

## STAGE 2 PUBLIC CONSULTATION

### DIDCOT LCWIP

#### STAGE 2 PUBLIC CONSULTATION – CONSULTATION OUTCOMES REPORT



# SYSTRA

# DIDCOT LCWIP – STAGE 2 PUBLIC CONSULTATION

## IDENTIFICATION TABLE

<b>Client/Project owner</b>	South Oxfordshire DC & Vale of White Horse DC
<b>Project</b>	Didcot LCWIP
<b>Study</b>	Stage 2 Public Consultation
<b>Type of document</b>	Technical Note
<b>Date</b>	28/09/2023

## APPROVAL

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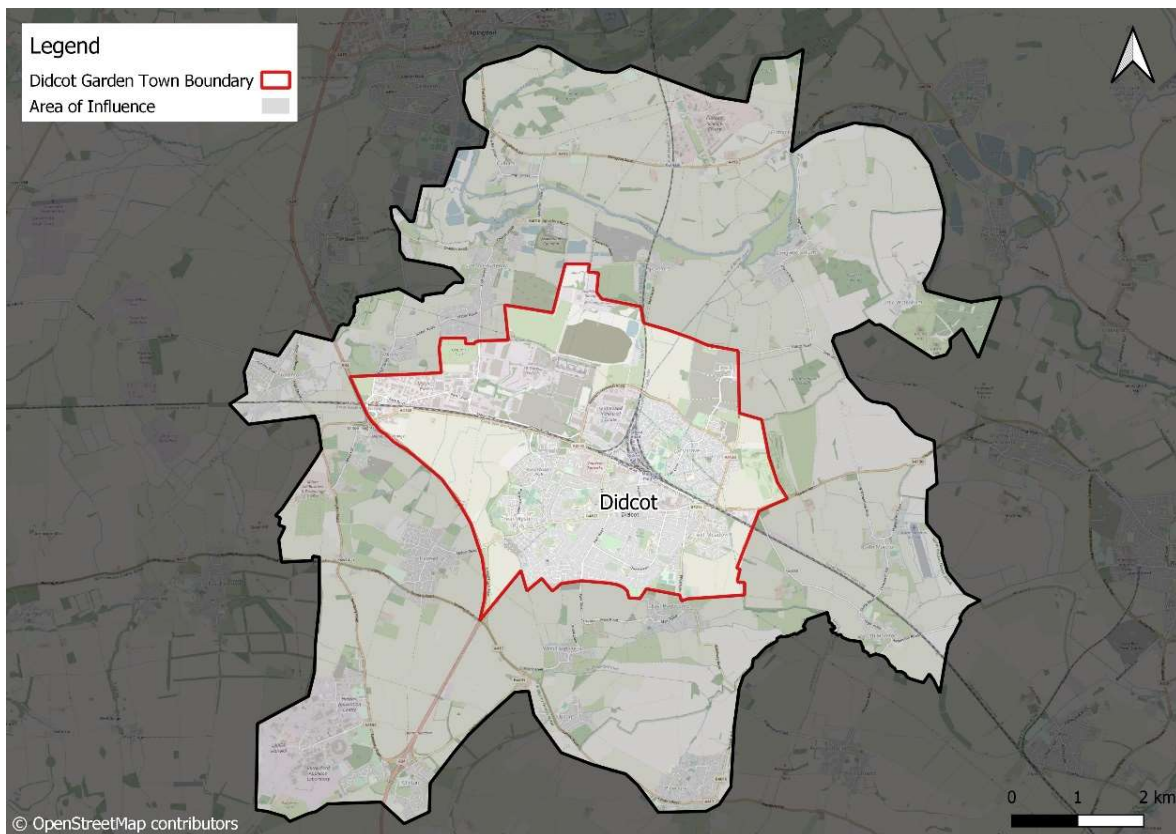
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# 1. INTRODUCTION

## 1.1 Project Background

- 1.1.1 In 2017, the Government published its first Cycling and Walking Investment Strategy. The Strategy set out the Government’s ambition to make walking and cycling the natural choices for shorter journeys, or as part of a longer journey.
- 1.1.2 As part of the Strategy, Local Cycling and Walking Infrastructure Plans (LCWIPs) are a way of identifying cycling and walking improvements required locally. LCWIPs form a vital part of the Government’s strategy to increase the number of trips made on foot or by cycle.
- 1.1.3 South Oxfordshire District Council (SODC) and Vale of White Horse District Council (VWHDC) have commissioned SYSTRA, an independent transport consultancy, to develop a LCWIP for Didcot with consideration of the surrounding parishes.
- 1.1.4 This LCWIP focused on the ‘Didcot Garden Town Masterplan Boundary’. Consideration was given to the connection of cycling and walking routes to the wider area and villages.

**Figure 1. Didcot LCWIP area of interest**





## 1.2 Community engagement

1.2.1 Engagement with communities and stakeholders is essential for developing a strong, connected cycling and walking network.

1.2.2 The stakeholder engagement for this project included an ongoing Steering Group that met throughout the different stages of developing the LCWIP. Representatives on the Steering Group included Council Officers and Members, Didcot Town Council, surrounding Parish Councils, Residents, Local Bicycle User Groups and Walking Groups, representatives from major employment sites, and representatives from organisations promoting sustainable travel.

1.2.3 The wider community engagement for this project included two stages of consultation:

- Part A: an open-feedback exercise, undertaken using an interactive online tool called Placechangers, which allowed respondents to leave comments regarding walking and cycling on a map within any location within the Didcot LCWIP area. This stage was open from 00:00 on Monday 27 February and closed on 23:59 Sunday 19 March 2023. A total of 400 people responded to the consultation.
- Part B: following the collection of comments from Part A, this second stage provided the opportunity to feedback on specific designs, locations and priority improvements through an on-line survey. This stage was open from 09:00 Thursday 24 August and closed on 23:59 Wednesday 20 September 2023. A total of 97 people responded to the consultation.

1.2.4 The feedback collected by SYSTRA through all the engagement on this project will help build a more detailed understanding of the areas where cycling and walking infrastructure could be changed or improved. This in turn will inform the development of the LCWIP.

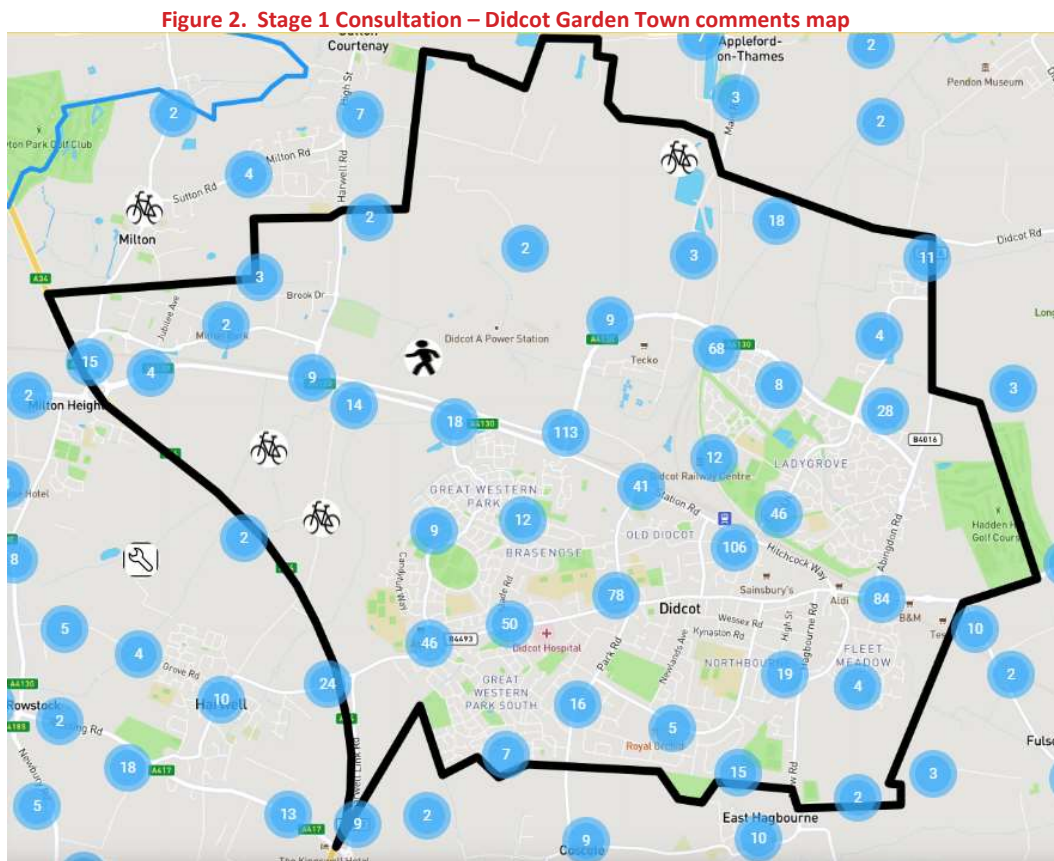
1.2.5 The purpose of this technical note is to:

- Outline the methodology used for Stage 2 online public consultation as part of developing the Didcot LCWIP;
- Summarise and present the Stage 2 consultation results;
- Explain what changes to the LCWIP document were made as a result of the responses received; and
- Lists ideas for future consideration through the LCWIP review process.

## 2. METHODOLOGY

### 2.1 Stage 1 Consultation Summary

2.1.1 To obtain feedback from respondents, an interactive online tool called Placechangers was used to aid the data collection. Placechangers allows respondents to drop pins into maps, and provide comment on specific proposals and visualisations once more detailed plans are developed.



2.1.2 The consultation materials were designed collaboratively between SYSTRA, SODC and VWHDC, with input from Oxfordshire County Council (OCC).

2.1.3 The first consultation stage was open from Monday 27<sup>th</sup> February to Sunday 19<sup>th</sup> March 2023. A total of 400 people responded to the consultation.

2.1.4 In addition to the online consultation (the primary method for collating feedback), a handful of respondents submitted feedback via email or through document attachments. The breakdown of responses received by response method is reported in the table below.

**Table 1. Stage 1 Consultation - Number of responses and respondents by response method**

Response method	Responses	Respondents	% Respondents
Online Map (Placechangers)	1,697	400	99.5%
Letter/email	120	2	0.5%
<b>Total</b>	<b>1, 817</b>	<b>402</b>	<b>100%</b>

2.1.5 Respondents could submit comments related to walking, cycling and general maintenance. The following comments were received:

- 925 comments being related to cycling;
- 386 comments being related to walking; and
- 386 comments being related to general maintenance issues.

2.1.6 Of comments being related to cycling, the most frequent concerned:

- Adding segregated cycle path/cycle track (148);
- Improving surface (92);
- Officially designate existing walkway as cycle/shared path (53);
- More direct routes to popular locations/follow desire line (50); and
- Extending/ connecting existing routes (47).

2.1.7 Of comments being related to cycling, the most frequent concerned:

- New pavement/path (70);
- New crossing (49);
- Improve crossing (27);
- Extend/connect existing walkways (26); and
- Wider pavement (16).

2.1.8 Comments on maintenance issues included:

- Repair surfaces (99);
- Clear overgrown bushes/trees that block routes/reduce sight lines (28);
- Improve surface of cycleways (12);
- Surfaces need cleaning/sweeping/clearing (12); and
- Improve surface of walkways (10).

2.1.9 The nature as well as the location of the comments received were used to inform network planning tasks of the LCWIP, as they provided an indication of routes more used by people walking and cycling, and they helped identifying the most relevant walking and cycling issues for the public.

2.1.10 The full Stage 1 consultation report is provided as Appendix A of the LCWIP document.

## 2.2 Stage 2 Consultation

2.2.1 To obtain feedback from respondents, an online survey was developed using Snap Surveys. This allowed respondents to provide comments on each of the proposed interventions and routes, and the extent to which these would encourage them to walk or cycle more.

**Figure 3. Stage 2 Consultation – On-line Survey**



### Didcot Local Cycling and Walking Infrastructure Plan

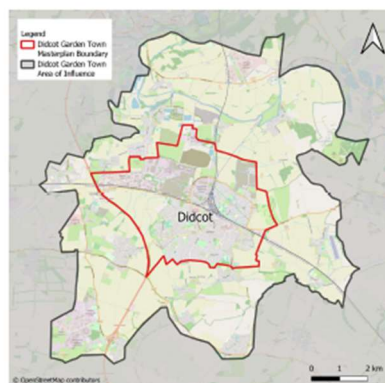
We are inviting residents to have their say on the forthcoming Didcot Local Cycling and Walking Infrastructure Plan (LCWIP). South Oxfordshire District Council (SODC) and Vale of White Horse District Council (VWHDC) have commissioned SYSTRA, an independent transport consultancy, to create this plan and manage the consultation process.

This short survey follows on from an extensive open feedback exercise held between 27th February to 19th March 2023, and supplements online and in-person events held by the Councils. The Stage 1 consultation report can be downloaded [here](#). The closing date for this survey is 17:00 on Wednesday 20th September.

#### **What is a Local Cycling and Walking Infrastructure Plan?**

The Didcot Local Cycling and Walking Infrastructure Plan (LCWIP, or 'Cycling and Walking Plan' for short) is our long-term plan, aimed at dramatically improving the safety, comfort and attractiveness of walking and cycling in the district. The purpose of this plan is to set out a list of schemes for delivery over the coming years that will improve walking and cycling infrastructure for Didcot residents, workers and visitors alike. It will enable the councils to seek finance for projects as and when funding becomes available.

The Cycling and Walking Plan covers the following key area:



2.2.2 The second consultation stage was open from 24<sup>th</sup> August to 20<sup>th</sup> September 2023, once the feedback from the first stage of consultation had been reviewed, and more detailed proposals had been developed.

2.2.3 Respondents were presented with an introductory page, which gave details regarding:

- Why the LCWIP was being developed;
- The geographic area of interest for the project;
- The timescales for each stage of the public consultation;
- Data protection information, including privacy policies for SODC and VWHDC; and
- A guide for how respondents could provide feedback.

2.2.4 Respondents were then directed to the overall LCWIP document and a map providing an overview of the overall suggested Route Network, and were asked to provide their level of support for the overall suggested route network. Respondents were subsequently asked to select which of the priority cycle and walking routes they would like to review and answer questions on. After reviewing each selected map, respondents provided their opinion on whether the route would have a positive impact on cycling/walking in Didcot, and whether or not it would encourage them to cycle/walk more often. To aid the interpretation of open-ended comments, respondents were asked to classify their comments into one of four categories:

- Support for the existing proposals;
- Suggestion(s) for changes to existing proposals;
- Suggestion(s) for other routes which haven't been proposed in the LCWIP document; and
- Opposition to the existing proposals.

2.2.5 Once respondents had provided their comments, they were asked to provide some demographic details about themselves, to provide an understanding of the sample profile of those responding to the consultation. Respondents were under no obligation to complete these demographic questions, and could skip them if they wished.

