Divisions Affected – Woodstock and Hanborough & Minster Lovell

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

24 APRIL 2025

WOODSTOCK AND SURROUNDING AREAS LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)

Report by Director of Environment & Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) **Approve the Woodstock and Surrounding Areas Local Cycling and Walking Infrastructure Plan (LCWIP).**

Executive Summary

1. A strategic Local Cycling and Walking Infrastructure Plan has been produced for Woodstock and the surrounding areas (see **Annex A**). This plan supports the delivery of Oxfordshire County Council's Local Transport and Connectivity Plan (LTCP) Policy 1 about developing transport schemes that consider people walking and people cycling first, Policy 2 about developing comprehensive walking and cycling networks, and Policy 3 about developing LCWIPs and delivering LCWIP proposals.

2. The LCWIP identifies a network of walking and cycling routes in and around Woodstock and sets out high level proposals for improvements to the walking and cycling infrastructure that makes up this network. These improvements have been identified through an audit process and refined through public consultation. These improvements are intended for development over a 10-year period.

3. Adopting the LCWIP will help to provide local policy backing to maximise the County Council's ability to secure funding for development and delivery of walking and cycling infrastructure in the area. Funding is likely to come from central government and through planning obligations from development sites in the vicinity.

INTRODUCTION

4. Local Cycling and Walking Infrastructure Plans (LCWIPs) are a strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

5. Central Government are encouraging Local Authorities to adopt LCWIPs to assist in:
    a. demonstrating a prioritised list of active travel infrastructure schemes for an area
    b. demonstrating where funding is required, and the benefits investment will bring
    c. meeting targets to increase active travel which may also benefit health inequalities, air quality and climate change objectives
    d. guide developers and developer funding to invest in active travel measures.

6. The Woodstock LCWIP has been developed following Department for Transport (DfT) guidance on LCWIP production. This included identifying where residents and visitors in Woodstock and the surrounding area would like to travel, developing networks for cycling and walking to these destinations, suggesting infrastructure improvements to these networks, and prioritising the improvements. The LCWIP then guides future funding bids and allocation of funding to deliver improvements. Improvements are considered as part of routes, and the aim is to deliver routes where possible.

7. A draft of Woodstock and surrounding areas LCWIP was publicly consulted on. There was broad support for both the walking and cycling network and improvements. The LCWIP was updated based on comments received from this consultation.

LOCAL POLICY

8. Production of the Woodstock and surrounding areas LCWIP supports delivery of Oxfordshire's Local Transport and Connectivity Plan policies 1, 2 and 3, which state:

    Policy 1
    We will develop, assess and prioritise transport schemes, development proposals and policies according to the following transport user hierarchy:

    - Walking and wheeling (including running, mobility aids, wheelchairs and mobility scooters)
    - Cycling and riding (bicycles, non-standard cycles, e-bikes, cargo bikes, e-scooters and horse riding)
    - Public transport (bus, scheduled coach, rail and taxis)
    - Motorcycles
    - Shared vehicles (car clubs and carpooling)
    - Other motorised modes (cars, vans and lorries)

    Policy 2
    We will:

a) Develop comprehensive walking and cycling networks that are inclusive and attractive to the preferences and abilities of all residents in all towns. All new walking and cycling schemes will be designed according to the updated Oxfordshire Walking and Cycle Design Standards (to be published in 2022[1]).
b) Ensure that all new developments have safe and attractive walking and cycling connections to the site, include a connected attractive network for when people are walking and cycling within the development and that the internal routes connect easily and conveniently to community facilities and the local cycle and walking network.
c) Work closely with stakeholders using co-production methods when developing and improving cycle and walking networks from inception to delivery.

Policy 3

We will:

d) Develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for all main urban settlements (over 10,000 inhabitants) across the county by 2025, according to national guidance and best practice with the aim of increasing walking and cycling activity.
e) Implement local cycling and walking networks in line with LCWIP proposals as funding opportunities arise to achieve a step change in the use of cycling and walking in line with local and national targets.
f) Support rural areas and smaller settlements to develop their own walking and cycling plans.

