Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP)

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OXFORDSHIRE COUNTY COUNCIL

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Executive summary

The Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP) is a document that identifies the location and types of improvements to the cycling and walking network that are required to support more people to cycle and walk. The LCWIP is a ten-year plan encompassing the urban area of Kidlington and Gosford and its links to the surround villages of Hampton Poyle, Islip, Yarnton, Begbroke, Thrupp, Shipton on Cherwell and Bunkers Hill.

Underpinning an LCWIP is national and local guidance and policies. These include a commitment to making cycling and walking the natural mode choices for short journeys or as part of longer journeys, in order to promote active, healthy, sustainable lifestyles. The climate emergency also features heavily in policies and transport is a key facet in mitigating and adapting to this. The Oxfordshire County Council Climate Action Plan states a commitment to the county being carbon neutral by 2040 and sustainable travel is important to achieving this.

The Kidlington LCWIP identifies the key routes and destinations where improvements for cycling are needed, including Oxford Road, Banbury Road and Kidlington Village Centre. The proposed improvements include:

- traffic free routes
- speed reductions to 20mph
- protected space for cycling
- additional road crossings and
- reviewed and improved junctions

Similarly, improvements for walking are identified, by focusing on key walking zones, most notably in Kidlington Village Centre. These include:

- wider footways
- improved road crossings and
- removal of physical barriers

The underlying ambition of the LCWIP is to create a cycling and walking network within Kidlington and Gosford built-up area that is accessible for all and where everyone feels safe and cycling and walking, ultimately making them the preferred mode of travel for journeys within the area.

The improvements proposed are considered based on priority and speed of delivery priority. Those considered to have the greatest impact on cycling and/or walking will be the priority of future funding bids. Certain improvements, such as 20mph speed limit reductions are categorised as ‘quick wins’ meaning that these improvements are easier to deliver and this should be taken forward as soon as possible.

In accordance to county-wide policies, the LCWIP will be reviewed on a yearly basis to keep track of progress and ensure the plans remain relevant and up to date.

1. Introduction

1.1. What is a Local Cycling and Walking Infrastructure Plan (LCWIP)?

The LCWIP is an output of national Government policy. It forms an essential element of the national Cycling and Walking Investment Strategy (CWIS) in which there is an ambition to double cycling nationally by 2025. The CWIS obliges Government to identify funding to achieve those ambitions.

Central government has indicated that the LCWIP will be a key document in the allocation of funding to local authorities and LCWIP guidance emphasises the importance of an evidence review of cycling and walking, explicitly stating that “evidence of the benefits of schemes will also strengthen the case for further investment”.

Having an LCWIP in place can also help to guide better integration with new development and use of other funding streams. The final document will be incorporated within the Cherwell Local Plan and Oxfordshire’s Local Transport Plan.

1.2. Scope of the Kidlington LCWIP

The Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP) comprises of the Kidlington and Gosford urban area and links to immediately surrounding villages of Hampton Poyle, Islip, Yarnton, Begbroke, Thrupp, Shipton-on-Cherwell and Bunkers Hill.

This provides an opportunity to identify improvements for access on foot and by cycle between these villages and the local facilities available within Kidlington, which includes high frequency bus services, rail services primary schools and a secondary school, shops, leisure centre and library. These villages are all within 4km from Kidlington’s local centre and are within typical thresholds for journeys on foot or by cycle.

The LCWIP will also ensure the provision of walking and cycling routes to future development areas as identified within the Cherwell Local Plan Review to 2040 (2020).

Figure 1. Kidlington LCWIP Area

Table 1. Overview of villages within 4 km of Kidlington

Village	Distance from centre of Kidlington	Facilities
Yarnton	2 km	• Pre-school • Primary school • Medical practice • Pharmacy • Hair salon • Convenience store • Village hall • Public house
Begbroke	2 km	• Village hall • Public house

Islip	3.5 km	• Doctors surgery • Community shop • Village hall • 2 public houses
Thrupp	2 km	• Public house • Tea rooms • Canoe and kayak hire
Hampton Poyle	2 km	• Restaurant / hotel
Shipton-on-Cherwell	3.5 km	• Village hall
Bunkers Hill	4 km	• Bunkers Hill • Plant nursery

1.3. Why are cycling and walking so important?

Increasing cycling and walking has many additional benefits over the alternative of increasing car use and resulting congestion. The benefits of cycling and walking are solidly backed up by a wealth of research, policy and practice. They give real life benefits and prevent real life costs for the individual, the community and nationally. Many of the benefits have either immediate or longer-term monetary savings. Others are more difficult to measure but are still just as real – for example, quality of life and urban realm benefits. In summary they are:

- Urban decongestion benefits – cycling and walking are very space-efficient modes and permit highly efficient urban movement within a town or city.
- Journey time benefits – typically cycling journeys in urban areas, particularly during the day, are quicker than going by car or bus
- Health benefits – regular brisk cycling and walking keep people fit and healthy, helping prevent a wide range of causes of death, disability and ill health
- Air quality and climate change benefits – cycling and walking emit no air pollutants nor climate change gases. Their use can have a big impact, particularly when they replace car use and car ownership
- Safety benefits – cycling and walking are the safest of all modes in terms of road injuries to other road users. They also have relatively low injury rates compared to many other healthy activities and the health benefits far outweigh any risk.
- Urban realm benefits – cycling and walking are virtually noise-free and together they fit in easily with a pleasant environment in town centres and residential neighbourhoods

1.4. Policy context

There is an established policy commitment to increase cycling and walking mode shares at both national and local levels, with an increase in these modes contributing to reductions in emissions, healthier lifestyles and higher quality placemaking.

Cycling and Walking Investment Strategy

At a national level, the Cycling and Walking Investment Strategy sets out the Government's ambition for cycling and walking in England, which is to "make cycling and walking the natural choices for shorter journeys, or as part of a longer journey" by 2040. To achieve this various locations need to be made safer, better connected and more accessible for all, with high-quality design of cycling and walking infrastructure at the centre of decision making.

Oxfordshire Local Transport Plan

The Oxfordshire Local Transport Plan (LTP4) reflects this national government ambition, with policies aimed at increasing the proportion of journeys that are made on foot (Policies 17, 19, 34), by cycle and public transport. These include policies to improve the safety of cycling and walking for school journeys (Policy 20). An update to this document is currently taking place.

Cherwell Local Plan

The Cherwell Local Plan (2011-2031) and The Cherwell Local Plan Part 1 Partial Review (2020) set out the long term strategic 'spatial vision' for Cherwell. This includes polices to ensure employment and residential development areas are well connected by sustainable modes (Policies SLE 1 and 4). There is also a commitment to improving the Oxford Canal towpath for cycling and walking (Policy ESD16).

Kidlington Framework Masterplan

The Kidlington Framework Masterplan Supplementary Planning Document provides more detailed advice and guidance on policies in the Cherwell Local Plan in relation to Kidlington. In addition, the Masterplan provides a detailed overview of the existing constraints and opportunities and represents a key reference point for this Local Cycling and Walking Infrastructure Plan.

Climate Action Plans

There is a concerted effort across all policy documents to respond to the Climate Change Emergency. Oxfordshire County Council have produced a Climate Action Plan and Cherwell District Council have included policies that commit to mitigating and adapting to climate change in their local Plan, with transport playing a key role in this (Policy ESD1).

Figure 2 provides an overview of the local policy context.

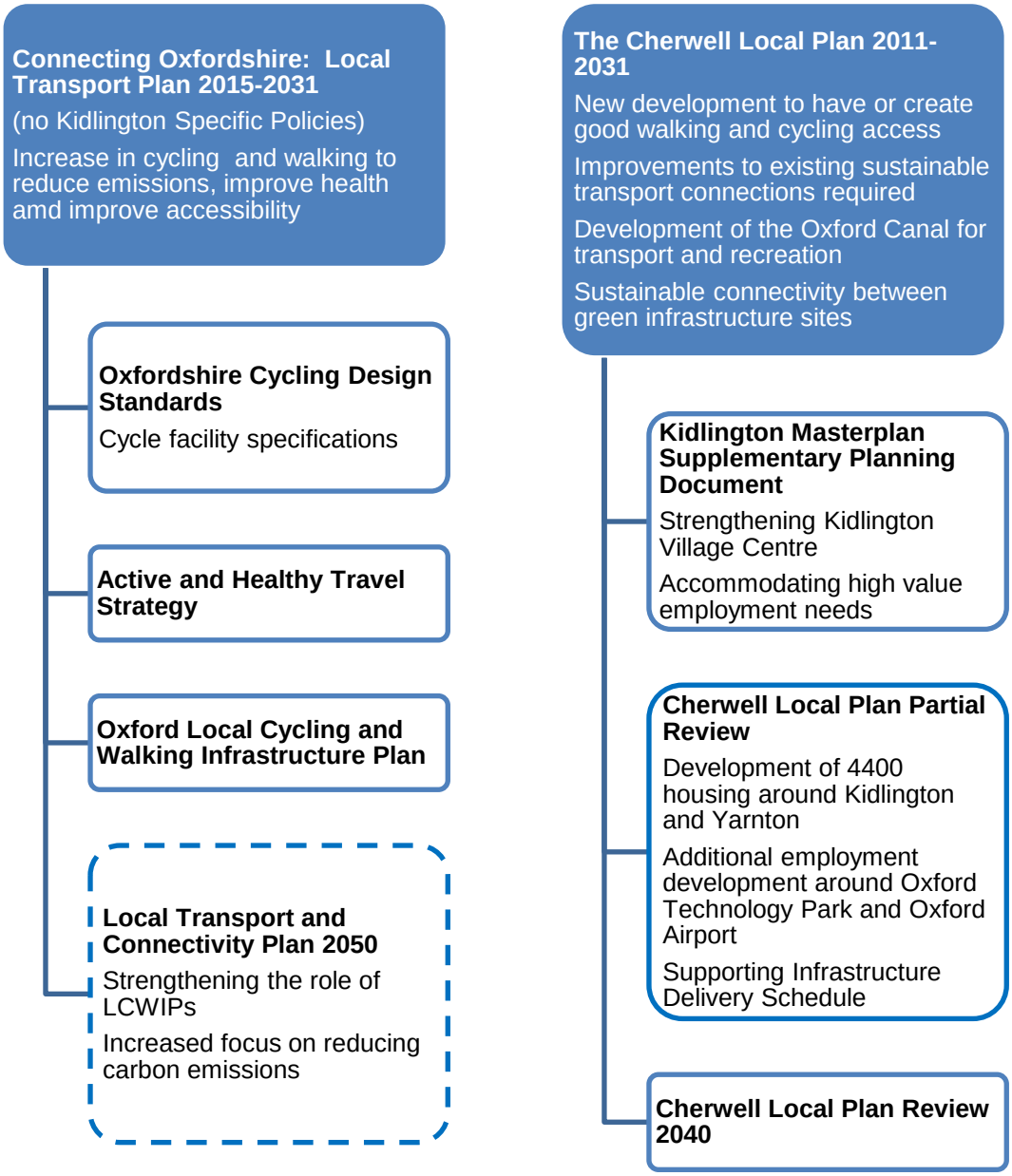


Figure 2. Summary of local policy context

1.5. Additional guidance

The Kidlington area LCWIP has been prepared following a detailed review of the existing conditions for people cycling and walking, the identification of preferred cycle routes using the Department for Transport's Propensity to Cycle Tool, reference and adherence to where possible the latest cycling design guidance (LTN 1/20, which Table 2 summarises)

and Oxfordshire Walking Design Standards. The proposed network is set within the context of development plans identified within the Cherwell Local Plan 2011-2031 (Part 1) Partial Review and the Kidlington Framework Masterplan Supplementary Planning Document.

Table 2. Core Design Principles for cycling infrastructure, as shown in the Local Transport Note 1/20 (DfT, 2020)

Coherent	Cycle networks should be planned and designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.
Direct	Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.
Safe	Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.
Comfortable	Comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.
Attractive	Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.

Consultation has also taken place with local members, Parish Councils, residents and cycle groups to guide the development of the LCWIP. A summary of the main themes within the consultation responses is attached as **Table 1.15** Summary of issues on cycling and walking routes to Hampton Poyle

Pedestrian Routes	**Potential Solutions**
No cycle parking at St Mary's car park	Provide cycle parking
Cycle Routes	
NCN51 traffic free track has a rough surface in places potentially limiting access by mobility scooters and reducing comfort for road bike users	Renewed/improved surfacing
Barrier restricts use at Oxford Road entry to track	Remove barrier and replace with alternative provision to restrict entry by motor vehicles
NCN51/Oxford Road subject to fast moving traffic	Designation as a quiet lane

Annex 2. Initial consultation.

2. Existing conditions

2.1. Cycling commuting patterns

It is important to understand existing travel and commuter behavioural patterns ahead of proposing ways in which to make improvements.

The Propensity to Cycle Tool (PCT) has been used to identify baseline (2011 Census) cycle commuting modal shares and the existing network. Figure 3 shows the baseline use of routes by cyclists. This shows how Oxford Road is the most utilised cycle route within Kidlington with residential roads feeding into this route. Usage increases to the south of the roundabout junction with Frieze Way (Kidlington Roundabout).

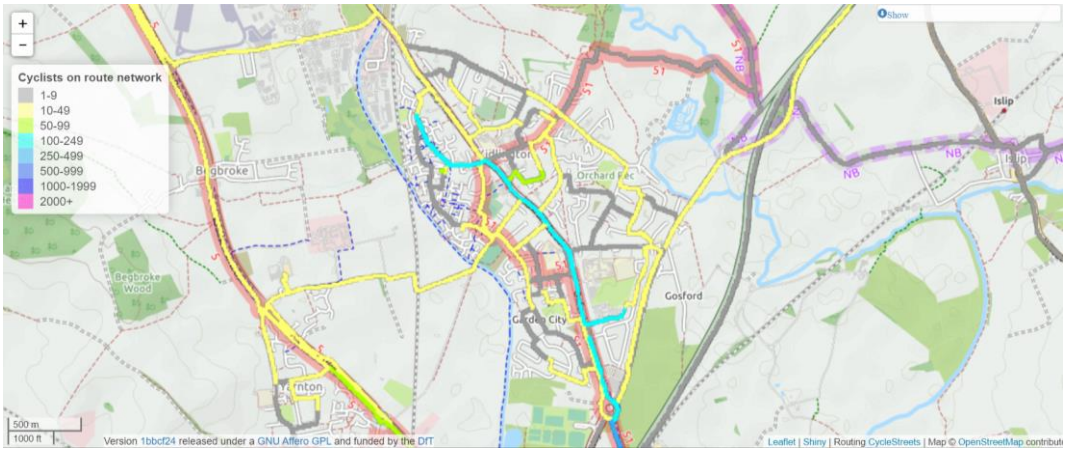


Figure 3. Baseline Commuter Cycling Routes
Source: based on data from PCT Census 2011.

Figure 4 shows the baseline cycling commuter densities. Parts of Kidlington are shown to historically have a 10-14% cycling to work mode share (compared to a 2% national average).

Figure 5 shows Census 2011 cycle commuting destinations from Kidlington with the greatest movement between Kidlington and Oxford with additional movement between Kidlington and Woodstock and Kidlington and Yarnton emphasising the existing propensity to cycle between Oxford and Kidlington for commuting trips. The 2011 Census recorded that 44% of all commuting trips originating within the Kidlington area were to destinations within Oxford.

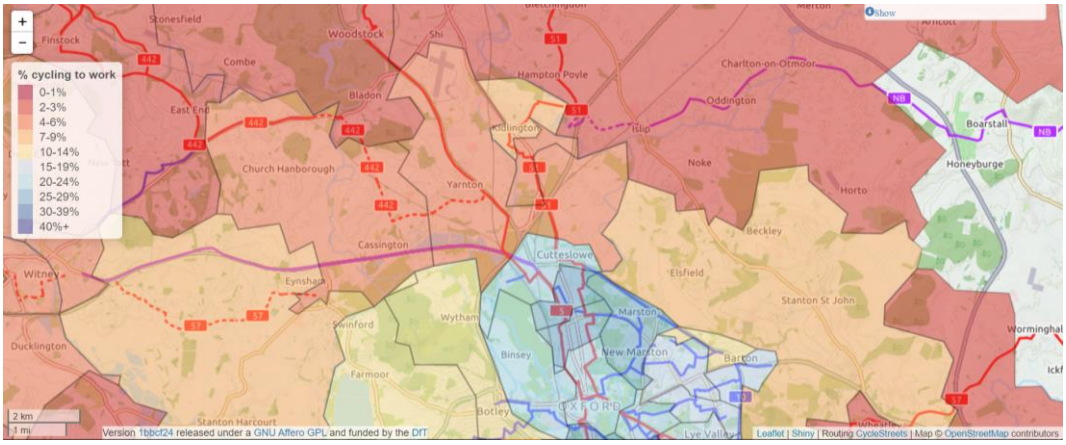


Figure 4. Baseline Commuter Cycle Densities
Source: PCT Census 2011.

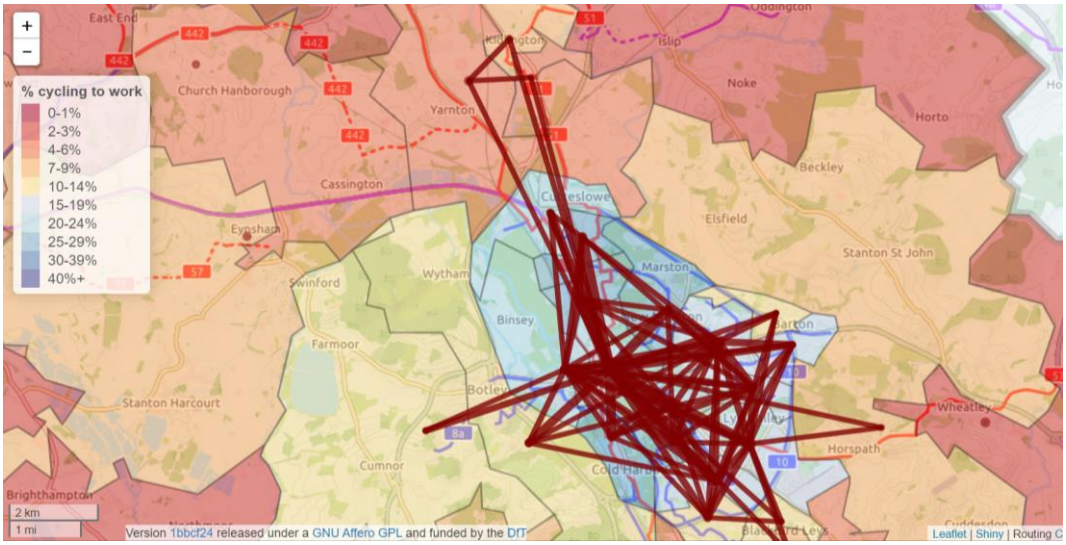


Figure 5. Baseline cycle commuter destinations from Kidlington
Source: PCT Census 2011.

2.2. Cycling and walking for other trip purposes

Commuting represents just a small proportion journeys made on foot and by cycle. Leisure purposes (visiting friends at home and elsewhere, entertainment, sport, holiday and day trip) and 'just going for a walk' make up 40% of the purposes of a trips made on foot for the average person (NTS, 2019 – see Figure 6). Similarly, 34% of cycle trips are for leisure purposes.

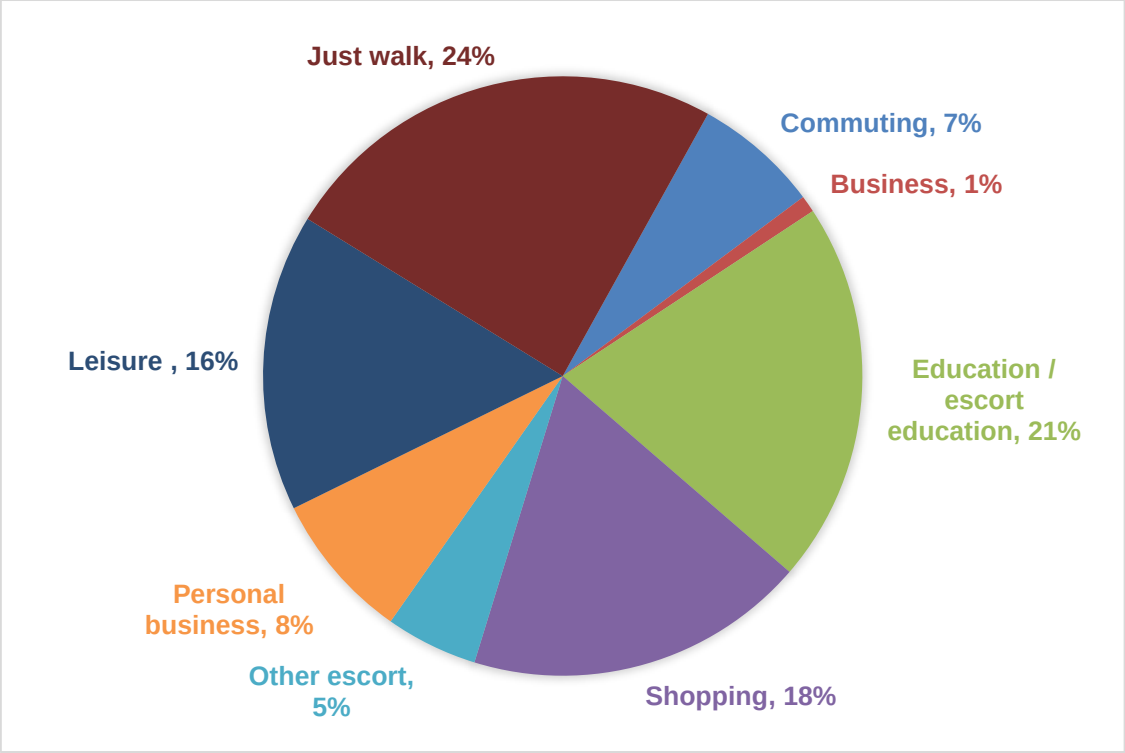


Figure 6. Reasons why people walk – the average person
Source: National Travel Survey, 2019

Statistics from the National Travel Survey and Active Lives Survey (Department for Transport, 2020) show the propensity to walk and cycle for both leisure and travel purposes. Table 3 compares the frequency of cycling for leisure with that for the purposes of travel.