2.2.6 In addition to the online consultation (the primary method for collating feedback), a handful of respondents submitted feedback via email or through document attachments. This feedback has also been incorporated into the analysis recorded in this document. The breakdown of responses received by response method is reported in the table below.

**Table 2. Stage 2 Consultation - Number of responses and respondents by response method**

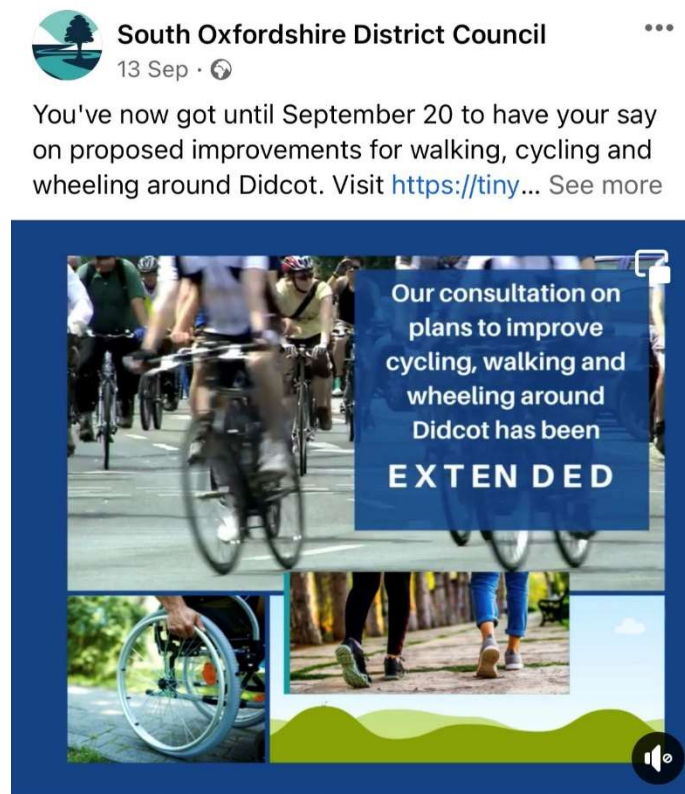
Response method	Respondents	% Respondents
Online Survey	92	94.8%
Letter/email	5	4.2%
Total	97	100%

## 2.3 Promotion of the consultation

2.3.1 The second consultation stage was promoted through various channels to maximise the response rates, to ensure that a wide range of people had the opportunity to provide their views on walking and cycling within the study area of interest. These channels included:

- The Councils' social media platforms and websites;
- Didcot Garden Town Newsletter (SODC & VOWHDC) – 449 subscribers
- Your Oxfordshire Newsletter (OCC) – 40,000 subscribers
- Travel Bulletin (OCC)
- South and Vale Business Support Newsletter, to promote responses from businesses
- Posters and hard copies of the draft report and questionnaires located at Didcot Library, Didcot Civic Hall and Cornerstone Arts Centre
- Steering group members sharing the hyperlink and promoting the consultation through their communications platforms; and
- LinkedIn.

Figure 4. Example of social media post promoting Stage 2 consultation



## 2.4 Analysis and Reporting

- 2.4.1 For open (qualitative) responses, SYSTRA’s approach was to code (assign a broad theme to comments) based solely on what the responses stated, and not to interpret or assess whether their comments were valid. This was to ensure that the process of coding was as objective as possible. This process of coding helps to categorise a broad range of comments and suggestions a more succinct list of core items.
- 2.4.2 In addition to the summary of themes, SYSTRA granted access to SODC and VWHDC and OCC to anonymised raw data, allowing them to view more detailed comments provided by respondents.
- 2.4.3 As with all analysis of qualitative data, it should be noted that:
- The views and opinions reported are the views and perceptions of respondents and are not necessarily factually correct;
  - Qualitative data, particularly in instances where the sample is self-selecting, does not provide a statistically representative sample. Instead, it ensures the views and opinions of different types of people are heard; and
  - Whilst SYSTRA provides numbers to illustrate the prevalence of each sentiment, this engagement process cannot be seen as a ‘vote’ and we do not attempt to draw conclusions about what the ‘best’ suggestion might be, based on the number of people offering positive or negative comments about a particular suggestion.

2.4.4 The analysis reported within this technical note has been produced to provide a high-level summary of the key themes arising from the second stage of consultation feedback, and is therefore a broad overview of the key findings.

## 2.5 Profile of Participants

2.5.1 A total of 97 people responded to the consultation, 92 through the online survey and 5 via e-mail (see Table 1 for Stage 2 response breakdown; see Table 2 for Stage 1 response breakdown).

2.5.2 Demographic data are collected for the following key reasons:

- To provide context on the types of people who responded to the consultation, which, in turn, provides a richer understanding of the sample and any caveats that should be considered in terms of the generalisability of findings;
- To support equity, diversity and inclusion initiatives by providing an understanding of groups that never, or very rarely, respond to the Council’s surveys. This aspect provides useful intelligence for understanding how they might consider boosting responses from these groups in the future; and
- To allow segmented analysis, to see how opinion varies between different demographic groups. This would help identify if some types of respondents are more likely to support or opposed proposals

2.5.3 A good spread of responses was received across different age groups, sex, and disability status. The ethnic profile of the sample was heavily comprised of white ethnicities. The full demographic characteristics of the consultation sample (excluding responses received via e-mail) are provided in **Appendix A**, and key statistics are provided below:

- Around a quarter of respondents (23, 25.6%) were in the 35-44 age group;
- More than half (52, 58%) were male;
- The majority of respondents were from a white British background (64, 70.3%)
- 12 respondents (13,2%) stated to be disabled people. Two of them have a disability that impacts a lot their day to day activity.

2.5.4 The sample size for this survey did not allow to conduct any robust segmentation analysis.

### 3. STAGE 2 PLACECHANGERS CONSULTATION RESULTS

#### 3.1 Overview

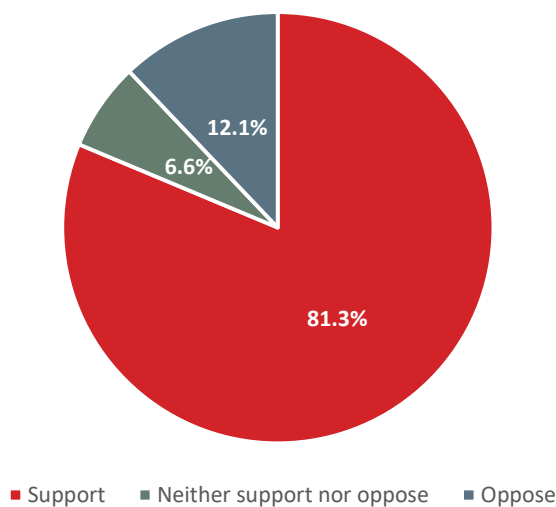
3.1.1 The following chapter illustrates the Stage 2 consultation results. Firstly, results concerning the overall support for the proposed network are reported, then results and comments for each routes are analysed. While every respondent was asked to provide feedback on the overall route network, they could select which cycle or walking routes they wanted to commented on.

3.1.2 For each route, supporting and opposing comments suggesting improvements or changes to the proposed interventions have been listed together with the actions taken to address these in the LCWIP document. Comments supporting or opposing the interventions without suggesting any changes to the proposals have not been listed in the tables.

#### 3.2 Overall support for the proposed Route Network

3.2.1 As shown in Figure 4, the overall response to the suggested Route Network was positive, with 81.3% of respondents reporting that they support the overall suggested Route Network, compared to 12.1% of respondents who oppose this. Only 6.6% of respondents neither support nor oppose the suggested Route Network.

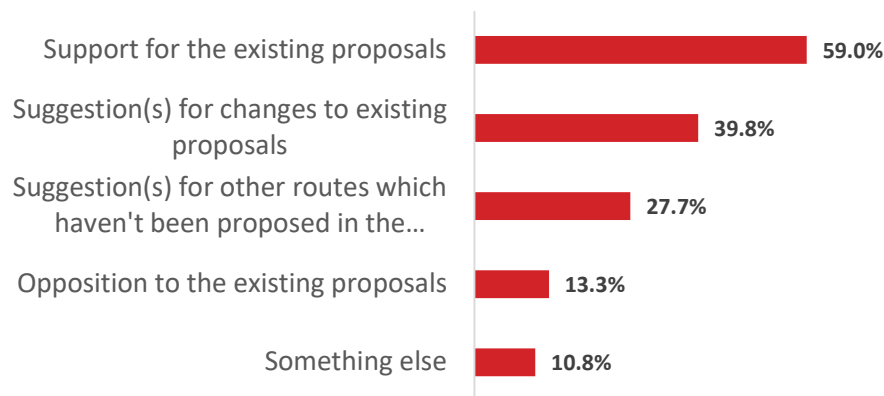
**Figure 5. Overall, to what extent do you support or oppose the overall suggested route network? (Responses: 91)**



3.2.2 83 respondents provided comments to explain their response to the above question. Over half (59.0%) of these comments were labelled by respondents as being related to support for the existing proposals, followed by 39.8% that related to suggestions for changes to existing proposals, and 27.7% that related to suggestions for other routes which haven't been proposed in the LCWIP document. Figure 5 provides a full breakdown of all submitted comments.



Figure 6. My comments above relate to: ... (Responses: 83)



3.2.3 At this point of the survey, respondents were able to provide feedback on the overall LCWIP document and proposed network. This open-end question provided people the opportunity to give feedback in case they did not want to provide feedback on specific walking or cycling routes later on in the survey. Table 3 below shows the full list of all codes applied to the respondents' comments for support and opposition to the existing proposals, as well as any suggestions made, with the codes sorted in descending order of prevalence by number of individual comments:

Table 3. Stage 2 Consultation comments on overall views on the suggested Route Network

Theme	Comments	Theme	Comments
Suggested improvements – maintenance of cycle routes/walkways	12	Support – provides more direct cycle routes/walkways	2
Comment on consultation	12	Oppose – congestion/traffic concerns	2
Suggested improvements – new cycle routes/walkways	11	Oppose – should prioritise car users over cyclists/pedestrians	2
Suggested improvements – consider upgrading other cycle routes/walkways	10	Safety concerns – aggressive driver behaviour	2
Suggested improvements – connectivity of existing cycle routes/walkways	10	Safety concerns – lack of cycle route/walkway	2
Support – improves safety of cycle routes/walkways	9	Suggested improvements – connectivity between towns	2
Suggested improvements – crossing provision	5	Suggested improvements – add/improve lighting	2
Suggested improvements – wider cycle routes/walkways	5	Safety concerns – proximity of cycle route/walkway to main road	2
Suggested improvements – cycle priority over vehicular traffic	4	Support – reduces congestion/traffic	2
Suggested improvements – more direct cycle routes/walkways	4	Support – improves air quality/reduces pollution	1
Safety concerns – dangerous to use cycle routes	4	Opposed – accessibility to evacuation routes	1

Safety concerns – lack of surface maintenance/cleaning	4	Opposed – accessibility for emergency vehicles	1
Suggested improvements – road layout	4	Opposed – prioritises cyclists over other road users	1
Support – prioritises/encourages active travel	4	Safety concerns – cyclists cycling on walkways	1
Suggested improvements – enforcement/management of vehicular traffic	3	Safety concerns – lack of lighting	1
Suggested improvements – accessibility onto/off of cycle routes	3	Safety concerns – lack of segregated cycle lanes	1
Safety concerns – obstructions to cyclists/cycle routes	3	Safety concerns – poor network connectivity	1
Support – improves connectivity of cycle routes/walkways	3	Suggested improvements – secure cycle storage	1
Support – adds new routes to the network	3	Suggested improvements – improve visibility at corners	1
Support – improves cycling infrastructure	3	Suggested improvements – road signage	1
Suggested improvements – placement of cycle route/walkway	2	Support – improves ease of journey	1
Suggested improvements – separate cyclists from other road users	2	Support – provides more direct cycle routes/walkways	1
<b>Total</b>			<b>151</b>

3.2.4 Comments suggesting changes to the proposed network or to the LCWIP document have been actioned as reported in the table below.

**Table 4. Overall LCWIP document and proposed network suggested improvements**

Theme	Summary	Response
<b>Maintenance of cycle routes/walkways</b>	Ongoing maintenance of cycle routes and public right of way. Specific cycle routes mentioned included: <ul style="list-style-type: none"> <li>- Route between Didcot and Harwell Campus</li> <li>- Route between Milton Park and Steventon</li> <li>- Underpass of the national cycling network route 5 under the A4130</li> <li>- A4130 bridge over the railway line</li> <li>- Overgrown pathways leading to Milton Park</li> <li>- Cycle routes in Ladygrove</li> <li>- Maintenance of Fulscot Bridge and route to the Jubilee Way roundabout</li> </ul>	Not suitable for inclusion in the LCWIP - Multiple requests for maintenance were received, and whilst maintenance of walking and cycling infrastructure is a key issue, these issues are not well suited for inclusion in an LCWIP because capital funding (which the LCWIP is intended to help secure) is not generally available to spend on maintenance of existing assets.
<b>Connectivity of existing cycle routes/walkways</b>	Provide connection between Peep O Day Lane and the Milton Park cycle route	Already included
<b>Connectivity of existing cycle routes/walkways</b>	Include connectivity improvements to villages surrounding Didcot – Long Wittenham, Upton, Blewbury and Harwell, to create a "bike friendly zone"	To be considered for inclusion through the LCWIP review process – all the villages surrounding Didcot

		have been linked to Didcot town centre at least via a primary or secondary route. The emerging Didcot Area Travel Plan project will also seek to identify a holistic transport strategy throughout the area including the surrounding villages.
<b>Connectivity of existing cycle routes/walkways</b>	Add link between Harwell Link Road to the old railway cycle path using an existing off road walking path	Already included - This route is along existing PROW bridleway 243/12/40 and 401/15/10 and byway 401/11/10. Secondary as per LCWIP definitions.
<b>Connectivity of existing cycle routes/walkways</b>	Improve walking connections to and from Dida Gardens, - Housing site south of A4130, between Sir Frank Williams Avenue and Mendip Heights	Already included
<b>Connectivity of existing cycle routes/walkways</b>	Improve connection with other paths, such as path to Rowstock Hill	To be considered for inclusion through the LCWIP review process
<b>Connectivity of existing cycle routes/walkways</b>	Improve connectivity of existing cycling and walking paths	Already included
<b>Connectivity of existing cycle routes/walkways</b>	Include link between path running along Cow Lane from Townsend in Harwell across to the Great Western Park perimeter track	Already included – proposed routes from Valley Park Masterplan added to the network map
<b>Connectivity of existing cycle routes/walkways</b>	Improve routes from Great Western Park to Didcot Town centre and to Milton Park to enhance connectivity for pedestrians and cyclists	Already included
<b>Connectivity of existing cycle routes/walkways</b>	Provide circular connected pedestrian and cyclist only routes between Didcot and the surrounding villages	To be considered for inclusion through the LCWIP review process
<b>Connectivity of existing cycle routes/walkways</b>	Routes shown in Valley Park are not indicative of what is actually proposed (e.g. no connectivity is shown between Valley Park and Great Western Park in the region between Cow Lane and Kestrel Way). The network map needs to be updated	Already included – proposed routes from Valley Park Masterplan added to the network map
<b>New Cycle Route</b>	The link between NE Didcot and the Earth Trust / NCN5 should be considered a primary route given the Accessible Natural Green Space Standards	Already included – a direct link using PROWs was added. This is a secondary route rather than a primary route as per LCWIP definitions.
<b>New Cycle Route</b>	There should be a 'leisure route' in the field to the north of Kestrel Way, Lisa Head Avenue	To be considered for inclusion through the LCWIP review process - The LCWIP aim is to identify and eventually prioritise and later seek funding for key improvements in the area. The route in the field north of Kestrel Way is directly parallel to an identified secondary route, therefore if any design work was ever undertaken in that area,