9. Once schemes in the LCWIP begin being delivered this will contribute to the following LTCP targets:

By 2030 our targets are to:

- Replace or remove 1 out of every 4 current car trips in Oxfordshire
- Reduce car vehicle miles driven in Oxfordshire by 20%
- Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week
- Reduce road fatalities or serious injuries by 50%

By 2040 our targets are to:

- Deliver a net-zero transport network
- Replace or remove an additional 1 out of 3 car trips in Oxfordshire

By 2050 our targets are to:

- Have zero, or as close as possible, road fatalities or serious injuries
- Deliver a transport network that contributes to a climate positive future

CORPORATE POLICIES AND PRIORITIES

10. Of the 9 priorities in the Oxfordshire Strategic Plan 2022-2025 the LCWIP directly supports priority 5 and contributes to priorities 1, 2, 3, 6, and 7. The 9 priorities are:

[1] Local Transport and Connectivity Plan quoted 2022 publication date for Oxfordshire Walking and Cycle Design Standards, however publication is still pending

1. Put action to address the climate emergency at the heart of our work.
2. Tackle inequalities in Oxfordshire.
3. Prioritise the health and wellbeing of residents.
4. Support carers and the social care system.
5. Invest in an inclusive, integrated, and sustainable transport network.
6. Preserve and improve access to nature and green spaces.
7. Create opportunities for children and young people to reach their full potential.
8. Play our part in a vibrant and participatory local democracy.
9. Work with local businesses and partners for environmental, economic, and social benefit.

FINANCIAL IMPLICATIONS

11. The LCWIP will help the County Council to negotiate with developers for funding and direct delivery of infrastructure for active travel. It will also help with preparation of bids for government funding, such as the Active Travel England funding bid processes.

12. Development of new schemes proposed in the LCWIP, that are not to be directly delivered by developers, will need to be considered through the County Council's capital programme governance and budget setting process, as funding becomes available.

13. Any new cycling and walking infrastructure will have revenue implications due to pressures on staff resources, which will be either funded within current base budgets or bid for through Active Travel Fund (or similar) bids. Ongoing maintenance for each scheme would be identified during the early stages of that scheme. Where possible, commuted sums to fund ongoing maintenance of new infrastructure related to new developments would also be identified and secured to minimise the revenue impact of the new infrastructure. Any revenue pressure after this would be considered as part of the Council's Budget Strategy process.

Comments checked by:
Rob Finlayson, Strategic Finance Business Partner,
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LEGAL IMPLICATIONS

14. The LCWIP is a requirement of the County Council's adopted Local Transport and Connectivity Plan, which is a statutory document, required under the Transport Act 2000. LCWIP production is also promoted in national strategies, including the Cycling and Walking Investment Strategy (Department for Transport, 2017), which encourages Local Authorities to produce LCWIPs as a tool for achieving the ambition for cycling and walking to be the natural choices for shorter journeys, or as part of a longer journey.

15. Delivering the LCWIP could require the County Council to exercise its powers to implement traffic orders to regulate traffic. The appropriate statutory consultation will

take place as and when any orders are promoted, together with compliance with any relevant statutory duty applicable at the time.

Comments Checked by:
Jennifer Crouch, Head of Law and Lead Business Partner (Environmental)
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STAFF IMPLICATIONS

16. Individual schemes within the Local Cycling and Walking Infrastructure Plan will require development and delivery which will only take place once project funding is allocated. Staff involved in developing the outline business case and any funding bid requirements will be funded staffing implications for scheme development and delivery will be included and covered from the project budget once allocated.

EQAULITY & INCLUSION IMPLICATIONS

17. An Equalities Impact Assessment (EqIA) is available in **Annex B**

18. Whilst no negative equalities impacts have been identified which could arise as a direct result of approving the LCWIP, there is a significant opportunity to tackle inequality.

19. Investment in cycling and walking measures improves mode of travel choices and encourages active, healthy lifestyles. Once implemented, the Local Cycling and Walking Infrastructure Plan will make a positive contribution to improving connectivity in Woodstock and between Woodstock and the surrounding areas by improving access to cycling and walking infrastructure for all socio-economic groups and those with protected characteristics.

20. Having the right infrastructure for cycling and walking in the right places, will enable more people to use active travel and can help to reduce inequalities in health.

21. Individual schemes may result in unintended negative equalities impacts. As such, specific scheme risks will be considered in detail on a scheme-by-scheme basis when the individual schemes are developed.

SUSTAINABILITY IMPLICATIONS

22. Development and implementation of LCWIPs for all the main urban settlements in Oxfordshire (LTCP Policy 3a) is one of the council's commitments to move towards the vision set out in the LTCP for "an inclusive and safe net-zero Oxfordshire transport system that enables all parts of the county to thrive".

