addressing the climate emergency and making cycling and walking the natural choices for ... discrete sections of longer journeys e.g to the local railway station. This may be a good idea but we would dispute that cycling/walking alongside a busy main road from Little Bourton into Banbury could ever be enjoyable. Particularly, when with a little imagination and thought there could be an excellent alternative which seems to have been ignored, the towpath of the Oxford Canal, already a protected area for nature and a direct and principally flat route directly into the centre of Banbury and the railway station; through pleasant countryside and far away from heavy traffic and related fumes, pollution etc. With surface improvement and some minor widening this would be a much appreciated route by many local cyclists who used to use it regularly prior to it being allowed to descend into disrepair by C&RT.

Fig 1- Banbury LCWIP process summary – page 9 – stage 3 states - identify a network ... based on trip destinations. Village route 2 : Great Bourton & Little Bourton to Hanwell View : this route seems to have no logical destination identified as it is proposed to terminate in Little Bourton at the junction of Foxden Way and Crow Lane. This is a very narrow unclassified country lane with existing and significant use by local cyclists, dog walkers and horse riders. There is no room for a separate path of any kind along Foxden Way which is already shared by local traffic and despite being effectively a single track lane with very limited passing places has a speed limit of 60mph! This Council feels that it is wrong in principle to remove a much loved local walking facility from local people to provide the general public with a route to nowhere. At

	<p>the proposed end you are in a small village with no facilities and no destination, and no suggestion as to where to go next. It seems illogical.</p> <p>There is a suggestion that that in the future it could be extended to Chacombe, but this would involve very considerable improvements to both local roads and potentially rural footpaths with gates, stiles etc.</p> <p>This Council has no objection to welcoming walkers and cyclists to our villages, when there is an end point, destination or facility, but neither Great or Little Bourton have such things and the concept of have significant numbers of people ending up at a junction of 2 local lanes with nowhere to go other than turn around and return does not make sense to us, when Foxden Way already struggles to accommodate existing traffic levels when busy.</p> <p>This route also proposes removing the right turn lane into Little Bourton on the A423 but does not explain how local traffic would then safely enter the village of Little Bourton, this being the only direct entry for residents and visitors. This right turn lane was added some years ago to improve safety and accommodate a bus layby. This Council would like to see a traffic island in the centre of the road to provide a safe crossing point for bus passengers alighting from the northbound occasional service. We have approached OCC Highways about a lower speed limit but this was not supported, and to propose a 30mph limit on a main 'A' road in the rural countryside does not seem proportionate or supportable, as Police do not have the ability to enforce the existing 50mph limit let alone a lower one.</p> <p>Had contact been made with this Council in the early stages of developing this plan, local views could have been understood and local knowledge and concerns could have possibly added to the value of the proposals which may have been better supported. For such a plan to have been developed without any contact has resulted in a scheme which does not gain our support.</p>
Banbury Active Travel Supporters (BATS)	<p>The BATS response to the Local Cycling and Walking Infrastructure Plan (LCWIP)</p> <p>Banbury Active Travel Supporters (BATS) welcomes the publication of the Local Cycling and Walking Infrastructure Plan (LCWIP) for Banbury. BATS recognises that an agreed plan is an essential - though not sufficient - component to encourage more people to cycle and walk, rather than drive, around the town.</p> <p>Substituting active travel for motorised transport will help to improve local air quality, contribute to the achievement of national climate-change objectives as well as tackle growing obesity issues by generally improving health and fitness. All these factors will improve the quality of life for Banbury's citizens.</p>

While a well-designed and broadly supported LCWIP is essential for infrastructure developments to encourage more cycling and walking in Banbury, it is only one part of the culture change needed. To support the LCWIP's aims, BATS is also calling for:

- Lower and consistently enforced speed limits throughout the town. Banbury should embrace '20's Plenty' and consistently implement it through residential areas and on routes used by cyclists and walkers. Reducing speed limits for vehicles not only creates a safer and more attractive environment for pedestrians and cyclists but encourages motorists to consider all road-users' needs. Where the proposed routes for cyclists share the road space lower traffic speeds are vital so that cyclists can confidently and safely mix with other traffic. This will encourage more people to cycle.

Transport for London data research shows 20mph speed limits improve road safety in London.

- Traffic signals should prioritise the needs of active travellers, compared with motorists, in the residential and commercial areas of the town. Rephasing of traffic signals is essential to make crossing intersections as quick and easy as possible for pedestrians and cyclists, especially where the phasing appears to be weighted in favour of motorised traffic. Active travel routes and journeys need to be given a higher priority to make them work effectively.

- Consideration of areas of Banbury to be designated as low-traffic neighbourhoods. Recent research shows that the creation of LTNs in the right places reduces traffic both inside and outside the designated area and encourages active travel.

Our top priorities for the LCWIP:

BATS calls for two key elements of the LCWIP to be implemented as soon as possible:

- Route 10: Implementing the plans for a pedestrian bridge over the railway should be a top, early priority.

- Route 3: Using the central reservation to create an all-weather Active Travel path amongst the trees would transform this popular route for non-drivers.

Additional proposals for the LCWIP

BATS has some additional suggestions to strengthen the infrastructure plan for Banbury:

- Extend the walking and cycling network out of Banbury on the eastern side. Wardington and Chacombe should be incorporated into the plan.

- Extend Village Route 2 to Cropredy.

	<ul style="list-style-type: none"> ● Create an active travel link between the housing estates on the south side of the town (around Bankside and Bodicote) and the industrial estates on the other side of the railway/canal/ river on Chalker Way and Thorpe Way. Despite the straight line distance being well under 1km, anyone making this journey has to travel north all the way to Middleton Road, only to then head south again. ● Wherever possible cyclists should be separated from HGV traffic on the industrial estates. ● When designing routes care needs to be taken to ensure access for all active travellers eg. barriers need to be wide enough to allow access for mobility scooters, cargo bikes etc. ● Consider the provisions of the LCWIP in the context of the anticipated growth in the use of cargo bikes for home deliveries. An effective and fully functional cycling infrastructure, accessible to cargo bikes, would encourage their use as an alternative to conventional deliveries by motorised vehicles and therefore reduce future traffic. ● Improving infrastructure is just part of the jigsaw for increasing the number of people who choose to walk and cycle in the Banbury area. Other factors (in addition to those suggested above) include: <ul style="list-style-type: none"> a. Promoting any changes to the infrastructure so that people know about new routes and are encouraged to try them out. Eg advertising, social media, posters, local radio etc. b. Offering support for potential cyclists: buying advice, training sessions, maintenance and repair sessions, loan or rental facilities. c. Taster walking sessions for some of the new routes. d. In some circumstances signal controlled crossing could be replaced by traditional Zebra crossings which have no traffic signals as these crossings are, typically, much quicker to use for pedestrians.
<p>Nick Small Head of Strategic Development and the Built Environment Stagecoach West</p>	<p>1. Background Stagecoach West naturally welcomes the opportunity to comment further on the strategy set out in the Draft Local Cycling and Walking Improvement Plan (LCWIP) for Banbury. We recognise that this is a document that the Council is bound to produce by statute. It reflects a methodology that is quite closely prescribed by Government. This sits in the wider context of unprecedented national policy ambitions to decarbonise and, by extension de-mechanise mobility, in pursuit not only of elimination of greenhouse gas emissions, but also of important social inclusion and public health goals. The LCWIP is evidently a key tool to achieve all those ends.</p>

These exceptionally challenging national ambitions are exceeded by the County's own, bringing forward achievement of "net zero" by a decade. In connection with this, we recognise that the Council has committed to the most radical and clear targets for the reduction of car journeys, with a 25% reduction by 2030, and a further third by 2040, thus halving single occupancy car trips.

Stagecoach remains entirely aligned with the Council in support of its commendable ambition for sustainable modes. Nevertheless, achieving these outcomes demands a level of travel behaviour change that is unprecedented in its speed as much as its scale. The rise of car ownership and use, which is close to universal in many parts of Oxfordshire including in Cherwell District, took place over a rather longer period than the County's net-zero trajectory. The flexibility, convenience and speed of motorised personal mobility is unmatched by any other mode, going a very long way to explain its popularity. The secular re-orientation of society that reflects this has understandably been profound and is reflected in the nature of the built environment, land use, and property values. Car dependence is evidently very deeply rooted indeed. Unwinding the legacy of decades of car-borne convenience is a task that will be as difficult as it is important. We dare not underestimate this.