		the route in the field would also be considered.
<b>New Cycle Route</b>	Make a new cycle route from Mackney to Hithercroft road	To be considered for inclusion through the LCWIP review process
<b>New Cycle Route</b>	Give priority to cycling route between Steventon and Milton Park	Already included
<b>New Cycle Route</b>	Cycling route along the A417 connecting Rowstock	Not suitable for inclusion in the LCWIP - Outside of the Didcot LCWIP scope
<b>New Cycle Route</b>	Future link to Appleford station for north Sutton Courtenay to be prioritised	Already included
<b>New Cycle Route</b>	Dedicated cycle route linking local villages to Harwell Campus	Already included
<b>New Cycle Route</b>	New cycling route serving Rowstock along the A4130, including improvements to Rowstock roundabout	To be considered for inclusion through the LCWIP review process
<b>New Cycle Route</b>	More routes to Didcot from the Harwell Campus	To be considered for inclusion through the LCWIP review process
<b>New Cycle Route</b>	Provide a cycle path that follows the rail line (Didcot and Chester Line) as close as possible	Already included – as a Future route in the LCWIP
<b>New Cycle Route</b>	More routes to get to the countryside from Didcot	To be considered for inclusion through the LCWIP review process
<b>Consider upgrading other cycle paths/walkways</b>	Primary route from Abingdon to Culham on the A415 to be considered for auditing and detailed improvements	Already included – the route has not been audited for the LCWIP as it will have to be surveyed, audited and delivered as part of developments in the area
<b>Consider upgrading other cycle paths/walkways</b>	Address access to the south and west of Harwell Campus	Not suitable for inclusion in the LCWIP - Outside of the Didcot LCWIP scope
<b>Consider upgrading other cycle paths/walkways</b>	Consider upgrading routes within Didcot town	To be considered for inclusion through the LCWIP review process – design for Town Centre routes will be developed as part of the Didcot Central Corridor project
<b>Consider upgrading other cycle paths/walkways</b>	The cycle path from Harwell along Wantage road and the Broadway should be included in the review	Already included
<b>Consider upgrading other cycle paths/walkways</b>	Upgrade the river crossing next to Nuneham Viaduct	Already included – as a Future route in Didcot LCWIP and covered by Abingdon LCWIP
<b>Consider upgrading other cycle paths/walkways</b>	Improve link along Coffin Way from Blewbury to Upton to make it an "all weather" cycling route instead of building a new cycle path all the way from Blewbury to Didcot	Already included
<b>Consider upgrading other cycle paths/walkways</b>	The primary route from Didcot/Milton to Steventon should be via the cinder path/Backhill Tunnel rather than going up the hill to Milton Heights	Already included
<b>Consider upgrading other cycle paths/walkways</b>	The route from Didcot to Wallingford should turn off Hadden Hill down Didcot Road, rather than going around to the High Road and Church Lane	Already included

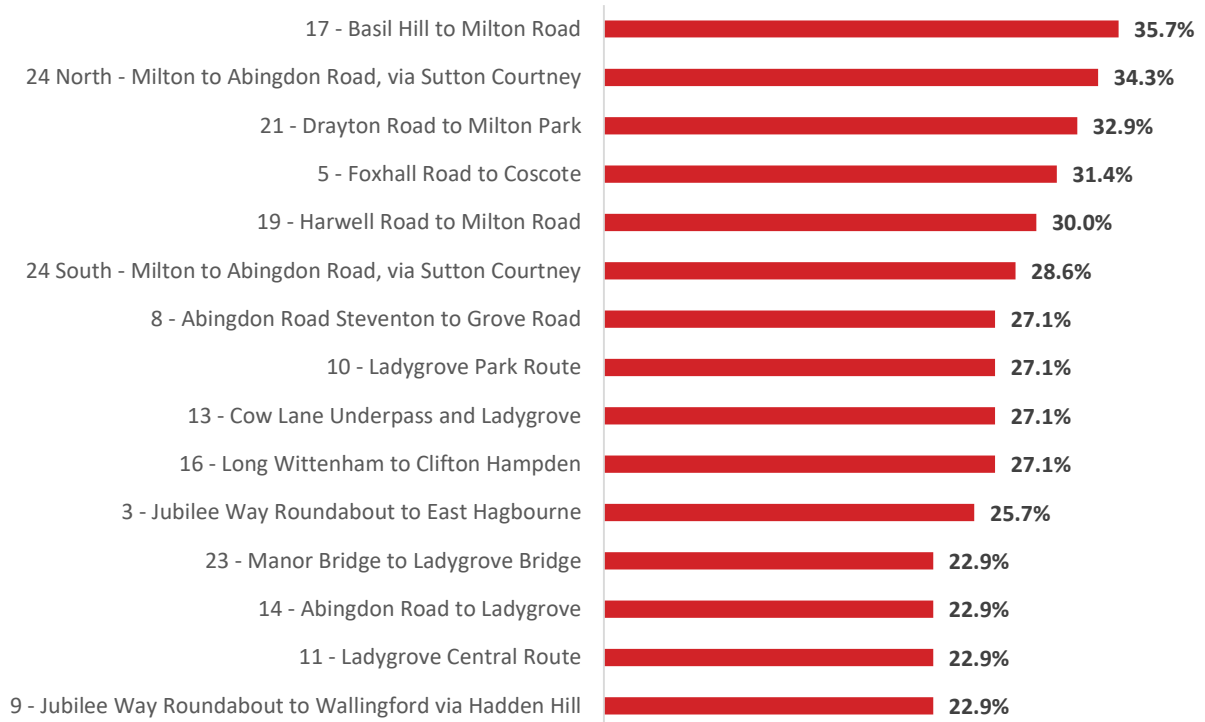
<b>Consider upgrading other cycle paths/walkways</b>	The primary route from East Hagbourne to Didcot would be better along Hagbourne Road than the old railway route	Already included – as a secondary route as per the LCWIP definition
<b>Consider upgrading other cycle paths/walkways</b>	There is secondary cycle route market across what is currently fields from Coscote to link road parallel to A34. Is this alternative to 3? If so why is it a secondary route?	Already included - This route is along existing PROW bridleway 243/12/40 and 401/15/10 and byway 401/11/10. Secondary as per LCWIP definitions.
<b>More direct routes/walkways cycle</b>	Provide a direct route from West Hagbourne to Harwell Campus the Hendreds/Wantage	To be considered for inclusion through the LCWIP review process
<b>More direct routes/walkways cycle</b>	Investigate pedestrian and cycle direct access to the train station with a dedicated underpass next to the train station	Not suitable for inclusion in the LCWIP
<b>More direct routes/walkways cycle</b>	Provide direct routes from Great Western Park to Didcot Town centre and to Milton Park	Already included
<b>More direct routes/walkways cycle</b>	Provide a segregated route alongside the A4130 between Wallingford and Didcot that bypasses Brightwell cum Sotwell to provide a more direct connection	To be considered for inclusion through the LCWIP review process – the route currently shown in the LCWIP plan follows the NCN5
<b>Road layout</b>	Improve roads in and around Didcot for motorised vehicles	Not suitable for inclusion in the LCWIP
<b>Road layout</b>	Improve roads for motorised vehicles	Not suitable for inclusion in the LCWIP
<b>Road layout</b>	Make High Street one way	To be considered for inclusion through the LCWIP review process
<b>Road layout</b>	Improve layout of existing dedicated paths to reduce the number of stopping and crossing needed to travel along the routes	Already included
<b>Wider paths/walkways cycle</b>	Increase width of existing cycling and walking paths	Already included
<b>Wider paths/walkways cycle</b>	Widen underpass of the national cycling network route 5 under the A4130	Not suitable for inclusion in the LCWIP
<b>Wider paths/walkways cycle</b>	The proposed routes need to include road widening and not just be painted lines on existing roads	Already included
<b>Wider paths/walkways cycle</b>	Footpaths alongside main roads in the villages, if they exist, need to be widened	To be considered for inclusion through the LCWIP review process
<b>Wider paths/walkways cycle</b>	Moor Ditch between Ladygrove and B4016 to be resurfaced and widened	Already included in LCWIP
<b>Crossing provision</b>	Provide dropped kerbs at all crossing around all primary routes to make them accessible to wheelchair users	Already included
<b>Crossing provision</b>	Improve crossing along the A4130	Already included
<b>Crossing provision</b>	Avoid toucan crossing and bridges at crossing as they reduce route continuity for cyclists	Not suitable for inclusion in the LCWIP – junction types are dealt with through specific schemes design
<b>Crossing provision</b>	Provide traffic calming at junction in Sutton Courtenay where Church St, Brook St and High St meet	To be considered for inclusion through the LCWIP review process
<b>Crossing provision</b>	Traffic light on Reading Road for crossing into Winnaway (Priority Route 6)	To be considered for inclusion through the LCWIP review process

<b>Accessibility onto/off of cycle routes</b>	Improve access to old railway cycle path on East Hagbourne	A secondary route has already been included along the extent of the PROW referred to along the southern edge of Didcot. Continuing west from this point to connect with Harwell Link Road is not along a PROW so has not been included. Connection between Harwell Link Road and GWP should be investigated and delivered by the Valley Park development, as appropriate.
<b>Accessibility onto/off of cycle routes</b>	Improve accessibility of cycle routes	Already included
<b>Accessibility onto/off of cycle routes</b>	Improve accessibility of cycle path Wantage Road and the Broadway	Already included
<b>Cycle priority over vehicular traffic</b>	Priority to be given to bikes on the roads, at junctions and traffic lights in order to make a cycled journey almost stop free	Already included
<b>Cycle priority over vehicular traffic</b>	Improve priority for cyclists at junctions	Already included
<b>Cycle priority over vehicular traffic</b>	Ensure priority of cyclists and pedestrians over vehicles	Already included
<b>Cycle priority over vehicular traffic</b>	Include proposals that secure the existing infrastructure for access to cycles	Already included
<b>Placement of cycle route/walkway</b>	Move link to Wallingford away from the main road (A4130) to the existing country lane	Already included - Both routes (A4130 and via South Morton/Hithercroft are identified in the LCWIP. Primary and secondary routes as per LCWIP definitions.
<b>Placement of cycle route/walkway</b>	Provision should be made for shared routes for walkers, cyclists and horse riders, all who have been identified as being vulnerable road users along off road path using the existing network of public right of way	Already included
<b>Separate cyclists from other road users</b>	Prioritise segregation between people walking and cycling	Already included
<b>Connectivity between towns</b>	Improve connectivity between Wallingford and Didcot	Already included
<b>Connectivity between towns</b>	More routes to get to surrounding villages from Didcot	Already included
<b>Add/improve lighting</b>	Improve lighting of existing cycling and walking paths	Already included
<b>Add/improve lighting</b>	Improve lighting of the underpass of the national cycling network route 5 under the A4130	Already included
<b>Continuity of cycle lanes/routes</b>	Improve continuity of cycle route from Woodland Surgery into Broadway	Already included
<b>Continuity of cycle lanes/routes</b>	Along the bottom edge of Didcot there is a walking path on the edge of the fields. Some of this is currently marked as secondary cycle route (to east of park road) but to the	Already included - A secondary route has already been included along the extent of the PROW

	west it's not considered a path at all. Surely it should either all be a cycle path so you could cycle from link road next to A34 to old railway cycle path, or none of it	referred to along the southern edge of Didcot. Continuing west from this point to connect with Harwell Link Road is not along a PROW so has not been included. Connection between Harwell Link Road and GWP should be investigated and delivered by the Valley Park development, as appropriate.
<b>Continuity of cycle lanes/routes</b>	Ensure continuity of cycle lanes where road space reduces, for example at junctions	Already included
<b>Continuity of cycle lanes/routes</b>	Ensure continuity between primary and secondary routes, to avoid primary routes stopping abruptly	Already included
<b>Enforcement/management of vehicular traffic</b>	Remove car parking from High Street	To be considered for inclusion through the LCWIP review process
<b>Enforcement/management of vehicular traffic</b>	Enforce 20mph limit across Didcot	To be considered for inclusion through the LCWIP review process – 2mph speed limit across Didcot is also part of a separate project
<b>Enforcement/management of vehicular traffic</b>	Enforce traffic segregation along the Winnaway	Not suitable for inclusion in the LCWIP
<b>Need more to support government's cycling and walking strategy aim</b>	More radical improvements needed to support government's cycling and walking strategy aim	To be considered for inclusion through the LCWIP review process
<b>Secure cycle storage</b>	Add secure cycle storage in the city centre	Not suitable for inclusion in the LCWIP – securing funding for cycle parking is outside the remit of the LCWIP
<b>Improve visibility at corners</b>	Options to improve Featherbed Lane leading from Milton Hill to East Hendred should be considered due to the presence of dangerous blind corners	To be considered for inclusion through the LCWIP review process
<b>Signage</b>	Improve signposting of routes in Ladygrove	Already included
<b>Clarify LCWIP document</b>	Make clearer in the report the difference between primary and secondary routes, 'priority cycle routes', 'priority walking routes' 'core walking zone' and 'key walking routes'	Already included
<b>Clarify LCWIP document</b>	Add route numbers to network map	Already included
<b>Clarify LCWIP document</b>	The document identifies issues and proposals only along major routes, it is not clear if other routes are included in the suggested route network	Already included – The network include primary and secondary routes which are clearly defined in the body of the document. The definitions are based on multiple factors, such as cycle flows forecast and road type.
<b>Clarify LCWIP document</b>	The old railway cycle path near east Hagbourne, is considered a secondary route, while it should be primary. It also has a “dog leg”.	Already included – the route is included as a secondary route as per the LCWIP definition. The “dog leg” follows the Sustrans 544 route

### 3.3 Priority cycle routes

3.3.1 Respondents could select which priority cycle routes they would like to answer questions on. Cycle route 17 was the most selected route, with 35.7% of respondents selecting to answer questions on this route, followed by 34.3% of respondents who selected to answer questions on Cycle route 24 North, and 32.9% of respondents who selected cycle route 21. A full breakdown of the priority cycle routes and the proportion of respondents who selected to answer questions on each is provided in Figure 6. Please note that this was a multiple choice question, where respondents could select as many routes as they liked.