23. A Climate Impact Assessment (CIA) is available in **Annex C**. The CIA for the LCWIP is overwhelmingly positive, recognising the significant potential for improvements across the following climate impact categories:
    a. Transport and Connectivity – supporting a modal shift to active travel
    b. Buildings – promoting sustainable development

c. Procurement and Investment – investing in climate action
d. People and Organisation – driving behaviour change with enabling infrastructure
e. Just Transition – promoting health and wellbeing through active travel, promoting engagement and coproduction and reducing inequality

RISK MANAGEMENT

24. No significant risks have been identified which will arise as a direct result of adopting the LCWIP.

25. Risks of negative side effects associated with individual schemes which are promoted in the LCWIP may arise in future as and when those schemes are funded and progressed.

26. These scheme-specific risks will be identified in the relevant scheme's risk register during the early stages of that scheme's development, in order to ensure that an informed decision can be made on each scheme.

27. There are several risks associated with a decision not to approve the LCWIP:

a. Risk of failure to achieve the goal set out in LTCP Policy 3 due both to the resulting delay to the Woodstock and surrounding areas LCWIP programme and to the potential knock-on delays to the development of other LCWIPs

b. Risk of failure to secure future funding for active travel infrastructure in the Woodstock area from central government (due to the Department for Transport and Active Travel England's stated preferences for funding schemes which are identified in LCWIPs)

c. Risk of failure to secure adequate provision of active travel infrastructure from local developments (for which the LCWIP provides additional local policy backing).

CONSULTATION & ENGAGEMENT

28. The LCWIP was developed with the guidance of a Steering Group, which was formed of Local Councillors from County, District, Town and Parish Councils, local interest group representatives and key local stakeholders.

29. The role of the Steering Group was to:

a. Work with OCC officers with the tasks and stages of developing the LCWIP, including reviewing completed tasks and provide refinement where necessary throughout the development of the LCWIP

b. Provide local and/or specialist knowledge in the development of the LCWIP

c. Consider, and represent, the needs of all walking and cycling users in development of the LCWIP

30. The draft LCWIP was consulted on from 6th February to 5th March 2025. A consultation report is available in **Annex D.**

31. A total of 42 people completed the online Let's Talk questionnaire. And 4 written responses were received.

32. Of those that completed the questionnaire, 54% of respondents said that the proposed cycling improvements were good, ambitious, and addressed all issues. 67% of respondents thought proposed walking improvements were good, ambitious, and addressed all issues and 59% thought proposed infrastructure improvements were good, ambitious and addressed all issues.

33. A number of detailed comments were received. The LCWIP Consultation Report (**Annex D**) responds to many of these and where possible and appropriate, the LCWIP has been amended, , to reflect the comments received during the consultation process, to ensure that the document meets the needs of local people. Some changes include refining the location reference descriptions and including additional scheme suggestions such as signage and further feasibility needed.

34. Comments made that did not directly relate to the Woodstock and surrounding areas LCWIP, where necessary, have been noted and will be further investigated, if relevant.

Paul Fermer
Director of Environment and Highways

Annex:	Annex A – Woodstock and Surrounding Areas LCWIP
	Annex B – Equalities Impact Assessment
	Annex C – Climate Impact Assessment
	Annex D – LCWIP Consultation Report

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April 2025

Annex A

Draft Woodstock and Surrounding Areas Local Cycling and Walking Infrastructure Plan

January 2025

Enquiries: **PlacePlanningNorth@oxfordshire.gov.uk**

OXFORDSHIRE COUNTY COUNCIL

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Acknowledgements

A special thank you goes to all those who have been involved in developing the plan, in particular the volunteers who sit on the Steering Group, the Village Travel Network (VTN), the Parish Councils and Blenheim Palace and Estate. Your local knowledge and dedication to developing the plan has been invaluable.

Executive summary

The climate emergency and cost of living crisis are some of the key challenges facing us. National and local policy have set ambitious targets to reduce pollution levels and create healthier and happier communities - cycling and walking are important in facilitating this.

Local Cycling and Walking Infrastructure Plans (LCWIPs) provide a prioritised list of measures, which when implemented will improve the cycling and walking experience of a place and support more people to cycle and walk for short journeys or as part of longer journeys. LCWIPs are a policy requirement in Oxfordshire's new Local Transport and Connectivity Plan (LTCP) and supporting Active Travel Strategy. LCWIPs are also an

important component of the Area Travel Plans, which apply policies in the LTCP to the local context.