We recognise that Stagecoach and the wider bus industry are a key partner in effecting the changes we jointly recognise and wish to address. Collaboration, creativity, pragmatism and flexibility will be essential if our shared objectives are to be achieved, not just for bus alone but maximising the synergies across the full spectrum of sustainable alternatives. Stagecoach, as the only significant bus operator in Banbury and the wider area, is clearly a key stakeholder and participant in effecting the Council's sustainable travel strategy for Banbury and its wider hinterland, extending well into West Northamptonshire and Warwickshire. We are aware that an overarching Banbury Area Transport Strategy is anticipated shortly, but has yet to be published. We would expect this to provide a very important framework that lays out how each mode can be expected to maximise its contribution to meeting the environmental, social and economic goals of the Council's transport strategy set out in LTCP5. Without this being concluded, the mode-specific proposals for cycling and walking in the LCWIP have been prepared without a wider locality-specific synthetic perspective. This, in our view, seriously hinders and potentially threatens the potential of solutions that involve public transport.

No doubt you would be anticipating a high level of Stagecoach interest in the draft LCWIP for Banbury. It was reflected in our response to the earlier Public Engagement exercise in Summer 2022.

However, our already high level of interest and concern has been very greatly elevated as the result of the current and ongoing effects of the nature and manner by which policy to enhance conditions for cyclists has been effected in the last 18 months within the City of Oxford. The effects of this on bus operation and patronage have, it is fair to say, been highly deleterious, to a degree not seen in at previous 50 years.

Previously published proposals for the Banbury LCWIP in 2022 clearly indicated that a very similar set of measures was planned for Banbury. We are very concerned that the lessons of the experience in Oxford are learned and that measures to improve conditions for cycling (with walking an apparent afterthought) do not have similar and indeed probably more serious unintended consequences for bus services in Banbury and its wider rural hinterland.

2. The baseline situation for buses in Banbury

Stagecoach and its direct predecessors have operated the bus network in Banbury continuously for over 100 years, from substantially the same site. These operations have evolved within a town and District that has seen substantial planned growth. This includes that which took place in the 1960s and 1970s under the Town Development Act. The town has become a focus for substantial housing and employment once again, especially since it has been recognised as one of the two most sustainable locations for meeting pressing housing needs in the District and reflected in the development strategy set out in the adopted Cherwell Local Plan part 1, looking ahead to 2031.

It is highly significant that the majority of Banbury's contribution towards the District's housing and employment land targets to 2031 is at or approaching completion. This growth has in no way been matched by measures to sustainably accommodate the movement demands arising from it. In fact, the County Council has taken no material steps in this regard – including even to boost the capacity of the network for general traffic. Traffic congestion has been chronic in the town for decades. Major roads investments in the 1990s (Eastern Relief Road) and 2000s (Hennef Way dualling) – long anticipated – have failed to deliver significant improvements in conditions. In fact, congestion has become

	<p>worse, especially around the town centre, around which a great deal of traffic circulates. By 2013, before the town started its current growth spurt, operating conditions had worsened to the point where it was no longer possible to run long-established routes B1 and B2 to the south of the town within their half-hourly frequencies. Reducing these to every 40 minutes to make them reliable, led to an immediate reduction in patronage of about 15%.</p> <p>In 2016, the County's support for these important, but secondary services was withdrawn, as it was for the B7 and B10.</p> <p>Congestion problems have mounted, as the town has grown. We have been pressing for a direct and traffic free route for buses across the town centre to protect buses from these problems for as long as 9 years. We have carefully evaluated highly focused low-risk measures around George Street, Bridge Street/Cherwell Street and Broad Street for years, to constructively contribute to finding a way forward. This has led, finally, to this being reflected in high level strategies such as the District Council's Banbury Master Plan, but this is a non-statutory document carry little formal policy weight. We certainly welcome the recent inclusion of part of these suggestions in a northbound bus lane on Cherwell Street that is to be progressed though the County's Bus Service Improvement Plan.</p> <p>The County Council has devoted considerable amounts of its limited resources over the last 15 years to progressing a scheme for a rail-interchange and cycling- focussed scheme at Banbury Station ("Tramway Road") that is still yet to be implemented. While we have consistently offered this as much support as we can, to what has been badged as a bus priority scheme, we have been equally consistent and clear that this has at best modest benefits for bus operation and bus users, and does very little to address the more serious root problems. In fact, its most obvious benefit derives from a more direct route for car-borne rail passenger into the station site from the south and west, removing this demand, at least, from the congestion on Lower Cherwell Street and the Bridge Street crossroads. In the meantime, bus operations have become progressively slower and more unreliable. To address this we have thinned out frequencies in particular B5 from Bretch Hill; and extended running times on all the main routes.</p> <p>The network was in a fragile position long before COVID. We have been frankly communicating with the County Council about the position of the Banbury bus operation</p>
--	---

for many years, and in particular the threat posed by declining bus productivity. The application of developer funding to the town network in 2018 and 2020 was intended to help transform the relevance of the bus offer – especially in providing greatly more convenient seamless journeys across the town from residential areas in the west to the expanding employment in the east. This has also led to the creation of a new and two extended routes to the north of the town and to the south, picking up strategic developments. Evening frequencies were greatly boosted. Few towns in England of under 100,000 population can now boast two town routes each running every 15 minutes, as part of a wider network with evening services running regularly to all points of the compass well into the evening, as Banbury does.

All this has had some very real success. COVID, which has led to a broad and apparently long-term reduction in bus use, had a much lesser impact in Banbury. In fact, patronage recovered has much faster and to a greater extent, than almost any other part of the Stagecoach West operation. Over 90% of fare-paying passenger use had returned by Summer 2021, albeit concessionary patronage remains lagging. At this writing, fare-paying passengers on the town services are at or even slightly above 2019 like-for-like levels, which is nationally extraordinary, especially for a town of Banbury's size, and given the challenges faced by the declining town centre retail offer. Unlike so many Midlands market towns, it can certainly not be said that bus has ceased to be relevant in Banbury, or even, in terms of usage, to be in clear decline.

However, despite this, and other supportive measures taken by the Council with concessionary fares reimbursement and with the value of developer funding support, the impacts of general cost inflation, aggravated by unit cost penalties reflecting low bus productivity, and particular challenges on the out-of-town routes, mean that the thinnest of margins in Banbury are now negative. The sustainability of the whole operation is in a precarious position. Even relatively modest increases in operational and commercial headwinds threaten to overwhelm the operation.

We also recognise that trying to make up the deficit with very substantial fare rises does not represent a sustainable or effective solution in the long term, much less a desirable one. The issue ultimately can only be resolved only by measures to make buses significantly more productive, direct, and more reliable across Banbury's inner area and town centre.

It is right that we record our appreciation of steps already taken by the Council, even at this early stage in the Statutory Enhanced Partnership, signed in January this year. We greatly welcome the supportive position taken on concessionary fare reimbursement. Likewise, we also applaud the positive approach taken with regard to the levels of developer funding support needed to maintain key parts of the network locally as well as more broadly. Looking ahead, we have been working for several years as closely as we can to achieve the maximum positive impacts of the Banbury Station Forecourt/Tramway Road scheme, which we understand might soon commence on the ground. By 2025 a small but vital bus lane link northbound on Cherwell Street between George Street and Bridge Street will assist bus productivity materially at a key pinch point. We remain hugely committed to building on this collaboration with you and your colleagues.

However, we do not yet have a secure foundation on which to build a better bus offer in Banbury. The level of service currently offered is highly dependent on developer funding. This cannot be a long-term strategy and even if such resources were infinite it would not be a prudent one. Running the same amount of mileage at steadily increasing costs reducing level of use is economically and ultimately environmentally unsustainable. Unlike in Oxford, where very major reduction in bus frequencies and extensions to journey time start from such a high baseline that the operation retains a reasonable level of relevance to the public, despite the current situation, that is not true in Banbury. The nature of what is a quite small operation and network mean that restoring sustainability with marginal cuts is not possible – these measures have in fact already been taken, especially on service out of town. The Banbury bus network is at risk.

It is vital that the measures in the Banbury LCWIP that are taken forward do not serve to be the “last straws”.

3. The modal hierarchy and the LCWIP

Therefore, while Stagecoach freely acknowledges the potential of greatly increased role of cycling in meeting local trip needs – not least because the majority of journeys made by car are less than 2 miles in length – Stagecoach once again would stress that the attractiveness of walking and bus use must not be compromised by cycling measures.