Table 3. Percentage of adults that cycle, by frequency, purpose and local authority, England, 2018-2019
Source: Department for Transport 2020

	Cycling for leisure				Cycling for travel			
	Once per month	Once per week	Three times per week	Five times per week	Once per month	Once per week	Three times per week	Five times per week
England	13.1	7.6	2.1	1.0	7.6	5.9	3.1	1.9
Oxfordshire	19.1	11.3	2.9	1.4	16.9	14.4	8.5	5.9
Cherwell District	15.3	8.5	1.2	0.6	7.8	6.1	3.5	1.8

The proportion of adults who regularly cycle in Oxfordshire is higher than that for England for both leisure and travel purposes, however within Cherwell District this falls below the national average in many scenarios.

Table 4 compares the frequency of walking for leisure with that for the purposes of travel.

Table 4. Percentage of adults that walk, by frequency, purpose and local authority, England, 2018-2019
Source: Department for Transport 2020)

	Walking for leisure				Walking for travel			
	Once per month	Once per week	Three times per week	Five times per week	Once per month	Once per week	Three times per week	Five times per week
England	63.8	50.9	23.1	16.7	49.3	42.1	22.7	16.3
Oxfordshire	72.7	56.0	23.1	16.5	53.9	45.4	25.3	17.5
Cherwell District	70.9	53.6	22.7	16.6	48.4	38.1	20.2	13.7

Cycling and walking are shown to be an important leisure activity. This further emphasises the need to consider the amenity value of cycling and walking routes, access to existing green routes such as the canal towpath and the important role of active travel in helping to provide opportunities for regular exercise.

2.3. School travel

Typically, children make more trips on foot than any other age group, this is largely accounted for by the journey to and from school. On average 46% of children aged 5 to 10 years and 39% of children aged 11 to 16 years travel to school on foot. For journeys to school that are a mile or less this increases to 80% and 95% respectively (National Travel Survey 2019). Nationally, rates for cycling to school are very low (3% for secondary age groups and 1% for primary ager groups).

The PCT provides a 2011 baseline for cycling to school. Figure 7 shows the key routes to schools. Oxford Road is shown to be a key route to Kidlington's schools.

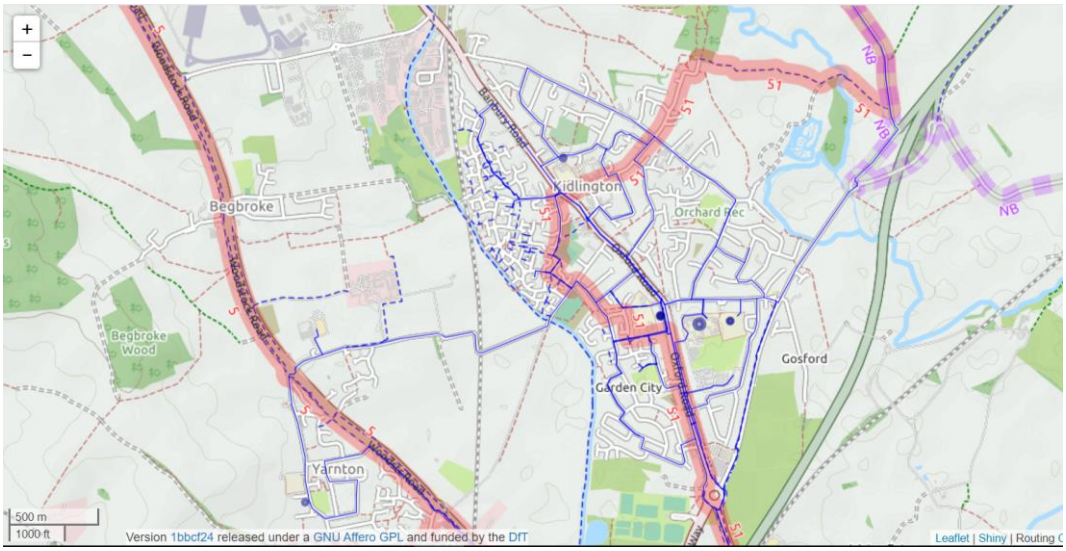


Figure 7. Key cycle routes to school using 2011 baseline (PCT)

Table 5. summarises the 2011 cycle mode shares detailed in the PCT for Kidlington schools alongside the national average.

School (ages)	Cycle Mode Share (2011)	Average Cycle Mode Share (England 2019)
Gosford Hill School (11 to 18)	4%	3%
West Kidlington Primary School (3 to 11)	Not Available	1%
Edward Feild Primary School (3 to 11)	3%	1%
North Kidlington Primary School (5 to 11)	5%	1%
St Thomas More Catholic Primary School (3 to 11)	3%	1%

The cycling mode share for Gosford Hill School was reported to be 4% in 2011 (Source: PCT), slightly higher than the national average of 3% for those aged 11 to 16 years. The cycle mode share was also reported to be higher for journeys to primary schools compared to the national average.

The catchment areas for some of the primary schools within the Kidlington and Gosford urban area also encompass nearby villages. The catchment area of Edward Feild Primary School includes the village of Hampton Poyle; the catchment area of North Kidlington Primary School includes the villages of Thrupp, Shipton-on-Cherwell and Bunkers Hill.

The catchment for Gosford Hill School (secondary) includes the villages of Murcott, Charlton-on-Otmoor, Oddington, Islip, Noke, Hampton Poyle, Thrupp, Shipton-on-Cherwell and Bunkers Hill. Except for the off-road route between Hampton Poyle and Kidlington,

provision for cycling and walking between these villages and Kidlington and Gosford is very limited.

2.4. Traffic flows

Table 6 provides a summary of daily traffic flows on Oxford Road and Banbury Road within the Kidlington and Gosford Built up area. These have been sourced from a series of Manual Turning Counts undertaken on 10 May 2018 and commissioned by Oxfordshire County Council.

Table 6. Summary of daily traffic flows Banbury Road/Bicester Road

	Northbound				**Southbound**			
	All motor vehicles	***(OGV 1)***	***(OGV 2)***	**Pedal cycles**	**All motor vehicles**	***(OGV 1)***	***(OGV 2)***	**Pedal cycles**
Banbury Road (south of Langford Lane)	7175	*123*	*64*	74	7068	*92*	*64*	77
Banbury Road (north of the village centre)	6582	*89*	*67*	94	6470	*66*	*65*	89
Oxford Road (south of Sterling Approach)	7952	*105*	*73*	149	8013	*84*	*71*	167
Oxford Road (north of junction with Bicester Road)	8359	*59*	*73*	76	8818	*93*	*74*	165
Oxford Road (south of junction with Bicester Road)	7090	*87*	*68*	68	8416	*83*	*69*	163
Notes: OGV = Ordinary Goods Vehicles								

The manual traffic counts include the number of people cycling using the carriageway. This can be seen to drop by approximately half on northbound approach to the junction of Bicester Road and Oxford Road, as cyclists make use of the service road with some continuation along the footway before returning to the carriageway. An automatic traffic count undertaken between 8th May and 24th May 2018 to the south of the junction of Oxford Road/Bicester Road recorded that 5.8% of traffic flows were attributable to Heavy goods vehicles (HGVs).

HGVs can be observed routing along Banbury Road and Oxford Road through the village centre. Whilst a small proportion of HGVs will be servicing the village facilities the majority are passing through, with 67% of OVG1 class vehicles and 59% of OGV2 class vehicles

routing to and from Langford Lane. Figure 8 and Figure 9 below show HGVs within the locality of Kidlington Village Centre.

Figure 8. HGV within Kidlington village centre.

Figure 9. HGV within Kidlington village centre.

2.5. Trips generated by future development areas

Development briefs for each of the development areas identified within the Cherwell Local Plan Partial Review are being prepared in accordance with the objectives identified in this Review and those within the existing Local Plan. The emerging development briefs will incorporate Healthy Place Shaping principles. These require developers to provide new and enhanced cycling, walking and other wheeled connections which support active lifestyles for people of any age and ability. These connections must prioritise people cycling and walking (including mobility scooters, wheelchairs) over the car within the development areas and contributions towards direct cycling and walking connections to key destinations from the development area must also be provided.

The Local Plan Partial Review includes a 'Sustainable Movement Thematic Plan' (Appendix of the Review) which identifies the A4260 (Oxford Road/Banbury Road) and the A44 as 'strategic cycle routes' and Yarnton Road, Sandy Lane, Begbroke Lane and the towpath of the Oxford Canal as 'key cycle routes'.

These new development areas will increase demand for travel on foot and by cycle to existing facilities such as schools, shops and leisure facilities whilst increasing demand for travel to main commuting destinations such as Oxford. New facilities within these development areas may also attract trips from the existing built-up areas. Table 7 provides a summary of the development areas as identified within the Review. Location plans can be viewed within the review document.

Table 7. Summary of development areas identified in Cherwell Local Plan Partial Review

Site Reference	Dwellings	Other facilities
PR6a Land east of Oxford Road	690	Primary school Local centre Sports facilities
PR6b Land west of Oxford Road	670	
PR7a Land south east of Kidlington	430	Sports facilities
PR7b Land at Stratfield Farm	120	
PR8 Begbroke. Land east of the A44	1950	Secondary school Primary school Local centre Sports facilities New pedestrian/cycle bridge over canal linking with PR7b
PR9 Land west of Yarnton	540	(extension to existing primary school in Yarnton)

Figure 10 provides an indicative plan of the future development areas.

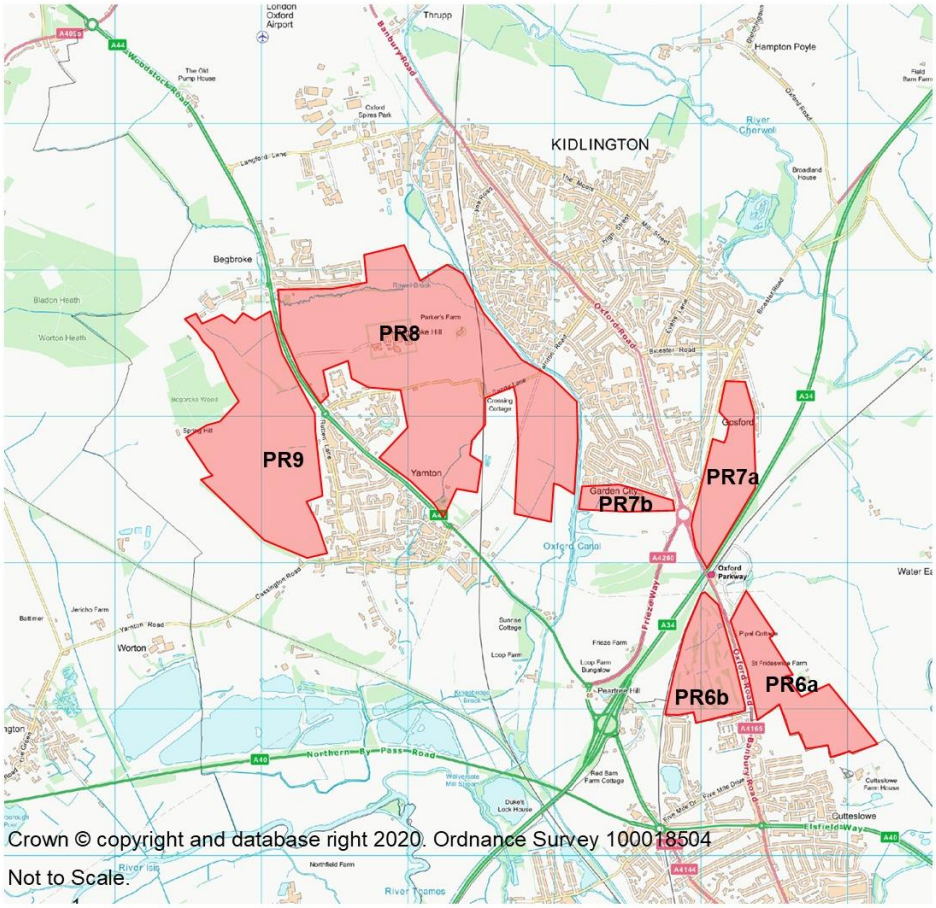


Figure 10. Future development areas

PR6a and **PR6b** are closer to the edge of north Oxford with direct links to Oxford Parkway station. Any trips on foot or by cycle between these sites and Kidlington will be via Oxford Road and Kidlington Roundabout.

Trips on foot and by cycle from **PR7** will be predominantly to the existing facilities in Kidlington to site PR8 depending on the timeframe for completion of this development area, which will include a new pedestrian and cycle bridge over the canal thereby linking these two areas.

PR7a will be served by existing facilities in Kidlington, as such Bicester Road will be the key route used by pedestrians and cyclists as this represents the most direct route to schools and the village centre.

Once **PR8** is complete many local trips will be internalised with the provision of primary and secondary trips alongside a local centre. In advance of these facilities coming forward, existing facilities in Kidlington will be a focus of cycling and walking for utility purposes.

PR9 does not include provision for additional local facilities other than the extension to the existing primary school, as such local facilities coming forward within PR8 are likely to be a key attractor for movement on foot and by cycle. Should PR9 advance ahead of facilities

opening in PR8, then Kidlington will represent the main attractor. The provision of a secondary school within PR8 will provide for secondary education within closer proximity than the existing catchment school in Woodstock.

3. Cycling

3.1. Identification of network and improvements

An audit of routes within the Kidlington and Gosford built up area and those linking to the surrounding villages was undertaken during 2020. The detailed findings are attached as Annex 1. Area audits. This has informed the location of types of improvements proposed.

An exploration of the future potential for cycling in the area using a range of scenarios, including an increase in E-bike use in the PCT has also influenced the improvement locations and types.

The PCT provides for the following scenarios for cycle planning:

- "**Government near market target**" scenario models the increase in cycling that will occur as a function of trip distance and hilliness, plus a number of sociodemographic and geographical characteristics (including age, sex, ethnicity, car ownership, income deprivation) with respect to the Government's target to double cycling levels in England between 2013 to 2025.
- "**Gender equality**" scenario models the increase in cycling as occurring solely as a function of trip distance and hilliness, i.e. equitably across age, sex, and other socio-demographic groups with respect to the Government's target to double cycling levels in England between 2013 to 2025.
- "**Go Dutch**" scenario represents what would happen if the population in England and Wales were as likely as Dutch people to cycle a trip of a given distance and level of hilliness. This assumes that all areas of England and Wales have the same infrastructure and cycling culture as the Netherlands (but retained their hilliness and commute distance patterns).
- **"E-bike"** scenario models the additional increase in cycling that would be achieved through the widespread uptake of electric cycles ('e-bikes'). This extends from the Go Dutch scenario, with the further assumption that all cyclists in the Go Dutch scenario own an e-bike with a resulting increased willingness to cycle long distance, hilly and simultaneously long distance and hilly routes.

Table 8 provides a summary of the forecast cycle commute mode share for Kidlington for the baseline and the above scenarios. The E-bike scenario delivers the largest modal shift and therefore reductions in car use, carbon emissions and the greatest health benefits in terms of reductions in Years of Life Lost (YLL) and absenteeism.

Figure 11 and Figure 12 show the cycle commuting densities for the 'Go Dutch' and 'E-Bike' Scenarios respectively. Applying the 'Go Dutch' and 'E-Bike' Scenarios achieves growth in cycling which is comparable with that which would also be achieved in neighbouring Oxford.

Figure 13 show the key cycle routes assuming the ‘Go Dutch’ scenario. It can be seen that Oxford Road, Banbury Road and Bicester Road represent the route sections with the greatest use.

Table 8 provides a summary of the estimated changes to cycle commuting levels and associated benefits for PCT scenarios emphasising the significantly greater benefits of adopting a more ambitious ‘Go Dutch’ and ‘E-Bike’ scenarios.

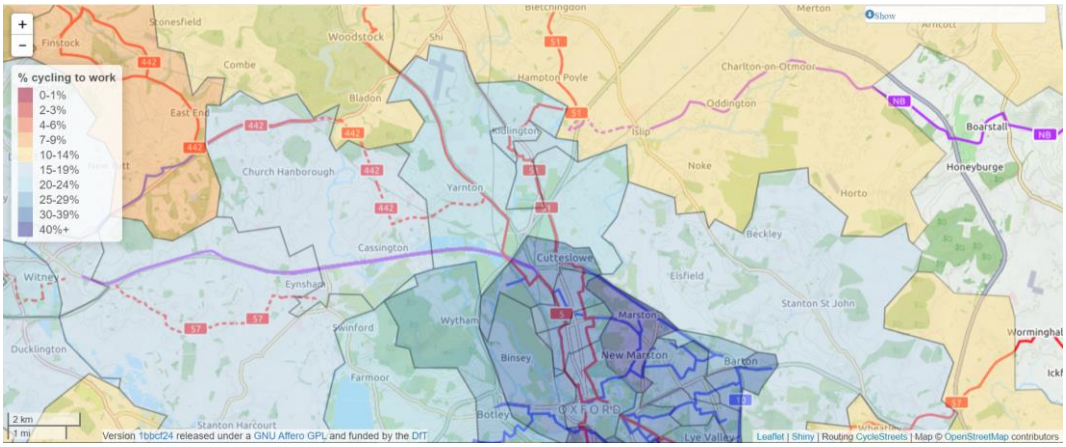


Figure 11. Percentage of cycle commuting assuming a ‘Go Dutch’ scenario

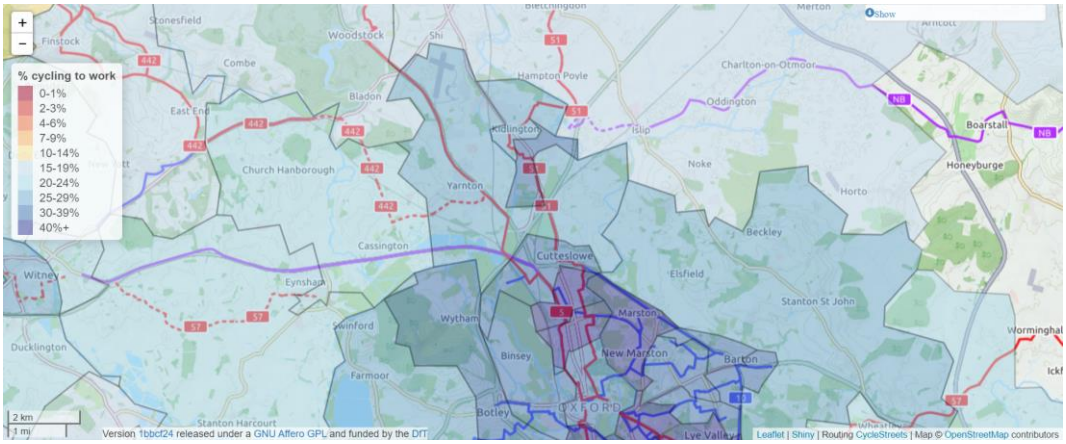


Figure 12. Percentage of cycle commuting assuming the ‘E-Bike’ scenario

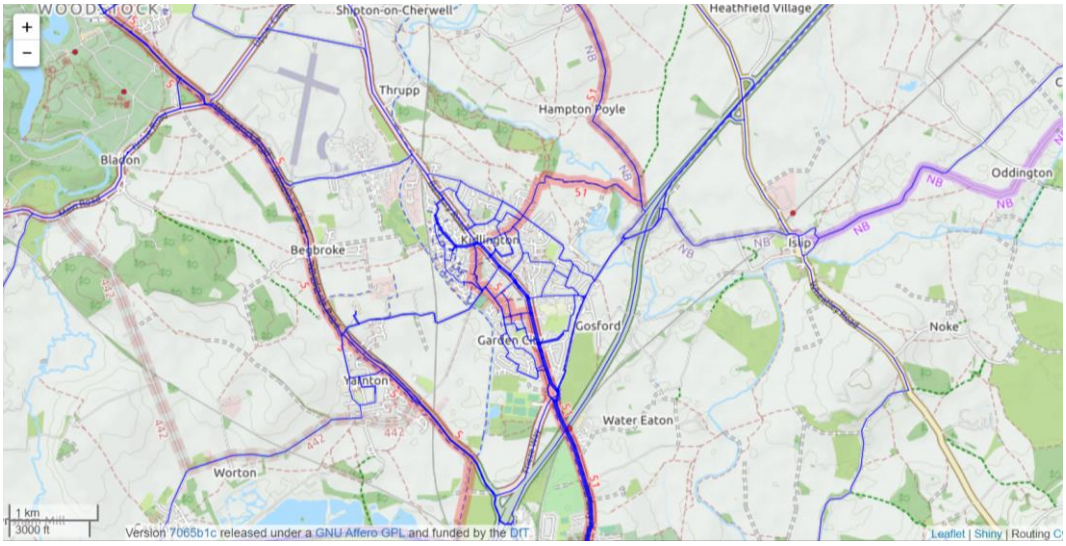


Figure 13. Cycle Route Map – Assuming 'Go Dutch' Scenario

Table 8. Changes to cycle commuting and associated benefits in different PCT scenarios (combined areas of Kidlington, Yarnton and Begbroke)

Scenario	Number	Modal share	Car drivers	YLL*/yr (valuation)	Days of sick leave/yr (valuation)	CO2e (t/yr)
Baseline (Census 2011)	571	6%				
Government target	914	10%	-186	-2.34 (£135,700)	-314.5 (£47,086)	-58.7
Gender equality	868	10%	-128	-1.82 (£105,862)	-416.2 (£62,278)	-42.5
Go Dutch	2028	23%	-788	-7.62 (£441,442)	-1274.2 (£190,691)	-210.70
E-Bikes	2494	28%	-1085	-8.18 (£473,778)	-1454.5 (£217,671)	-354.50

**YLL: Years of Life Lost*

3.2. The cycle route network

The PCT identifies the most used cycle routes within the Kidlington and Gosford built up area both within the existing conditions and future scenarios assuming improved provision. Oxford Road, Banbury Road and Bicester Road present the most used links whilst also representing the most direct routes to reach key destinations. Secondary links such as Morton Avenue, the existing traffic free route from Yarnton Road to Lyne Road, The Moors and High Street provide for connections to these direct routes from the residential areas. The PCT also shows the inter-urban routes connecting employment areas and surrounding villages.