The Woodstock and Surrounding Areas LCWIP was developed in collaboration with stakeholders, to ensure local views are reflected. Department for Transport (DfT) technical guidance for producing LCWIPs and national and local policies were also followed.

The vision is by 2035 Woodstock and the surrounding area will have safe, convenient, and well-connected walking (including wheeling) and cycling networks that are accessible for people of all abilities, ages and backgrounds. These networks will connect people to where they want to go, including excellent routes to access public transport.
The aim is for walking and cycling to become the everyday choice for short journeys, commuting to and from school or as part of longer journeys combined with using public transport in Woodstock and beyond. A culture of walking and cycling will be achieved, creating a thriving, healthy, inclusive and climate sensitive community, where improvements preserve and enhance the natural and historic environment and make Woodstock and the surrounding area a great place to live, work and visit.'
A network for cycling and a network for walking have been developed to link the places people travel to and from, now and in the future, – including schools, shops, places of work and medical centres. Where there is existing provision, networks have been audited to determine what improvements are needed to make cycling and walking a more coherent, direct, safe, comfortable, and attractive experience for everyone. These measures include the reviewing of opportunities and feasibility, lining strategy's, upgrades and improvements to existing bridleways and Public Rights of Way (PRoW) and upgrades to the street scape.

A prioritised list of improvements has been produced following the audit process and based on a range of factors, including whether road safety will be improved and the environmental impact. Improvements prioritised includes reduction of the speed limit to reduce the risk of danger to cyclists and pedestrians, shared use and/or segregated cycle tracks, crossing points formal and informal and footway widening.

The prioritised list of interventions will guide the funding that is sought by Oxfordshire County Council and where funding is spent, so that local needs are met. Funding comes from a variety of sources, including developer contributions and central government bids.

The Woodstock and Surrounding Areas LCWIP will be reviewed when funding opportunities become available to ensure that it remains aligned with policy and reflects local needs. The level of change in cycling and walking numbers will be monitored as part of this process, to understand the effectiveness of the LCWIP and the progress that is being made in achieving the vision for cycling and walking in the Woodstock area. Modifications to the Woodstock and Surrounding Areas LCWIP will be made if necessary.

Introduction

This chapter will explain what the Woodstock Area Local Cycling and Walking Infrastructure Plan (LCWIP) is and why cycling and walking are important. The vision for cycling and walking in and around Woodstock and the surrounding villages, including targets to measure the success of this, are also set out.

What is the Woodstock Area Local Cycling and Walking Infrastructure Plan (LCWIP)?

The Woodstock Area LCWIP is an evidence-based plan for improving the cycling and walking experience in Woodstock to, from and between the surrounding villages for everyone. When implemented, these measures will make it easier for people to choose cycling (by all bike types) and walking (including wheeled users) for all or part of their journeys in the area. This is an evolving plan that will guide spending of future funding.

Developing the LCWIP

This plan has been developed in consultation with local stakeholders to reflect local views. Department for Transport (DfT) technical guidance on producing LCWIPs has also been followed.[2] This approach ensures the plan aligns with national and local ambitions, as set out in DfT's Gear Change vision document and Oxfordshire County Council's (OCC) Local Transport and Connectivity Plan (LTCP) (2022).[3] [4] These aim to address the climate emergency and transform our streets by making cycling and walking the natural choice for short journeys or as part of longer journeys.

[2] Department for Transport, Local Cycling and Walking Infrastructure Plans Technical Guidance for Local Authorities, 2017, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf

[3] Department for Transport, Gear Change, A bold vision for cycling and walking, 2020, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

[4] Oxfordshire County Council Local Transport and Connectivity Plan 2022 – 2050, 2022, https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/LocalTransportandConnectivityPlan.pdf

Department for Transport guidance

There are six stages to the development of an LCWIP, as set out by DfT in their technical guidance for writing LCWIPs.[5]

1. **Determining Scope** - including deciding the geographic extent and producing a stakeholder engagement plan

2. **Gathering information** - including reviewing the demographics, environment, and existing travel patterns of the area

3. **Network plan for cycling** – identifying where people travel, creating a network of cycle routes and suggesting improvements.