	<p>The LCWIP is additionally intended to enhance the appeal of walking. However the title of the Plan and its structure – reflecting Government expectations – places walking in every respect in a subordinate position. Contrary to the oft-quoted modal hierarchy, which seeks to prioritise walking first, then cycling, the LCWIP is a document obviously dominated by cycling measures. There are few if any strategic measures that make walking greatly safer, more attractive or comfortable. The benefits for pedestrians generally seem to “fall out” from a wider reduction in traffic and traffic speeds on the one hand, and making it very much more difficult, if not entirely impossible, to use a car to make local journeys. Contrasting with the extensive approach to the cycling network presented – across the town and well beyond – walking measures are limited to a restricted inner area. Once again, we would also stress that virtually all bus journeys start with a walk to a bus stop, and a considerable amount of walking at or near the destination. Bus use is already proven, in peer-reviewed medical research papers to have a measurably beneficial impact on public health as a result. Public transport use is not considered an “active travel” mode, but should be. Irrespective the pedestrian environment is of significant importance to Stagecoach and all bus operators.</p> <p>a. The complementarity and interface between buses and other active travel modes The explicit aspiration in LTCP5 that all Banbury residents have a range of high quality alternatives to car use, not merely one, needs to feed through much more clearly into the LCWIP. As the second largest town in the County and the only one outside Oxford that has ever supported a comprehensive town network on a commercial basis, there ought to be clear scope to provide this plurality.</p> <p>The shared problems we are all wishing to address arise from indiscriminate car use, which dominates and seriously undermines the attractiveness of all the alternatives – including both cycling and bus use. There should be no sense that improving conditions for one undermines those for the other. To present the best possible range of sustainable choices to current motorists, it is also critical that the bus presents the best possible choice, for those needs where it can be realistically relevant. This will depend heavily on the trip, the individual and the trip purpose.</p> <p>Thus, there should be no irreconcilable conflict between sustainable modes in transport strategies that promote better alternatives to car use. However, it would be dishonest to</p>
--	---

say that significant tensions and conflicts do not exist, and resolving these appropriately is critical to how the best possible outcomes are achieved. We have been diligent in engaging with the Council on these matters, as you know, for a good length of time, and especially within the last three years. We recognise our role in bringing key technical insight into the design process, and this is crucial if we are not to inadvertently further marginalise the bus in the life of our urban areas, or worse still, precipitate its extinction.

Leaving that to one side, the quality of walking choices has a direct bearing on bus use. So is the real and perceived safety of the pedestrian environment at and approaching bus stops.

In fact, the space requirements involved in securing a radically higher level of service for cycles and similar vehicles, which national policy intends to suit all users “from 7 to 70 years old” are high, given the demands of achieving effective segregation from both vehicles and from pedestrians laid out in DfT Ministerial Circular LTN01/20. It is becoming evident both in the County and nationally, that the space requirements to meet those standards can rarely be met without reallocation of space away from both cars and pedestrians.

As we outlined in more depth in our June 2022 response, these conflicting demands within very limited public highway widths are particularly evident at bus stops. The practical impossibility of maintaining segregation even on major arterial routes starts to create a set of issues that is exceedingly hard to reconcile. This can easily result in serious design compromises that jeopardise the quality of experience and safety of both cyclists and pedestrians – including bus users – to an unacceptable degree. One need only look at some stops that have already been implemented on parts of the Botley Road in Oxford to see examples of this.

Where space to segregate does not exist, a shared use walking and cycling facility cannot be considered to represent an improvement in conditions for pedestrians. It legally introduces vehicles, including powered ones – into the pedestrian environment. Given there is no legislation or enforceable practice that gives pedestrians priority over cyclists or micromobility, in practice, these vehicles have “priority” over pedestrians, in terms of the hazard each presents to each other. That includes those waiting at bus stops.

Another solution gaining great traction is the virtual reallocation of road space to cycling across large parts of the network by almost entirely eliminating vehicular permeability on most urban streets, though mode filters. Extensive use of these constitutes “Low Traffic Neighbourhoods”. This is explicitly proposed in the Draft LCWIP. However, whatever the effects of these on numbers of vehicular journeys, and the ambience of many side streets, which we recognise can be very positive, the great majority of residual traffic continues to circulate but is re-assigned to the remaining links and junctions on the network – generally, those more major arterial and distributor routes remaining open and that also accommodate bus services. The directly consequential impact of the acute delays that can easily result from this on bus services is well evident today across East Oxford.

Only by radically reducing the amount of motorised traffic as a whole can this be avoided, or alternatively, creating extensive bus-only priority through lengthy bus lanes and strategic traffic filters on major routes. No such plans exist anywhere in Banbury. Nor is it clear how feasible these would even be.

LTN 01/20 of course does recognise many of these kinds of limitations. It urges that parallel routes be identified where possible and necessary, to deliver the objectives of government policy for cycling.

While national policy places walking and cycling – in that order – in a more privileged position than public transport, there is nothing in LTN 01/20 that supports a view that bus operation and use should be made materially harder or more hazardous by strategies that seek to boost the uptake of cycling.

b. The role of bus in local and national sustainable transport strategies
Local and national transport policy also anticipates and requires a significant increase in the role of public transport, to meet its goals. In fact, in Banbury, to displace about 8% of local single occupancy car journeys – those within the town itself – would require the number of bus passenger boardings within the town to approximately treble. While this seems like a fanciful goal, in fact, the high level of self-containment of the town offers a rare opportunity to achieve a result that goes a long way towards meeting such a goal. The nature of the town’s urban structure also supports this, with employment being highly

concentrated, while the constriction posed by only two bridges linking the western to the eastern side of the town concentrates flows in a way that currently causes chronic congestion, but by the same token means that bus services would closely align with driving routes, if they could be protected from that congestion.

However, achieving this demands that buses, too, become hugely more attractive as a choice compared with the default choice of the car, which is the case today for most adults. This is another key plank of the national policy agenda for local transport, and reflected in the National Bus Strategy for England, “Bus Back Better” (NBSE), published in April 2021. This separately synthesises the key requirements that all local transport and highway authorities should seek to implement, in partnership with bus operators. The NBSE makes plain that bus services must become faster and more reliable, if this is to happen. Without these two – of many – criteria being met, there is no prospect at all that buses will take a greater share of the demand for mobility in Banbury. Government has set out a clear expectation on all local transport and highway authorities, including Oxfordshire County Council, that these objectives shall be pursued with vigour. However, it matters very little indeed what other improvements are made to buses in Banbury if they become slower and less reliable. It is instructive to look elsewhere in the County to see how greatly increased delay and unreliability has had profoundly negative consequences for bus use, in localities that boast some of the most impressive levels of bus in any urban area outside London: East Oxford.

Since 2010 buses across Oxford have been running:

- as a unitary network, fully coordinated,
- offering increasingly simple fares and payment methods
- benefiting from the latest low-emissions vehicles
- offering the highest levels of passenger amenity
- running exceptionally frequently – more than every 5 minutes on many key arteries and at the 10-minute “turn up and go frequency” on many more
- seven days a week and late into the night.

However, in East Oxford, the effect of multiple rapidly conceived and implemented interventions undertaken by the County Council in the local highway network to greatly reduce the use of cars and promote cycling, has directly caused bus operation to become

slower and more unreliable on many key Oxford City services. These impacts are more severe than has been encountered in at least 50 years, in a city that has always suffered greatly from the constraints posed by road capacity. In January 2023 bus operators reduced operated mileage in the areas directly affected by over 15%, simply to restore operation to levels that met statutory requirements. One corridor – Morrell Avenue, leading to the Churchill Hospital, Brookes and the University’s Old Road campus – that prior to COVID had a bus timetabled every 10 minutes, now sees frequencies in the afternoon peak reduce to every 25 minutes. Similarly, the orbital services using Hollow Way between Headington and Cowley have been greatly reduced, by as many as 5 buses per hour between 3pm and 6pm. The stubbornness of car-borne congestion in the same area strongly indicates that expectations that car use would greatly diminish are yet to be borne out.

Stagecoach recognises that there is a need for radical action to reduce car dependency in Banbury as elsewhere across the County. This demands in turn that buses, too, become more attractive as a choice, not less. That demands a very carefully considered approach that doesn’t leave bus operation off at “one side” to be considered separately, or later. To meet its own climate change, social inclusion and public health policy goals, it is crucial that to the extent that the County Council implements measures that slows buses down on parts of the Banbury network, it also takes immediate steps to directly mitigate those impacts, at the very least.

However to achieve the Council’s wider transport policy agenda, surely the Council needs to define and line up a wider range of measures that promote the quality of the bus offer in Banbury with no lesser an ambition than for the other “active travel modes”. It is for this reason that the draft LCWIP, as the previous more informal public engagement, causes Stagecoach a very great deal of concern. The kinds of statements exemplified in section 1.3 of the LCWIP clearly reflect a simplistic view that in delaying and slowing all motorised traffic, this is sufficient to transform travel behaviour. Unfortunately, we have little confidence that this will greatly reduce car use. Experience shows that these kinds of measures, if not very carefully considered with us and Council public transport specialists, are much more likely to accelerate an already well-entrenched cycle of decline on the bus network in Banbury to the point where a relevant and reliable service is not operable by this company, or by anybody else.