Figure 14 provides an overview of the proposed cycling route network. This network incorporates existing programmed improvements being progressed as part of the Housing and Growth Deal Infrastructure Fund.

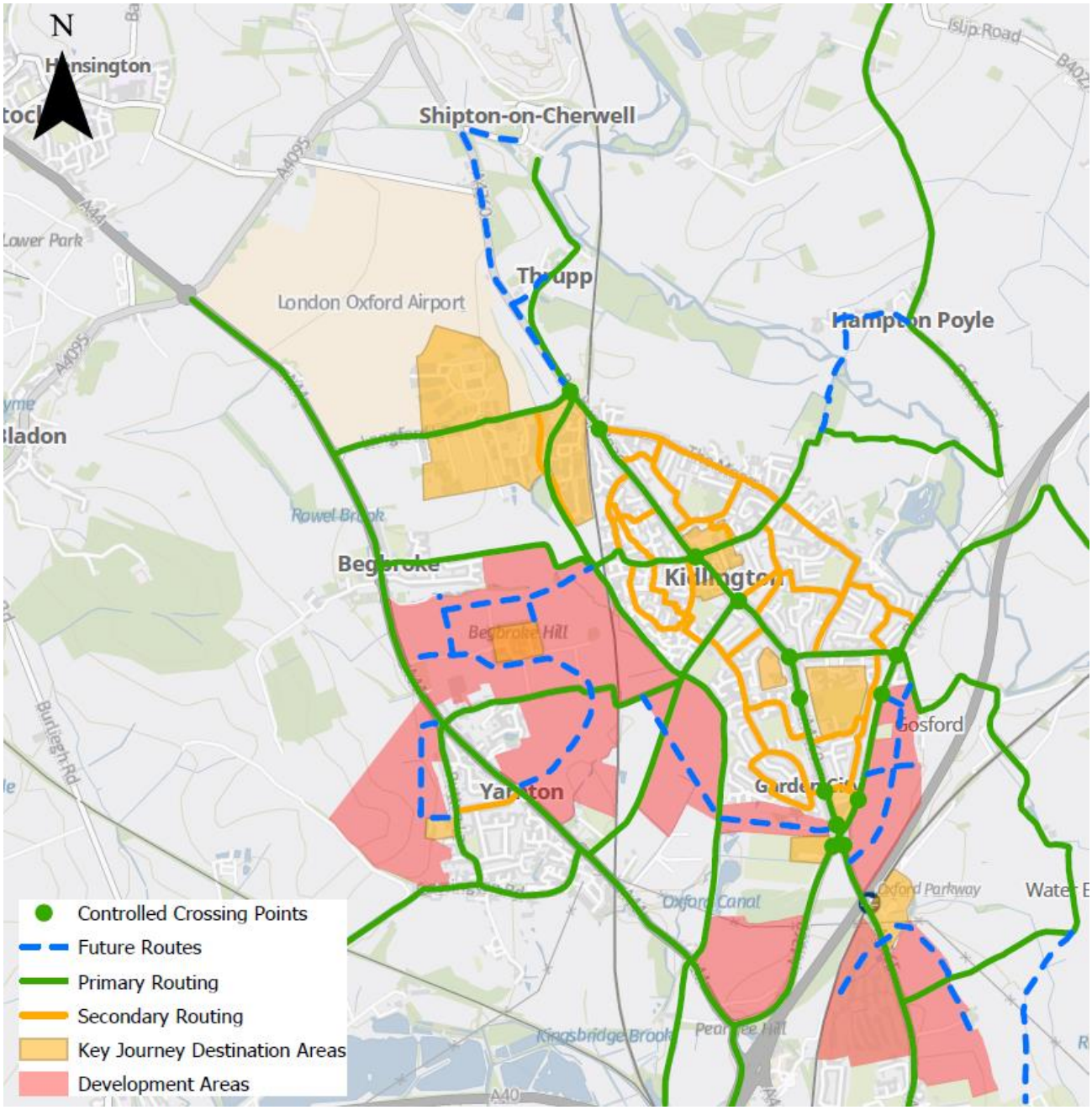


Figure 14. Proposed cycle route network

Table 9 provides an overview of the potential measures for the delivery of a cycle route network which provides for 'most people'.

Table 9. Summary of Kidlington LCWIP cycling measures

Kidlington Roundabout • Signalisation and provision of parallel on main arms connecting off-road section and any future provision to the south of the roundabout. Design being developed by OCC to be subject to detailed consultation, *(Being funded through the Oxfordshire Growth Deal with anticipated delivery 2023)*
Oxford Road, Kidlington In service road west of the carriageway: • 20mph speed limit • Reduced provision of carriageway parking • Healthy Streets indicators • Consideration of re-distribution of traffic through management of access points In service road west of the carriageway: • 20mph speed limit • Reduced provision of carriageway parking • Consideration of re-distribution of traffic through management of access points • Additional tree planting on grass verges In junction with Bicester Road to junction with Sterling Approach: • Protected northbound cycle lane from service road to village centre area • Protected southbound cycle lane between village centre and service road • 20mph speed limit
20mph Zones • All Kidlington and Gosford built up area
Kidlington Village Centre • Lyne Road/Oxford Road/High Street junction to enable all movements for cycle traffic • Measures to reduce through traffic movements between the A34 and A44 • Healthy Streets indicators • 20mph speed limit • Protected northbound and southbound cycle lanes between the village centre and Langford Lane
Banbury Road, Kidlington • Measures to increase attractiveness of service road east of Banbury Road carriageway • 20mph speed limit • Additional tree planting • Reduced carriageway parking • Defined crossing area over Lyne Road • Clear transition to shared use path In north of Langford Lane: • 3.0m minimum shared use path north of Langford Lane junction on eastern side of the carriageway to continue to Shipton-on-Cherwell access • Development of a traffic-free route between Bunkers Hill and Shipton-on-Cherwell • Controlled crossing to new shared use path • Clear transition between on-carriageway route on Langford Lane and shared use path

• Provision for cyclists at Langford Lane/Banbury Road junction (advanced stop line)
Langford Lane, Kidlington • 20mph speed limit between junction with Banbury Road and roundabout junction with The Boulevard • Clear transition to off-road cycle infrastructure • All HGVs to route via A44 • Shared use path to the west of The Boulevard to be 3.0m minimum to junction with A44. • Speed reduction to 30mph between Evenlode Close and the A44
Bicester Road (East-West) • Additional tree planting on the northern grass verge • 20mph speed limit • 3.0m minimum Shared use path on southern side of carriageway
Bicester Road north • Speed reduction to 40mph from roundabout junction • Provision of a shared use path
Yarnton Road • Measures to increase the visibility of people cycling and walking as they cross from Morton Avenue to the traffic-free path • 20mph speed limit
Sandy Lane • Closure of level crossing and installation of cycle/footbridge *(being undertaken by Network Rail)* • Low level lighting • Vehicle access restrictions • 20mph speed limit within Begbroke
Kidlington quiet on-road routes • Modal filtering • 20mph speed limits
Oxford Canal Towpath • Surface and width improvements to the north of Yarnton Road (improvements to the south being delivered separately) • Formal access route to Langford Locks from towpath • Formal access route to Langford Lane from towpath • Ramped access from Yarnton Road to the towpath • (new bridge over the canal as part of the development of PR8)
Traffic-free route through North-west Kidlington (Yarnton Road to Lyne Road) • Barrier removal • Vegetation clearance • Dropped kerb provision at crossing points or raised tables
Hampton Poyle • Creation of a Quiet Lane network including Oxford Road and Bletchingdon Road (consideration of a wider network encompassing Route 51 to Weston on the Green and Kirtlington) • Gateway entrance feature to the north of the junction of Oxford Road with the A34 slip road • 'Hampton Poyle/Access only signage' • 20mph speed

• Quiet Lane signing • False cattle grids
Islip • Extended 30mph speed limit across all of Kidlington Road with traffic calming measures • Shared use path connecting with Kidlington along A34 slip road and Bicester Road • Speed reduction to 40mph south from roundabout junction with A34 slip roads for the remainder of Bicester Road
Thrupp, Shipton-on-Cherwell and Bunkers Hill • Widening of existing path to the east of the carriageway of Banbury Road to provide for a continuous shared use path from Kidlington to the Shipton-on-Cherwell junction • Surfacing of footpath connection between Shipton-on-Cherwell and Bunkers Hill with permissible cycling
Yarnton • 20mph speed limit within village
A44 Improvements • Segregated pedestrian and cycle path along the carriageway • Future shared use path to have priority over minor side access points • Clear transition where shared use path merges onto service road areas

4. Walking

4.1. Identification of network and improvements

An audit of routes within the Kidlington and Gosford built up area and those linking to the surrounding villages was undertaken during 2020. The detailed findings are attached as Annex 1. Area audits.

Some measures offer benefits both for people cycling and walking for example reduced traffic volume and speeds and the provision of separate cycling infrastructure or safer on-road cycling conditions, reduce the risk of conflict between people cycling and walking.

Alongside observations from site visits, reference has been made to the Oxfordshire Walking Design Standards (2017) in identifying where improvements to the walking routes network are required. The document states that:

"A number of factors affect the propensity to walk. Attractive and well-designed streets, comfortable crossing points and places of interest enable people on foot to engage in a wide range of activities. Pedestrians must usually be considered as a priority over all other modes of transport."

Kidlington Village centre is the principal destination for travel on foot. Approximately 1000 Kidlington households are within a 400m and 4000 within an 800m walking distance of the village centre (approximately five- and ten-minutes' walk).

The Kidlington Masterplan Supplementary Planning Document (SPD) identifies how the village centre should be the focus for high quality public realm improvements. This includes the transformation of Oxford Road from a traffic dominated highway to a pleasant, people friendly street.

Public realm improvements to Oxford Road are proposed to change the character from 'highway' to village centre 'street' signifying arrival into the Village Centre. In consultation with the Highways Authority, priority for people walking will be increased between Exeter Close and Benmead Road, providing the right setting for high street uses to flourish and creating stronger east-west cycling and walking routes towards the Canal.

The Kidlington Masterplan therefore provides the existing basis for walking improvements within the vicinity of the village centre.

4.2. Route audits and key issues

Other walking trip generators within the Kidlington and Gosford built-up area include:

1. Oxford Canal towpath

2. Exeter Hall and Exeter Recreation Ground
3. Primary Schools
4. Gosford Hill School (secondary)
5. Kidlington and Gosford Leisure Centre
6. Sainsbury's supermarket
7. Langford Lane Industrial Estate
8. Connecting with Yarnton

The audit of routes identified the following measures to enhance the safety and comfort of people walking.

Table 10. Summary of Kidlington LCWIP walking measures

• Provision of safe crossing facilities on the A44
• Removal of restrictive barriers on footpath links (for example Home Close)
• Improved management of vegetation on traffic-free routes
• Focus utility cycle trips to non-canal routes to create a pleasant and safer walking experience along the canal and use signage and measures to encourage safer sharing between the two users groups
• Widening and surfacing of canal towpath to enable wider access
• Provision of dropped kerbs at crossing points on the traffic free route between Yarnton Road and the Ridings (across Willesden Way, Chorefields, The Phelps)
• Visibility improvements for people walking towards Begbroke Lane from Partridge Close
• Sloped access to the canal from the canal bridge on Yarnton Road and measures to reduce traffic speeds
• Crossing facilities on Banbury Road providing for the catchment of North Kidlington Primary School

4.3. Urban realm and Healthy Streets

The delivery of future cycling and walking infrastructure should be utilised as an opportunity to improve the function and feel of the urban realm whereby supporting a transition to healthier streets.

Street trees in the urban environment has been shown to have multiple benefits for people cycling and walking including the provision of shade, greater connection with the natural environment and improved visual amenity. The Urban Forestry and Woodland Advisory Committee (FWAC) Network, advisers to the Forestry Commission on urban forestry

recommends that a minimum standard for tree canopy cover is set for a local area, with evidence showing that 20% is a good aspiration stating that:

"Trees are essential for our mental and physical health. They can improve air quality, reduce surface water flooding, mitigate the urban heat island effect and calm traffic. They promote wellbeing by providing contact with nature. Their aesthetic and cultural values are well recognised by communities. They also support biodiversity and connect habitats together."

Urban Forestry and Woodland Advisory Committee Network. England's Urban Forests Using tree canopy cover data to secure the benefits of the urban forest

It is recommended that opportunities for additional tree planting should be identified as part of improving cycling and walking provision.

Carefully considered street furniture is key to achieving an all-encompassing network suitable for all modes of travel. The future of the network will also benefit from strategically located seating, wayfinding and other well-thought-out furniture to make the decision to walk and cycle the preferred mode.

5. Implementation plan

5.1. Policies

This section sets out Kidlington Area LCWIP policies which will guide the future programme and plans. Together they will establish the essential policy background of creating a viable, popular, and convenient cycling and walking network.

Policy KCW 1: The County Council will improve the Kidlington Area cycling and walking network in line with the network proposals in the Kidlington Area LCWIP, Oxfordshire Cycle Design Standards (OCDS), and Oxfordshire Walking Design Guide (OWDG) and national guidance. This includes ensuring that the network is prioritised in other transport and road plans.

Policy KCW 2: The County Council in partnership with Cherwell Council will work with developers to improve the Kidlington Area cycling and walking network including by S106 and S278 works. Kidlington Area LCWIP Cycle and Walking Network will be a material consideration in the approval and network plans of new developments. Route continuity is essential in the planning and delivery process.

Policy KCW 3: The Council will sign the Kidlington Cycle and Walking Network, in line with OCDS, by the use of both surface and vertical signage.

Policy KCW 4: The Council will review the crossing needs of pedestrians and cyclists on main roads to minimise delay or diversion and to satisfy existing or potential flows.

Policy KCW 5: The Council will review all barriers on pedestrian and cycle paths, both those on the Kidlington Area Cycle and Walking Network and local access routes, to ensure that they are convenient and accessible taking account of the needs of disabled pedestrians and cyclists and cycle delivery companies.

Policy KCW 6: The Council will set up a maintenance regime for the Kidlington Area Cycle and Walking Network to ensure that the paths are clear of vegetation, surfaces are smooth and safe, which takes into account the extra vulnerability of cyclists to potholes and rough and deformed surfaces.

Policy KCW 7: The Council will support the implementation of Low Traffic Neighbourhoods in Kidlington and Gosford residential areas as a way of improving local public realm and improving conditions for cycling and walking

Policy KCW 8: The Council will introduce 20 mph speed limits throughout the built-up areas of Kidlington and Gosford, Yarnton and Begbroke.

Policy KCW 9: The Council will support the implementation of Quiet Lanes and reduced traffic speeds on rural access links into villages.

Policy KCW 10: The Council will at side roads on the Kidlington Area Cycling and Walking Network, wherever possible and funding is available, for the benefit of all pedestrians but particularly older and disabled pedestrians:
a) Extend footways across side road entries so there is a raised crossing
b) Set back the Give Way lines to give priority to the pedestrian crossing
c) Narrow kerb radii to the minimum possible whilst maintaining access for appropriate vehicles

Policy KCW 11: The Council will set up a monitoring system to assess the baseline cycling and walking flows to help identify the impact and value for money of the Kidlington Area LCWIP schemes.

5.2. Relevant projects and opportunities

As set out in detail below, significant infrastructure improvements are planned by Oxfordshire County Council as part of the Housing and Growth Deal. These incorporate improvements to cycling and walking routes along the A44 and A4260 corridor. As such funding is already in place for these elements of the route network. In addition, the closure of Sandy Lane to vehicular traffic is programmed by Network Rail, this supports the development of the proposed cycle route network. The timing and prioritisation of these changes is therefore beyond the scope of this plan.

Housing and Growth Deal Infrastructure Programme

Oxfordshire County Council are developing plans to improve transport infrastructure to support the planned growth as part of the 'Housing and Growth Deal Infrastructure Programme'. This includes A4260 and A44 Corridor improvements:

"Growth Deal funding supports design work for the various measures to provide transport corridor route improvements along the A44/Woodstock Road and the A4260/Banbury Road. The aims are to increase bus transport usage into the city, reduce congestion and improve journey times. Measures will prioritise public transport, cycling and pedestrians along the A44/Woodstock Road corridor and the A4260/Banbury Road route, as well as the links between these corridors, such as the A4165 and Langford Lane. The scheme also links to the proposed delivery of a new park and ride site on the A44 corridor, together with expansion of the existing Water Eaton Park and Ride site."

Oxfordshire Growth Board 2020

The 'A44 & A4260 Corridor Study' was prepared by Atkins for Oxfordshire County Council in 2017. The study progresses the objectives within the Local Transport Plan, which seek to provide high quality routes that prioritise sustainable transport whilst supporting planned development as set out within Cherwell District Council's Local Plan Partial Review. The Study identifies preferred corridor designs with an "approach to accommodate strategic traffic on the A44 corridor and discourage movements from the A4260 through Kidlington."

Optioneering, feasibility and design work is being undertaken by Oxfordshire County Council on the priority areas as set out in Table 11 below. Notably, design work relating to Kidlington Roundabout has been progressed with the view to delivering a scheme in 2023. The optioneering report, prepared by Skanska sets out the objectives of the scheme. These include the following:

- Deliver dedicated, high quality, segregated, continuous cycle routes.
- Deliver pedestrian link and crossing improvements.

Kidlington Roundabout Optioneering Report. Skanska, March 2020

The preferred option is for a signal controlled roundabout junction with southbound bus priority. All the junction arms except for Bicester Road will be signal controlled. A 3.5m shared use path is to be retained with the provision of toucan crossing facilities on each arm except for the service road access. Entry speeds from Frieze Way and Oxford Road are reduced to 30mph.

Much of this work was undertaken prior to the publication of LTN1/20 therefore the specification for cycle route provision will need to be reviewed to ensure its consistency with this guidance.

Table 11. Summary of OCC optioneering, feasibility and design work

Priority	Scheme Area	Summary of proposals under development
Priority 1A	Cassington Road roundabout to Loop Farm r/b (excluding Loop Farm r/b)	Feasibility design work which includes the provision of a 4m wide shared track to the west of the carriageway and 1.8m footway on the east of the carriageway. Toucan crossing to the immediate north of the Cassington r/b and further uncontrolled crossing points including canal towpath.
Priority 1B	A4165/A4260 Kidlington Roundabout	Optioneering of schemes to achieve the following objectives: • Improved cycle/pedestrian facilities through and across the junction. • Reduced delays and improved journey reliability times for public transport, with an emphasis on improvements for inbound bus services. • Minimising the impact of such improvements on motorists. • Optimising the capacity of the junction where appropriate through the use of technology based traffic management systems. Ten design options considered during optioneering stage.
Priority 1C	The A4165, Oxford Road/Banbury Road corridor between Kidlington Roundabout and A40/A4165 Cutteslowe Roundabout excluding the r/bs	1.8m stepped cycle tracks and footways have been proposed on both sides of the carriageway for the majority of the scheme, with all existing crossings being replaced and an additional Toucan crossing to

Priority	Scheme Area	Summary of proposals under development
		accommodate pedestrians at relocated bus stops.
Project 1D	Loop Farm roundabout to Wolvercote roundabout	Status to be confirmed by OCC
Project 2A	Section of A4095 Campsfield Road between the A44/A4095 Bladon Roundabout and A4095/Shipton Road Junction (including Shipton Road Junction)	Detailed feasibility design work is yet to be undertaken.
Project 2B	A44 between and including A44/A4095 Bladon Roundabout and Langford Lane, including an access to Park & Ride site	Detailed feasibility design work is yet to be undertaken.
Project 2C	Section of the A44 between and excluding the Langford Lane junction and Cassington Road Roundabout	Optioneering in progress

Delivery of the Kidlington Masterplan

The delivery of the Kidlington Masterplan aligns with this LCWIP with respect to walking access to the Village Centre.