**Figure 7. Proportion of respondents who chose to comment on each priority cycle route (Responses: 70)**

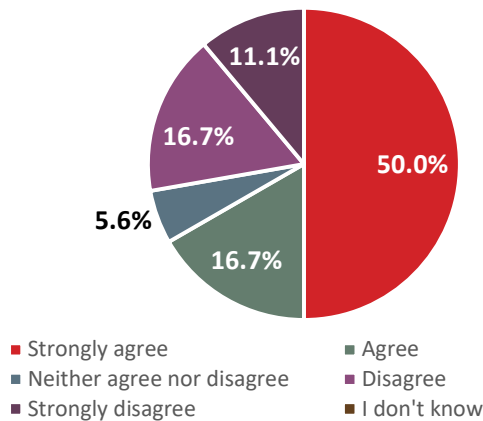


**3.4 Views on Priority Cycle Route 3 – Jubilee Way Roundabout to East Hagbourne**

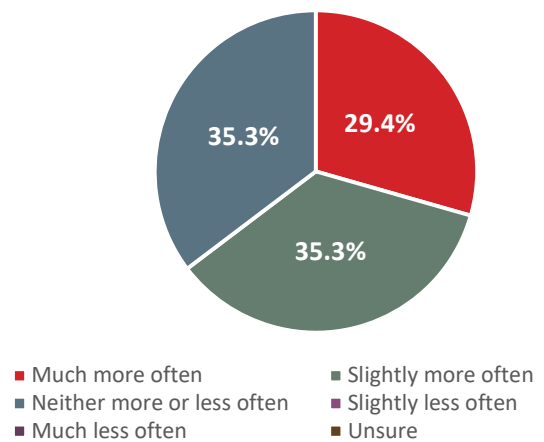
3.4.1 Two thirds (66.7%) of respondents agreed that priority cycle route 3 would have a positive impact on cycling in Didcot, whilst 27.8% of respondents disagreed with this statement, and 5.6% neither agreed nor disagreed (see Figure 7).

3.4.2 Around two thirds (64.7%) of respondents reported that priority cycle route 3 is likely to encourage them to cycle more often, whilst a third (35.3%) reported that this would encourage them to cycle neither more or less often (see Figure 8).

**Figure 8. To what extent do you agree or disagree with the following statement: “This priority cycle route would have a positive impact on cycling in Didcot?” (Responses: 18)**



**Figure 9. Is this priority cycle route likely to encourage you to cycle more often, or less often? (Responses: 17)**



3.4.3 One comments were provided in support of priority cycle route 3 which suggested improvements for this route. This was:

- Suggested Improvements – Consider upgrading other cycle routes/walkways (1)

3.4.4 Actions taken to address these comments in the final version of the LCWIP report are summarised below.

**Table 5. Priority Cycle Route 3 Suggested Improvements**

Theme	Summary	Response
Consider upgrading other cycle routes/walkways	Upgrade NCN to link to West Hagbourne instead of New Road	To be considered for inclusion through the LCWIP review process

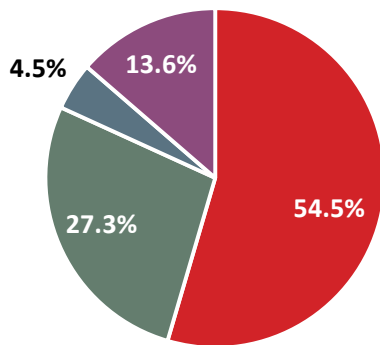
3.4.5 No comments in opposition to priority cycle route 3 were provided.

### 3.5 Views on Priority Cycle Route 5 – Foxhall Road to Coscote

3.5.1 The majority (81.8%) of respondents agreed that priority cycle route 5 would have a positive impact on cycling in Didcot, whilst 13.6% of respondents disagreed with this statement, and 4.5% neither agreed nor disagreed (see Figure 9).

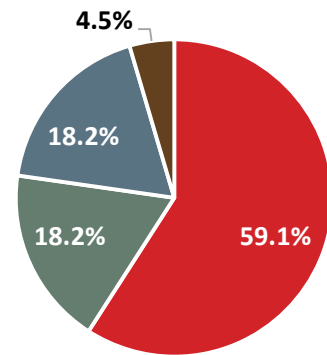
3.5.2 Around three quarters (77.3%) of respondents reported that priority cycle route 5 is likely to encourage them to cycle more often, whilst a fifth (18.2%) reported that this would encourage them to cycle neither more or less often. 4.5% of respondents were unsure (see Figure 10).

Figure 10. To what extent do you agree or disagree with the following statement: “This priority cycle route would have a positive impact on cycling in Didcot?” (Responses: 22)



■ Strongly agree      ■ Agree  
■ Neither agree nor disagree      ■ Disagree  
■ Strongly Disagree      ■ I don't know

Figure 11. Is this priority cycle route likely to encourage you to cycle more often, or less often? (Responses: 22)



■ Much more often      ■ Slightly more often  
■ Neither more or less often      ■ Slightly less often  
■ Much less often      ■ Unsure

3.5.3 Seven comments were provided in support of priority cycle route 5 which suggested improvements for this route. These comments can be split into five main themes:

- Suggested Improvements – Maintenance of cycle routes (2)
- Suggested Improvements – Create shared use paths (2)
- Suggested Improvements – Consider upgrading other cycle routes/walkways (1)
- Suggested Improvements – Connectivity of existing cycle routes/walkways (1)
- Suggested Improvements – Connectivity between towns (1)

3.5.4 Actions taken to address these comments in the final version of the LCWIP report are summarised below.

Table 6. Priority Cycle Route 5 Suggested Improvements

Theme	Summary	Response
<b>Maintenance of cycle routes</b>	Maintenance of footpath on Loyd Rd, linking to NCN. Upgrade path 197/1/20 and improve surface of 401/14/20 for cyclists	Already included – improvements already suggested as a secondary route
<b>Create shared use paths</b>	Create shared use path footpath between West Hagbourne and Didcot from footpath that comes out from Greenway Housing estate	To be considered for inclusion through the LCWIP review process
<b>Create shared use paths</b>	Improved/widen path along B4493 between the Foxhall road roundabout and the A4130 roundabout	Already included - Part of Route 5 suggested improvements and Didcot Central Corridor Plans
<b>– Consider upgrading other cycle routes/walkways</b>	Moor Lane in West Hagbourne, currently a BOAT (Byway Open to All Traffic) could be considered as a cycle lane	To be considered for inclusion through the LCWIP review process
<b>Connectivity of existing cycle routes/walkways</b>	Link to existing NCN route	Already included – Part of route 5 suggested improvements
<b>Connectivity between towns</b>	Provide a level cycling and pedestrian route between East and West Hagbourne villages and onto Didcot East/Orchard Centre	Already included – Covered by Route 5

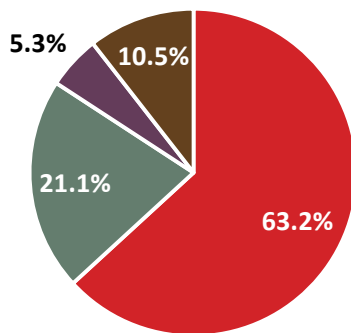
3.5.5 No comments in opposition to priority cycle route 5 were provided.

### 3.6 Views on Priority Cycle Route 8 – Abingdon Road Steventon to Grove Road

3.6.1 The majority (84.2%) of respondents agreed that priority cycle route 8 would have a positive impact on cycling in Didcot, whilst 5.3% of respondents disagreed with this statement, and 10.5% did not know (see Figure 11).

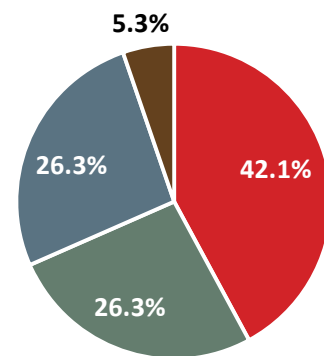
3.6.2 Just over two thirds (68.4%) of respondents reported that priority cycle route 8 is likely to encourage them to cycle more often, whilst a quarter (26.3%) reported that this would encourage them to cycle neither more or less often. 5.3% of respondents were unsure (see Figure 12).

**Figure 12. “To what extent do you agree or disagree with the following statement: “This priority cycle route would have a positive impact on cycling in Didcot?” (Responses: 19)**



- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- I don't know

**Figure 13. Is this priority cycle route likely to encourage you to cycle more often, or less often (Responses: 19)**



- Much more often
- Slightly more often
- Neither more or less often
- Slightly less often
- Much less often
- Unsure

3.6.3 Six comments were provided in support of priority cycle route 8. Four of these comments suggested improvements for this route, while the other two cited safety concerns regarding the use of this route. These comments can be split into three main themes:

- Suggested Improvements – Consider upgrading other cycle routes/walkways (3)
- Safety concerns – Obstructions to cyclists/cycle routes (2)
- Suggested Improvements – Cycle priority over vehicular traffic (1)

3.6.4 Actions taken to address these comments in the final version of the LCWIP report are summarised below.

Table 7. Priority Cycle Route 8 Suggested Improvements

Theme	Summary	Response
<b>Consider upgrading other cycle routes/walkways</b>	Improvement from Steventon to Milton Park alongside the railway line	Already included – This route is known as the “Cinder Track” and is already included in this LCWIP
<b>Consider upgrading other cycle routes/walkways</b>	Provide connections to Milton Heights village	Already included - Connections to Milton Heights village are identified in the LCWIP via multiple routes: primary and secondary, and Milton Heights Bridge over the A34
<b>Consider upgrading other cycle routes/walkways</b>	Improve link from Milton Hill to Harwell, via A1430, Rowstock and NCN 544	Already included - this is a secondary route shown along restricted byway 199/16/20 and 299/13/40. Also known as Science Vale Cycling Network Route 4, and is included in SATN.
<b>Cycle priority over vehicular traffic</b>	Ensure cycle priority over vehicular traffic along route 8	Already included – See Route 8 proposals

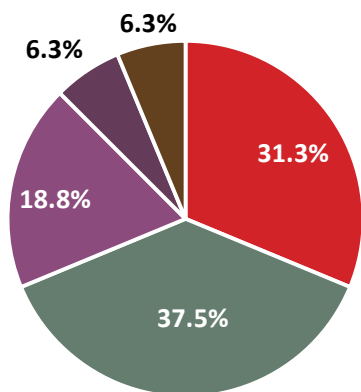
3.6.5 No comments in opposition to priority cycle route 8 were provided.

**3.7 Views on Priority Cycle Route 9 – Jubilee Way Roundabout to Wallingford via Hadden Hill**

3.7.1 Just over two thirds (68.8%) of respondents agreed that priority cycle route 9 would have a positive impact on cycling in Didcot, whilst a quarter (25.0%) of respondents disagreed with this statement, and 6.3% did not know (see Figure 13).

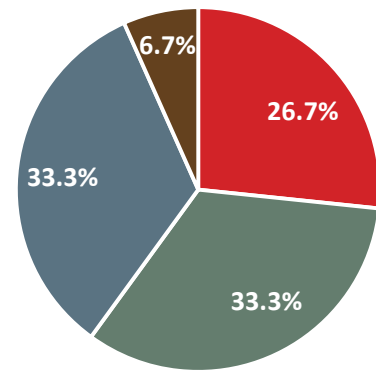
3.7.2 Three fifths (60.0%) of respondents reported that priority cycle route 9 is likely to encourage them to cycle more often, whilst a third (33.3%) reported that this would encourage them to cycle neither more or less often. 6.7% of respondents were unsure (see Figure 14).

**Figure 14. To what extent do you agree or disagree with the following statement: “This priority cycle route would have a positive impact on cycling in Didcot?” (Responses: 16)**



- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- I don't know

**Figure 15. Is this priority cycle route likely to encourage you to cycle more often, or less often? (Responses: 15)**



- Much more often
- Slightly more often
- Neither more or less often
- Slightly less often
- Much less often
- Unsure

3.7.3 Three comments were provided in support of priority cycle route 9 which suggested improvements for this route. These comments can be split into two main themes:

- Suggested Improvements – Connectivity between towns (2)
- Suggested Improvements – Accessibility onto/off of cycle routes (1)

3.7.4 One comment was provided in opposition of priority cycle route 9, and suggested improvements in the maintenance of cycle routes/walkways.

3.7.5 Actions taken to address these comments in the final version of the LCWIP report are summarised below.

**Table 8. Priority Cycle Route 9 Suggested Improvements**

Theme	Summary	Response
<b>Accessibility onto/off of cycle paths</b>	Improved Bridleway heading North towards Sires Hill	To be considered for inclusion through the LCWIP review process
<b>Connectivity between towns</b>	Improving the public footpath NE of Didcot between Ladygrove and Sires Hill going East - West.	To be considered for inclusion through the LCWIP review process
<b>Connectivity between towns</b>	Improve connectivity from Didcot to Wallingford	Already included – Part of the route within the scope of this LCWIP has been addressed.

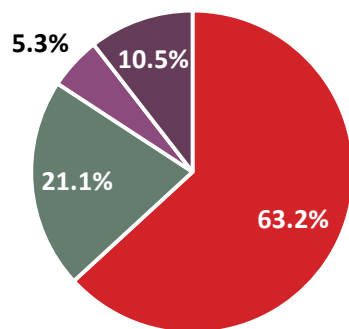
3.7.6 No comments in opposition to priority cycle route 9 were provided.

### 3.8 Views on Priority Cycle Route 10 – Ladygrove Park Route

3.8.1 The majority (84.2%) of respondents agreed that priority cycle route 10 would have a positive impact on cycling in Didcot, whilst 15.8% of respondents disagreed with this statement (see Figure 15).

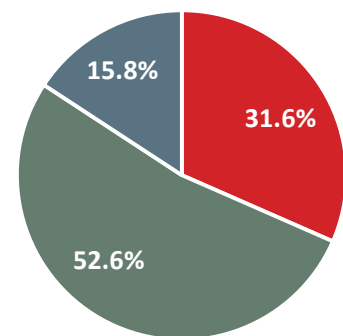
3.8.2 The majority (84.2%) of respondents reported that priority cycle route 10 is likely to encourage them to cycle more often, whilst 15.8% reported that this would encourage them to cycle neither more or less often (see Figure 16).