	<p>Notwithstanding Government guidance, the approach taken by the County Council presents serious deficiencies, in failing to meaningfully recognise and appropriately signal how it intends to resolve the difficult interfaces between achieving its goals for walking and cycling – cycling in particular – and bus operation and use. Despite our request to be included in in-depth co-development of the LCWIP, we have not been invited to collaborate in this way. Reflecting this, among other things, the LCWIP reads as an unbalanced, “silo” approach to transport strategy and planning.</p> <p>The only concession in the Draft LCWIP to buses, since the June 2022 Public Engagement, is to acknowledge their existence on the relevant corridors. At no point is there any clear sense given that the deliverability of certain kinds of cycling interventions might be constrained to any extent by the presence of bus services.</p> <p>Furthermore, the needs of pedestrians are not even mentioned as a constraint to cycling. The prospect that public highway widths may well be insufficient to provide off-carriageway segregation, for example, is hardly touched on, despite the fact that some of the most constrained parts of the network are within the inner area, which is the focus of the pedestrian measures one hand, but also where bus routes converge, along with a great deal of longer-distance as well as local traffic.</p> <p>In the light of this, Stagecoach now must formally raise the alarm, that it a properly balanced and well-conceived sustainable access and movement strategy is not conceived and implemented for Banbury – transforming the quality and attractiveness of bus services as well as walking and cycling – the probability is that we will be forced to cease operating most of the bus network in Banbury – and quite possibly all of it.</p> <p>With regret, Stagecoach objects to the Draft LCWIP for Banbury, as being unfit for its primary purpose – boosting cycling – and having likely severe consequences for the ongoing viability of the bus operation in the town and beyond. This fundamentally threatens the achievement of national and local transport policy.</p> <p>4. Previous Stagecoach input into the Local Cycling and Walking Improvement Plan</p>
--	---

The County Council undertook a public engagement exercise in late 2022, seeking views on a comprehensive range of specific proposals that might be included in the final LCWIP. This was a very useful and welcome exercise as it allowed Stagecoach, as well as other interested parties, to see in a reasonable amount of detail what was being seriously considered by the Council.

Stagecoach examined these proposals in detail. It submitted a substantial duly-made response dated 23rd June 2022. This comprehensive review we expect to have been “taken as read”. We see no need to repeat it.

We made the following points, that are highly locality-specific as to how the Council might prudently take an appropriate set of LCWIP proposals forward:

- The strategy should recognise that the current built form and topography presents fundamental constraints to the attractiveness of pedal-cycling as a mode.
- While many important opportunities exist to boost pedestrian and cycling connectivity, irremediable lack of permeability and the presence of a variety of substantial “fractures” in the built form in many places militate against the creation of high quality direct pedestrian and cycling links.
- Thus, the future role of bus in meeting mobility needs cannot be downplayed if wider transport policy goals are to be achieved.
- The primacy of the pedestrian must be absolute. This includes at and approaching bus stops. In practical terms, it is virtually impossible to effectively manage “shared space” around bus stops. This is now well-recognised in Denmark and Holland, as well as other jurisdictions that are pursuing strong pro-cycling strategies, such as Hungary.

We set out some clear recommendations in the response, mindful that this was the most opportune of times to signal these points to the Council to mitigate the kinds of risks we have once again presented to the Council. They bear repeating and are set out below: “We believe that these risks are most appropriately mitigated by the Council taking the following approach to refining and finalising designs:

- Properly undertaking work on an evidence base to establish existing cycling levels and a properly based propensity to cycle, having regard to terrain, housing density and clearly identifiable desire lines. The Council should not simply apply a “blanket” approach which pays no attention to context or the likely positive impact of proposals. This is necessary to

	<p>demonstrate value for public money, and is clearly endorsed at the methodology expected by LTN 01/20.</p> <ul style="list-style-type: none">• Audit available highway widths fully on all the major streets proposed for cycling measures. This should operate alongside an audit of green-space and biodiversity to ensure that loss of verge and trees does not unduly impinge on biodiversity as well as the wider functions of urban green infrastructure. Where 14m is not clearly and consistently available, serious evaluation of alternative approaches to provide high quality provision, for example through adjoining neighbourhoods leveraging modal filters where expedient and appropriate, should be used – again entirely in line with LTN 01/20. An excellent example is along Causeway/Overthorpe Road, which warrants substantial improvement for cycling, and nearby, on Daventry Road.• Work on the presumption that stepped with-flow cycle tracks should be consistently and seamlessly provided in both directions on the busiest routes, where LTN 01/20 thresholds demonstrably justify this. Two-directional (side slung) cycle tracks should be avoided as far as possible, as they are especially problematic where they pass through bus stops, and are inherently less attractive for cyclists in most circumstances, especially where they are also width constrained, or involve the track repeatedly crossing from one side of the corridor to the other.• Investment should be focused on the links and corridors where the evidence shows the impact will be greatest, rather than trying to apply poor quality measures broadly across the whole network.• On key corridors, such as Ruscote Avenue South, Oxford Road and Warwick Road where space may permit full segregation but only through the reassignment of a substantial amount of traffic capacity, evaluate the provision of sufficient unbroken lengths of 4m wide combined bus and cycle lanes as part of a more comprehensive multi-modal mode-shift approach. This would insulate bus services from increased delay, and also serve to stimulate substantial mode shift from car to bus, not only mitigating adverse impacts, but reinforcing the impact of the investment on mode shift in support of public health, social inclusion and carbon reduction goals. These bus lanes would widen as far as space permits, to 5m at bus stops, giving 2m on the offside of the bus to pass it without encroaching into the vehicular carriageway.• Take care with the design of Low Traffic Neighbourhoods to avoid needlessly loading the main streets with additional traffic and turning movements. LTNs can perform at least as effectively by the use of turning bans and one-way circulation, to direct traffic out of
--	--

neighbourhoods onto suitable roads while avoiding large numbers of turns in the street, and increasing conflicts between all road users. We are particularly alarmed by the impacts of recent implementation of LTNs in inner city East Oxford, where the built form has some similarities with many inner areas of Banbury. This has caused extremely serious effects on bus operation, which we have separately notified the Council of at the most senior level.

- Working collaboratively with us and other key stakeholders, including local cycling groups, to refine the proposals on a “co-production” basis. We found the experience of this on Woodstock and Banbury Roads very helpful, as we believe the Council did also.”

These comments clearly demonstrate our support for an ambitious agenda for cycling and in fact we see LTN 01/20, where properly and fully implemented - in terms of process and evidence as well as design standards and parameters - is much more likely to lead to the best outcomes across all modes.

We see no evidence in the draft LCWIP that these suggestions have been acted upon. In fact, we made a clear invitation at the end of that response, reaching out to the Active Travel Team to work with us to examine specific measures in more detail. We have had not even an acknowledgement in response.

5. The broad objectives and content of the Plan

As we have said on several occasions in the past, Stagecoach naturally understands and supports the broad objectives of LTCP5 and by extension, the Banbury LCWIP.

We also recognise that much of the LCWIP follows a quite prescriptive process set by DfT using tools and metrics that are not a matter for deviation or negotiation – whether or not they are relevant or lead to hugely meaningful conclusion being drawn to inform strategy. There is little point in entering to any deep discussion of this matter, except to say that the DfT’s “one size fits all” approach is extremely prone to lead to resulting plans lacking the degree of rigour and robustness in achieving their objectives, if those same tools are generally or specifically incapable of properly assessing the likelihood of outcomes being achieved in a given locality.

In particular the DfT funded “Propensity to Cycle” tool assumes Dutch propensity to cycle and applies it to the UK, and specific geographies, without any meaningful consideration of immutable constraints. These include topography, the nature of the provision that could

ever be offered on the links in question, or even if the exceptionally high cycle AADT, apportioned rationally by hour, could be realistically accommodated by future infrastructure without causing other problems – such as unacceptable conditions for pedestrians on lengths of shared use track or at key crossing points.

Figure 13, presenting the results of this highly hypothetical demand model, indicates that across much of Banbury streets would accommodate AADT levels of bikes and e-mobility exceeding 2000/day. However, no part of Banbury exhibits the characteristics of a Dutch settlement of similar scale, that suggests that this level of cycling is realistically achievable.

c. Specific Cycling proposals

These are set out at Section 5.2 and reflect the 25 Corridors set out in the 2002 Public Engagement, on which we raised some specific questions and offered feedback.

We see no evidence that this feedback has been acted upon and the specific points on which we sought clarification have not been the subject of any discussions with ourselves as the local operator.

There is little point in raising all the points we previously raised once again, as there is no sense whatever that that feedback has been considered in any meaningful manner thus far.