Closure of the Sandy Lane and Yarnton Lane level crossings

The closure of Sandy Lane and Yarnton Lane level crossings is proposed to take place in 2022 by Network Rail to support increased utilisation of this part of the rail network and to reduce risk. This closure seeks to prevent vehicular movements between the A44 and Oxford Road and will support the development of a Greenway for traffic-free cycling and walking with the provision of a ramped bridge over the line at Sandy Lane and a footbridge over Yarnton Lane. This would also have the effect of reducing vehicular traffic flows on Yarnton Road.

Quick wins

Measures such as speed limit reductions, the removal of physical barriers on footpaths and cycle paths, wayfinding and enforcing the vehicle access restrictions in Kidlington village centre all represent measures which will support the development of a high-quality network without the requirement for significant infrastructure changes. These should therefore be prioritised for action in the short-term.

Improvements requiring infrastructural changes

Additional funding will need to be secured to deliver all key infrastructure changes and the identified network. Timing of scheme delivery will then be determined by the practical implications of delivery.

Should it be necessary to prioritise the delivery of specific route sections, then changes that provide for the greatest level of improvement over the existing conditions can be identified using the Route Selection Tool. The location of the route section will also determine the applicability of funding where this is development related. Other funding sources may deliver lower cost infrastructure changes.

Preliminary analysis using the Route Selection Tool shows the greatest gains are made where there are higher traffic flows and no or substandard facilities for cyclists. In these circumstances, the reduction of traffic speeds to 20mph will only represent a very minor improvement. Therefore, Oxford Road, Banbury Road and Bicester Road all represent routes where the greatest gain is to be made over the baseline conditions. These routes are also shown to represent the principle existing and future desire lines for cycling by the PCT. They form part of most journeys to school, the village centre and local amenities. Furthermore, Banbury Road/Oxford Road is identified as a 'Strategic Cycle Route' within the Local Plan Partial Review.

5.3. Next actions

The Kidlington LCWIP is a living document and will evolve as Kidlington is developed and future funding opportunities arise.

In particular, the COVID-19 crisis and post-COVID-19 green restart funding has put the LCWIPs and the importance of promoting cycling and walking at the centre of transport planning and implementation.

Priority actions are:

- Continue to develop schemes for all the Kidlington LCWIP routes
- Assess the costing of the schemes and overall costing
- Assess value for money of schemes to develop a cost benefit assessment
- Work with COVID-19 Recovery Teams in implementing short term high value schemes
- Ensure that the LCWIP is included within the LTCP consultation
- Ensure that the LCWIP is included in the development of the Kidlington Area Strategy of the LTCP
- Ensure that the LCWIP is included in Cherwell District Council's Local Plan

Annex 1. Area audits

Kidlington Village Centre / High Street

The Kidlington Framework Masterplan SPD was adopted in December 2016. The document identifies issues and opportunities for cycling and walking in and around Kidlington. These have been taken as a starting point for understanding the existing situation in Kidlington.

The SPD sets out that "Key Village Centre streets and pedestrian routes should be the focus for high quality public realm treatments. This includes the transformation of Oxford Road from a traffic dominated highway" and '**Policy Kidlington 2**' seeks to strengthen Kidlington Village Centre to a pleasant, people friendly street. The SPD refers to the dominance of the carriageway on the eastern section of the High Street and the opportunities for a secondary network of pedestrian routes to link east and west including a new walking route between the Co-op and Red Lion car parks to enhance access to the shops on Oxford Road. Providing a new toucan crossing between the tower and Lyne Road to encourage greater access between east and west for pedestrians and cyclists and moving the northern bus stops southwards so they are located close to the shops.

The western section of High Street is pedestrianised and is closed to general vehicular traffic between Oxford Road and Sterling Road Approach. It forms part of National Cycle Route 51 connecting with Bicester to the north east and Oxford to the south. Although this section of the High Street is pedestrianised, vehicles can be observed to frequently drive into this area when the rising bollard is not raised. Whilst cyclists can exit the High Street to Oxford Road there is a no entry sign with no specific provision to provide for the movement of cyclists in the other direction. Signage restricts vehicular entry and cycling between 1000 and 1630. Sterling Road and High Street to the east of the pedestrianised section are subject to a 30mph speed limit. Both links provide access for servicing and to village centre parking areas.

Approximately 1000 and 4000 Kidlington households are within 400m and 800m walking distance, respectively of the village centre (approximately five- and ten-minutes' walk).

Routes on foot to the village centre from the north east are via High Street and Benmead Road with short footpath links from Benmead Road via Curtis Road and Deaufort Close/Home Close. There are barriers in place at the ends of the Deaufort Close/Home Close link. The route from Curtis Road passes through the Curtis Place car park with tactile paving and a raised hump in place as it crosses the car park access road. This pedestrian route crosses a small pedestrianised area adjacent to the public conveniences and into High Street pedestrian area via Watts Way. These are the most direct and quietest routes from residential areas to the north east of the village centre with the route via Curtis Road representing the most direct with a wider path which more readily accommodates cyclists.

Access to the village centre from Kidlington residential areas to the west of Oxford Road is via Lyne Road or Oxford Road with a further footpath link along the Exeter Recreation

Ground. From the north and south of Kidlington village centre Oxford Road provides the most direct route. The junction of Lyne Road with Oxford Road is directly opposite the pedestrianised section of the High Street. This is a signal-controlled box junction with a pelican crossing on the northern arm. The Kidlington Framework Masterplan SPD identifies that rat-running is an issue on Lyne Road.

Premium high frequency bus services to Oxford City Centre operate along Oxford Road, through the village centre with bus stops located approximately 100m to the north of the junction with Lyne Road. **Table 1.1** summarises the issues within the village centre and its immediate approach.

Table 1.1 Summary of issues on cycling and walking routes to Kidlington Village Centre

Pedestrian Routes	**Potential solutions**
Potentially restrictive barriers on the route via Home Close	Barriers could be removed enabling easier access for mobility scooters
Pedestrian desire lines not accommodated at junction with Oxford Road/Lyne Road/High Street/Banbury Road	Significant highway space for reconfiguration, speed reduction and traffic reduction would enable a shared space approach
Narrow footways and waiting area for premium bus services routing along Oxford Road	Reconfiguration of High Street/Oxford Road/Lyne Road junction would enable repositioning of bus stops to wider pavement area
Stops for premium services are set away from the village centre	See above
Poor public realm on Oxford Road approach to village centre	Significant highway space for reconfiguration
Cars entering pedestrian area.	Better enforcement
Cycle Routes	**Potential solutions**
Route from Curtis Way not sufficient width – potential for conflict with pedestrians	Additional space and improved public realm could be achieved by removal or metal barrier and expansion of footway to accommodate cycles Route could be signed from Benmead Road
No provision for cyclists to enter the High Street from the carriageway both north and south bound and from Lyne Road	Reconfiguration of High Street/Oxford Road/Lyne Road junction would enable provision of access for cyclists
Ban on cycling between 1000 and 1630	Could be amended to allow cycling supported by improvements at the junction with Oxford Road and Lyne Road
Lack of cycle parking provision directly outside shops within the pedestrianised area	Additional stands could be provided
No specific provision for cycling on the route via Oxford Road	Significant highway space for reconfiguration, scope for reducing speeds and creating shared space or introducing stepped cycle lanes with entry points to the High Street

Oxford Road/Banbury Road

Oxford Road is the most direct route for reaching Kidlington village centre by all modes from all areas of Kidlington with the exception of those residential areas to the immediate east and west. Gosford Hill School (secondary), and Gosford Hill Leisure Centre are accessed from Oxford Road and Oxford Road is the primary access point for West Kidlington Primary School. Oxford Road therefore forms at least part of the route to school for most pupils attending these schools.

The existing conditions along this corridor are considered within the SPD which identifies the need for public realm improvements to Oxford Road to change the character from 'highway' to village centre 'street' signifying arrival into the Village Centre. In 2017, Atkins were commissioned by Oxfordshire County Council to prepare the 'A44 & A4260 Corridor Study' to take into account committed growth within Cherwell, Oxford and surrounding areas and to continue the approach to sustainable modes identified within the Oxford Strategy beyond the ring road. Whilst the report did not consider growth to meet Oxford's unmet housing needs its findings are considered in the Local Plan Partial Review and Policy PR4a: Sustainable Transport carries forward several elements with respect to supporting the delivery of the additional housing. **Table 1.2** reproduces the 'SWOT' analysis undertaken within the report with respect to the A4620/Oxford Road.

Table 1.2 Oxford Road 'SWOT' analysis (Source: Atkins 2017)

Strength	• Important local corridor serving Kidlington village centre
Weakness	• Relatively constrained corridor with service roads, on-street parking, popular street trees and varying width throughout • High number of private accesses and side road junctions • Journey delay through Kidlington town centre • Significant southbound delay to Kidlington Roundabout. • Fails to reflect village centre location and character in Kidlington • Kidlington Roundabout is a significant barrier and safety concerns for cycle trips.
Opportunities	• Route of proposed rapid transit lines – high quality public transport links to Oxford • Serves a reasonable inter-urban cycle trip between Kidlington and Oxford (c.9km)
Threats	• A44/A40 link road - may impact on traffic demand • Local development could increase dominance of traffic in village centre

The 'A44 & A4260 Corridor Study' divides Oxford Road into seven segments, five of which are within the built-up area of Kidlington. These segments are further employed within this document to understand the existing situation for pedestrians and cyclists on this link.

A4620_2 Bicester Road to roundabout junction with Frieze Way/Oxford Road/Bicester Road

Within this section, Oxford Road incorporates service roads on both side of the main carriageway in addition to the footway and grass verge area. The service roads have traffic calming in place in the form of speed humps. Access to the service road to the west of the main carriageway is from the roundabout junction with a further access from the main Oxford Road carriageway approximately 150m to the south of Bicester Road. This service road forms part of NCN 51 providing for a signed on road section which continues along the access road to West Kidlington Primary and Nursery School connecting to Hardwick Avenue via a short traffic free section, with the route effectively bypassing the central section of Oxford Road providing for a less direct route on quieter roads. A left turn exit only is present to the immediate north of Bicester Road. The west service road is marked for on carriageway parking on the nearside and provide access to private driveways. Vehicular movement is two-way. There is a small parade of shops with further parking bays provided perpendicular to the kerb. The service road provides access to Maple Avenue and The Broadway. Flows on this service road are observed to be light.

The service road to the east of the main carriageway begins approximately 250m to the north of the roundabout junction with Frieze Way and Bicester Road and ends to the immediate south of Bicester Road. Here it forms a priority junction with the Oxford Road. As on the western side, this service road provides access to residential properties each with private driveways and residential streets. Parking bays are marked on the carriageway with restrictions in place. Parking bays are provided adjacent to a small parade of shops. A Sainsbury's supermarket and petrol station are located to the north of the roundabout junction on the eastern side of Oxford Road. A segregated footway/cycle way extends from the service road access to the supermarket access (a distance of approximately 50m). To the south of the supermarket access the footway/cycleway becomes shared use with the path giving way to the supermarket exit and service access. This returns to segregated use to the roundabout junction.

The Sainsbury's site can be accessed on foot from Astley Drive and Bicester Road. From Oxford Road there is pedestrian access to the immediate south of the priority junction with the service road. This footpath is within the Sainsbury's site. It is not a Public Right of Way but does provide a well-used link to Bicester Road.

Footways are present on the nearside of each of the service roads. The service roads are separated from the main carriageway by a grass verge of varying width. Bus stops are present on the main carriageway and there is 350m of bus lane in the southbound direction on the approach to the roundabout junction. Parking restrictions are in place restricting stays longer than three hours between 1000 and 1400 Monday to Friday. It is assumed that these restrictions are in place to reduce commuter parking. Further restrictions are in place on Broadway with no parking permitted between 0700-0800 on weekdays.

The 'A44 & A4260 Corridor Study' recognises the potential to re-define the function of the service roads but did not develop options, at the time considering that these would 'not be supported by the public'. It instead shows a hybrid/lightly segregated cycle lane on the main carriageway of the Oxford Road commencing approximately 100m to the north of the Kidlington roundabout. Between the roundabout and commencement of the segregated

cycle lane the cycle route is off carriageway, on the western side this leads into the service road.

Both service roads are observed to be well used by cyclists. Classified manual turning counts at the junction of Oxford Road and Bicester Road shows northbound cycles on the main carriageway flows to be roughly one third of those on the southbound approach (the northbound service road extends beyond the junction) reflecting the existing preference for use of the service roads.

Table 1.3 Summary of issues on cycling and walking on Oxford Road south of Banbury Road

Pedestrian Routes	**Potential solutions**
Pedestrian crossing area to Sainsburys and bus shelter is exposed to traffic on both sides.	Relocation or reconfiguration
Bus stop opposite junction with Fairfax Road has narrow waiting area and uneven narrow approach which may restrict access for pushchairs and wheelchairs	Relocation or reconfiguration
Poor public realm	Increased tree cover on central grass verge could create an avenue effect whilst increasing the feeling of separation of the service road from the main carriageway
Wide junction splays at side roads	Junction build-outs and reduced speeds
Cycle Routes	
NCN51 not direct for access to Village Centre	Improved cycle route provision on Oxford Road
No cycle parking adjacent to shops	Provision of cycle racks outside shops (note some have since been installed outside shops at junction with Broadway)
Perpendicular car parking at shopping parades presents a hazard to cyclists	Reconfiguration of parking bays to become parallel with pavement
Parked cars on service road could result in cyclists being 'squeezed' or pressured to increase speed. Risk of drivers opening doors. Cyclists required to use other side of carriageway risk of collision with on-coming vehicles, no priority.	Remove or reduce on-street parking Reduce vehicle movements with use of modal filtering on Maple Avenue and Morton Avenue and junction modifications allowing direct access to The Broadway from Oxford Road. Reconfiguration of junction adjacent to West Kidlington Primary School.
Cycle route along the east service road does not provide a convenient route to Sainsbury's and schools from residential areas to the east of Oxford Road. Cycle route gives way to Sainsbury's access and is narrow and segregated with painted line	Widen Shared Use Path using available verge adjacent to Sainsbury's. Provide toucan crossing from west service road

A4620_3 Bicester Road to Sterling Road approach

The Bicester Road junction with Oxford Road is signal controlled with pelican crossings on the northern and eastern arms (Bicester Road). The carriageway from the junction of has two lanes on the southbound approach to the junction with Bicester Road and a ghost island at the priority junctions with Churchill Road and Green Road. There is a signalled junction with Yarnton Road, again with a two- lane southbound approach and pelican crossings on the southern and western (Yarnton Road) arms. A section of cycle lane is present on the northbound approach to this junction leading to an advanced stop line and waiting areas for cyclists. A pedestrian refuge is present approximately 75m to the north of the junction. A further ghost island is present at the priority access to Exeter Hall with an overrun section opposite the access. Bus stops (post and flag only) are located to the north and south of the pedestrian refuge.

A4620_4 Sterling Road approach to High Street

The junction with Sterling Road approach is signal controlled with pelican crossings on each arm. The northbound approach includes a right-turn lane. There is a cycle/pedestrian access to Exeter Hall adjacent to the crossing point over the northbound arm. Sterling Road approach provides access to village centre car parks. To the north of the junction there is a further ghost island serving a parking/servicing layby area fronting Kidlington library and five shop units. Access to the car park of the Red Lion public house is also taken from this layby. This provides is a privately-operated pay and display car park. There is a further short stay parking area in the layby with the capacity to accommodate around ten cars in this layby including one space marked for disabled use. The ghost island and hatched area extends the length of the layby.

A4620_5 High Street to Benmead Road

From the High Street, Oxford Road becomes Banbury Road. The junction of Oxford Road/Banbury Road and Lyne Road is adjacent to the pedestrianised entry into the High Street. This junction is signal controlled with pelican crossings on the western (Lyne Road) and northern arms. There is no specific provision for cyclists in this location. On the eastern side the footway passes across the accesses to two pub car parks. Bus stops for services in both directions are located here (flag and pole only). A ghost island is present at the priority junction with Benmead Road.

A4620_6 Benmead Road to The Moors

To the north of Benmead Road a bus shelter is present on the eastern footway. This is accommodated within the area of grass verge. A service road commences approximately 100m to the north of the junction with Benmead Road. This primarily provides access to residential properties with three access points along its length. The service road terminates before the junction with Lyne Road with concrete bollards in place. This service road is separated from the main carriageway by a grass verge. The verge is

planted with trees and shrubs along much of its length however parking is observed to take place on the grassed areas. A ghost island is present at the junction with Lyne Road and Lyne Road has a marked left and right turn lane with a wide bell mouth. To the north west of this priority junction a further service road is present on the western side of the carriageway of Banbury Road, again primarily providing for access to residential properties. This is closed off with concrete bollards at the southern end. There is a ghost island at the northern access to this service road and a further ghost island serving the priority access to The Moors.

Residential areas in Kidlington and Gosford

North-west Kidlington

Residential properties within north west Kidlington are mostly located on cul de sacs and closes with no through routes. The layout of these roads largely acts to limit vehicular speed. Lyne Road and Grovelands act as distributor roads for this estate both forming part of existing bus routes with a 30mph speed limit. There are no traffic calming features except for a road narrowing on Grovelands approximately 100m from the junction with Yarnton Road. As few properties are accessed from Lyne Road and Grovelands, footways are mostly not overlooked.

A traffic free cycling and walking route (Alleyway) runs roughly parallel with the distributor roads. This is a 3m wide shared path with footpath links from surrounding residential roads linking with the village centre along the perimeter of the Exeter recreation ground and Crown Road. The path forms part of the Sustrans national cycle route 51. It is assumed that this route is selected over the use of Oxford Road as it is traffic free, however it is less direct for accessing the village centre and has been designed to accommodate local movement around the neighbourhood. Some sections of the route are overgrown with vegetation from residential properties overhanging the path alongside a need edge back to reveal the full width of the path. The route is interrupted by a number of roads where some minor issues have been identified. These are summarised in **Table 1.4** below. More general issues are summarised within **Table 1.5**.

Table 1.4 Summary of issues at junctions on Alleyway/north-west Kidlington pedestrian/cycle route

Junction crossing	Issues	Solution
Exeter Recreation Ground	Unnecessary barriers which are unsightly but unrestrictive	Remove barriers
The Phelps	Metal barriers may restrict access for some users. Potential conflict with vehicles on carriageway	Remove barriers and replace with single wooden bollard. Coloured/textured surface over crossing
Lyne Road	No dropped kerb, route does not continue north directly opposite, unclear whether northern section is still shared use. Potential conflict with vehicles on the carriageway	Improved/consistent signage. Raised crossing area/dropped kerbs.

Junction crossing	Issues	Solution
Chorefields	Potential conflict with vehicles on the carriageway. No parking restrictions – potential for parked vehicles to block dropped kerbs	Coloured/textured surface over crossing. Improved signage. Road markings to prevent parking near the accesses to the route.
Wilsdon Way	Metal barriers which may restrict access for some users. Overgrown vegetation. Potential conflict with vehicles on the carriageway.	Remove barriers and replace with single wooden bollard. Coloured/textured surface over crossing
The Ridings	Access to Lyne Road from The Ridings is via a narrow path. Route for cyclists returns to carriageway but this is not clear therefore narrow access onto footway may instead be used	Improved signage

Access to the canal towpath at Roundham Locks and the Begbroke Lane track is via Partridge Close with a further access from Yarnton Road at the canal bridge (described below).

Table 1.5 Summary of issues within north-west Kidlington residential area

Issues	Potential Solutions
Lyne Road/Grovelands functions primarily as a distributor road with the potential for excessive speed.	Traffic calming/speed monitoring and enforcement. Public realm improvements such as vegetation clearance and tree planting
Access to Roundham Locks from Partridge Close poorly defined with poor visibility from the footpath.	Improved waymarking, reduced speeds on Lyne Road. Management of vegetation to improve visibility

South-west Kidlington

Morton Avenue, Almond Avenue and Hazel Crescent form the main access roads within the area. Unlike Grovelands and Lyne Road, these are fronted by residential properties. The are no bus services routing through this area with the nearest bus stops located on Oxford Road. The Kidlington Masterplan SPD identifies these roads as being prone to rat-running. Speed cushions are in place on both Morton Avenue and Almond Avenue. Morton Avenue forms part of Sustrans Route 51, connecting with Oxford Road via traffic-free path to the immediate south of West Kidlington Primary School. This is accessed via a narrow section of pathway from Hardwick Avenue.

The Oxford canal runs along the western edge of this residential area however there is no access to the towpath on the western bank of the canal other than that available at Yarnton Road. There is an existing well used footpath which connects the canal bridge at Yarnton Road with Morton Avenue. Members of the public can be observed to access this footpath via the access road to the football pavilion and allotments. This access road is directly opposite the shared path routing through north-west Kidlington.