**Figure 16. To what extent do you agree or disagree with the following statement: “This priority cycle route would have a positive impact on cycling in Didcot?” (Responses: 19)**



- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- I don't know

**Figure 17. Is this priority cycle route likely to encourage you to cycle more often, or less often? (Responses: 19)**



- Much more often
- Slightly more often
- Neither more or less often
- Slightly less often
- Much less often
- Unsure

3.8.3 Four comments were provided in support of priority cycle route 13 which suggested improvements for this route, all referring to the underpass of national cycling route 5 under A4130. These comments can be split evenly into four themes:

- Suggested Improvements – Add/Improve lighting (1)
- Suggested Improvements – Maintenance of cycle routes/walkways (1)
- Suggested Improvements – More direct cycle routes/walkways (1)
- Suggested Improvements – Wider cycle routes/walkways (1)

3.8.4 Actions taken to address these comments in the final version of the LCWIP report are summarised below.

**Table 9. Priority Cycle Route 10 Suggested Improvements**

Theme	Summary	Response
Add/Improve lighting	Increase width and lighting and resurface underpass of national cycling route 5 under A4130.	Already included
Wider cycle routes/walkways		



<b>Maintenance of cycle routes/walkways</b>		
<b>More direct cycle routes/walkways</b>		

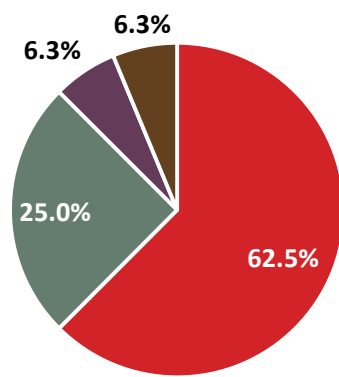
3.8.5 No comments were provided in opposition of priority cycle route 10 which suggested improvements for this route.

### 3.9 Views on Priority Cycle Route 11 – Ladygrove Central Route

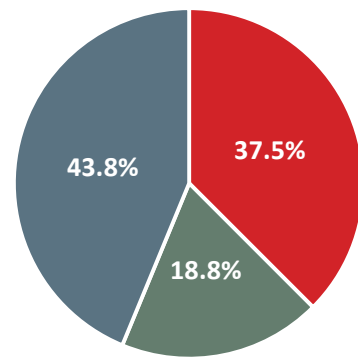
3.9.1 The majority (87.5%) of respondents agreed that priority cycle route 11 would have a positive impact on cycling in Didcot, whilst 6.3% of respondents disagreed with this statement, and a similar proportion (6.3%) did not know (see Figure 17).

3.9.2 Over half (56.3%) of respondents reported that priority cycle route 11 is likely to encourage them to cycle more often, whilst 43.8% reported that this would encourage them to cycle neither more or less often (see Figure 18).

**Figure 18. To what extent do you agree or disagree with the following statement: "This priority cycle route would have a positive impact on cycling in Didcot?" (Responses: 16)**



**Figure 19. Is this priority cycle route likely to encourage you to cycle more often, or less often? (Responses: 16)**



- Strongly agree
- Agree
- Much more often
- Slightly more often
- Neither agree nor disagree
- Disagree
- Neither more or less often
- Slightly less often
- Strongly disagree
- I don't know
- Much less often
- Unsure

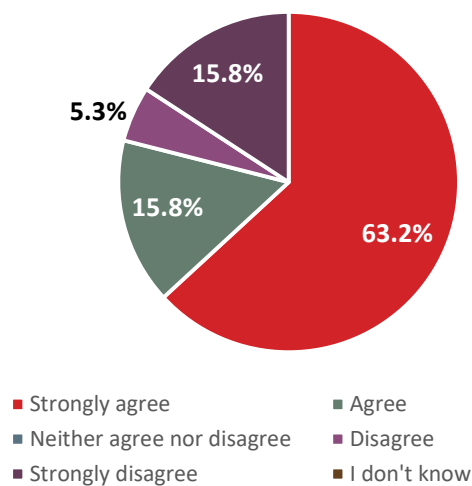
3.9.3 No comments were provided in support or opposition of priority cycle route 11 which suggested improvements for this route.

**3.10 Views on Priority Cycle Route 13 – Cow Lane Underpass and Ladygrove**

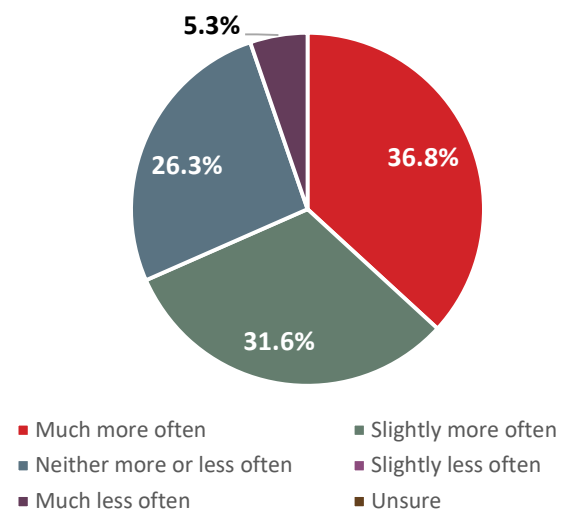
3.10.1 Around four fifths (78.9%) of respondents agreed priority cycle route 13 would have a positive impact on cycling in Didcot, whilst a fifth (21.1%) of respondents disagreed with this statement (see Figure 19).

3.10.2 Just over two thirds (68.4%) of respondents reported that priority cycle route 13 is likely to encourage them to cycle more often, whilst a quarter (26.3%) reported that this would encourage them to cycle neither more or less often. Only 5.3% reported that this would encourage them to cycle much less often (see Figure 20).

**Figure 20. To what extent do you agree or disagree with the following statement: “This priority cycle route would have a positive impact on cycling in Didcot?” (Responses: 19)**



**Figure 21. Is this priority cycle route likely to encourage you to cycle more often, or less often? (Responses: 19)**



3.10.3 One comment was provided in support of priority cycle route 13 which suggested improvements for this route:

- Suggested Improvements – Road layout (1)

3.10.4 Actions taken to address these comments in the final version of the LCWIP report are summarised below.

**Table 10. Priority Cycle Route 13 Suggested Improvements**

Theme	Summary	Response
Road layout	Widen Cow Lane Tunnel	Not suitable for inclusion in the LCWIP

3.10.5 Eight comments were provided in opposition to priority cycle route 13. These comments can be split into seven themes:

- Oppose – Against vehicle restrictions (2)
- Oppose – Congestion/Traffic concerns (1)

- Oppose – Increases emergency vehicle response times (1)
- Oppose – Prioritises cyclists over pedestrians (1)
- Oppose – Reduces evacuation routes (1)
- Oppose – Reduces visits to town centres (1)
- Oppose – Against traffic calming measures (1)

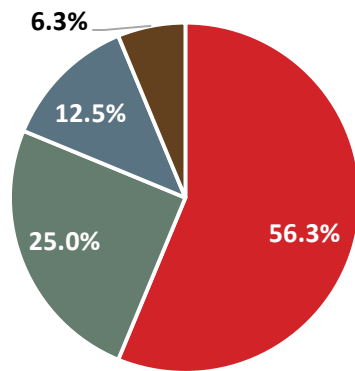
3.10.6 None of the comments provided in opposition to this route suggested improvements or changes in line with the LCWIP ambition that needed to be actioned in the LCWIP report or plans.

**3.11 Views on Priority Cycle Route 14 – Abingdon Road to Ladygrove**

3.11.1 Four fifths (81.3%) of respondents agreed priority cycle route 14 would have a positive impact on cycling in Didcot, whilst just over a tenth (12.5%) neither agreed nor disagreed with this statement, and 6.3% did not know (see Figure 21).

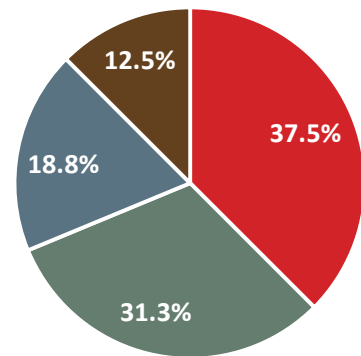
3.11.2 Just over two thirds (68.8%) of respondents reported that priority cycle route 14 is likely to encourage them to cycle more often, whilst under a fifth (18.8%) reported that this would encourage them to cycle neither more or less often. Just over a tenth (12.5%) were unsure (see Figure 22)

**Figure 22. To what extent do you agree or disagree with the following statement: "This priority cycle route would have a positive impact on cycling in Didcot?" (Responses: 16)**



■ Strongly agree      ■ Agree  
■ Neither agree nor disagree      ■ Disagree  
■ Strongly disagree      ■ I don't know

**Figure 23. Is this priority cycle route likely to encourage you to cycle more often, or less often? (Responses: 16)**



■ Much more often      ■ Slightly more often  
■ Neither more or less often      ■ Slightly less often  
■ Much less often      ■ Unsure

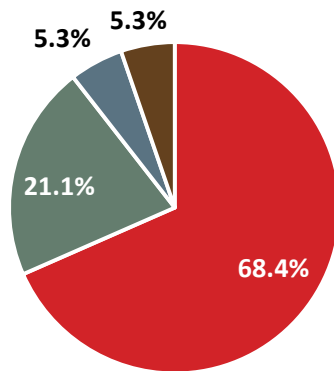
3.11.3 No comments were provided in support or opposition of priority cycle route 14 which suggested improvements for this route.

**3.12 Views on Priority Cycle Route 16 – Long Wittenham to Clifton Hampden**

3.12.1 The majority (89.5%) of respondents agreed priority cycle route 16 would have a positive impact on cycling in Didcot, whilst 5.3% neither agreed nor disagreed with this statement, and 5.3% did not know (see Figure 23).

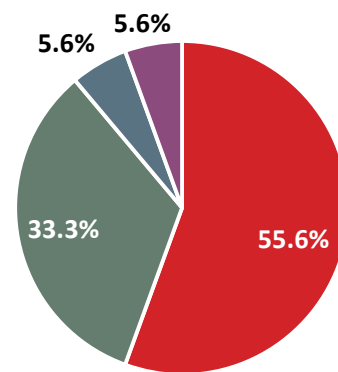
3.12.2 The majority (88.9%) of respondents reported that priority cycle route 16 is likely to encourage them to cycle more often, whilst 5.6% reported that this would encourage them to cycle neither more or less often. A similar proportion (5.6%) reported that this would encourage them to cycle slightly less often (see Figure 24).

**Figure 24. To what extent do you agree or disagree with the following statement: "This priority cycle route would have a positive impact on cycling in Didcot?" (Responses: 19)**



- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- I don't know

**Figure 25. Is this priority cycle route likely to encourage you to cycle more often, or less often? (Responses: 18)**



- Much more often
- Slightly more often
- Neither more or less often
- Slightly less often
- Much less often
- Unsure

3.12.3 Two comments were provided in support of priority cycle route 16 which suggested improvements for this route. These comments can be split evenly into two themes:

- Suggested Improvements – Enforcement/management of vehicular traffic (1)
- Suggested Improvements – Separate cyclists from other road users (1)

3.12.4 Two comments were provided in opposition to priority cycle route 16, which suggested improvements to this route. These comments can be split into two themes:

- Suggested Improvements – Update signalling system (1)
- Suggested Improvements – Separate cyclists from other road users (1)

3.12.5 Actions taken to address these comments in the final version of the LCWIP report are summarised below.

**Table 11. Priority Cycle Route 16 Suggested Improvements**

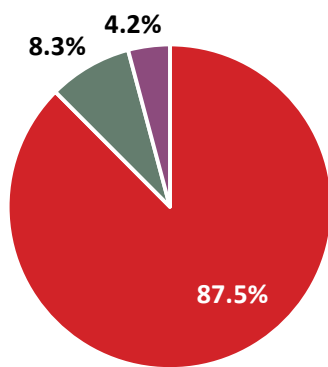
Theme	Summary	Response
<b>Enforcement/management of vehicular traffic</b>	Long Wittenham to Clifton Hampden speed is reduced to 30 mph or less.	To be considered for inclusion through the LCWIP review process
<b>Separate cyclists from other road users (x2)</b>	Segregation along route 16	Already included – See Route 16 proposals
<b>Update signalling system</b>	Change signalling system on Clifton Hampden bridge	To be considered for inclusion through the LCWIP review process

### 3.13 Views on Priority Cycle Route 17 – Basil Hill to Milton Road

3.13.1 The majority (95.8%) of respondents agreed priority cycle route 17 would have a positive impact on cycling in Didcot, whilst 4.2% disagreed with this statement (see Figure 25).

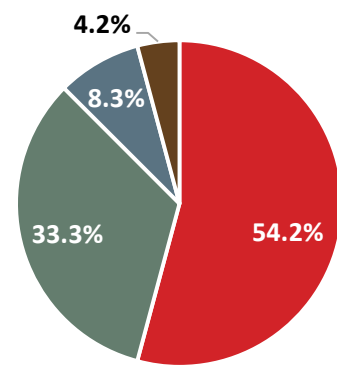
3.13.2 The majority (87.5%) of respondents reported that priority cycle route 17 is likely to encourage them to cycle more often, whilst 8.3% reported that this would encourage them to cycle neither more or less often. 4.2% were unsure (see Figure 26)

**Figure 26. To what extent do you agree or disagree with the following statement: "This priority cycle route would have a positive impact on cycling in Didcot?" (Responses: 24)**



- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- I don't know

**Figure 27. Is this priority cycle route likely to encourage you to cycle more often, or less often? (Responses: 24)**



- Much more often
- Slightly more often
- Neither more or less often
- Much less often
- Slightly less often
- Unsure

3.13.3 Ten comments were provided in support of priority cycle route 17. The majority of these comments suggested improvements for this route, while one comment cited safety concerns regarding the use of this cycle route, and another mentioned the potential benefits of the proposed changes. All of these comments can be split into eight main themes:

- Suggested Improvements – Maintenance of cycle routes/walkways (3)
- Suggested Improvements – Add/Improve lighting (1)
- Suggested Improvements – Crossing provision (1)
- Suggested Improvements – Improve visibility at corners (1)
- Suggested Improvements – New cycle routes/walkways (1)
- Suggested Improvements – Wider cycle routes/walkways (1)
- Safety Concerns – Obstructions to cyclists/cycle routes (1)
- Support – Improves safety of cycle routes/walkways (1)

3.13.4 Actions taken to address these comments in the final version of the LCWIP report are summarised below.



**Table 12. Priority Cycle Route 17 Suggested Improvements**

<b>Theme</b>	<b>Summary</b>	<b>Response</b>
<b>Maintenance of cycle routes/walkways</b>	Remove overgrown vegetation from Milton Road	Already included – See proposals for Route 17
<b>Maintenance of cycle routes/walkways</b>	Remove bushes and maintain trees along the route	Already included – See proposals for Route 17
<b>Maintenance of cycle routes/walkways</b>	Improve surface of Route 17	Already included – See proposals for Route 17
<b>Add/Improve lighting</b>	Add improved lighting on Route 17	Already included – See proposals for Route 17
<b>Crossing provision</b>	Improve crossing at the roundabout on Route 17	Already included – See proposals for Route 17
<b>Improve visibility at corners</b>	Improve visibility at Basil Hill to Milton Park roundabout	Already included – See proposals for Route 17
<b>New cycle routes/walkways</b>	Improve the underpass from Ladygrove to town centre with a dedicated pedestrian and cycle lane	Already included – See proposals for Route 17
<b>Wider cycle routes/walkways</b>	Clearing the vegetation and widening the pedestrian/cycle path along the Didcot Power Station road towards Milton Park	Already included – See proposals for Route 17

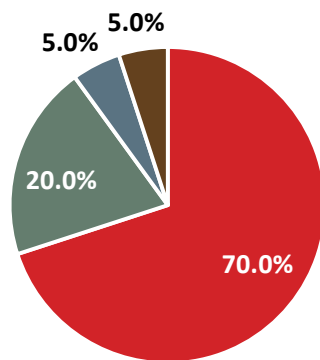
3.13.5 No comments in opposition to priority cycle route 17 were provided.