From our rapidly developing experience engaging in detailed design for strategic cycling proposals, and our experience in the City of Oxford, we have the gravest concerns that many of the corridors are undeliverable in a manner that meaningfully improves conditions for cyclists, because insufficient space for consistent LTN 01/20 compliant provision exists. As one example, making key radial streets accommodating bus routes one-way, reallocating half the current vehicular carriageway to cycle, would typically result in the complete bus route unavoidably needing to be removed from that corridor as appropriate nearby parallel routes in the reciprocal direction are not identifiable. Much of the inner area of Banbury pre-dates the widespread use of cars and dense pre-WW1 neighbourhoods fronting key arterial routes such as Broughton Road and Warwick Road do not benefit from off-road parking. The practical and political realities involved in removing this parking remain to be seen. However, Banbury cannot be directly compared to Oxford in terms of the public response to this. We are extremely concerned that

politically, it will be seen as easier to dispense with the bus route to retain the parking provision, than to dispense with the parking, even where 14m or more of public highway width does exist, as it might for example, on Warwick Road.

Accordingly, we again invite the Council to approach us at their earliest convenience to start to look at what kinds of interventions will be achievable and effective for cycle, without having a significant detrimental effect on bus operations, pedestrians in general, and bus users in particular.

d. Specific walking proposals

These are set out in section 6. This amounts to 10 pages, covering just 8 defined walking corridors. By contrast, cycling measures involve no fewer than 18 urban corridors and 7 “village” ones, described over more than 40 pages. The level of detail and specificity on each of these walking corridors is low.

The methodology without any clear logical foundation, assumes that the only destinations of any relevance to walking are within a short distance of the town centre, which is apparently the only meaningful walking destination. As a result, the LCWIP focuses walking measures only on a 1000m radius of the central area.

Given the large amount of employment on the edge of the town that is close to, if not adjacent to major residential areas, this scope is extremely and unnecessarily limited. Again, this contrasts with the high level of ambition for cycling, which creates a dense network of interventions across the whole town and for miles into the countryside. The passion and vision for cycling, to meet all journey purposes across the whole of north Cherwell, is clearly high. That for walking could not be more modest.

As a result, key pedestrian links, of strategic importance, are entirely overlooked.

- An egregious example is that between Longelandes and Beaumont Drive Industrial Estate. Quite apart from the obvious relevance of this link, less than 100m long, to local residents, it is also the main way to access the employment from the B9 bus route that runs in both directions every 15 minutes along Longelandes.
- Another is along the former Overthorpe Road (including causeway), and the links from the bus corridor on Middleton Road south towards the Thorpe Way Industrial Estate, one

of the largest employment areas in the town accommodating a huge variety of business of different kinds. This includes Howard Street. It also includes off-carriageway pedestrian and cycle provision to the east between Middleton Road via Winchester Close and Overthorpe Road, to the eastern end of Thorpe Way, that does not meet LTN 01/20 standards, having been built in the early 1990s. This is especially important as this north-south corridor stretches seamless into Grimsbury and along the Daventry Road, one of the more socio-economically challenged neighbourhoods in the town. It intersects Middleton Road, the only bus corridor leading east of the town centre, at a signalised toucan crossing. There is actually a case to look at the bus stop provision on Middleton Road, moving the existing stops to the west to be closer to Howard Street, and likewise shifting those further east to the west to relate directly to this crossing, as they have no direct hinterland.

- Beyond the Thorpe Way area, to the south, the opportunities to transform pedestrian and cycle connectivity to the southern end of the BAN employment allocation, known as the “Central M40” distribution park, are nowhere mentioned. There is clear scope to look to provide a strategic connection from the bottom Padbury Drive to Chalker Way, though some negotiation on land control might be required either with Network Rail or with Thames Water Utilities on the far margins of their sites well away from current operations. Chalker Way is intended at a point shortly, to provide for turning facilities for buses. We are not aware this has been provided so we cannot safely serve the rapidly expanding employment in this area. Irrespective, even when this is delivered, the potential for direct pedestrian and cycle linkage to the dense residential areas around and immediately east of the town centre ought to be seen as a significant potential strategic win for the LCWIP. The treatment of possible pedestrian improvements in the plan, especially when compared with those for cycle and the standards in LTN01/20, reads as banal and trite. Both text and illustrations betray an absence of vision or ambition for walking. This being the case, it is hard to see what level of insight or diligence has been involved in the preparation of the walking elements of the plan. Likewise, given the paucity of specific walking proposals, it is exceptionally hard kind of stakeholder advice or input has been incorporated into the LCWIP, as it claims to have.

As such, it is hard to read the plan as other than a Local Cycling Infrastructure Plan.

6. Key messages to Oxfordshire County Council on the Banbury LCWIP

- Government expects, as a non-negotiable, partnership and collaboration in any event between local transport and highways authorities, and bus operators. This cannot and should not be simply and narrowly focused on bus measures. So far, the Council has not collaborated with us in preparing the LCWIP. We see little if any sign of our prior input being taken on board, and there has been no intervening dialogue between us and the Council, as we urged.
- There is pressing and ever more apparent policy deficit for transport in Banbury. A suitably ambitious approach to achieve LTCP5 objectives in Banbury demands and holistic multi-modal approach, that aligns all the key stakeholders, including ourselves as the main bus operator. This is due to be prepared as the Banbury Area Transport Strategy. Preparing the LCWIP without this wider synthetic view is seriously prejudicial to achieving the outcomes that the County seeks – including, perversely, maximising the attractiveness of walking and cycling.
- This Area Strategy – already anticipated by LTCP5 – requires clear and robust evidence if it is to be effective. The solutions deliverable will among other things, demand a clear view on the space available within the public highway especially on major routes, to achieve cycle segregation, without jeopardising pedestrian safety, especially around bus stops. It will also require a clearer view on actual trip demands within the town, which may well demand a data rich approach leveraging both Census 2022 data and potentially other sources such as “big data” from mobile phones.
- The order in which measures are taken will be crucial. Experience in Oxford shows that implementing low-traffic neighbourhoods without having first greatly reduced general traffic on key routes would be exceptionally ill-advised. Should LTNs be pursued in Banbury it must be done with the benefit of clear modelling evidence, and with very great care, working from first principles. The LCWIP is blind to this, and thus seriously deficient.
- What is already evident is that on key arterial streets leading to the town centre inboard of the Ruscote Avenue/ Orchard Avenue/Woodgreen Avenue, crucial to the operation of the bus network, lack of public highway widths make delivery of segregation for cycle practically impossible. Thus, LCWIP measures should look primarily to identify suitable priority routes running parallel, either on- or off-street. These are also likely to be a great deal easier to implement. The LCWIP is blind to this, too, and thus seriously deficient.
- The risks of detriment occurring to operation and attractiveness of part or all of the bus network in Banbury are very high. Given the fragility of the network, there is no “margin for error”. Progressing cycling measures in the same manner as in East Oxford, and as

signalled by a lightweight policy and proposals framework in this LCWIP, makes a very damaging outcome more rather than less likely.

- The Banbury bus network has been struggling for relevance and viability for years. Stagecoach has been “living in hope” over this period that material changes in circumstances would arise to justify carrying on the operation, and indeed investing in it. The current depot is too small, outdated and unfit for purpose. Electrification of the Banbury operation would demand multiple millions in capital investment, including in a new depot site. In the lack of any such changes, and further challenges arising from the trading position of Banbury town centre, it is crucial that further confidence is not lost on our part. Time has never been more “of the essence”.

7. Concluding comments

It is obvious that transport policy for Banbury has reached a crossroads. While ambitious objectives have been set by national policy, and the County’s own Local Transport and Connectivity Plan, the formulation of specific measures to achieve those goals lags somewhat behind – as was always anticipated. This was anticipated to take the form of a Banbury Area Transport Strategy, as a daughter document of LTCP.

Progressing the Banbury LCWIP as a standalone exercise, having little if any regard to public transport or, indeed, a wider transport-related evidence base that covers all modes, in the view of Stagecoach, sets policy up for potentially very serious unintended consequences in and around Banbury. These consequences go well beyond a “failure” to achieve the transport objectives of the Council in the round. They involve the real risk that the entire public transport becomes irrelevant and unviable.

This would affect not only bus services in the town itself but key connectivity to settlements around the town, and by extension, it risks marooning very extensive parts of rural Cherwell District and beyond, in total isolation without the availability of a car. Attempting to retroactively address this with large sums of scarce public money will achieve little or nothing, if the root issues – the speed, directness and reliability of buses in Banbury – has not been effectively tackled.