Table 1.6 Summary of issues within south-west Kidlington residential area

Issues	Potential Solutions
Morton Avenue, Almond Avenue and Hazel Crescent identified as being subject to rat-running.	Modal filters to prevent through traffic movement
Access to the off-road section of the cycle route is via a narrow footway.	Localised footway widening
Nearest access to the canal towpath is from Yarnton Road via stepped track with reduced visibility.	Improvements to this access point and the route to this via an existing PROW adjacent to the football pitch
Transition from shared path north of Yarnton Road to Morton Road is unclear with potential for conflict with vehicles.	Clear junction signage and markings required. Consideration of lower speed limit on Yarnton Road

North-east Kidlington

Kidlington village centre lies within north east Kidlington and access on foot and by cycle into this area is reviewed above in Section 1.1.1. Unlike areas within west Kidlington many of the residential roads allow for through traffic movements with fewer cul de sacs and closes. Evans Road, Mill Street and High Street are all part of existing frequent bus routes. An infrequent service operates via The Moors. The Kidlington Masterplan SPD identified The Moors, Mill Street, Evans Road and Green Road as being prone to rat-running. The speed limit on all roads within the area is 30mph with traffic calming in place only on The Moors and Mill Street. This is in the form of speed humps. North Kidlington primary school is accessed from Benmead Road.

Table 1.7 Summary of issues within north-east Kidlington residential area

Issues	Potential Solutions
The Moors, Mill Street, Evans Road and Green Road identified as being subject to rat-running	Modal filters to prevent through traffic movement
Narrow footpath links	Improve wider pedestrian environment to reduce dominance of vehicles
Narrow footpaths approaching North Kidlington primary school	Modal filter on Benmead Road providing use of road space for pedestrians within the vicinity of the school

South-east Kidlington

Kidlington and Gosford Leisure Centre and Gosford Hill School are both located within the south eastern area of Kidlington therefore drawing trips from across the area. Both the school and the leisure centre are accessed from the service road on the eastern side of Oxford Road. A second access to Gosford Hill School from Bicester Road was granted permission to close in 2000 (Ref. 99/02281/OCC) therefore focusing access for all modes on the main access from the Oxford Road service road. Thames Valley Police

Headquarters South is also accessed from this service road with a further access from Cromwell Way. This access road is also a public right of way providing a connection between Cromwell Way and Oxford Road.

Bicester Road runs east-west between Oxford Road and Bicester Road. Traffic calming is in place in the form of speed cushions. A 0.85m painted cycle lane is present on both sides of the carriageway. A footway and grass verge are present on both sides. A shared pedestrian/cycle track is present to the west of the carriageway of Bicester Road (running north/south) this crosses to the east of the carriageway as it approaches the Kidlington roundabout. There is no direct provision for cyclists entering this track from Bicester Road (east/west). A footpath connection is available between Bicester Road and Oxford Road along the northern perimeter of the Sainsbury's site.

Table 1.8 Summary of issues within south-east Kidlington residential area

Issues	Potential Solutions
Bicester Road (east/west) has sub-standard dashed painted cycle lanes.	Carriageway width insufficient to provide for protected or stepped lanes. Provide shared track off road making use of existing space or widen carriageway to provide stepped/protected lane.
Access to Kidlington and Gosford Leisure Centre and Gosford Hill School focused at single point on Oxford Road service road	Reduce through traffic movements and parking along service road to create safer conditions for cycling Consider reopening of former access from Bicester Road (east/west)
Public right of way using Thames Valley Police Access Road potential conflict with pedestrians using the carriageway	Traffic calming, signs
Off-road pedestrian/cycle track ends adjacent to Sainsbury's northern perimeter	Continue provision for cyclists along the service road through modifications to parking and restrictions to through traffic flows

Routes to schools

Plans of existing school catchment areas for schools within Kidlington have been used to understand key desire lines for the journey to school acknowledging that this is not the only journey that children make within their local areas.

Edward Field Primary School comprises of the residential area on the eastern side of Kidlington extending south from High Street alongside a further residential area within west Kidlington therefore alongside residential streets, Oxford Road and Bicester Road are key routes for accessing this school.

The catchment for North Kidlington Primary School extends from High Street and Lyne Road northwards encompassing Thrupp and Shipton on Cherwell. Therefore, requiring movement across Banbury Road between east and west Kidlington and along Banbury

Road itself. Except for a signalled crossing point at the junction of Banbury Road/Lyne Road crossing points are in the form of pedestrian refuges.

The catchment of West Kidlington Primary School is entirely to the west of Oxford Road encompassing a small area to the north of Yarnton Road. As such routes to school are likely to be focused on residential roads within this area with the additional need for some to cross Yarnton Road.

The catchment for Gosford Hill secondary school comprises of the whole of Kidlington and the surrounding villages to the east (Islip, Hampton Poyle, Shipton on Cherwell, Oddington, Charlton on Otmoor). Therefore. children attending Gosford Hill School are drawn from all residential areas of Kidlington as well as from villages to the north and east. Oxford Road forms part of every journey to and from this school within this route also representing the most direct approach.

Yarnton and Begbroke fall within the catchment area for Marlborough School in Woodstock for secondary children with the A44 forming the majority of the route.

Langford Lane employment area

Employment areas are located on the north western edge of the built-up area of Kidlington. These comprise of Oxford Airport, Oxford Spires Business Park, Station Field Industrial Estate, Oxford Motor Park, Langford Lane and Oxford Technology Park which is under construction. Access to Station Field Industrial Estate is from the A4260.

Langford Lane links the A44 to the west of Kidlington and the A4260 (Banbury Road) and therefore provides the main vehicular route north to and from the A44. Langford Lane also provides access to London Oxford Airport, Oxford Spires Business Park, Oxford Motor Park, Langford Business Park, the newly opened Premier Inn Hotel and the Oxford Technology Park. The 2011 Census recorded that output area Cherwell 019A which comprises all the above with the exception of the hotel and the Oxford Technology Park, had a workplace population of over 4000. In addition, there are 22 residential properties and a children's day nursery accessed via Evenlode Crescent. Kidlington Ambulance Station and Thames Valley Police Headquarters (north) are both located here.

There are no HGV routing restrictions as such HGVs accessing the employment area can route via Banbury Road/Oxford Road. The A44 & A4260 Corridor Study includes details of flows which indicate that during the AM peak period 15% of two-way traffic flows north of the Oxford Road/Banbury Road junction comprises of HGV traffic with a further 11% attributable to Light Goods Vehicles.

A 1.8m footway is present on the south side of Langford Lane from the junction with the A4260 to the roundabout junction with The Boulevard. This continues from the shared footway/cycleway on Banbury Road which commences approximately 300m to the south of the junction with Langford Lane. The Langford Lane/Banbury Road junction is signalled with no specific provision for cyclists or pedestrian phases. A new shared 2.5m footway/cycleway is to be provided to the east of this junction to the junction with the A44 in the west is to be provided using developer contributions. The first section from the west

of the Langford Lane roundabout junction with The Boulevard has been completed along the frontage of the Oxford Technology Park. The remaining section from the Oxford Technology Park site and the junction with the A44 is approximately 1m in width. From the junction with Banbury Road to Evenlode Close, Langford Lane has a speed limit of 30mph. For the remaining 550m there is an unrestricted speed limit. The Kidlington SPD identifies the need for a formalised crossing of the A44 on the south side of the junction with Langford Lane. Crossing provision is in the form of footpaths and refuges areas across the junction slip road and then the main carriageways providing access to the bus stop and footway/cycleway on the northbound carriageway.

The Oxford canal passes through the employment area but there are no official access points from the towpath. Informal access to the canal is evident in a few locations. These include a steep, well-used track accessed behind the crash barrier adjacent to the canal overbridge on Langford Locks. The SPD sets out how a new connection on the eastern side of the Canal from Roundham Bridge, to Station Fields Business Park should also be explored to provide an alternative route towards Langford Lane.

Table 1.9 provides a summary of issues related to accessing the employment area on foot and by cycle.

Table 1.9 Summary of issues on cycling and walking routes to Langford Lane Employment Area

Pedestrian Routes	**Potential Solutions**
No official access from the canal towpath	Informal access points could be upgraded
Narrow footway provision on the south side of the carriageway only. Footway interrupted by wide accesses and side roads.	Reconfiguration of accesses
Close proximity/no separation from fast moving traffic on final section towards the A44	Consistent lower speed limit could be implemented across the whole of Langford Lane. Undertake widening of shared use path as programmed.
Requirement to cross multiple lanes at roundabout junction to access The Boulevard, pedestrian desire lines not accommodated.	Short extension of footway on northern side with pedestrian refuge provision
Cycle Routes	
Shared footway/cycleway on Banbury road is insufficient width	Increase width or reduce speeds on the carriageway
Off-carriageway provision ends at Banbury Road/Langford Lane junction with cyclists re-joining carriageway with HGV traffic routing via Kidlington	Increase width of footway to enable shared provision and provide priority at side road junctions and accesses. Or Implement weight restrictions through Kidlington and reduce speeds to enable safer cycling on the carriageway from this point.
Close proximity/no separation from fast moving traffic on final section towards the A44	Consistent lower speed limit could be implemented across the whole of Langford Lane. Undertake widening of shared use path as programmed and enhance scheme to

	provide greater separation from traffic or reduce speeds.
No provision for cyclists at roundabout junction with The Boulevard	Reduced speeds/or off-carriageway provision
No provision for cyclists on Langford Locks, The Boulevard and Station Approach	Provide connection from the canal towpath or an alternative off-road route from Begbroke Lane

Oxford canal

The towpath of the Oxford Canal forms an important green transport corridor within Oxford. Improvements have now been completed between Aristotle Lane and Godstow Road with funding secured for a further section continuing north bringing the higher standard up to the A44, approximately 1.7km to the south of Roundham Bridge. Therefore, between the A44 and Oxford City Centre the canal towpath will benefit from a sealed surface and a typical width of 2m.

Within the vicinity of Kidlington and Thrupp, the canal towpath is a narrow unsurfaced path. The towpath is on the western bank of the canal with access points from Roundham Bridge, accessed from Partridge Place and Begbroke Lane and Yarnton Lane. From Yarnton Lane access is via steep steps with visibility partially obscured by the road bridge and a very narrow footway. Section 1.1.4 identifies that there are further informal access points from the canal to the towpath.

The Kidlington Masterplan Supplementary Planning Document identifies that Roundham Bridge and locks are already a focus for activity on the Canal and have the potential to act as a hub with increased facilities and connectivity. It further sets out that opportunities to increase access from residential estates to the east of the Canal should be explored to create connections for leisure and commuting.

Table 1.10 Summary of issues for cycling and walking on the Oxford canal towpath

Main Issues	Potential Solutions
Poor access provision at Yarnton Lane, stepped with poor visibility	Closure of Sandy Lane to through traffic following the closure of the level crossing will enable shared use of Yarnton Lane at the bridge removing the need for use of narrow footway. Provide a step-free and wider access point.
Access via Partridge Lane is over a level crossing and not well sign-posted	Consult with Network Rail on the future of this crossing to understand the scope for waymarking and improved access
Towpath is narrow and unsurfaced	Surface and widen to provide access to the Kidlington employment area, Thrupp and planned improvements to the south
No official access from the canal to the employment area	Provide dedicated access points

Accessing Oxford Parkway Station

Oxford Parkway Station provides for direct rail services to Bicester Village Station, Oxford, High Wycombe and London Marylebone. Access from Kidlington is via Oxford Road approximately 2.4km from the village centre. A shared footway/cycleway is present adjacent to Kidlington roundabout with uncontrolled crossings points at the Bicester Road arm. NCN51 routes cyclists between the service road on the western side of Oxford Road across the Frieze Way arm of the roundabout junction (five lanes in total) and subsequently the southern arm of the junction to join provision to the east of the carriageway (four lanes). The shared footway/cycleway continues on the western side but there are no crossing facilities available to access Oxford Parkway Station further along this route. A review of accident data for the five-year period 01/01/2015 to 31/12/2019 showed that there were eight reported accidents at this junction that involved cyclists. A shared path continues adjacent to the southbound carriageway separated by a grass verge for the first 200m. Separation returns to the south of the A34 overbridge. A segregated exit is provided into the station forecourt.

From Yarnton and Begbroke the most direct route is via the A44 (see below for a review of existing provision for pedestrians and cyclists along the A44 corridor). However, facilities are absent on the after the A44 roundabout junction with Frieze Way therefore routing via Kidlington represents the only viable option adding approximately 1km to the journey.

Access routes to Begbroke and Begbroke Science Park and Yarnton from Kidlington

There is a restricted byway (Begbroke Lane) connecting Begbroke Village with Kidlington accessed from Partridge Place and Lyne Road. Begbroke Lane is unlit with a gravel surface passing through agricultural land on both sides and forms part of the Sustrans National Cycle Network. Access from Begbroke is from Begbroke Lane, a residential road within the village. Accessing the track from Partridge Place is via a level crossing (Roundham). The level crossing is operated by private individuals with access via a gate and miniature stop lights with 138 trains per day with a line speed of 100/110mph. Network Rails current assessment data assumes ‘infrequent vehicle use’ and ‘infrequent pedestrian use’. The A44 is the to immediate east of Begbroke. The off-carriageway footway/cycleway along the A44 continues along Woodstock Road East from approximately 400m to the north of Begbroke Lane and extending a further 150m to the south before continuing alongside the carriageway.

The proposed closure of the level crossing to vehicular traffic seeks to increase the attractiveness of this route for cycling and walking enabling Sandy Lane to become a green transport corridor. As such Yarnton Road will become a gateway to this route. The existing traffic-free route known as Alleyway also crosses Yarnton Road to continue along Morton Avenue with informal routing also adjacent to the football club. Presently there are no measures in place in this location. The closure of Sandy Lane to vehicular traffic is estimated to have the effect of significantly reducing traffic movements on Yarnton Road although this will continue to be on a frequent bus route. This reduction in traffic movements will increase safety with the greatest gains being achieved if this is accompanied by a speed reduction to 20mph recognising that this road will be an

increased focus of pedestrian and cycle activity. Physical measures are required to increase the visibility of pedestrians and cyclists as they cross between Alleyway, Morton Avenue and the footpath and access adjacent to the allotments as well as accessing the future green route resulting from the closure of the level crossing on Sandy Lane.

Table 1.11 Summary of issues on cycling and walking routes between Begbroke, Yarnton and Kidlington

Issues	Potential Solutions
Begbroke Lane (restricted byway) is unlit and isolated less presenting personal safety issues	Low level lighting
Surface rough in places	Re-surfacing
Presence of level crossing on Begbroke Lane – increased use would represent increased risk and may not be supported by Network Rail	Promotion/development of the route requires discussion with Network Rail
Sandy Lane is subject to higher vehicle speeds on rural section	Reduced speeds, creation of 'Quiet Lane', modal filtering
Presence of a level crossing on Sandy Lane	Requires discussion with Network Rail
Yarnton Lane (east of the canal bridge) – the off-road cycle route which forms part of NCN 51 crosses over to Morton Avenue with no warning to cyclists or vehicles on Yarnton Road.	Reduce speed on Yarnton Road, road markings and signage to increase awareness of presence of cycle route
Sandy Lane (west of canal bridge) no footway/cycleway for the majority of the route. Link is subject to unrestricted speed limit (60mph). High vehicle speeds present a danger to pedestrians and cyclists using the carriageway. Higher level of cycling skill required to use Sandy Lane. Level crossing presents a potential hazard for increased use.	Designate as a 'Quiet Lane' and/or restrict vehicular access. Work with Network Rail to achieve the best outcomes for pedestrians and cyclists in the provision of crossing facilities.
Yarnton Lane (west of the level crossing) Unpaved surface, poor quality crossing facilities at the Cassington Road/A44 roundabout junction.	Network Rail plan to close the level crossing and provide surfacing and a footbridge. Toucan/signal-controlled crossing facilities on A44 providing for access to Yarnton

Access by all modes to Begbroke Science Park is from the A44 with a signal-controlled junction onto Begbroke Hill which is a private road. There is a staged pedestrian crossing across the eastern arm (Begbroke Hill and the northern arm (A44). 'Cyclists Dismount' signs are present on the shared pedestrian/cycleway on the A44 approaches to the junction. There is a segregated pedestrian/cycleway on Begbroke Hill.

Begbroke Science Park is also accessible on foot and by cycle from Sandy Lane with off-road provision commencing to the east of Livingstone Close to this access point. Sandy Lane is subject to a 30mph speed limit within the built-up area of Yarnton. Outside of the built-up area the speed limit is unrestricted (60mph). Sandy Lane passes over a level crossing controlled by automatic half barriers. Network Rail identify a higher level of risk

for this crossing with frequent use contributing to this assessment alongside the high frequency of trains. Network Rail data indicates 108 pedestrians and cyclists using the crossing per day. Network Rail plan to close the level crossings on Sandy Lane and Yarnton Lane, providing a ramped bridge on the former and a stepped bridge on the latter. Sandy Lane crosses over narrow canal bridge to the west of Kidlington. The bridge is signal controlled with shuttle working. The speed limit returns to 30mph within the built-up area of Kidlington.

The Kidlington SPD identifies Yarnton Lane, which connects from the Canal at Sandy Lane / Yarnton Road via another level crossing to the A44 on the south side of Yarnton, as a route which should be improved as a cycling and walking corridor. The route is well-used but unsurfaced. Yarnton Lane emerges onto to the A44 adjacent to the Turnpike public house and the roundabout junction of Cassington Road and the A44 where crossing facilities are limited to a pedestrian refuge.

The catchment area for North Kidlington comprises all of the built-up area of Kidlington to the north of the High Street and Lyne Road there is a need for movement across Banbury Road. A pelican crossing is present to the immediate north of the High street with all further formal crossing points being in the form of pedestrian refuges. The catchment includes Thrupp and Shipton on Cherwell from which access on foot is via a narrow path at the side of the carriageway where the speed limit is 50mph. The canal towpath provides an alternative route for part of the journey. There are no specific facilities for cyclists within this catchment.

A44 corridor

Improvements to the A44 corridor are planned as part of the 'Housing and Growth Deal Infrastructure Programme' and are detailed below in Section 5. Table 4.12 summarises issues identified with the existing cycling and walking route.

Table 1.12 Summary of existing on A44

Issues	Potential Solutions
Transition from cycleway at the northern end of Woodstock Road is poorly defined and located at point of entry from A44	Clear markings and transition consistent with latest design guidance
Fast moving vehicles on Woodstock Road	Traffic calming on Woodstock Road/Speed reduction/warnings of presence of cyclists
Return to the cycleway at the southern end of Woodstock Road is poorly defined	Clear markings and transition consistent with latest design guidance

Access routes to Islip

Islip benefits from a primary school, doctor's surgery and a small village shop providing containment for some trip purposes. Islip is within the catchment area for Gosford Hill School approximately 4km from the village centre. Kidlington is also the closet

destination from shopping and leisure activities whilst representing a significant destination for workplace trips. The route between Islip and Kidlington is via Kidlington Road and Bicester Road with the two roads connected with the junction of Kidlington Road forming part of the on and off slip roads to the A34. There is no specific provision for pedestrians or cyclist on Kidlington Road which is subject to the national speed limit for single carriageway roads (60mph). Within the village the speed limit reduces to 30mph with speed humps in place. There is a narrow path on the approach to Bicester Road. This path ends to the south of the roundabout junction with Bicester continuing on the other side. There are no crossing facilities at this point and the speed limit is 60mph. On the approach into Kidlington the speed limit becomes 40mph. To the south of the signalled junction with Bicester Road there is a shared footway/cycleway which continues to the roundabout junction with Oxford Road/Frieze Way.

Table 1.13 Summary of issues on cycling and walking routes to Islip

Pedestrian/Cycle Routes	Potential Solutions
Kidlington Road has no footpath and is subject to 60mph for 1km	Speed reduction measures designation as a shared use route (presence of ditches either side of the carriageway likely to make footway provision difficult)
Footway very narrow on link between Bicester Road and Kidlington Road High traffic volume High Speeds	Footway widening Reduced speeds
No crossing facilities to the south of the roundabout junction	Pedestrian/cycle refuge
Initial high speeds on Bicester Road Narrow footway	Consistent lower speed limit across route (reduce to 30mph) Measures/signs to alert drivers to presence of cyclists
Difficult transition for cyclists from carriageway to off-road provision to the south of signalled junction	Minor modifications at junction to provide smooth transition Reduced speeds

Access routes to Thrupp and Shipton on Cherwell

Thrupp represents an important destination for leisure with tea rooms, kayak hire, and a public house located at the canal basin/River Cherwell. Thrupp is accessible via the canal towpath however towpath is narrow and largely unsurfaced and therefore represents a poor-quality route for cyclists. Access is also via Banbury Road which has a 50mph speed limit in place. There is a narrow footway on the eastern side of the carriageway which is located on the edge of the carriageway. From Banbury Road, Canal Road leads to the village facilities, canal and river. There are no footways on canal road. The speed limit is 20mph.

The towpath along the River Cherwell continues towards Shipton on Cherwell. Shipton on Cherwell is also accessed from Kidlington via Banbury Road with the narrow footway continuing along the eastern side of the carriageway.