**3.14 Views on Priority Cycle Route 19 – Harwell Road to Milton Road**

3.14.1 The majority (90.0%) of respondents agreed priority cycle route 19 would have a positive impact on cycling in Didcot, whilst 5.0% neither agreed nor disagreed with this statement, and 5.0% were unsure (see Figure 27).

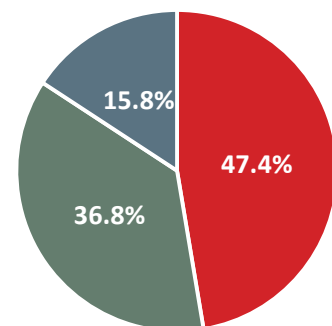
3.14.2 The majority (84.2%) of respondents reported that priority cycle route 19 is likely to encourage them to cycle more often, whilst 15.8% reported that this would encourage them to cycle neither more or less often (see Figure 28).

**Figure 28. To what extent do you agree or disagree with the following statement: "This priority cycle route would have a positive impact on cycling in Didcot?" (Responses: 20)**



- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- I don't know

**Figure 29. Is this priority cycle route likely to encourage you to cycle more often, or less often? (Responses: 19)**



- Much more often
- Slightly more often
- Neither more or less often
- Slightly less often
- Much less often
- Unsure

3.14.3 Six comments were provided in support of priority cycle route 19. The majority of these comments suggested improvements for this route, while one comment cited safety concerns regarding the use of this cycle route. These comments can be split into six main themes:

- Suggested Improvements – Crossing provision (1)
- Suggested Improvements – Connectivity of existing cycle routes/walkways (1)
- Suggested Improvements – Cycle priority over vehicular traffic (1)
- Suggested Improvements – Maintenance of cycle routes/walkways (1)
- Suggested Improvements – More direct cycle routes/walkways (1)
- Safety Concerns – Obstructions to cyclists/cycle routes (1)

3.14.4 Actions taken to address these comments in the final version of the LCWIP report are summarised below.

**Table 13. Priority Cycle Route 19 Suggested Improvements**

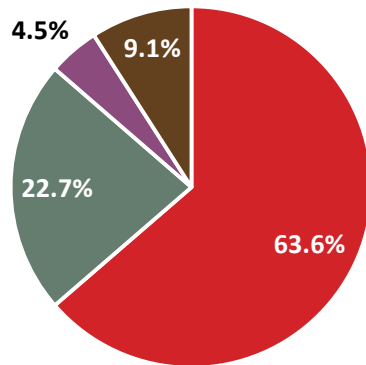
Theme	Summary	Response
<b>Crossing provision</b>	Improvements to the mini roundabout where High Street Meets Brook St – link between Route 19 and Route 24	Already included – See proposals for Route 24 North
<b>Connectivity of existing cycle routes/walkways</b>	Include a cycle path going directly from Milton Park to Peep O Day Lane	Already included - Already included as north/south secondary route between Milton Park and Peep o Day Lane.
<b>Cycle priority over vehicular traffic</b>	Upgrade the westerly section from the path to Abingdon to Milton Road	Not suitable for inclusion in the LCWIP – unclear comment, cannot locate the path referenced
<b>Maintenance of cycle routes/walkways</b>	Ongoing maintenance of route 19	Not suitable for inclusion in the LCWIP – Ongoing maintenance of cycle routes is not part of the LCWIP remit.
<b>More direct cycle routes/walkways</b>	Missing link to bypass Sutton Courtenay High Street	Already included - Already included as north/south secondary route between Milton Park and Peep o Day Lane.

3.14.5 No comments in opposition to priority cycle route 19 were provided

**3.15 Views on Priority Cycle Route 21 – Drayton Road to Milton Park**

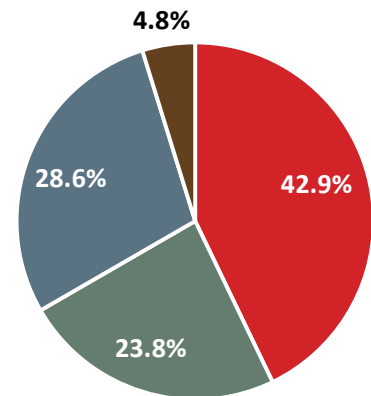
- 3.15.1 The majority (86.4%) of respondents agreed priority cycle route 21 would have a positive impact on cycling in Didcot, whilst 4.5% disagreed with this statement. Almost a tenth (9.1%) did not know (see Figure 29).
- 3.15.2 Two thirds (66.7%) of respondents reported that priority cycle route 21 is likely to encourage them to cycle more often, whilst over a quarter (28.6%) reported that this would encourage them to cycle neither more or less often. 4.8% of respondents were unsure (see Figure 30).

**Figure 30. To what extent do you agree or disagree with the following statement: "This priority cycle route would have a positive impact on cycling in Didcot?" (Responses: 22)**



- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- I don't know

**Figure 31. Is this priority cycle route likely to encourage you to cycle more often, or less often? (Responses: 21)**



- Much more often
- Slightly more often
- Neither more or less often
- Slightly less often
- Much less often
- Unsure

- 3.15.3 Three comments were provided in support of priority cycle route 21 which suggested improvements for this route. These comments can be split evenly into three themes:
  - Suggested Improvements – Connectivity of existing cycle routes/walkways (1)
  - Suggested Improvements – Enforcement/management of vehicular traffic (1)
  - Suggested Improvements – Road layout (1)
- 3.15.4 Actions taken to address these comments in the final version of the LCWIP report are summarised below.

**Table 14. Priority Cycle Route 21 Suggested Improvements**

Theme	Summary	Response
<b>Connectivity of existing cycle routes/walkways</b>	Include a cycle path going directly from Milton Park to Peep O Day Lane	Already included - Already included as north/south secondary route between Milton Park and Peep o Day Lane.
<b>Enforcement/management of vehicular traffic</b>	Preventing cars from parking at the Sutton Courtenay end of Peep O'Day Lane	To be considered for inclusion through the LCWIP review process
<b>Road layout</b>	Roundabout at the junction of Drayton Road and Milton Road	Already included – this junction is served by a primary and secondary route, and any eventual scheme would need to consider junction type appropriateness.

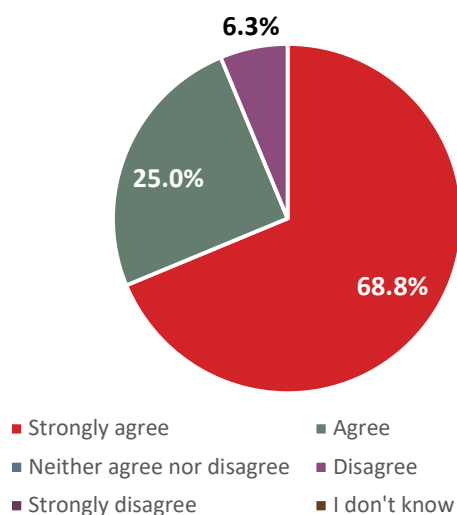
3.15.5 No comments in opposition to priority cycle route 21 were provided

**3.16 Views on Priority Cycle Route 23 – Manor Bridge to Ladygrove Bridge**

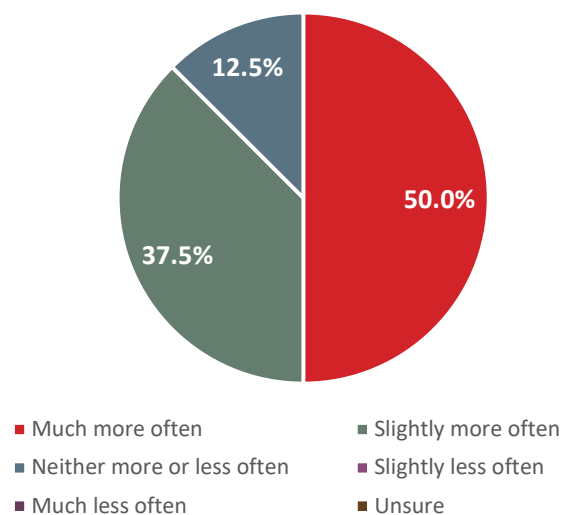
3.16.1 The majority (93.8%) of respondents agreed priority cycle route 23 would have a positive impact on cycling in Didcot, whilst 6.3% disagreed with this statement (see Figure 31).

3.16.2 The majority (87.5%) of respondents reported that priority cycle route 23 is likely to encourage them to cycle more often, whilst just over a tenth (12.5%) reported that this would encourage them to cycle neither more or less often (see Figure 32).

**Figure 32. To what extent do you agree or disagree with the following statement: "This priority cycle route would have a positive impact on cycling in Didcot?" (Responses: 16) \**



**Figure 33. Is this priority cycle route likely to encourage you to cycle more often, or less often? (Responses: 16)**



3.16.3 Five comments were provided in support of priority cycle route 23 which suggested improvements for this route. These comments can be split evenly into five themes:

- Suggested Improvements – Connectivity of existing cycle routes/walkways (1)
- Suggested Improvements - Cycle priority over vehicular traffic (1)
- Suggested Improvements – Maintenance of cycle routes/walkways (1)
- Suggested Improvements – More direct cycle routes/walkways (1)
- Suggested Improvements – Placement of cycle route/walkway (1)

3.16.4 Actions taken to address these comments in the final version of the LCWIP report are summarised below.

**Table 15. Priority Cycle Route 23 Suggested Improvements**

<b>Theme</b>	<b>Summary</b>	<b>Response</b>
<b>Connectivity of existing cycle routes/walkways</b>	Better connections to Great Western Park to Didcot Town centre and to Milton Park	Already included – See Route 23 proposals
<b>Cycle priority over vehicular traffic</b>	Physical barrier between the traffic and the cycle lane along Route 23	Already included – level of segregation along route 23 will be subjected to further scheme design
<b>Maintenance of cycle routes/walkways</b>	Improve routes to Great Western Park to Didcot Town centre and to Milton Park	Already included – See Route 23 proposals, and covered by other primary and secondary routes
<b>More direct cycle routes/walkways</b>	Provide more direct routes to Great Western Park to Didcot Town centre and to Milton Park	Already included – See Route 23 proposals, and covered by other primary and secondary routes
<b>Placement of cycle route/walkway</b>	A4130 bridge over the railway line improvements	Already included – See Route 23 proposals

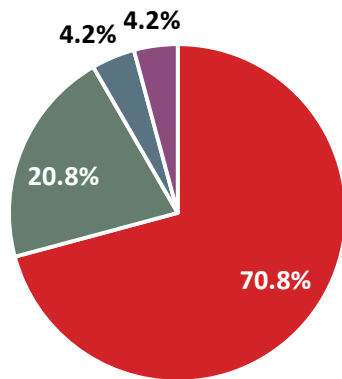
3.16.5 No comments in opposition to priority cycle route 23 were provided.

**3.17 Views on Priority Cycle Route 24 North - Milton to Abingdon Road, via Sutton Courtney**

3.17.1 The majority (91.7%) of respondents agreed priority cycle route 24 North would have a positive impact on cycling in Didcot, whilst 4.2% disagreed with this statement, and a similar proportion (4.2%) neither agreed nor disagreed (see Figure 33).

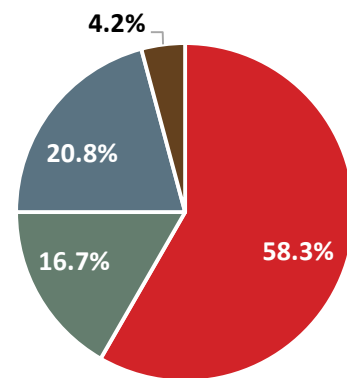
3.17.2 Three quarters (75.0%) of respondents reported that priority cycle route 24 North is likely to encourage them to cycle more often, whilst just over a fifth (20.8%) reported that this would encourage them to cycle neither more or less often. 4.2% of respondents were unsure (see Figure 34).

**Figure 34. To what extent do you agree or disagree with the following statement: "This priority cycle route would have a positive impact on cycling in Didcot?" (Responses: 24)**



■ Strongly agree      ■ Agree  
■ Neither agree nor disagree      ■ Disagree  
■ Strongly disagree      ■ I don't know

**Figure 35. Is this priority cycle route likely to encourage you to cycle more often, or less often? (Responses: 24)**



■ Much more often      ■ Slightly more often  
■ Neither more or less often      ■ Slightly less often  
■ Much less often      ■ Unsure

3.17.3 Comments were provided in support of priority cycle route 24 north which suggested improvements for this route, are summarised below with comments for route 24 south.

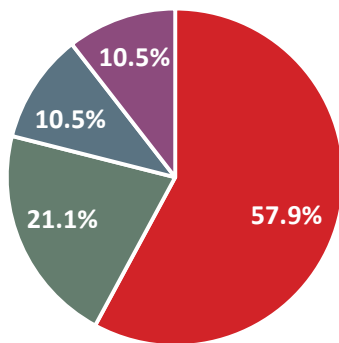


**3.18 Views on Priority Cycle Route 24 South - Milton to Abingdon Road, via Sutton Courtney**

3.18.1 Just over three quarters (78.9%) of respondents agreed priority cycle route 24 South would have a positive impact on cycling in Didcot, whilst a tenth (10.5%) disagreed with this statement, and a similar proportion (10.5%) neither agreed nor disagreed (see Figure 35).