Stagecoach has long been ready to work collaboratively and with vigour with the Council and other stakeholders to formulate and implement a robust and effective plan to start to

	<p>release Banbury from the tyranny of car dominance. The anticipated Area Transport Strategy for Banbury is the appropriate focus for these efforts.</p> <p>We urge the Council to take this last opportunity to tackle the current issues that face all active modes – including buses – in a comprehensive way that secures the maximum benefits for the environment, society and the local economy. We extend the invitation to the Council once again to involve us in such a process. Stagecoach looks forward to hearing from the Council’s leading officers and members shortly to agree the best way to achieve this.</p> <p>In the meantime, in the absence of any dialogue, of any kind, between ourselves and the Active Travel Team, we can only comment on what we and the wider public have been presented with in this draft LCWIP. While being a single respondent, we hope that the Council and its officers will recognise that we represent literally thousands of individuals who are bus users in Banbury and its hinterland, some more regular than others, but all of whom are to a considerable extent dependent on our services. We also represent a potential bus market of thousands more, for whom bus has never to date been a credible choice, if we can secure a strategy that leverages both walking, cycling and bus use to address current car dependency effectively, as the County’s own policy sets out to do. As presented, we consider the LCWIP inadequate in its own terms as well as strategically prejudicial.</p> <p>Stagecoach West therefore urges the Council to pause work on the LCWIP pending an urgent conversation with us to work through the concerns and issues we have raised. This should form a key part of the preparation process of the Banbury Area Transport Strategy, which we would expect to be based on a much more rigorous appraisal of the opportunities and constraints on meaningful intervention across all modes, to achieve the transport policy goals we clearly share.</p>
Cherwell District Council	<p>Consultation on the Banbury Local Cycling and Walking Infrastructure Plan</p> <p>Thank you for extending the opportunity for Cherwell District Council to submit its comments on the Banbury Local Cycling and Walking Infrastructure Plan (LCWIP). This officer response will be supplemented through individual responses by councillors on behalf of their communities.</p>

	<p>Strategic Context</p> <p>Cherwell District Council declared a Climate Emergency in the summer of 2019 and consequentially has adopted a Climate Action Framework to lead the challenge locally of addressing climate change. It is doing so both by transforming its own operation and by playing its part in enabling a zero-carbon Cherwell district.</p> <p>Together with the Leaders and Chief Executives of all Local Authorities in Oxfordshire, we have committed to collectively tackle the Climate Emergency. Evidence-based decisions and actions form the basis of Cherwell’s Climate Action Framework (2020).</p> <p>The context for the LCWIP is of paramount importance to establish and to engage effectively with. In addition to the Oxfordshire Local Transport and Connectivity Plan and the Banbury Area Travel Plan, particular importance should be placed upon the emerging Cherwell Local Plan 2040, Banbury Vision 2050, and associated master-planning.</p> <p>Executive summary</p> <p>1. Introduction</p> <p>The purpose, scope, and limitations of the LCWIP should be clarified. Provision of the infrastructure for ‘active travel’ is the focus of the LCWIP. However, active travel not only relies upon the provision but also the maintenance of infrastructure - to ensure safe and enjoyable journeys, to encourage the switch from motor vehicles. This could be further supplemented in Section 8 – Integration, Application, Embedding and Reviewing.</p> <p>The experience of people using the infrastructure will be inherent to the success of the LCWIP. It should therefore be established how information and education may be provided to encourage positive behaviours in tandem with the implementation of fixed assets.</p> <p>This should refer, for example, to the support Oxfordshire County Council and Thames Valley Police may be providing within schools or education to motorists through guidance and enforcement (e.g. to deter motor vehicle parking on pavements or in cycle lanes which – without consideration - would undermine the LCWIP).</p> <p>The LCWIP should also refer to the Department for Transport’s Highway Code (2022) and explain how, for example, the ‘Hierarchy of Road Users’ will be integral throughout the design and implementation phases of the plan. This should include, for example, a review</p>
--	--

of the current approach to the design of junctions (i.e. within the Banbury Area Travel Plan) to correct the incorrect indication that motorised traffic has priority at junctions. Creators of 'routes' that channel people along fixed corridors have an inherent responsibility for the safety of those people – especially as the 'announcement' of walking and cycling routes leads to a perception of higher safety and reduced awareness of risk. It would therefore be counter-productive if any point in that corridor was poorly designed. It should therefore be clarified how safety at junctions will be assured, or alternative routes be proposed – or if not possible, then this should be declared to inform users.

1.1 Banbury LCWIP development: The process

1.1.1 Stakeholder engagement and governance

This is essential and we acknowledge that the comments in this paper are supplementary to those already submitted by officers and councillors from Cherwell District Council. The first round of consultation for this plan (in May-June 2022) appears to have only received a very limited number of responses. It should, therefore, be ensured that the number and breadth of representative views are forthcoming in the current round. To assist engagement, the council's economic growth service promoted the opportunity to become involved to local businesses in January 2023. Groups such as the Banbury Chamber and Banbury Business Improvement District will be crucial to engage – and to keep engaged.

The presentation of the broader Area Travel Plan to the Banbury Business Breakfast on 9th March should be a good example to actively engage and to explain the LCWIP in its crucial context. The steps being taken to engage with business leaders are welcomed and we hope that employees (and all other residents and bodies) are also able to learn about the proposals and to have their views included.

The Drop-in session at Banbury Town Hall on 1 March was pleasing to note, albeit only one session during the daytime. The success of this activity would be demonstrated by a significant number of people attending. The press coverage and information placed in the library will hopefully have generated interest and should be transparently indicated, with more innovative approaches being considered to engage 'hard to reach' views.

We consider that further engagement is needed ahead of finalising the Banbury LCWIP. There is an opportunity to align this document within the wider context of the emerging LTCP Banbury Travel Plan and Cherwell Local Plan 2040. We see this engagement to explore with different network users and those expected to deliver the schemes to discuss the proposed routes in a set of focused workshops.

Figure 1: Banbury LCWIP: Process summary

The visualisation of the process is helpful, but it currently lacks a ‘feedback loop’ (to stage two) as monitoring is conducted and new information becomes available.

Also, an ‘Implementation’ box as Stage 7 would addressing the important public policy aspect needed to ensure take up of the routes and modal shift (e.g. the soft measures to enable the take up (awareness campaigns, engagement with major employers, signage, Bike libraries/bike schemes etc). We know the County and partners implement a range of these measures and it would be helpful they are shown in the LCWIP as a key part of the process.

A monitoring box as Stage 8 would also link to section 8.2 – monitoring the delivery of schemes and take up of cycling and walking to inform next iterations of LCWIP and the schemes already identified in this draft for later implementation.

1.1.2 Public consultation

1.2 Context and geographical scope of this LCWIP

It is pleasing to see the LCWIP addresses connectivity of the market town centre and the most immediate rural settlements. However, we would also suggest the addition of Hanwell and Horley which fall within a 30min cycle radius of Banbury Town centre (Table 1 and maps).

The Public Rights of Way (PRoW) network has great scope for increased use for active travel yet is not visually presented and has very little mention. Public footpaths and bridleways – if waymarked and publicised – could enhance the comprehensiveness of the LCWIP.

There is scope to add further ‘cross town routes’ (that circumvent the town centre) – especially for leisurely circular routes from homes (and return without requiring a

destination). This would apply to all cyclists – from the most experienced to beginners and those looking to build confidence away from the town centre and main roads. We would encourage these to be referred to at this stage and considered in the future development of the network.

Figure 2: Movement in Banbury - Challenges.

1.3 Relationship between cycling and walking

We particularly support the provision of “Paths of sufficient width or separation to enable people cycling and walking to travel side by side and to pass without conflict”. However, will the increasing use of electric bikes and scooters increase speeds, and of so how can design features mitigate the risk in future of higher speed electric vehicles passing close to pedestrians?

Whilst the link to education and enforcement policies should be noted, the design of infrastructure should be the leading consideration to reduce conflict between users. To mitigate risk, for example, a central reservation (kerb) could be placed between cyclists and walkers and/or widths increased. Where space does not allow, pedestrian should be prioritised and it should be evaluated how higher speed cyclists can safely share roads where they will often travel at the same maximum speed as other vehicles (20mph).

2. Policy Context

2.1 LCWIP integration with wider policies

Stage 6 of the LCWIP process refers to the integration into ‘policy and plans.’ The emerging Cherwell Local Plan 2040 and Banbury Travel Plan (LTCP) will be key. The integration should also be ‘two-way’. To enable that integration, it will require the LCWIP schemes to be costed with an indication of sources of funding. It is appreciated that full costs may not be available until scheme feasibility is carried out but promoting schemes through the Local Plan will require an indication of costs and funding.