Table 1.14 Summary of issues on cycling and walking routes to Thrupp

Pedestrian Routes	**Potential Solutions**
Footway on Banbury Road very narrow and close to fast moving traffic	Widen footway
Canal towpath unsurfaced and narrow potential for conflict with cyclists	Widen and surface
Cycle Routes	**Potential solutions**
No cycle parking for the facilities (tearoom, kayak hire, river walks)	Provide cycle parking
Canal towpath unsurfaced and narrow and hazardous for cycling	Widen and surface
No segregated facilities on Banbury Road but speed limit 50mph	Widen footway to provide shared use path/reduce speed limit up to Canal Road to be consistent with that within Kidlington built up area

Access routes Hampton Poyle

Cycling and walking routes to Hampton Poyle have significant leisure value. NCN 51 continues from Kidlington village centre on road via the High Street and Church Street. From Church Street the route is via a traffic-free track, eastwards, through St Mary's Fields Reserve. The track is rough in places. The track meets Oxford Road in the east which continues north into Hampton Poyle. There is a barrier at the end of the track which restricts entry/exit for adapted bikes and mobility scooters. Oxford Road is subject to the National speed limit (60mph) outside of the built-up area of the village with no footway or cycle way provision. NCN51 continues north through Hampton Poyle on to Bletchingdon a further 2km in distance. This on-road section is also subject to the national speed limit.

Table 1.15 Summary of issues on cycling and walking routes to Hampton Poyle

Pedestrian Routes	**Potential Solutions**
No cycle parking at St Mary's car park	Provide cycle parking
Cycle Routes	
NCN51 traffic free track has a rough surface in places potentially limiting access by mobility scooters and reducing comfort for road bike users	Renewed/improved surfacing
Barrier restricts use at Oxford Road entry to track	Remove barrier and replace with alternative provision to restrict entry by motor vehicles

NCN51/Oxford Road subject to fast moving traffic	Designation as a quiet lane

Annex 2. Initial consultation report

An overview of the LCWIP detailing the proposed measures and route network was circulated by Cherwell District Council to Parish Councils and local groups through the K5 network with an invitation to comment by email. Details of the proposed LCWIP were also included on Cherwell District Council's social media feeds (Facebook and Twitter). The timing of the consultation during the early 2021 Coronavirus lockdown meant that face to face events were cancelled and public libraries were closed thereby limiting wider communication with the local population. However, the LCWIP covers an extensive area with a future requirement for detailed consultation on individual aspects of the Plan as detailed designs are developed.

In total, 52 responses were received, these included responses from residents from Kidlington, Thrupp, Bunkers Hill, Shipston on Cherwell, Yarnton, Gosford and Water Eaton and Islip from the following organisations:

- Kidlington Parish Council (with further discussions with CDC and the consultant at two meetings)
- Islip Parish Council
- Shipston and Thrupp Parish Council
- Begbroke Parish Council
- Cyclox
- Oxfordshire Cycling Network
- Residents from Kidlington, Thrupp, Bunkers Hill, Shipston on Cherwell, Yarnton, Gosford and Water Eaton and Islip

Discussions have also been undertaken with Oxfordshire County Council (OCC) as the highways authority with the responsibility to take the plans forward. OCC have reviewed the Draft LCWIP in detail setting out required additional information and amendments to the format prior to taking it forward to cabinet.

Some responses provided very detailed comments on specific sections of the network. These comments will be considered further as the LCWIP is refined and have also been provided to OCC.

The main themes identified within the comments are summarised below.

Consultation issues

Comments received included concerns that the consultation would not reach those without internet access or users of social media and that the timeframe for commenting on the LCWIP was too short. It is acknowledged that circumstances prevented some public engagement activities which would have given the opportunity to receive responses from a

wider section of the local community. However, at this stage the LCWIP represents a strategic plan that has been developed in order to provide the evidence base for local planning and securing the necessary funding to achieve improvements to the cycling and walking network. The approach taken in developing this strategic plan are in accordance with the Government's Technical Guidance with the proposed outline improvements developed with reference to LTN1/20. All elements of the LCWIP will subsequently require detailed design and consultation.

"How will the proposals be funded"?

Some responses questioned how the LCWIP would be funded with some concern about already constrained budgets. The LCWIP will provide the basis for securing developer funding in relation to the planned development areas and wider local and national infrastructure funding with LCWIPs representing a Government requirement.

What are the next steps?

Those responding to the consultation were keen to understand the next steps, in particular the extent to which specific elements of the LCWIP such as 20mph would be subject to separate consultation and the timing of delivery of improvements. Individual components of the LCWIP will be subject to further public consultation as they come forward the timing of which is to be determined by the adoption of the LCWIP and subsequent securing of funding.

Developing the route along the Oxford Canal Towpath

The comments include a number suggestions relating to the improvement of the canal towpath for cycling and walking with calls to provide a sealed surface at least as far as Langford Lane (from Kidlington Parish Council) and possibly Thrupp (Thrupp Parish Council). It was also considered that the canal could provide a traffic free route to Oxford building on improvements that are already taking place between Oxford and the A44. Concerns were also raised about the potential for conflict between pedestrians and cyclists should insufficient width be achievable on the towpath noting that a shared use path has a minimum width requirement of 3 metres. Consideration will therefore be given to the inclusion of the canal within the LCWIP with the view to making the towpath more accessible for all.

Provision for pedestrians and cyclists on the A44

Detailed comments were received from residents in Yarnton and from Begbroke Parish Council with respect to the proposed improvements on the A44. Calls for safe crossing facilities on the A44 were central to these comments. Improvements to the A44 corridor are planned as part of the 'Housing and Growth Deal Infrastructure Programme' with optioneering currently in progress. The scheme includes plans for crossing facilities and a continuous 3.5m shared use path to the west of the carriageway. This route has been included in the LCWIP as a part of the overall network but will be progressed separately by

Oxfordshire County Council with detailed consultation to take place with respect to this (OCC to confirm the timing).

Kidlington roundabout

Specific comments were provided with respect to Kidlington roundabout with signalled crossings welcomed. Comments related to the need to upgrade paths and provide for high quality access to Stratfield Brake Sports Field and the need to address overgrown vegetation on the approach to the entrance. There was a call for controlled crossings on the Bicester arm as this is not included in the current OCC proposals. There were suggestions for a smaller, slower speed junction design with detailed comments provided by the chair of the Oxfordshire Cycling Network.

Oxford Road service roads

Comments relating to the Oxford Road service roads included the suggestion to make both sides designated cycle routes with coloured surfaces and a requirement for motorised vehicles to give priority to cyclists. There was a call for detailed design consideration of cyclists wishing to continue their journey at the end of the service road (north towards Kidlington village centre) with the suggestion that this is provided for off-carriageway. The issue of the existing parking configuration at the shops near the Broadway junction was raised with respect to the need for vehicles to reverse out of spaces and the hazard to cyclists that this currently poses. Direct access to the service road on the east of the carriageway from Fairfax road was suggested with modal filters limiting movement on the service roads. Concerns were raised with respect to the proposal for direct access to Broadway from the main carriageway accompanied by modal filters to restrict vehicle use of the service roads in terms of the potential for greater conflict between different types of road users. It was considered that existing parking on the service roads helped to reduce vehicle speeds and removal would have a negative impact. Kidlington Parish Council set out a preference for protected cycle lanes on the service roads. The Oxfordshire Cycling Network commented that using the service roads would help to achieve improved facilities without “massive investment”. It is acknowledged that there is more work required to determine the approach to delivering routes which capitalise on this existing infrastructure, with the need to understand the extent and nature of existing use for parking and the implications of restricting traffic movements either on the service roads themselves or adjacent roads to restrict through traffic movements and contribute to a reduction in flows.

Banbury Road service roads

It was requested that a no parking zone could be provided on the entrance to the service roads on Banbury Road with the aim of addressing the issue of vehicles running over the verge noting wider issues with parking on the verge which affects visibility and amenity.

‘Alleyway’

The Draft LCWIP refers to improvements to ‘Alleyway’ however a number of comments received questioned the location of this route. The section referred to is located within west Kidlington and marked in green on the proposed route network map. This is an existing 3m wide shared use path which runs from Yarnton Road, adjacent to Broad Close ending at The Ridings. The section between Yarnton Road and the recreation ground is also identified as Sustrans National Route 51. The proposed protected cycle lanes on Oxford Road would provide for a more direct route for cyclists returning the focus of this network of alley ways to more local use however there is a need to remove any restrictive barriers and provide dropped kerbs and improvements where it crosses residential roads.

20mph zones

20mph speed limits were broadly welcomed throughout Kidlington and surrounding villages, however there was concern that reduced speed limits would not be adhered to. Further comments suggested that for many roads reduced speeds were unnecessary due to the current layout, presence of speed humps and parked cars already restricting speeds.

Implementing 20mph across all residential areas will provide for consistency. National and international studies show that lowering the speed limit from 30mph to 20mph reduces the number of casualties and the World Health Organisation and the UN General Assembly recently mandated 20mph as the right speed limit where people and motor vehicles mix. Reduced speeds are required to enable cyclists to use the carriageway and is identified as a requirement within LTN1/20 when developing routes that can be used by cyclists of all abilities. There is a need for 20mph zones to be enforced and the approach to ensuring this will be part of the detailed design with average speed camaras and/or additional traffic calming measures representing key options, with lessons to be learned from existing 20mph zones in Oxford.

What is a ‘Protected Cycle Lane’

Many comments questioned the form that a protected cycle lane would take, some fearing that this would not represent much improvement over painted lines. Protected cycle lanes have some form of barrier between vehicular traffic and the cycle lane. This may for example be in the form of chicanes or a kerb. This will be subject to detailed design which will include public consultation. Some of the comments included requests for protected cycle lanes in locations such as the slip roads and residential roads. In such locations there is not enough carriageway width to provide this infrastructure with measures to reduce speed and traffic volume instead having a bigger role to play to enable the majority of cyclists to use the carriageway.

Potholes and poorly maintained surfaces

There were a number of comments relating to the dangers posed to cyclists by poorly maintained surfaces and the need to address this as a priority with plans in place to actively maintain existing and future routes. This is a wider issue to be addressed by OCC.

Shared-use paths (SUPs)

Concerns were raised about the potential for conflict on the proposed shared use path along Bicester Road (east/west) with respect to the high pedestrian flow particularly in relation to the schools. It was suggested that this was provided on the north side with the south side reserved for pedestrians. There was concern that provision of the SUP would require loss of trees. For Bicester Road (north/south) there was a call for clarification on what could be provided for the route to Hampton Poyle and the need for any Shared Use Path to be continuous and connected to existing provision. On Langford Lane there was a call for the SUP to have priority over side roads. Shared Use Paths were suggested for Oxford Road/Village Centre, noting that protected lanes are proposed for this section. Comments raised concerns about the issues faced by pedestrians using spaces shared with cyclists, in particular noting the width deficiencies on paths near to West Kidlington Primary School and issues on the canal towpath highlighting the need to consider the comfort and safety of pedestrians and address existing width deficiencies. Comments reiterated the need for separate provision for pedestrians and cyclists as much as possible with the preference for protected/traffic free provision for cyclists.

The LCWIP has been developed with reference to LTN1/20 which states that shared use routes in streets with high pedestrian or cyclist flows should not be used. The route plan incorporates existing sections of shared use paths (including that described as ‘Alleyway’) with some improvements to width and crossing point but with a focus on developing a more direct route on Oxford Road. The proposed SUP on Bicester Road (east/west) responds to local discussions on issues experienced in this locality, however in response to the above comments this should be reviewed with respect to pedestrian flows.

Need more/Less ambition

There was a call for more ambition within some comments while others questioned the need to further develop routes for cyclists. The LCWIP is being developed in accordance with the latest policy and design guidance which provides the basis for the proposed network improvements and level of ambition. Evidence from the Propensity to Cycle Tool indicates that a significant modal shift to cycling can be achieved in Kidlington with the provision of high-quality, continuous routes.

‘LCWIP doesn’t provide for pedestrians’

Some of the comments considered that the LCWIP was largely focused on the needs of cyclists. It is acknowledged that improvements specifically providing for cyclists are a

focus of the document however there is also benefit for pedestrians through measures such as reduced traffic volume and speeds and the provision of separate facilities for cyclists or safer on-road cycling conditions reducing conflict between the two user groups alongside measures to improve amenity such as increased tree planting.

Additional sections

Residents of Shipton and Cherwell and Bunkers Hill called for the extension of the provision of a Shared Use Path at the very least to the Shipton turn and ideally to Bunkers Hill with respect to the complete absence of any footway along this latter section. It was also suggested that there was an opportunity to improve an existing footway running adjacent to Shipton Quarry to provide a connection between Bunkers Hill and Shipton on Cherwell. Both of these suggestions will be considered in more detail.

Connecting with Oxford

Respondents were keen that the proposed route network provided connectivity to Oxford and the development of routes to the south of Kidlington towards the city centre. The development of cycle routes along the Oxford Road is being undertaken by OCC and details will be included in the final LCWIP.

Annex 3. Final consultation report

A part of the process leading up to the adoption of the Kidlington LCWIP, Oxfordshire County Council held a public consultation on the final draft document starting 8 October 2021 and concluded 7 November 2021. This consultation was hosted on the 'Let's Talk' platform and was promoted via various social media platforms with help from the Communications Team to help ensure maximum awareness.

Summary

19 people took part in this consultation, the majority of whom were from white background, one respondent had disability (sight, hearing and mobility issues), from various age ranges. 58% of respondents were residents of Kidlington while 37% were residents of the surrounding area. Most of them live and work in the OX5 1 and OX5 2 postcode areas.

63.2% of the respondents travel by sustainable modes within Kidlington and Gosford built-up area. Of which the most used mode is cycling at 42.1% usage. Only 15.8% of respondent walk and 5.3% travel by bus.

In terms of perception of current facilities, 47% of respondents were either satisifed or very satisfied with the exisitng walking network while 42% of respondents were either satisifed or very satisfied with the exisitng cycling network.

The most frequently selected issues preventing people walking were narrow paths on busy roads and a lack of connected routes. With regards to cycling, the majority of respondents don't use this mode due to busy roads. Other issues commonly selected that prevent people from cycling were road speeds, lack of cycle parking and routes that are not connected because of road speeds.

Some in-depth responses were acquired by this survey which included suggestions to add a few paths to the LCWIP, paths that need to be improved to benefit mobility users. The main impovements that were specifed by the respondents to improve cycling are:

- More litter bins
- Better road/pavement surface- no potholes and dips, makes for a smoother ride/walk
- Separate/segregated cycleways, should be safe enough for young kids to ride
- Better connected routes, for example all along the high street
- Better designed junctions to accommodate cyclist and or pedestrians

The majority of respondents (89%) believe places that they like to travel to have been missed in the LCWIP. The following were provided as places missing from the LCWIP:

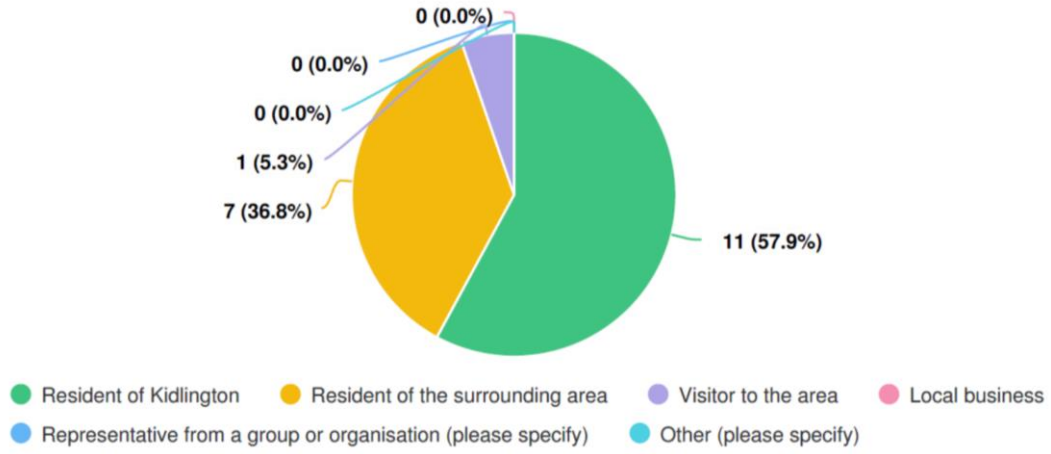
- Lane from Green Road to Bicester Road (needs updating by lifting up to stop flooding in some places which becomes very muddy in the winter)
- Cycle path surface across from St Mary's to Hampton Poyle
- Cycle path from Gosford / Kidlington to Islip

68% of respondents said they would be likely or very likely to cycle and 53% of respondents said they would be likely or very likely to walk more as a result of the improvements suggested in the LCWIP.

All in all, it is evident from the consultation that there are deficiencies in the cycling and walking provision in Kidlington and Gosford built-up area. It has been acknowledged that the LCWIP goes some way to addressing these. Suggestions (locations and improvement types) have also been provided where there are gaps in the LCWIP. Whilst Kidlington and Gosford built up area have a high level of sustainable travel already (as demonstrated through the consultation), this creates an advantageous foundation to further modal shift for those who mainly travel by car.

Results: About the respondents

Q1: Please say whether you are responding as a:



Out of 19 respondents a majority (57.9%) are a resident of Kidlington while 36.8% were resident of the surrounding area. Only 1 respondent was a visitor to the area.

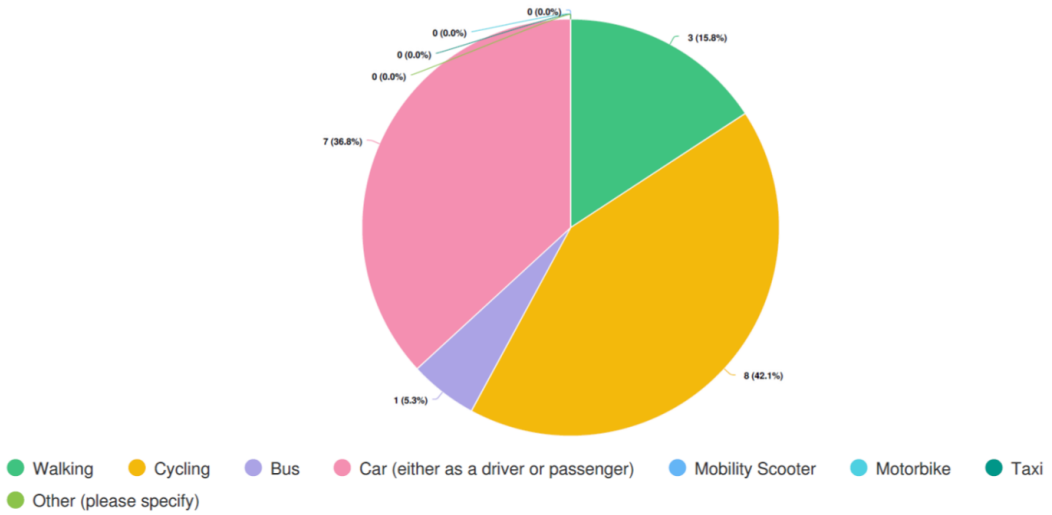
Q2: Please enter the first four digits of your home (or business if responding in this capacity) postcode e.g. OX5 1

47% of respondents live in the OX5 2 post code and 32% live in the OX5 1 post code area. The remaining respondents live in OX2 8, OX1 6, OX10 0 and OX4 3.

Q3: Please enter the first four digits of your work postcode e.g. OX5 1

25% of respondents work in the OX5 2 area, 8% work in OX5 1 area and 17% work in the OX1 3 area. The remaining respondents work in the following areas: OX1 1, OX2 6, OX2 7, OX10 0, OX1 5, OX2 0.

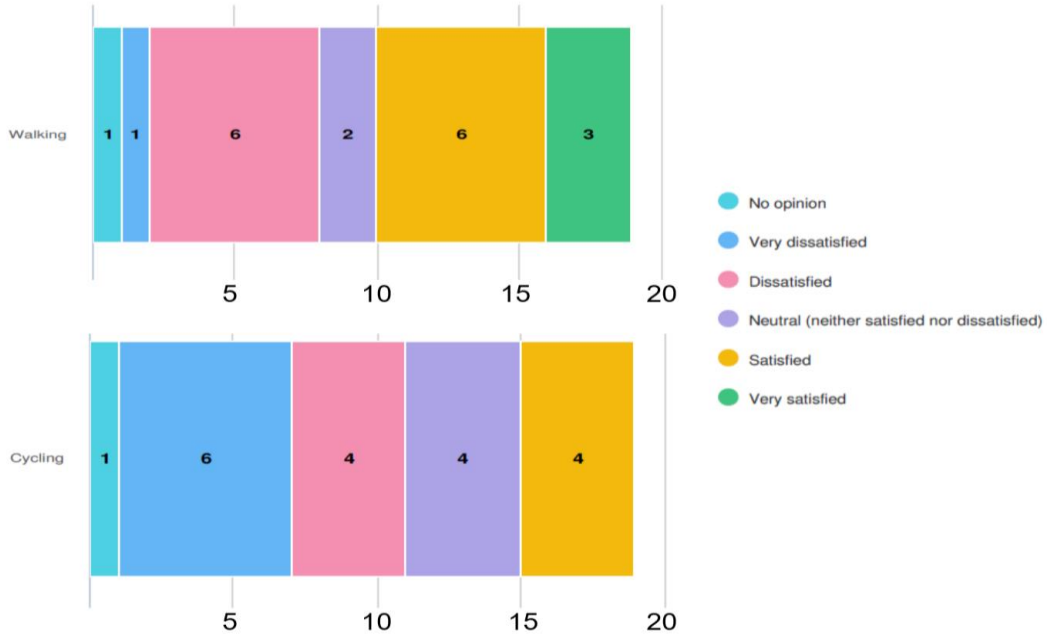
Q4: How do you most often travel within Kidlington and Gosford built-up area?