4. **Network plan for walking** – identifying where people travel, creating a network of walking routes and suggesting improvements.

5. **Prioritising improvements** – deciding which improvements to deliver first as funding becomes available.

6. **Integration and application** – outlining how the LCWIP will be applied to and included in policies and strategies.

Steering Group

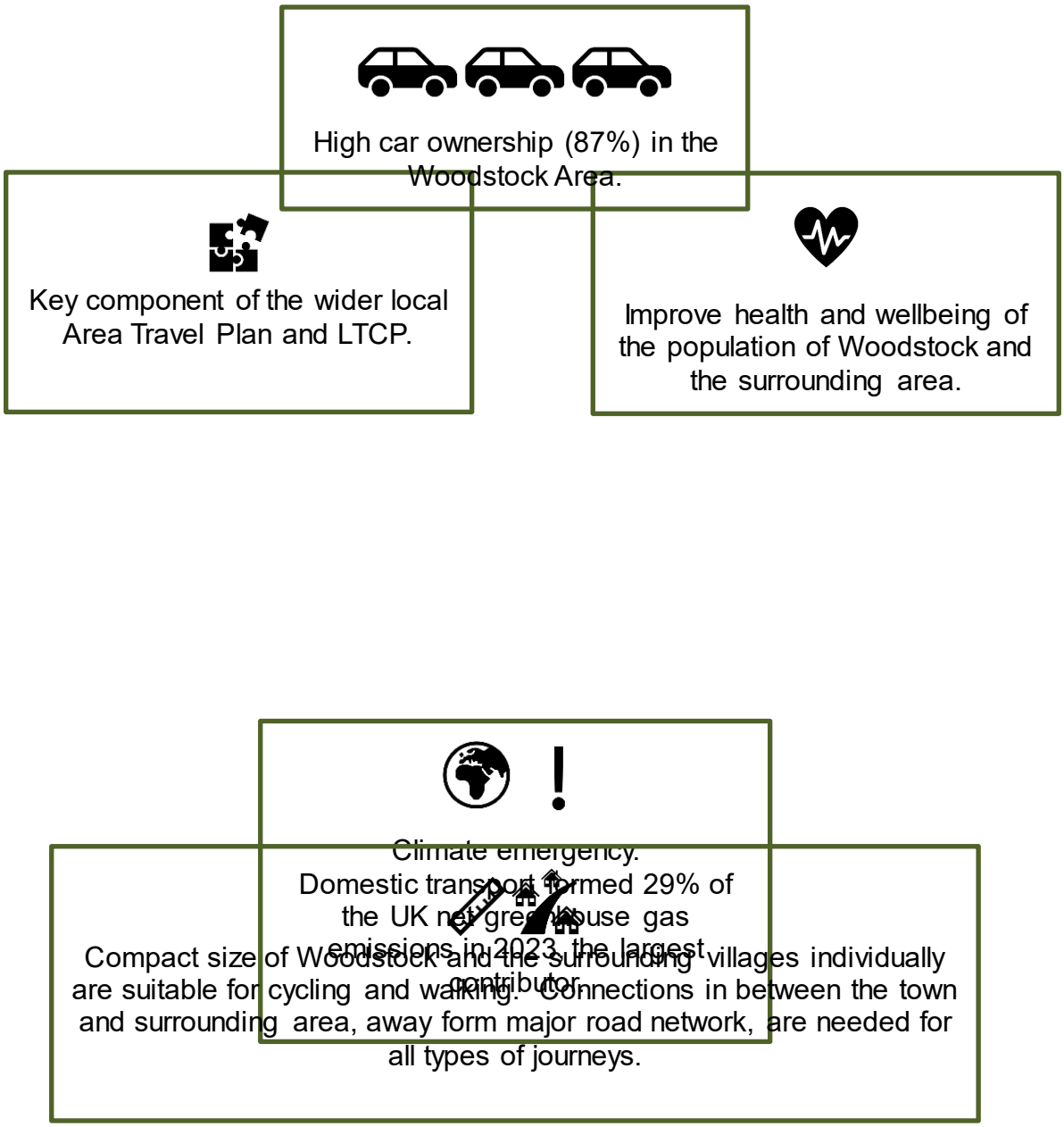
The Woodstock Area LCWIP was produced in collaboration with local stakeholders, including:

- Oxfordshire County Council Councillors
- District Councillors
- Town and Parish Councillors
- Village Travel Network
- Blenheim Estate

A steering group was formed with local stakeholders. Key aspects of the project, such as the geographic scope, network mapping and local issues, were discussed. Attendees were also given the opportunity to provide input and feedback regarding the improvements and connections identified by the audits carried out. The purpose of the steering was to ensue local concerns and ideas are reflected in the LCWIP.