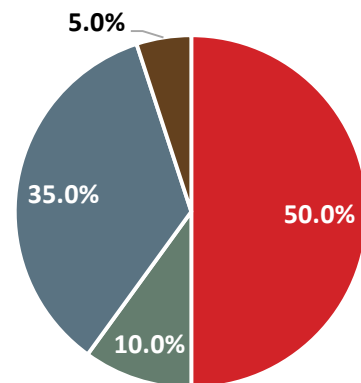
3.18.2 Three fifths (60.0%) of respondents reported that priority cycle route 24 South is likely to encourage them to cycle more often, whilst just over a third (35.0%) reported that this would encourage them to cycle neither more or less often. 5.0% of respondents were unsure (see Figure 36)

**Figure 36. To what extent do you agree or disagree with the following statement: "This priority cycle route would have a positive impact on cycling in Didcot?" (Responses: 19)**



- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- I don't know

**Figure 37. Is this priority cycle route likely to encourage you to cycle more often, or less often? (Responses: 20)**



- Much more often
- Slightly more often
- Neither more or less often
- Slightly less often
- Much less often
- Unsure

3.18.3 Two comments were provided in support of priority cycle route 24 which suggested improvements for this route. These comments can be split evenly into two themes:

- Suggested Improvements – Cycle priority over vehicular traffic (1)
- Suggested Improvements – Separate cyclists from other road users (1)

3.18.4 Two comments were provided in opposition to priority cycle route 24 which suggested improvements for this route. These comments can be split evenly into two themes:

- Suggested Improvements – Separate cyclists from other road users (1)
- Suggested Improvements – Crossing provision (1)

3.18.5 Actions taken to address these comments in the final version of the LCWIP report are summarised below.

**Table 16. Priority Cycle Route 24 Suggested Improvements**

Theme	Summary	Response
<b>Cycle priority over vehicular traffic</b>	Consider upgrading Mill Lane from Sutton Courtenay High Street to Milton road as a cycling/pedestrian route	Change made – The proposed link has been included in the LCWIP network as a secondary route
<b>Separate cyclists from other road users</b>	Upgrade route along Drayton Road on Cycle route 5	Change made – the proposed link was already included in the LCWIP network, but it has been upgraded to a primary route following this comment.
<b>Separate cyclists from other road users</b>	Provide a cycle path segregated from traffic along the Tollgate Road and Abingdon Road. - Church St. to Appleford Road	Already included – See Route 24 North proposals
<b>Crossing provision</b>	Improved crossing provision on Tollgate Road and A415	Already included – See Route 24 North proposals

### 3.19 General comments on priority cycle routes

3.19.1 Overall, 28 comments were provided in support of the priority cycle routes more generally. The majority of these suggested improvements for cycle routes, while three reported support for the proposed changes, and two cited safety concerns.

3.19.2 Table 15 below shows the full list of codes applied to these general comments in support of the priority cycle routes, with the codes sorted in descending order of prevalence by number of individual comments:

**Table 17. Stage 2 Consultation general comments on priority cycle routes – Support**

Theme	Comments
Suggested improvements – maintenance of cycle routes/walkways	3
Suggested improvements – separate cyclists from other road users	3
Suggested improvements – accessibility onto/off of cycle routes	3
Support - general	2
Support – improves safety of cycle routes/walkways	2
Support – prioritises/encourages active travel	2
Safety concerns – obstructions to cyclists/cycle routes	2
Suggested improvements – enforcement/management of vehicular traffic	1
Suggested improvements – add/improve lighting	1
Suggested improvements – connectivity of existing cycle routes/walkways	1
Suggested improvements – consider upgrading other cycle routes/walkways	1
Suggested improvements – crossing provision	1
Suggested improvements – more direct cycle routes/walkways	1
Suggested improvements – more secure cycle parking/storage	1
Suggested improvements – new cycle routes/walkways	1
Suggested improvements – Signage	1
Suggested improvements – use other countries as an example for cyclist infrastructure standards	1
Comment on consultation	1
<b>Total</b>	<b>28</b>

3.19.3 Overall, nine comments were provided in opposition to the priority cycle routes more generally. Table 16 below shows the full list of codes applied to these general comments in opposition to the priority cycle routes, with the codes sorted in descending order of prevalence by number of individual comments:

**Table 18. Stage 2 Consultation general comments on priority cycle routes - Opposition**

Theme	Comments
Suggested improvements – create shared us paths	2
Suggested improvements – cycle priority over vehicular traffic	1
Suggested improvements – accessibility onto/off of cycle routes	1
Suggested improvements – maintenance of cycle routes/walkways	1
Oppose – expensive/unnecessary changes	1
Oppose – against traffic calming measures	1
Safety concerns – obstructions to cyclists/cycle routes	1
Comment on consultation	1
<b>Total</b>	<b>9</b>

3.19.4 Actions taken to address these comments in the final version of the LCWIP report are summarised below.

**Table 19. Suggested Improvements – generic comments**

Theme	Summary	Response
<b>Maintenance of cycle routes/walkways</b>	Ongoing maintenance of cycle routes	Not suitable for inclusion in the LCWIP - Multiple requests for maintenance were received, and whilst maintenance of walking and cycling infrastructure is a key issue, these issues are not well suited for inclusion in an LCWIP because capital funding (which the LCWIP is intended to help secure) is not generally available to spend on maintenance of existing assets.
<b>Separate cyclists from other road users</b>	Prioritise segregation between pedestrian and cyclists and prioritise off-road routes	Already included – segregation is prioritised when possible. Further scheme development

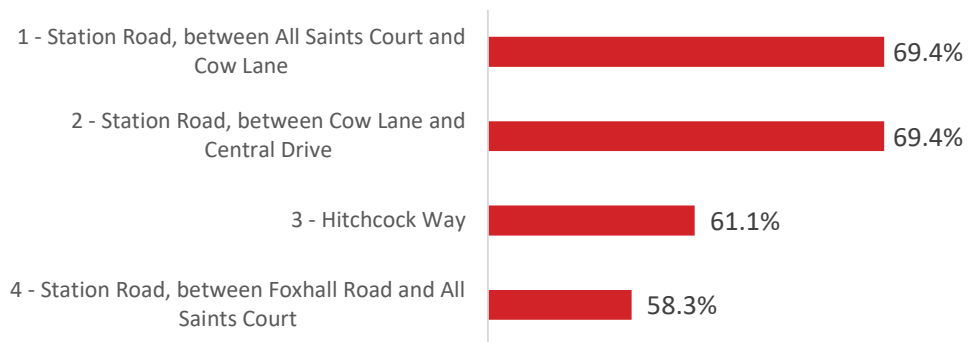
		would consider this in more detail.
<b>Accessibility onto/off of cycle routes</b>	Improve accessibility onto/off of cycle paths	Already included - Further scheme development would consider this in more detail.
<b>Accessibility onto/off of cycle routes</b>	Provide continuous cycle routes	Already included - Further scheme development would consider this in more detail.
<b>Add/improve lighting</b>	Improve lighting	Already included - Further scheme development would consider this in more detail.
<b>Connectivity of existing cycle routes/walkways</b>	Improve connectivity to Dida Gardens - Housing site south of A4130, between Sir Frank Williams Avenue and Mendip Heights.	Already included
<b>Consider upgrading other cycle routes/walkways</b>	Improving the paths along the B4016 and A4130 Abingdon Road	Already included - All of A4130 and B4016 have been covered in the LCWIP as primary or secondary routes
<b>Crossing provision</b>	Facilitating crossing the junction where the B4016 diverges from the A road	Already included - All of A4130 and B4016 have been covered in the LCWIP as primary or secondary routes
<b>More direct cycle routes/walkways</b>	Provide more direct cycle routes with less tight corners and dedicated cycle crossing point	Already included – any scheme taken forward as part of the LCWIP will follow LTN 1/20 design principles
<b>More secure cycle parking/storage</b>	More cycle parking	Not suitable for inclusion in the LCWIP – securing funding for cycle parking is outside the remit of the LCWIP

<b>New cycle routes/walkways</b>	Dedicated cycle route at the southern end of Cow Lane (Harwell/Valley park) to the ASDA/School.	Not suitable for inclusion in the LCWIP - Links from Valley Park / Cow Lane to ASDA and school to be picked up by Valley Park development.
<b>Signage</b>	Improve signage	Already included
<b>Use other countries as an example for cyclist infrastructure standards</b>	Look at Dutch infrastructure standards	Already included
<b>Create shared use paths</b>	Provide wider advisory cycle lanes	Already included – a wide range of options have been considered when developing proposal for the LCWIP, including advisory cycle lanes.
<b>Create shared use paths</b>	Shared space between motorised vehicles, pedestrian and cyclists along Broadway	Not suitable for inclusion in the LCWIP - Options for Broadway are being covered by the Didcot Central Corridor project.
<b>Accessibility onto/off of cycle routes</b>	Improve access to cycle routes for people using nonstandard cycles	Already included - non-standard cycles would be designed for in any future schemes.
<b>Enforcement/management of vehicular traffic</b>	Traffic reduction in villages around Didcot	Not suitable for inclusion in the LCWIP

**3.20 Priority walking routes**

3.20.1 Respondents could select which priority walking routes they would like to answer questions on. Cycle route 1 and 2 were the most selected routes, with 69% of respondents selecting to answer questions on these routes, followed by 61.1% of respondents who selected to answer questions on Walking route 3, and 58.3% of respondents who selected walking route 4. A full breakdown of the priority walking routes and the proportion of respondents who selected to answer questions on each is provided in Figure 37. Please note that this was a multiple choice question, where respondents could select as many routes as they liked.

**Figure 38. Proportion of respondents who chose to comment on each priority walking route (Responses: 36)**

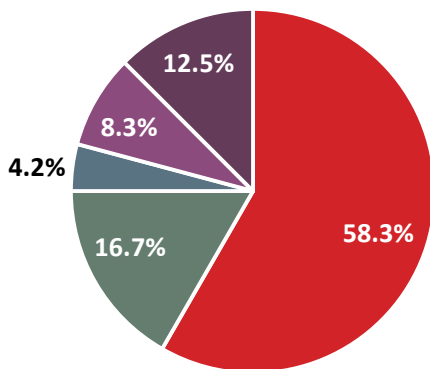


**3.21 Views on Priority Walking Route 1 – Station Road, between All Saints Court and Cow Lane**

3.21.1 Three quarters (75.0%) of respondents agreed priority walking route 1 would have a positive impact on walking in Didcot, whilst a fifth (20.8%) disagreed with this statement. 4.2% neither agreed nor disagreed (see Figure 38).

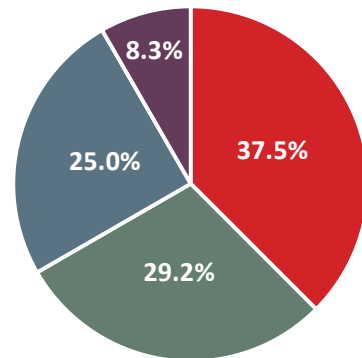
3.21.2 Two thirds (66.7%) of respondents reported that priority walking route 1 is likely to encourage them to walk more often, whilst a quarter (25.0%) reported that this would encourage them to walk neither more or less often. 8.3% of respondents reported that this would encourage them to walk less often (see Figure 39).

**Figure 39. To what extent do you agree or disagree with the following statement: "This priority walking route would have a positive impact on walking in Didcot?" (Responses: 24)**



- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- I don't know

**Figure 40. Is this priority walking route likely to encourage you to walk more often, or less often? (Responses: 24)**



- Much more often
- Slightly more often
- Neither more or less often
- Slightly less often
- Much less often
- Unsure

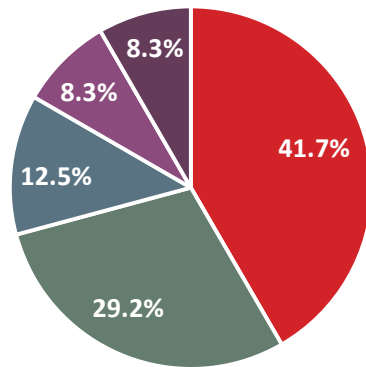


### 3.22 Views on Priority Walking Route 2 – Station Road, between Cow Lane and Central Drive

3.22.1 Under three quarters (70.8%) of respondents agreed priority walking route 2 would have a positive impact on walking in Didcot, whilst under a fifth (16.7%) disagreed with this statement. Just over a tenth (12.5%) neither agreed nor disagreed (see Figure 40).

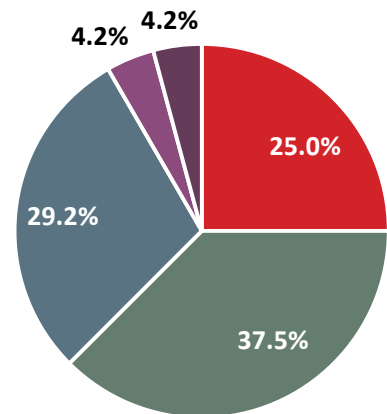
3.22.2 Around three fifths (62.5%) of respondents reported that priority walking route 2 is likely to encourage them to walk more often, whilst just under a third (29.2%) reported that this would encourage them to walk neither more or less often. 8.3% of respondents reported that this would encourage them to walk less often (see Figure 41).

**Figure 41. To what extent do you agree or disagree with the following statement: "This priority walking route would have a positive impact on walking in Didcot?" (Responses: 24)**



- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- I don't know

**Figure 42. Is this priority walking route likely to encourage you to walk more often, or less often? (Responses: 24)**



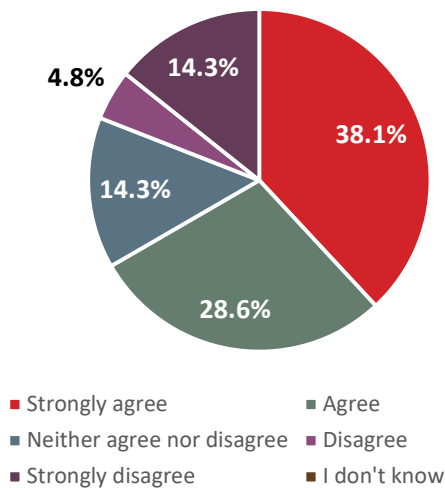
- Much more often
- Slightly more often
- Neither more or less often
- Slightly less often
- Much less often
- Unsure

**3.23 Views on Priority Walking Route 3 – Hitchcock Way**

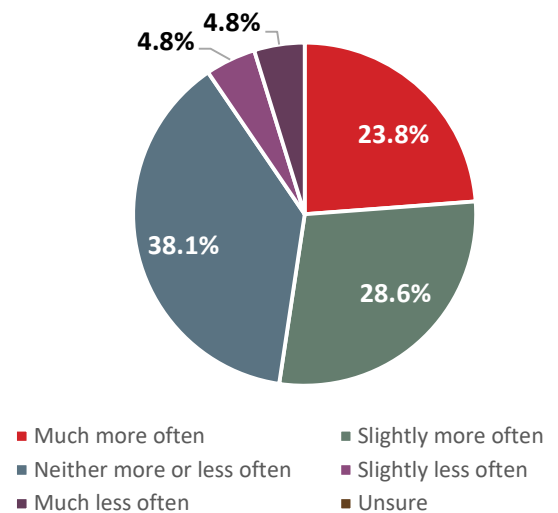
3.23.1 Two thirds (66.7%) of respondents agreed priority walking route 3 would have a positive impact on walking in Didcot, whilst a fifth (19.0%) disagreed with this statement. Over a tenth (14.3%) neither agreed nor disagreed (see Figure 42).

3.23.2 Around half (52.4%) of respondents reported that priority walking route 3 is likely to encourage them to walk more often, whilst just under two fifths (38.1%) reported that this would encourage them to walk neither more or less often. A tenth (9.5%) of respondents reported that this would encourage them to walk less often (see Figure 43).