Most respondents (63.2%) travel by sustainable modes within Kidlington and Gosford built-up area. The most used mode is cycling (selected by 42.1% of respondents). Travel by car is the next most common mode (selected by 36.8% of respondents). A further 15.8% of respondents selected walking and 5.3% selected bus travel.

Results: Existing cycling and walking provision

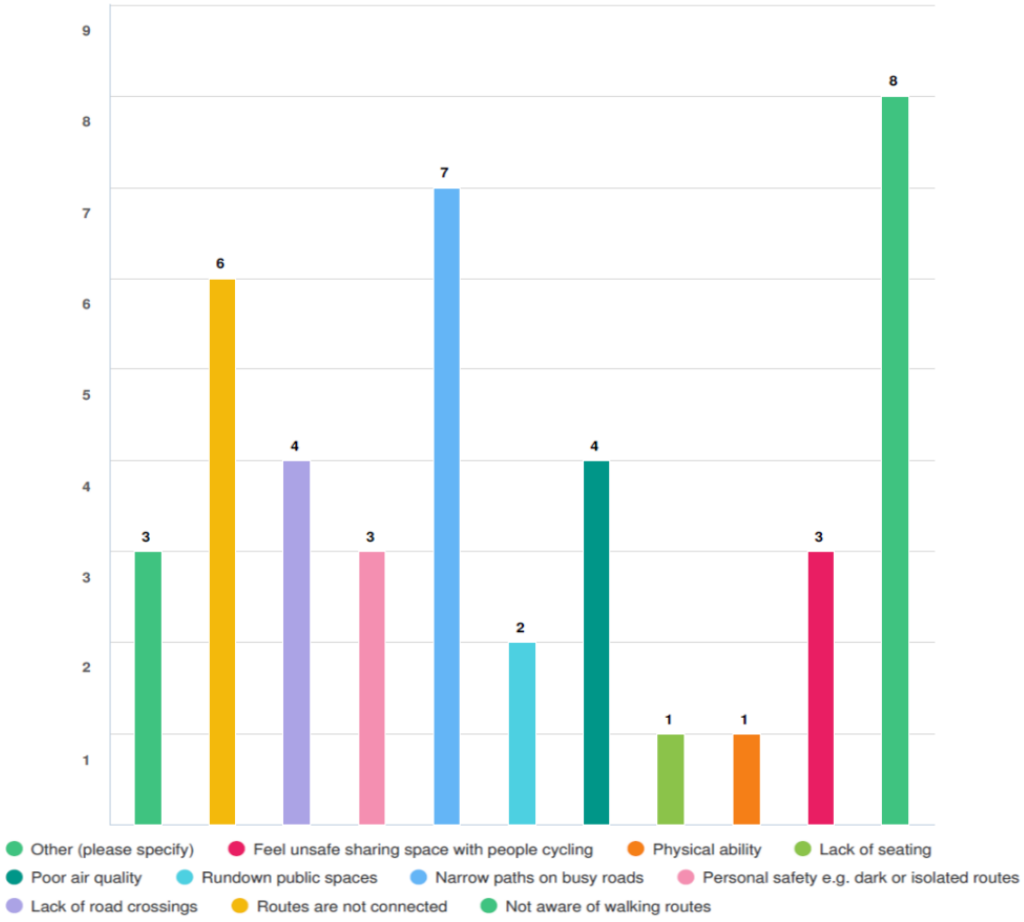
Q5: To what extent are you satisfied with the existing cycling and walking network in Kidlington and Gosford built-up area?



47% of respondents were either satisifed or very satsified with the existing walking network. 37% of respondents were either dissatisfied or very disatisifed with the exisitng walking network.The remaining responsdents were neither satsified nor disatisifed or had no opinion.

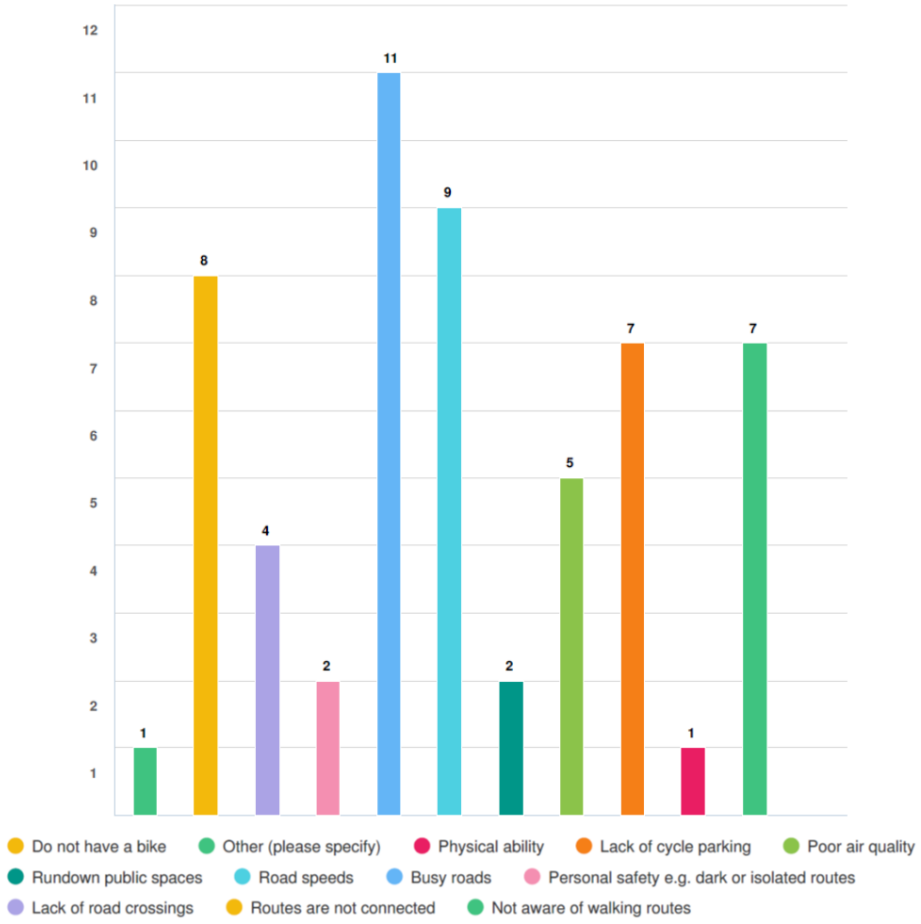
42% of respondents were either satisifed or very satisfied with the existing cycling network. 53% of respondents were either dissatisfied or very dissatisfed with the existing cycling network. The remaining respondents had no opinion.

Q6: What issues prevent you from walking at all, or from walking more frequently in Kidlington and Gosford built-up area and the surrounding area?



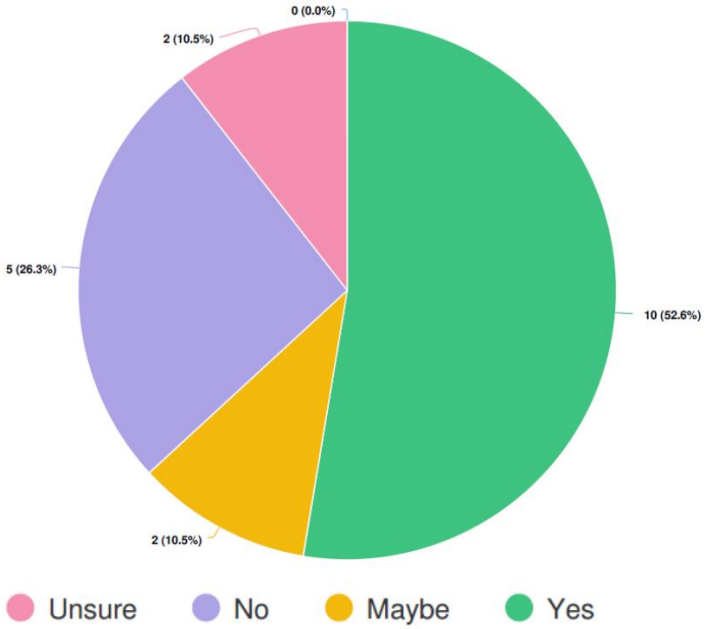
The most frequently selected issues preventing people walking were narrow paths on busy roads and a lack of connected routes. Poor air quality and lack of road crossings were also selected by many respondents. Lack of seating and physical ability were selected by respondents least when considering issues preventing them walking. Other responses provided stating why people do not walking include cars parked on the pavement, barriers that are too narrow to pass through with a pushchair, vegetation overgrowth, unattractive walking routes (with mo re canal crossing being beneficial to rectifying this) and poor quality pavement surface (e.g. Benmead Road).

Q7: What issues prevent you from cycling at all, or from walking more frequently in Kidlington and Gosford built-up area and the surrounding area? Please tick all that apply.



The majority of respondents do not cycle due to busy roads. Other issues commonly selected that prevent people from cycling were road speeds, lack of cycle parking and routes that are not connected because of road speeds. Other responses provided that prevent people from cycling include shared use paths, poor quality exisiting paths (surfacing and design) and not owning a bicycle.

Q8: A number of measures are proposed in the plan to improve cycling and walking. These include:- Wider footways- More road crossings- Routes without motor vehicles- Removal of physical barriers- Cycling spaces that are physically separated from roads and footways- Speed limit reduction - More benches and tress - Cycle parking - Direction signs Are there any other improvements that you would like to see for cycling and walking in Kidlington and Gosford built-up area?



Q9 & 10: Please specify what improvements you would like to see.

Respondents' answers were:

- "More litter bins please"
- "1. Allow cycling along the whole length of High Street, which is part of a Sustrans cycle route. Make access to High Street easier for cycles coming from Lyne Road. At present they have to dismount and use the pedestrian crossing. 2. Get rid of the cycle lanes on Bicester Road, which are too narrow for cars to pass safely. They are no use anyway, because at busy times cars are parked all along the road, making cycling extremely hazardous, especially for children. In any case, Bicester Road isn't an obvious route for cyclists, as it doesn't go anywhere in the village. 3. Change road humps so there is enough space at either side for cyclists to pass comfortably."
- "Even pavements without potholes and dips"
- "I am a massive fan of cycling but feel that segregated cycle ways are the only sensible and safe options for this (segregated meaning a separate tarmac road dedicated to cycles) and would like to see a principle focus on this. I cycle al lot around Kidlington and the surrounding countryside in leisure time. By following this approach it is unnecessary to reduce spped limits on roads (which these may not even run parallel to) thereby ensuring _all_ those travelling (including those who need to drive for work or travel long disctances) can move safely and in a timely way. The focus of the plan should be on keeping everyone happy not penalising one road user to benefit another - this is likely to cause frustration to all parties - and is not what society wants."

- “Better road surfaces with less potholes”
- “More rubbish bins.”
- “fundamentally, you need to make it safe enough so a 10 year old can ride unsupervised. in particular I would want to ensure cycles have priority wherever possible on side roads and road crossings. Kidlington has the potential to be an exemplary place to cycle.”
- “More shared use pavements, with priority at junctions. A lot of pavements are very wide and could accommodate this, rather than relying on the proposed 20mph limit. 20mph is meant to be safe, but it doesn't feel safe, particularly with children and having to weave in and out of parked cars.”
- “Cycle path needed for whole route from Kidlington, past airport to Woodstock road. This road has become very busy due to increase in building and increased traffic. Traffic speeds are high.”
- “Better designed junctions”
- “Various Road drains are dangerous with gaps that tyres can go into and dip badly.”
- “Clearing of footpaths.”

Q11: Have any places within the Kidlington and Gosford built-up area that you like to travel to been missed in the LCWIP?

The majority of responded (89%) believe places that they like to travel have been missed in the LCWIP.

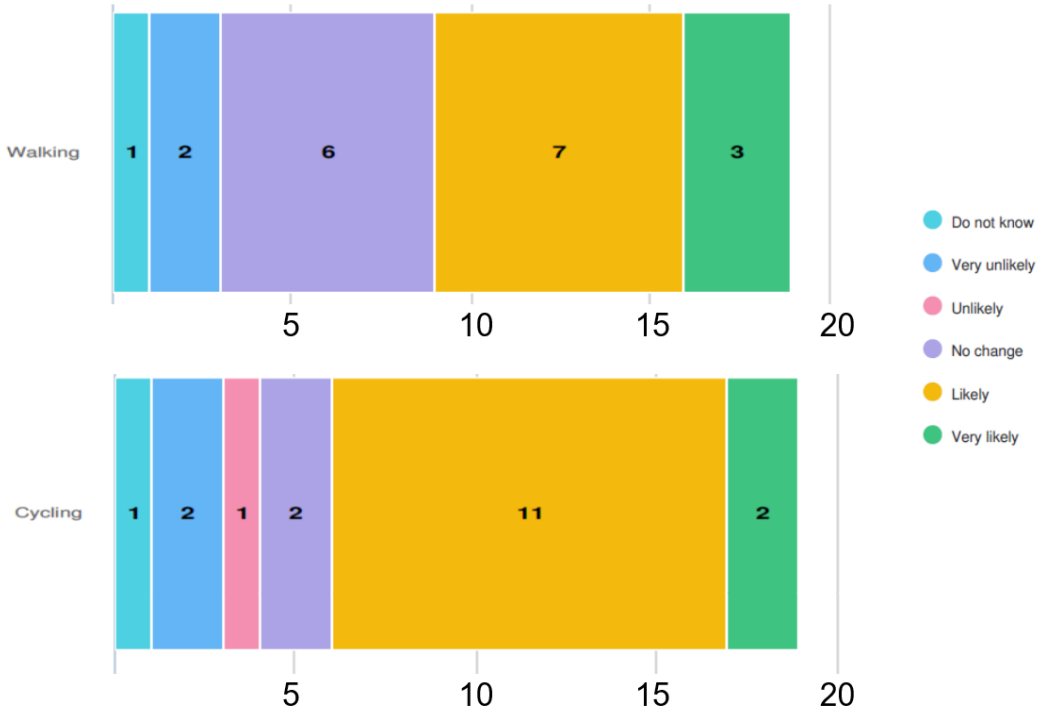
Q12: Please describe what these are.

The following were provided as places missing from the LCWIP:

- Lane from green road to Bicester road (needs updating by lifting up to stop flooding in some places which becomes very muddy in the winter)
- Cycle path surface across from St Mary’s to Hampton Poyle
- Cycle path from Gosford / Kidlington to Islip

Results: Proposed measures effectiveness

Q13: Do you think you would be more or less likely to walk and/or cycle because of the proposed improvements in the LCWIP?



53% of respodnents said they would be likely or very likely to walk more as a result of the improvements suggested in the LCWIP. 32% of respondents said there would be no change in their travel beahviour as a result of the LCWIP. The remaining respondents said they would be very unlikely to change their travel behaviour or do not know the impact on their travel behaviour, as a result of the improvements proposed in the LCWIP.

68% of respondents said they would be likely or very likely to cycle more as a result fo the improvements suggested in the LCWIP because of the proposed improvements. 16% of respondents said they would be unlikely or very unlikely to cycle more as a result fo the improvements proposed in the LCWIP. A further 16% of respondents said there would be no change in their behaviour or htye were unsure the impact proposed improvements would have on their behaviour.

Q13: Do you have any further comments?

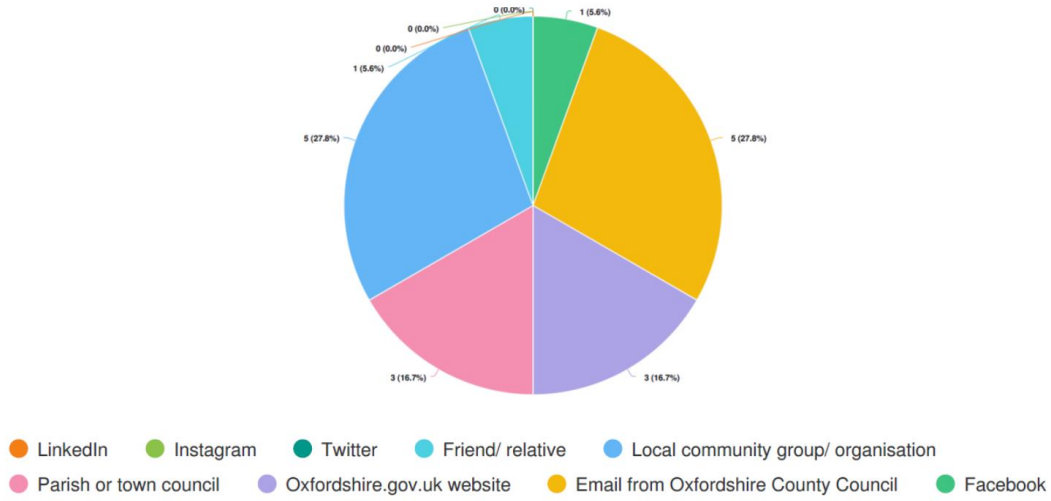
- “I support the proposed improvements”
- “If you are removing barriers, please remove the one in the alley between Green Road and Oxford Road. Since the Guide centre was renovated, a step has been put in which makes it impossible for a mobility scooter to get through. The barrier was put there to discourage cyclists, but the whole alleyway is so overgrown and

unpleasant that it no longer presents an attractive route for cyclists anyway and is quite dark and forbidding for walkers, although it is still much used."

- "Question 12, should be more likely only!"
- "I genuinely believe that if you want to walk and cycle around Kidlington and Gosford that it is possible to do so safely. Respect for all road users is essential. Taking responsibility for your personal safety is also essential. Far too many cyclists choose to ride in the road instead of using existing cycle routes. It is not uncommon to see pedestrians crossing on main roads between moving vehicles instead of walking less than 50 yards to use pedestrian controlled crossings. I'm afraid I do not belive that the proposed plans will achieve their objective and that many of them are unecessary. LTN's have proved controversial in Oxford with the weight of public opinion seemingly against their implementation. I do not believe that they should be part of the LCWIP."
- "Many thanks for all your fantastic work on this, and the newly marked Health Routes like Bicester has."
- "For the crossing from Morton Avenue across the Yarnton road, most people cycle down the footpath to the football club carpark, and go through the car park, as then you can cross directly across, without having to do an awkward couple of metres in the main road. It would be good if this could be the official cycle path. It didn't seem to be on the map. Also the transition from cycle path to service road on the west of the Oxford Road at Kidlington roundabout needs to be improved. Ideally a shared use pavement all the way to the shops, to avoid all the parked cars, but at least extended until the road straightens out."
- "Yes - can I send these separately? I have about an A4 page of things that ought to be included."

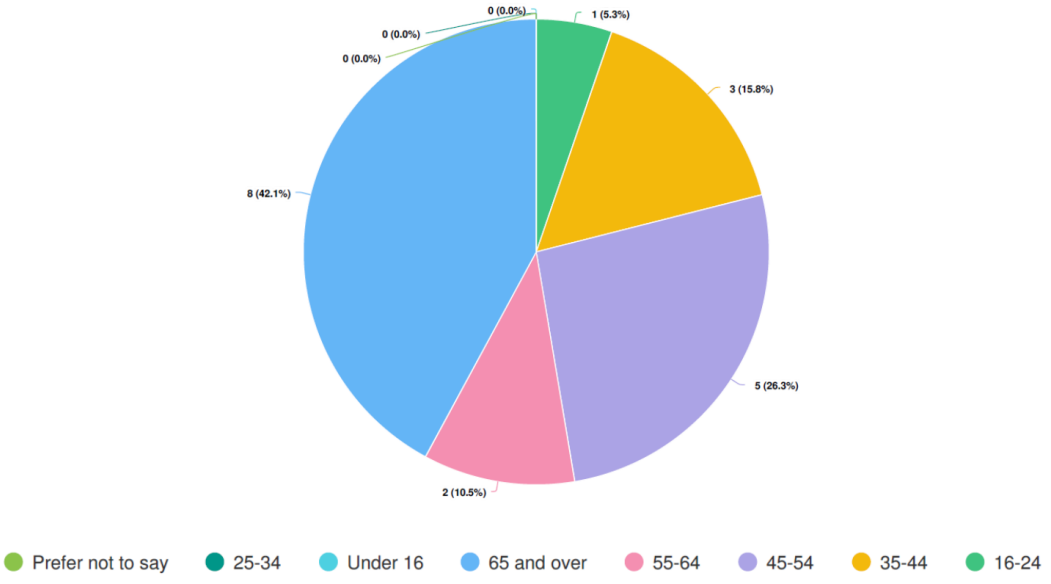
Results: about the consultation and respondents

Q15: How did you find out about this consultation?