We have noted above the desirability of infrastructure to be created to help the safety of active travel users. All LCWIPs would therefore benefit from a section on soft measures which encourage the take up of active travel over and above the provision of physical infrastructure. OCC, Cherwell and other partners have in place a number of these

	<p>initiatives and it would be appropriate to refer to them: https://www.cherwell.gov.uk/walking-and-cycling</p> <p>2.2 Key policies, strategies, and guidance Design Standard Documents are mentioned in Table 2 but there is no explanation of what they are or active link to find out more. All LCWIPs would benefit from a brief section on design standards. The maps include development sites. The potential for integration with existing communities and the existing and proposed active travel network could be highlighted through those standards. This will also be important for the integration with Green Infrastructure.</p> <p>Sites such as Canalside will be key to improving connectivity, especially in relation to the railway station and potential new crossing points of the river, canal, and railway. We appreciate that the detail will be in Local Plans and the Banbury Travel Plan, but the site could be shown in the maps, the proformas or the text of the LCWIP to highlight this key site without prejudicing Local Plan content.</p> <p>3. Population and demographics The Section Summary (box) is helpful and presents a very positive picture of the opportunities for the take-up of active travel in Banbury. The LCWIP could benefit from presenting this information in a visual form and bring them to the forefront of the document as an infogram.</p> <p>4. Cycling & walking: demand and challenges With cycling and walking, the difficulty of retrospectively implementing infrastructure within a road network created incrementally over many centuries, intersected by modern high-speed roads carrying high volumes of traffic, should be highlighted. It could also be explained clearly why ‘no change’ is not an option.</p> <p>The positive association between active travel and efficient car use could also be made. For example, if X walkers and Y cyclists opt to leave their car at home, it would reduce travel time for motorists whilst not reducing car parking spaces. The advantages and disadvantages should be clearly shown.</p>
--	---

Speed is recognised only in relation to motorised traffic whereas the speed of cyclists should also be understood to inform the design of infrastructure. A cruising speed of 15 mph is common for a reasonably fit adult and therefore the shortcomings of past approaches to the retrospective creation of ‘cycle lanes’ should be acknowledged. The application of white paint to shared pavements, for example, to indicate that cyclists should give way to traffic crossing their path from every side junction, disrupts journeys and places the cyclist in more danger.

Further conflicts also face walkers crossing junctions. Design guidelines should be reviewed alongside the Highway Code (2022), promoting the Hierarchy of Users in practice.

4.3 Accident data

It is noted that detailed accident analysis will take place during the design stage of route improvements and will be used to inform those improvements. This is a pragmatic approach but should consider the scope of the LCWIP final document to include more information on the likely ability/capacity of the preferred routes to be improved. Please note our request for further engagement on this.

4.3.1 Accidents involving people cycling

The use of accident data to ensure the highest risk sections/ junctions are treated – the recorded serious accidents for cyclists appear to be shown (in Figure 19) to be at junctions. Resist road markings that dictate cyclists to move to the left as this reduces visibility and contradicts principles of shared space.

Recognition needs to be made that the plan should tackle instances of danger created by existing cycle lanes before accidents happen. For example, at the busy Ermont Way, a cycleway contains an indistinct bus stop pole in the middle of the cycleway. This has clearly been placed and it begs the question why the risk it creates was not mitigated at the time of installation? If the rectification of such dangers is not acknowledged in LCWIP, they will be allowed to prevail and lessons arising through the plan making process will not be recorded – until a foreseeable accident happens.

4.3.2 Accidents involving people walking

With infrastructure being shared by cyclists/scooters and walkers, it should be acknowledged that the risk of conflict is likely to increase with more users travelling at higher speeds created by electrification of cycles. As the more vulnerable user, how will walkers be protected? Examples of design standards would help visualise how the schemes could minimise conflict.

4.4 Other informants to this LCWIP

4.4.2 Rapid Cycleway Prioritisation Tool

It will be more effective if the reason for not considering the A422 an optimal route was added. The A422 is direct, and some cyclists may be tempted to ride on the dual carriageway unless the footpath is enhanced, or the alternative route is made evident.

Explain co-operation with West Northamptonshire Council.

Also, make Figure 22 clearer.

As with Section 3, the section summary (box) is helpful and presents a very positive picture of the opportunities for the take-up of active travel in Banbury. The LCWIP could benefit from presenting this information in a visual form and bring them to the forefront of the document as an infogram.

5. Network Plan for cycling

We welcome the approach to the presentation of routes in proformas - useful and clear. However, they will require further enhancement, development, and consultation upon in detail and at every stage before implementation. Particular weight should be afforded to elected representative bodies with oversight and local knowledge, such as the Town and District Councils. Please note our request for further engagement.

5.1 Methodology

We welcome the iterative process taken, combining the analysis of data collected and initial site audits - to be supplemented by more detail in due course following further stakeholder engagement. However, a list of stakeholders and engagement activity should be provided to ensure that a transparent process where all views (including from those with opposing views or indirectly affected) have been invited and understood, with explanation of why suggestions may have been discounted.

5.1.1 Identifying trip generators

	<p>The document stresses that “Trip generators have been identified to understand where people want to cycle to and from”. Whilst such purposes are important, not all trips will be to or from a place – for instance, they could be a round trip from home for exercise purposes. The LCWIP should therefore accommodate wider interests.</p> <p><u>5.1.2 Identifying existing and predicted routes and desire lines</u> Severance due to M40, River Cherwell, Canal and Railway Line is recognised as a network constraint - it would then also be helpful to clarify which routes/interventions contribute to overcoming the obstacles, or a sense of the wider works required.</p> <p><u>5.1.3 Identifying cycling network improvements</u> We strongly support the statement that: “The improvements identified are high-level proposals and options, which will require further feasibility and design work, along with public consultation before being implemented. They will also need to be considered in the wider context as part of the emerging Banbury Area Travel Plan. Cherwell Local Plan 2040 and Banbury Masterplan”. It should also be reflected at the start of the document and at the end (i.e. Section 8.0), with a graphical representation of the process. We will require further certainty on the ability of the preferred routes to be delivered before progressing them into Cherwell plans and programmes.</p> <p><u>5.1.4 Types of improvements</u> 5.2 Proposed cycling improvements (ROUTES 1-18 and Village Routes 1-7!) In addition to the town centre, it is pleasing to see the connectivity to the railway station and the main employment locations in the primary cycling routes. However, the word ‘Route’ could be misleading and might better be described as a ‘Section’ (of the Network). Furthermore, the sections could be shown to interconnect. For example, the Village Route 5 (from Adderbury) to the railway station could connect with the section called ‘Route 18’ (Canal Towpath) to provide a realistic, practical route.</p> <p>‘Severance’ caused by the railway, canal and river impacts on several of the routes – especially around the railway station ‘pinch point’. It should therefore be indicated where new crossings should be created. There are two likely places – Canalside to Thorpe Way and Bankside/Oxford Rd to Chalker Way – to be determined by the Banbury Area Travel Plan, the Cherwell Local Plan 2040 and the Vision Master-planning. However, the huge</p>
--	--

	<p>potential value of those crossings should be at least raised in the LCWIP as options to overcome the problems that are identified.</p> <p>Chalker Way is now a major source of employment and yet is only treated as a cul-de-sac in the LCWIP. It begs the question of how such private estate roads – designed to be adopted in future – can be integrated into the LCWIP at this stage, or is it dependent upon other work such as the Area Travel Plan? How are such landlord being engaged as stakeholders?</p> <p>Route 4: Consider extending the proposed additional route on the B4100/Warwick Road to improve cycle links to/from Hanwell and Horley. Also consider extending the primary route BP4 to Drayton although we appreciate there may be environmental and engineering constraints on this route. If so, they should be identified.</p> <p>Route 7: This route appears to be widely supported and can perhaps be implemented most straightforwardly, including a short link from the track to road of the Beaumont Industrial Estate. However, to assess interest, have the businesses and workforce been consulted on such proposals?</p> <p>Route 14: (Wildmere Industrial Estate to Bridge St) has great potential as a direct, attractive route but is perhaps not well known and in need of way marking. This is especially important as the facilities for cyclists to cross the more obvious route between Gateway (retail park) and the town centre is across the notorious roundabout at Hennef Way and Ermont Way.</p> <p>Route 18: This is a particularly important route that could better serve the railway station and town centre with links to homes. As a Conservation Area corridor, it offers safe and pleasant separation from motor vehicles but is narrow in places with poor surfacing. The views of the Canal and River Trust are imperative to include.</p> <p>6. Network Plan for walking</p> <p>We welcome the approach to the presentation of routes in proformas - useful and clear. However, they will require further enhancement, development and consultation upon in detail and at every stage before implementation. Particular weight should be afforded to</p>
--	--

the views of elected representative bodies with oversight and local knowledge, such as the Town and District Councils. Please note our request for further engagement.

6.1 Methodology

We welcome the iterative process taken, combining the analysis of data collected and initial site audits - to be supplemented by more detail in due course following further stakeholder engagement. However, a list of stakeholders and engagement activity should be provided to ensure that a transparent process where all views (including from those with opposing views or indirectly affected) have been invited and understood, with explanation of why suggestions may have been discounted.