**Figure 43. To what extent do you agree or disagree with the following statement: "This priority walking route would have a positive impact on walking in Didcot?" (Responses: 21)**



**Figure 44. Is this priority walking route likely to encourage you to walk more often, or less often? (Responses: 21)**

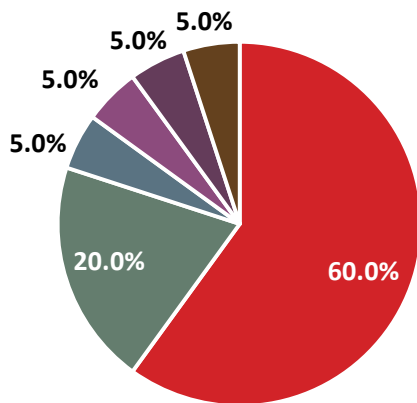


**3.24 Views on Priority Walking Route 4 - Station Road, between Foxhall Road and All Saints Court**

3.24.1 Four fifths (80.0%) of respondents agreed priority walking route 4 would have a positive impact on walking in Didcot, whilst a tenth (10.0%) disagreed with this statement. 5.0% of respondents neither agreed nor disagreed with this statement, and a further 5.0% did not know (see Figure 44).

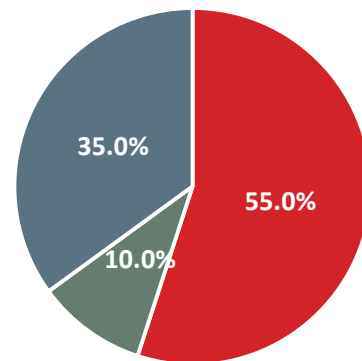
3.24.2 Two thirds (65.0%) of respondents reported that priority walking route 4 is likely to encourage them to walk more often, whilst just over a third (35.0%) reported that this would encourage them to walk neither more or less often (see Figure 45).

**Figure 45. Two thirds (65.0%) of respondents To what extent do you agree or disagree with the following statement: "This priority walking route would have a positive impact on walking in Didcot?" (Responses: 20)**



■ Strongly agree      ■ Agree  
■ Neither agree nor disagree      ■ Disagree  
■ Strongly disagree      ■ I don't know

**Figure 46. Is this priority walking route likely to encourage you to walk more often, or less often? (Responses: 20)**



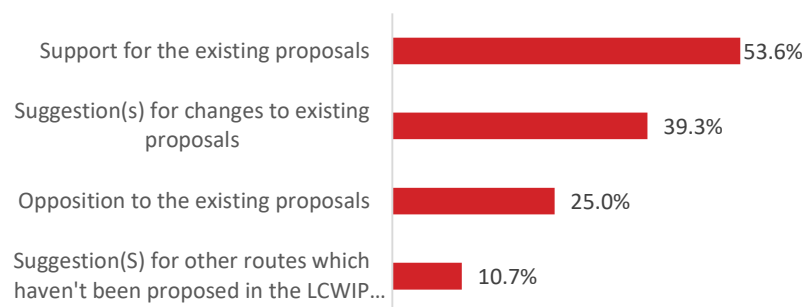
■ Much more often      ■ Slightly more often  
■ Neither more or less often      ■ Slightly less often  
■ Much less often      ■ Unsure

**3.25 Overall comments on priority walking routes**

3.25.1 Open-ended comments on the priority walking routes were combined and coded together, due to the smaller amount of priority walking routes proposed in the LCWIP.

3.25.2 Overall, around half (53.6%) of respondents commented in support of the existing proposals, while two fifths (39.3%) commented suggestions for changes to existing proposals. A quarter (25.0%) commented in opposition to the existing proposals, and a tenth (10.7%) commented suggestions for other routes which have not been proposed in the LCWIP document (see Figure 46).

**Figure 47. My comments above relate to... (Responses: 28)**



3.25.3 Table 20 below shows the full list of codes applied to respondents’ comments in support of the priority walking routes, and any suggestions for improvements made. Codes are sorted in descending order of prevalence by number of individual comments.

**Table 20. Stage 2 Consultation comments in support of priority walking routes**

Theme	Comments
Suggested improvements – placement of cycle route/walkway	5
Suggested improvements – crossing provision	5
Suggested improvements – road signage	1
Suggested improvements – maintenance of cycle routes/walkways	2
Suggested improvements – consider upgrading other cycle paths/walkways	1
Suggested improvements – enforce vehicle speed limit	1
Suggested improvements – add/improve lighting	1
Safety concerns – congestion/traffic displacement	1
Suggested improvements – more direct walking routes	1
Safety concerns – lack of pavement	1
Suggested improvements – separate pedestrians from cyclists	1
Suggested improvements – accessibility onto/off of walkways	1
<b>Total</b>	<b>20</b>

- 3.25.4 Note that the majority of comments suggesting improved placement of cycle route/walkway refer to switching the pedestrian and cycle lanes on Hitchcock Way, so that the cycle lane is nearest to the road instead of the pedestrian lane.
- 3.25.5 Table 19 below shows the full list of codes applied to respondents' comments in opposition to the priority walking routes, and any suggestions for improvements made. Codes are sorted in descending order of prevalence by number of individual comments.

**Table 21. Stage 2 Consultation comments in opposition to priority walking routes**

Theme	Comments
Suggested improvements – placement of cycle route/walkway	3
Opposed – vehicle restrictions	3
Opposed – expensive/unnecessary changes	2
Safety concerns – lack of surface maintenance/cleaning	1
Safety concerns – cyclists cycling on walkways	1
Safety concerns – placement of cycle route/walkway	1
Suggested improvements – maintenance of cycle routes/walkways	1
Suggested improvements – road layout	1
Opposed – traffic calming measures	1
Opposed – negative impact on local businesses	1
<b>Total</b>	<b>15</b>

- 3.25.6 Note that the majority of comments suggesting improved placement of cycle route/walkway refer to switching the pedestrian and cycle lanes on Hitchcock Way, so that the cycle lane is nearest to the road instead of the pedestrian lane.
- 3.25.7 Further, most comments opposing vehicle restrictions were regarding the closing of Cow Lane to vehicles.
- 3.25.8 Actions taken to address these comments in the final version of the LCWIP report are summarised below.

**Table 22. Walking Routes Suggested Improvements**

Theme	Summary	Response
<b>Placement of cycle route/walkway</b>	Switch the cycleway to be next to the road on Hitchcock Way	To be considered for inclusion through the LCWIP review process - Swapping the pedestrian and cycle facility on Hitchcock Way is included in DCC proposals.
<b>Crossing provision</b>	Walking and crossing provision to Great Western Park	To be considered for inclusion through the

		LCWIP review process - Improved east-west crossings of Foxhall Road / B4493 / Station Road Roundabout are included in the DCC project.
<b>Crossing provision</b>	Improvements to roundabout near Foxhall Road - Manor Park bus stop	To be considered for inclusion through the LCWIP review process - LCWIP shows the A4130/B4493 between Dida Gardens and Station (and further) as primary route. Proposals in this sections have not being made as they are being considered by the DCC project.
<b>Crossing provision</b>	Improve crossing along Hitchcock Way	Already included
<b>Crossing provision</b>	Continuous footway to treat side road crossing	Already included
<b>Crossing provision</b>	Improved provision for crossing Station Road from the train station to Haydon Road or from Lydalls Road/Cow Lane junction to access the station for cyclists.	To be considered for inclusion through the LCWIP review process – More information on the crossing provision will be included once plans for the Gateway Site and Didcot Central Corridor are finalised.
<b>Road signage</b>	Way marking for walking routes	Already included
<b>Maintenance of cycle routes/walkways</b>	Maintenance	Not suitable for inclusion in the LCWIP - Multiple requests for maintenance were received, and whilst maintenance of walking and cycling infrastructure is a key issue, these issues are

		not well suited for inclusion in an LCWIP because capital funding (which the LCWIP is intended to help secure) is not generally available to spend on maintenance of existing assets.
<b>Consider upgrading other cycle paths/walkways</b>	Upgrade path to Dida Gardens - Improve connectivity to Dida Gardens - Housing site south of A4130, between Sir Frank Williams Avenue and Mendip Heights	Already included
<b>Enforce vehicle speed limit</b>	Reduce speed limit to 20mph	Already Included
<b>Add/improve lighting</b>	Better lighting of Cow Lane bridge	Already included
<b>More direct walking routes</b>	Routes from Great Western Park to Didcot Town centre and to Milton Park to be more direct for walking and cycling	Already included - Further scheme development would consider this in more detail.
<b>Separate pedestrians from cyclists</b>	Prioritise segregation between cycles and pedestrians	Already included - Further scheme development would consider this in more detail.
<b>Accessibility onto/off of walkways</b>	Provide accessibility features for people of all abilities	Already included - Further scheme development would consider this in more detail.
<b>Placement of cycle route/walkway</b>	Do not remove Boswells seats	To be considered for inclusion through the LCWIP review process
<b>Road layout</b>	Widen Hitchcock Way for motorised traffic	Not suitable for inclusion in the LCWIP

### 3.26 Stakeholders Comments

3.26.1 Comments and feedback regarding the LCWIP draft document have been received from the following working group members:

- Oxfordshire Cycling Network (OCN)
- Harwell Bicycle Users Group (HarBUG)

- Earth Trust
- Culham Science Centre Bicycle User Group (CulBUG)
- Senior Transport Planner (South Oxfordshire District Council and Vale of White Horse District Council)

3.26.2 A summary of the comments received and how they have been addressed on the LCWIP document is provided below

**Table 23. Walking Routes Suggested Improvements**

Organisation	Proposal Summary	Response
HarBUG	Route from Cow Lane Tunnel to St. Birinus School (and leisure centre) via Station Road and The Broadway and then contraflow on Mereland Road to be included as a secondary route.	Station Rd, Mereland Rd, Queensway, Park Close, Norreys Rd, Drake Avenue have been upgraded to primary routes
HarBUG	Improve connection from White Leys Close to the Sainsbury	A secondary route has been added to the network
HarBUG	Make the route from Cow Lane Tunnel to Didcot Girls' School via Lydalls Road, Lydalls Close and Manor Crescent.	This route has been upgraded to primary on the network. This route is covered by the Didcot Central Corridor Project
HarBUG	The Lydalls Close section by Manor Primary School should be designated a school street during morning and afternoon drop offs	To be considered for inclusion through the LCWIP review process
HarBUG	Cross town route connecting St. Birinus, Didcot Girls' School, UTC Oxfordshire and Aureus School.	Already included – these links are covered by primary and secondary routes in the network
HarBUG	Make provision for the possibility of future secondary school at Didcot North East.	To be considered for inclusion through the LCWIP review process
HarBUG	Make primary Cow Lane Tunnel direct route to Didcot North East.	The route has been upgraded to primary
HarBUG	Build an underpass at Hopkins Bridge	To be considered for inclusion through the LCWIP review process
HarBUG	Didcot Parkway to new A34 bridge at Milton Heights Route	Already included – these links are covered by primary and secondary routes in the network
HarBUG	Route 11 – Ladygrove Central Corridor. Continue over Abingdon Road, following Pylons, to a new crossing of the A4130 to access retail park and Tescos.	More detail has been added to the LCWIP network map, showing more of the proposed links within the Ladygrove East housing site.



<b>HarBUG</b>	Provide a diagonal crossing at the end of Cow Lane Tunnel crossing Station Road / Hitchcock Road.	To be considered for inclusion through the LCWIP review process – This junction is part of the Didcot Central Corridor Project, further work is required
<b>HarBUG</b>	The link via pedestrian railway bridge between Ladygrove and Southmead is not shown. This should be listed as an upgrade to allow cyclists to use the bridge.	The link has been added as a secondary route
<b>HarBUG</b>	Remove barriers on cycle routes	Already included – removal of barriers have been considered along the routes audited, and is proposed as an overall principle that should be applied through any future development work.
<b>HarBUG</b>	Provide consistent signage and markings throughout the town and Science Vale	Already included - Wayfinding for walking and cycling will be developed as part of an area-wide wayfinding strategy, aimed at improve the awareness residents and workers have of their town and at aiding visitors in getting around
<b>OCN</b>	Lydalls Road-Lydalls Close-Manor Crescent (roughly the station to Didcot Girls School) updated to primary route	This route has been upgraded to primary on the network. This route is covered by the Didcot Central Corridor Project
<b>OCN</b>	Mereland Road (and possibly Vicarage/Wessex)) (Broadway to St Birinus School and the Leisure Centre) to primary route	Station Rd, Mereland Rd, Queensway, Park Close, Norreys Rd, Drake Avenue have been upgraded to primary routes. Vicarage and Wessex Road have been added as secondary routes.
<b>Earth Trust</b>	NE Didcot alongside Ladygrove towards Sires Hill footpath improvements	This has been added as a secondary route on the network
<b>CulBUG</b>	New crossing facilities on both Tollgate Road and A415	Already Included – See Route 24 North proposals
<b>CulBUG</b>	Cycle path segregated from traffic along the Tollgate Road and Abingdon Road - Church St. to Appleford Road	Already included – See Route 24 North proposals
<b>CulBUG</b>	Change to signal system on Clifton Hampden bridge	To be considered for inclusion through the LCWIP review process

<b>CulBUG</b>	Segregation of cycle and vehicular traffic on the road between Long Wittenham and Clifton Hampden	Already included – See Route 16 proposals
<b>South and Vale Senior Transport Planner</b>	A number of comments on the report were provided, mostly related to language used and inclusion of other information. No comments were provided on the walking or cycling network plans.	Already included – all comments provided have been actioned in the report where relevant

## Appendix A – Didcot LCWIP Consultation Demographic Profile of Respondents

Table 1. Age

Theme	Count	Percent
16-24	6	6.7%
25-34	13	14.4%
35-44	23	25.6%
45-54	19	21.1%
55-64	16	17.8%
65-74	9	10.0%
Prefer not to say	4	4.4%
<b>Responses</b>	<b>90</b>	<b>100%</b>

Table 2. Sex

Theme	Count	Percent
Female	28	31.5%
Male	52	58.4%
Prefer not to say	9	10.1%
<b>Responses</b>	<b>89</b>	<b>100%</b>

Table 3. Is the gender you identify with the same as your sex registered at birth?

Theme	Count	Percent
Yes	78	88.6%
No	3	3.4%
Prefer not to say	7	8.0%
<b>Responses</b>	<b>88</b>	<b>100%</b>

Table 4. Ethnic Group

Theme	Count	Percent
Asian or Asian British - Indian	1	1.1%
Asian or Asian British - Chinese	1	1.1%
Any other Asian background	2	2.2%
Mixed/Multiple Ethnic Groups - White and Black Caribbean	1	1.1%
White - Any other White background	9	9.9%
White - English, Welsh, Scottish, Northern Irish, British	64	70.3%
White - Irish	1	1.1%
Any other ethnic group	2	2.2%
Prefer not to say	10	11%
<b>Responses</b>	<b>91</b>	<b>100%</b>

**Table 5. Disability identified**

Theme	Comments	Percent
Yes	12	13.2%
No	68	74.7%
Prefer not to say	11	12.1%
<b>Responses</b>	<b>91</b>	<b>100%</b>

**Table 6. Condition or disability impacting day to day activity**

Theme	Count	Percent
Yes, a lot	2	16.7%
Yes, a little	9	75.0%
Prefer not to say	1	8.3%
<b>Responses</b>	<b>12</b>	<b>100%</b>