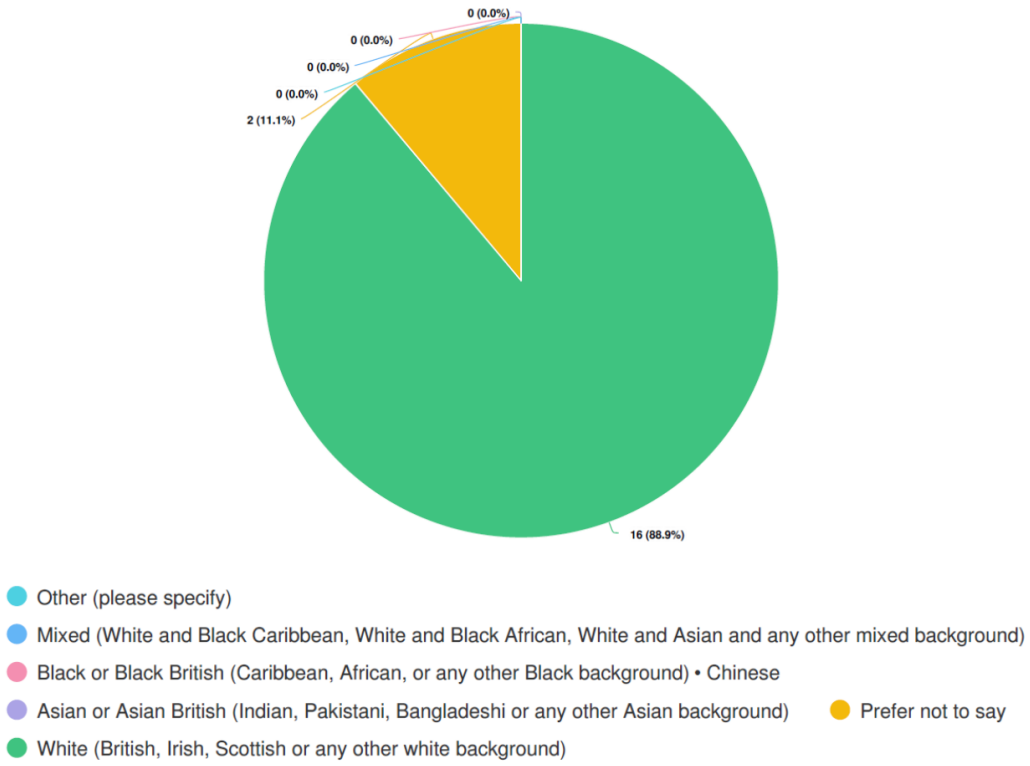
27.8% respondent found out about the survey via an email from Oxfordshire County Council, a same 27.8% found out from their local community group/organization. Some respondents also found out from Parish council, Oxfordshire.gov.uk website.

Q16: What is your age?



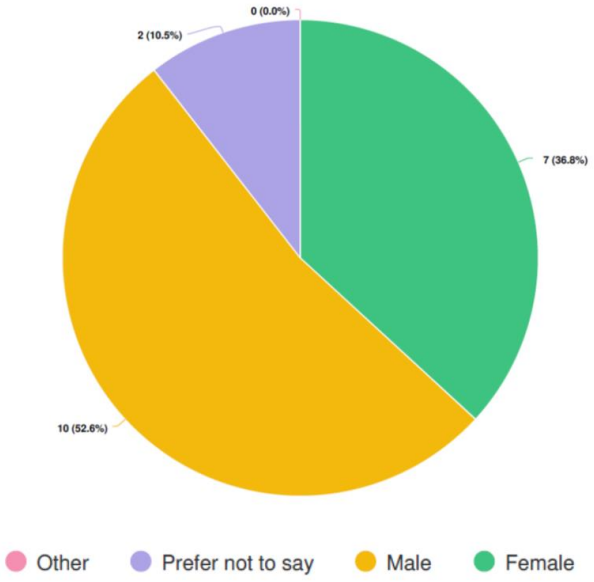
42.1% of respondent fell under the 65 and over age range followed by 26.3% in the 45-45 age range. There was one respondent in the 16-24 age range and three people were between the ages of 35-44 while the age range of 55-65 was selected by two people.

Q17: What is your ethnic group?



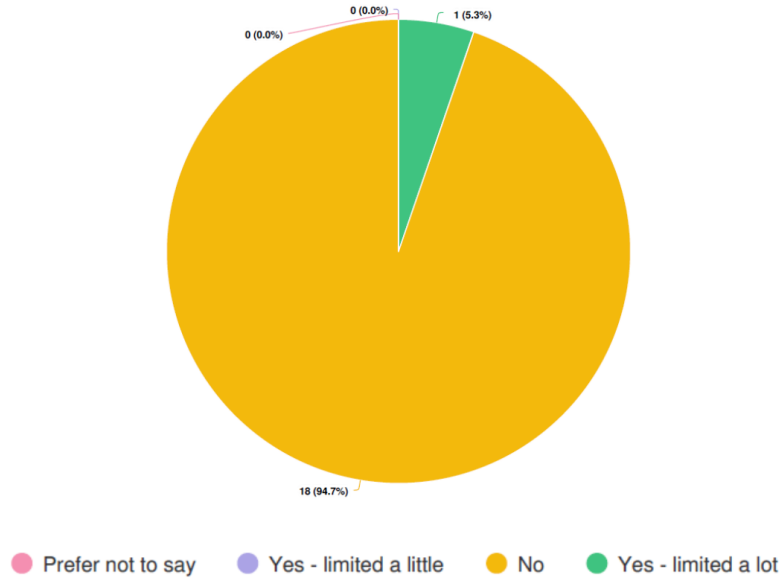
Almost 89% of respondent selected White (British, Irish, Scottish or any other white background) as their ethnic group while 11% preferred not to divulge this information.

Q18: Are you…?



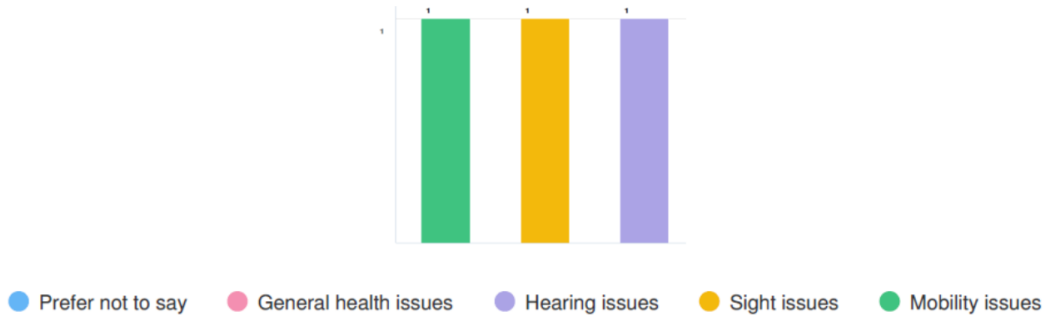
52.6% of respondent were male and 36.8% were female. 10.5% respondent preferred not to divulge this information.

Q19: Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?



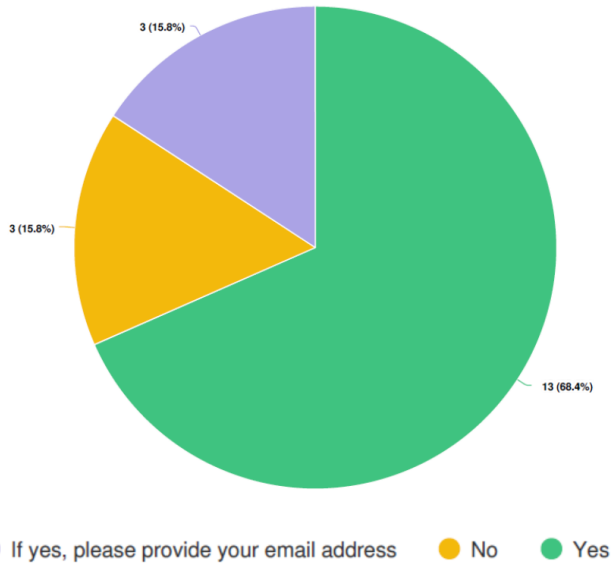
5.3% of the respondent selected that their day to day activities were limited a lot due to long term illness while 94.7% chose no.

Q20: If you have answered yes, please tell us how best to describe your disability or disabilities.



One person who said yes to the previous question, described their disability as having hearing, sight and mobility issues.

Q21: Data Protection and Consent Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report.
We will not however, disclose the names of people who have responded unless they have provided consent. For this purpose we ask that you are careful not to disclose personal information in your comments – for example the names of service users or children. If you do not want all or part of your response to be made public or share with councillors, please state below which parts you wish us to keep confidential.
View Oxfordshire County Council's privacy notice online at www.oxfordshire.gov.uk - search privacy notice.
Thank you for taking the time to answer these questions. Finally, we would like to keep you in touch with the results of this consultation and news of the Kidlington active travel scheme.
By saying yes, you are giving your consent for Oxfordshire County Council to hold your contact details.



68.4% of respondents agreed to give consent for Oxfordshire County Council to hold their contact details and to recontact them for consultation and/or engagement purposes. Only 15.8% preferred not to be contacted again.

Annex 4. Stakeholder responses

Introduction

Oxfordshire County Council received additional responses outside the Let's Talk platform during the public consultation period for which transport officers will consider in the future updates of the Kidlington LCWIP and other relating works.

Councillor responses

This is an excellent document and warmly welcomed. I support the ambition and aspiration enshrined in it. I would add the following:

Schools

Getting children to cycle to school is absolutely key in embedding a cycling culture and provides young people with the freedom to discover and enjoy their own community as they grow up. The key to encouraging that is safe and convenient infrastructure, so that parents will feel confident for children of all ages to cycle, starting with bike-seats and accompanying them on their own bikes, then allowing them to travel on their own.

In the table on page 16 it is encouraging to see that cycling to primary schools is above the national average (though still at a tiny percentage). But it is very concerning that the figure for Gosford Hill School is just 4%. This is just above the national average, but nowhere near the figure achieved at, for example, the Cherwell School, which is in the same MAT, RLT, which is ambitious for promoting active travel among its students.

This low figure at Gosford Hill is anecdotally linked to poor cycling infrastructure in and around the school. I believe this is correct. This LCWIP makes some very welcome steps in the direction of addressing this, but they should go further:

- Consideration should be given to another controlled crossing point on Oxford Road, between those planned at the entrance to the school and Sainsbury’s
- The LCWIP should include much enhanced cycle parking at Gosford Hill School (anecdotal evidence suggests students are actually currently parking cycles in the leisure centre)
- The principle of School Streets should also be enshrined in extended No Parking zones around all primary schools, as has been successfully done to an extent at Edward Feild school.

Frieze Way

- There should be a safe, segregated cycle lane in both directions along Frieze Way. This is a key route for connectivity to a number of key destinations. Frieze way currently has two traffic lanes in each direction, but is not heavily used
- Consideration should be given to making one lane in each direction vehicle-free. There are many successful precedents elsewhere, for example Embankment, Park Lane and many other major roads in London.

Junctions

Experience shows that the actual success of cycling schemes in practice lies in the detail, particularly at junctions. The junctions at each end of the Bicester Road (East-West) are textbook examples: it is currently difficult to turn right out of Bicester Road east and onto the excellent cycle lane on Bicester road south.

- Advanced Stop Lines (ASLs), advance green lights for bikes, and road markings can all be part of the solution.

Connectivity and outside the site

For obvious reasons this LCWIP only covers provision within its own geographical boundary. However, connectivity with neighbouring provision is of course absolutely key. This is even more important with such a large scale of development regionally. Important stakeholders such as Oxford University and Christ Church publicly support the principles of active travel into and around sites they own and can influence, and this plan should actively support that by, for example, ensuring that cycle commuting from central Oxford to sites around Kidlington is not compromised by barriers, whether within the boundaries of this plan or not. Future-proofing against further growth is also essential.

- Reference is made in for example figure 14 to possible cycle/footpaths through the various partial review sites: it should be made clear that these are regarded as essential to a coherent provision and must not be allowed to fall during the process of bringing sites forward.
- This plan should also explicitly support providing cycle lanes where the new sites leave gaps in provision: a key example is joining the cycle path through the eastern edge of PR6a with NCR 51 where it crosses the A40 by the footbridge, which means a path through or around Cutteslowe Park. This is not in the area of this plan, but the success of provision in Kidlington depends on it joining up in this way, and this needs to be made explicit.

Other major developments outside the boundaries of the plan which need to be referenced include Frideswide Farm and, in particular Oxford North. Very regrettably, active travel provision at the latter is turning out to be very poor.

- This plan needs to help mitigate that as far as possible by stressing the importance of, for example, the path through PR6b to Parkway station, access to the canal towpath, and improvements to Pear Tree
- It is important that the canal path should be suitable for cyclists all the way into Oxford from Langford Lane, taking into account the environmentally sensitive nature of the area.
- The plans should incorporate the Council's scheme for a Green Ring (formerly Linear Park) of green spaces linked by cycling/walking routes around the village.
- Our view is that the proposed 20-mph limit should apply to all roads and streets in the village except for the main Oxford-Banbury Road and the North-South Bicester Road/Gosford Link Road.
- The main Oxford-Banbury Road should have a 20-mph limit between Benmead and Yarnton Roads, and a 30-mph limit south of that down to Rosie's Roundabout (Sainsbury's)
- The 20-mph stretch of the main Oxford-Banbury Road should be reinforced by a traffic platform as well as other traffic-calming measure
- Currently cycling is prohibited in both directions in the traffic-free section of the High Street. The Council has reaffirmed this position fairly recently but should be open to reconsideration
- Cycle routes should be as fast and attractive as feasible, and therefore where possible dedicated
- Continuing discussions on improvements to Rosie's roundabout for pedestrians and cyclists are urgently needed
- HGV restrictions on the Bicester Road/Gosford Link Road should be enforced.

Sustrans Volunteer Ranger response

- New residential area PR6b - it's important to provide links southwards and westwards to link to the Oxford North development
- A pedestrian/cycle link from Langford Lane along the eastern perimeter of the Oxford Technology Park to join Begbroke Lane was agreed by the developer. Please include this in the LCWIP. (Needs to be added to Table 1.9.)
- It's important to emphasise the need for an extra rail crossing - a suitable location could be between the southern end of the Langford Quays developments and Lyne Green
- Page 28 - there is a typo - the service road is on the west (not east) side of Banbury Road

- Standards - it should be made clear that a 3m minimum width path is 3m as defined in LTN1/20 (table 5.3); when lamp posts and other street furniture are built into the path (as is currently often done by OCC) then an additional width is required as defined in table 5.3
- Bicester Road - east west section: there is a need for shared use paths on both sides of the road
- Bicester Road (north-south section): any new shared use path must be continuous past the narrow section just north of the Water Eaton Road junction: this will mean an ambitious design involving possible removal of the parking layby on the west side and possible compulsory purchase of some of the garden of Gosford House on the east side
- Hampton Poyle - we cannot reply solely on use of the NCN51 permissive path over private land; what's also needed is an upgrade of the footpath route over Wight Bridge to bridleway standards: the Wight Bridge route is a more direct route and is a right of way
- Canal towpath routes: cycle paths should be built parallel to the tow path on the 'field side' of the towpath hedge. While it's not possible to do this for the full length of the canal its essential to plan for this in the PR8 housing area
- One of the easiest and quickest to implement pedestrian improvements will be to provide a safe crossing of Foresters Way (car park entrance) for pedestrians using the pavement on the north side of High St. In the longer-term access to this car park needs to be subjected to some serious town planning
- Kidlington Roundabout - if a controlled crossing is not going to be provided on the Bicester Rd arm, then the existing uncontrolled crossing needs to be moved slightly further from the roundabout and both carriageways of Bicester Rd reduced from 2 to 1 lane
- It needs to be emphasised how dangerous it is at present for cyclists using the A4260 east-side service road near the Police HQ. At present vehicles often join the service road from the main road without regard for cyclists on the service road
- Accessing Oxford Parkway
    - (a) page 54 says: "NCN51 routes cyclists between the service road on the western side of Oxford Road across the Frieze Way arm of the roundabout junction (five lanes in total) and subsequently the southern arm of the junction to join provision to the east of the carriageway (four lanes). The shared footway/cycleway continues on the western side but there are no crossing facilities available to access Oxford Parkway Station further along this route."
      This is correct as far as the word 'subsequently', but there are then 2 factual errors:
      - NCN51 does NOT route cyclists across the (A4165) southern arm of the

roundabout; this may be due to inadequate nature of the path on the east side of the A4165: it's narrow and affected by buses driving in the bus lane which places the buses dangerously close to the path and in wet weather buses spray surface water from the gutter onto the path users.
- There IS a controlled crossing of the A4165 just to the north of the station pedestrian/cycle ramped access but this does not have any signing to the station.

  - (b) Access to the station from Yarnton and Begbroke could be quickly and easily improved if one lane each way on Frieze Way were made a cycle lane. Frieze Way has low traffic volumes and converting 2 traffic lanes to one on a low traffic volume dual carriageway is achievable with painted road markings. I can supply details of where this has been done successfully elsewhere.

- Otherwise, the LCWIP has really good proposals. Please feel free to contact me for any more details.

OCN response

Overall, we support the Kidlington LCWIP. Kidlington is highly dominated by the private car, and but has great opportunities for active travel due to its compact size and its proximity to Oxford and Oxford Parkway.

Currently, a person cycling, walking or wheeling in Kidlington faces an intimidating amount of motor traffic, and the noise, air pollution and perceived and real danger this creates. The major road junctions are designed with motor traffic in mind and difficult to navigate by cycle.

The LCWIP sets out a credible plan to improve this. Most importantly it plans to create a protected (or on service road) cycle route on the central Oxford/Banbury Road and will improve crossings on the Kidlington roundabout. Positively, it also extends this to neighbouring villages and will improve NCN51.

Further improvements we'd like to see are:

- Improvements to the cycling/walking paths to Oxford Parkway (and beyond)
- Cycle lanes on Frieze Way. This does not need two motor lanes each side, so is a relatively simple reallocation of the large amount of tarmac space available
- A bridge over the Cherwell at Islip Ford on the Bridleway, which would create a usable traffic-free Public Right of Way (PRoW) from Islip to NCN51 for Oxford Parkway, Summertown and Oxford.

Annex 5. Consultation officer response

The table below sets out the comments received during the consultation exercise and how they will be dealt with by Oxfordshire County Council officers:

- **2021 Adoption** means that these changes will be implemented into current version before going to the January 2022 Cabinet Members
- **2022 Review** means that this will be reviewed within 12 months after the initial document is approved and adopted
- **Individual Schemes** refers to the comments that will be considered in more details within a separate individual scheme when appropriate

2021 Adoption
• If you are removing barriers, please remove the one in the alley between Green Road and Oxford Road. Since the Guide centre was renovated, a step has been put in which makes it impossible for a mobility scooter to get through. The barrier was put there to discourage cyclists, but the whole alleyway is so overgrown and unpleasant that it no longer presents an attractive route for cyclists anyway and is quite dark and forbidding for walkers, although it is still much used.
• NCN51 does NOT route cyclists across the (A4165) southern arm of the roundabout; this may be due to inadequate nature of the path on the east side of the A4165: it's narrow and affected by buses driving in the bus lane which places the buses dangerously close to the path and in wet weather buses spray surface water from the gutter onto the path users. - There IS a controlled crossing of the A4165 just to the north of the station pedestrian/cycle ramped access but this does not have any signing to the station.
• This plan should also explicitly support providing cycle lanes where the new sites leave gaps in provision: a key example is joining the cycle path through the eastern edge of PR6a with NCR 51 where it crosses the A40 by the footbridge, which means a path through or around Cutteslowe Park. This is not in the area of this plan, but the success of provision in Kidlington depends on it joining up in this way, and this needs to be made explicit.
• The main Oxford-Banbury Road should have a 20-mph limit between Benmead and Yarnton Roads, and a 30-mph limit south of that down to Rosie's Roundabout (Sainsbury's)
• Our view is that the proposed 20-mph limit should apply to all roads and streets in the village except for the main Oxford-Banbury Road and the North-South Bicester Road/Gosford Link Road.
• Hampton Poyle - we cannot reply solely on use of the NCN51 permissive path over private land; what's also needed is an upgrade of the footpath route over Wight Bridge to bridleway standards: the Wight Bridge route is a more direct route and is a right of way
• There should be a safe, segregated cycle lane in both directions along Frieze Way.
• Cycle lanes on Frieze Way. This does not need two motor lanes each side, so is a relatively simple reallocation of the large amount of tarmac space available

2022 Review
• Advanced Stop Lines (ASLs), advance green lights for bikes, and road markings can all be part of the solution.
• The plans should incorporate the Council's scheme for a Green Ring (formerly Linear Park) of green spaces linked by cycling/walking routes around the village.
• The 20-mph stretch of the main Oxford-Banbury Road should be reinforced by a traffic platform as well as other traffic-calming measure
• Currently cycling is prohibited in both directions in the traffic-free section of the High Street. The Council has reaffirmed this position fairly recently but should be open to reconsideration
• Continuing discussions on improvements to Rosie's roundabout for pedestrians and cyclists are urgently needed
• A pedestrian/cycle link from Langford Lane along the eastern perimeter of the Oxford Technology Park to join Begbroke Lane was agreed by the developer. Please include this in the LCWIP.
• It's important to emphasise the need for an extra rail crossing - a suitable location could be between the southern end of the Langford Quays developments and Lyne Green
• Bicester Road - east west section: there is a need for shared use paths on both sides of the road
• A bridge over the Cherwell at Islip Ford on the Bridleway, which would create a usable traffic-free Public Right of Way (PRoW) from Islip to NCN51 for Oxford Parkway, Summertown and Oxford.
Individual schemes
• It is important that the canal path should be suitable for cyclists all the way into Oxford from Langford Lane, taking into account the environmentally sensitive nature of the area.
• HGV restrictions on the Bicester Road/Gosford Link Road should be enforced.
• New residential area PR6b - it's important to provide links southwards and westwards to link to the Oxford North development