Important that the engagement focuses the effect of the proposals on different network users and the role of Banbury as a market town serving a wider rural hinterland.

6.2 Proposed walking improvements (ROUTES 1-8)

In addition to the eight routes formally identified, walking routes could be included as hugely flexible parts of the active travel network, applicable to short as well as and longer trips within the town. Appropriate publicity/signage and maintenance of the existing infrastructure should also be assured.

7. Emerging prioritisation of route improvements

The 'Primary' routes shown in Figure 24 largely follow the roads with highest motorised traffic (with associated emissions issues and risk of conflict). Such potential conflict should be recognised to mitigate risks and to establish policy to create higher standard, more attractive primary routes in new developments which incorporate greater separation. It should be made clear that 'Secondary routes' are no less important, they simply reflect expected levels of use – often for practical 'end to end' purposes. Indeed, secondary routes (such as the former railway line and Salt Way) tend to be further away from motorised traffic. Therefore, for cyclists and walkers, secondary routes could be more attractive for leisure, fitness, and recreational activity (indirect, circular routes as opposed to those intent on reaching a destination). The Council's Leisure Services can assist.

8. Integration and application

8.1 Embedding the Banbury LCWIP

The context for the LCWIP is of paramount importance to establish. This is not only in relation to the Oxfordshire Local Transport and Connectivity Plan and the Banbury Area

	<p>Travel Plan but particularly the emerging Cherwell Local Plan 2040, Banbury Vision 2050, and associated master-planning.</p> <p>Effective engagement cannot be stressed enough! The LCWIP needs to be ‘owned’ by all residents and businesses – by making it appropriate to everybody. Embedding the LCWIP will require locally elected and accountable bodies such as the Town Council to be actively involved.</p> <p>The wealth of knowledge and practical experience locally should be embraced. This should ensure, for example, that the impacts of any proposals are understood in their wider context and negative impacts avoided. For example, decisions to ‘create’ cycle lanes within historic streets may necessitate the use of road space, creating congestion and pollution. The creation of such a scenario would create harm and not necessarily lead to increased active travel (through the congested and polluted area). It could also impact the economic vitality of the town.</p> <p>The limitations of the Plan should therefore be acknowledged in the context of the Scope and Mission of the LCWIP stated at the beginning of this document.</p> <p>Identify how blockages of the network will be controlled? (e.g. will OCC or Police enforce car parking across active travel routes?)</p> <p>Identify how will the infrastructure be maintained? (e.g. will the cycle ways be regularly swept to avoid debris creating slip hazards, how often will signs and road markings be refreshed, who will have responsibility, etc).</p> <p>Proactively improve industrial estates roads (some businesses have sought guidance to integrate access road improvements at the junction of the public highway. This could be done more proactively – for instance, guiding the road markings to safeguard pedestrians crossing roads used by LGVs. Work with the Council’s economic growth service and business groups.</p> <p>To monitor the LCWIP, avoid presenting misleading outputs – such as the length of lines painted on roads or pavements, or only measuring new infrastructure created (as opposed to maintaining existing infrastructure). Maintain focus on outcomes indicated - such as levels of usage (by cyclists and pedestrians). The electronic ‘counters’ and surveys indicated will only be part of the monitoring required and should be linked to, for example, processes to respond to maintenance issues arising on the network.</p>
--	---

	<p>To maximise participation and ‘ownership’, terminology should be carefully chosen – avoiding jargon and acronyms wherever possible, whilst being transparent throughout.</p> <p>8.2 Reviewing the Banbury LCWIP</p> <p>The proposals for reviewing implementation should be enhanced – for example, by indicating how key stakeholders (such as the Councils) would be involved.</p> <p>Conclusion</p> <p>Cherwell District Council appreciates the opportunity to contribute to the LCWIP and wishes to continue an active role throughout the process and into the future implementation phases.</p> <p>It urges further engagement with the town’s businesses and residents, and others from beyond the town’s boundary who require access to the town for essential services and other activities.</p> <p>This engagement is needed ahead of finalising the Banbury LCWIP. There is an opportunity to align this document within the wider context of the emerging LTCP Banbury Travel Plan and Cherwell Local Plan 2040. We see this engagement to explore with different network users and those expected to deliver the schemes to discuss the proposed routes in a set of focused workshops.</p> <p>We will require further certainty on the ability of the preferred routes to be delivered before progressing them into Cherwell plans and programmes.</p>
Member of the Public	<p>I have walked and cycled regularly in this area, and am very disappointed that there seems to be no mention or consideration for safe passage through the busy old part of Bodicote village. Where is the safe connection from Bloxham Grove road (regularly used by Warriner school pupils) to Salt way via busy High Street?</p> <p>Why do we need lighting in these proposed areas which will further deplete and further limit the dark skies here.</p>
Adderbury Parish Council	<p>A4260 (BPV5): Councillors welcome proposals to improve the A4260 between Adderbury and Bodicote to provide an improved footpath and a cycleway. The PC has already discussed this proposal with OCC engineers. Also in the PC’s response to the Planning application, the PC has requested that the proposed development for an extension to</p>

	<p>Longford Park (to include a secondary school and over 800 homes) should include S106 funds towards these improvements to this footpath.</p> <p>Other potential improvements in Adderbury Parish</p> <p>The Milton Road: Councillors suggest there should be provision for a footpath and cycleway along the Milton Road, from Adderbury to Milton, and to Bloxham. This has been requested previously, and by residents of both Adderbury and Milton, and would benefit children and pedestrians particularly. Also the PC requests a change in the speed limits on this road, which should be 40mph throughout and 30mph in the section passing Milton village.</p> <p>A4100 Ayhno Road: Councillors suggest there should be provision for a footpath and cycleway along the Ayhno Road from Adderbury to the Banbury Business Park. This would benefit pedestrians and cyclists accessing the Business park. Many pedestrians use this road to walk to work and although there are wide verges they are difficult to walk on and vehicles pass at 60mph.</p> <p>Other areas:</p> <p>BSV7 — Bloxham Grove linking Bodicote to Bloxham: Councillors objected to the suggested ‘improvements’ to this route for the following reasons:</p> <ul style="list-style-type: none"> -- It is currently a pleasant country roadway with very little traffic and such changes would be urbanising what is a country route. --The PC objected to suggested lighting and traffic calming measures as these were unnecessary and a waste of public funds which could be better spent improving other routes (as above). --Increased lighting would adversely affect wildlife in the area which includes barn owls, foxes and badgers. --Increased lighting would add to light pollution and be visible from some distance away. --Increased lighting and unnecessary traffic calming would be a waste of resources and energy which should be a priority consideration, particularly when local councils have agreed Climate Crisis policies.
Oxfordshire Cycling Network	The Oxfordshire Cycling Network is a federation of cycling groups and advocates across the county. We support the Draft Banbury LCWIP overall, as a plan that encourages the

	<p>development of infrastructure that enables cycling and walking in and around Banbury, the second largest settlement in the county.</p> <p>We defer detailed comments on the plan to our local member group Banbury Active Travel Supporters (BATS).</p> <p>The important thing with any such plan is that its schemes are translated into high quality infrastructure on the ground. We look forward to working with OCC and BATS on this over the coming years.</p>
<p>Cllr David Hingley (Cherwell DC)</p>	<p>Having seen the comments made by Adderbury parish council in response to the recent consultation on the Banbury LCWIP, I want as Cherwell DC councillor for Adderbury, Bloxham and Bodicote to convey my support for the parish council's comments regarding the various proposals for cycling and walking infrastructure in the local area. I support positive improvements to cycling and walking access in general, done in the right way with respect to each particular environment and taking the views of local communities into account.</p> <p>In line with the PC's comments, I too have been contacted by a number of residents who are concerned about part of the proposals for Village Route 7: Bloxham to Bodicote at (a) on the map to install lighting along the track towards Bloxham Grove. I understand that multiple representations including from local parish councils have been made through the consultation to object to this proposal to install lighting along what is a rural setting. I sympathise with those concerns, not least as it would likely lead to unwarranted light pollution in that area of countryside and would ask you to give full consideration to those comments in taking your proposals forward.</p> <p>On a matter separate to the routes consulted on, and as raised by Adderbury PC as well as by residents with myself, there has been interest for some time in installing some kind of footpath or cycle lane along the road from Adderbury to Bloxham via Milton. In particular a new community sports centre is to be constructed at the Adderbury end of that road and it would be prudent therefore to consider whether a footpath/cycle path between at least Milton and Adderbury is possible to link the two, although a route along the whole length of that road has strong merit. I would be grateful to discuss through the appropriate channels whether such improvements might be possible in the future, bearing in mind</p>

	factors such as public safety on this fast road, the move in general towards encouraging greater active travel, impact on road traffic, and funding. Any such alterations would naturally need to be done in consultation with the public.
--	--