[5] Department for Transport (see notation 1)

Why is the LCWIP important to Woodstock and the surround area[6]



[6] 2023 UK greenhouse gas emissions, provisional figures

Why are walking and cycling important?[7]

Health: Improve physical and mental health and reduce the likelihood of many illnesses and disabilities. Physical inactivity results in 1 in 6 deaths in the UK for example (DfT, 2020).

Environment: Improve air quality by emitting no air pollutants during use. Improved air quality can prevent 8,300 premature deaths per year (DfT, 2020).

Place shaping: Reduce noise, air pollution and severance created by busy roads, which will create more pleasant community spaces. Better connected places will also help to address inequalities.

Economic: Cycling and walking incur lower personal costs. Physical inactivity costs the NHS over £8 billion per year, whilst cycling contributes over £5 billion to the economy every year (DfT, 2020).

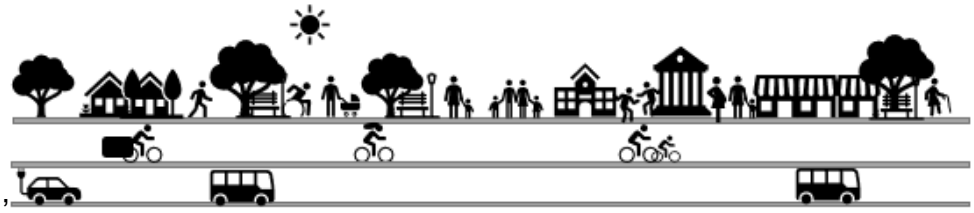
[7] Gear Change, A bold vision for cycling and walking, Department for Transport, 2020

Vision

Vision for cycling and walking in the Woodstock Area:

Woodstock and the surrounding area will have safe, environmentally conscious, low carbon, health and socially beneficial intervillage connections. Well-connected walking (including wheeling) and cycling networks that are accessible for people of all abilities, ages and backgrounds, with priority given to pedestrians and cyclists where possible. These networks will connect people to where they want to go, including excellent routes to access public transport.

The aim is for walking and cycling to become the everyday choice for short journeys, such as commuting to and from school or as part of longer journeys combined with using public transport in Woodstock and beyond. A culture of walking and cycling will be achieved, creating a thriving, healthy, inclusive and climate sensitive community, where improvements preserve and enhance the natural and historic environment and make Woodstock and the surrounding area a great place to live, work and visit.



Targets

To measure the success of the Woodstock Area LCWIP and ensure the vision is achieved, the following targets have been set.

1. Zero deaths/ injuries to people cycling and walking in Woodstock and the surrounding area by 2050

These targets reflect those in Oxfordshire's LTCP.

*Target 2 data was calculated from Sport England's 2015-17 Active Lives Survey, which is a national survey that asks people in England about their participation in physical activity.[8]

2. Increase cycle trips from a baseline of 50,000 to 100,000 cycle trips per week in West Oxfordshire by 2031*

[8] Active Lives Survey, Sport England, https://www.sportengland.org/research-and-data/data/active-lives

Background

This chapter summarises the data and knowledge that has informed the decision-making in the Woodstock Area Local Cycling and Walking Infrastructure Plan (LCWIP) and includes defining the geographic scope and a review of policy, demographics, health, environment, travel and transport, and current travel patterns. Full details can be found in **Appendix A**.

Local geography

The majority of the area covered by this LCWIP falls with the Woodstock and Eynsham Sub-Area of West Oxfordshire, which is the third largest sub-area, covering around 14,000 hectares and accommodating a population of around 21,000 people.[9] The three main settlements are Eynsham, Long Hanborough and Woodstock. Woodstock and Bladon (with a population of over 4,560) is a service centre for the surrounding rural area (ONS, 2022).[10] This rural area includes the villages of Combe, Hanborough, Stonesfield, Tackley, and Wootton together with a population of nearly double that of Woodstock (ONS, 2022).[11]
Woodstock is bisected by the A44 from southeast to northwest. The A44 is part of the Primary Route Network running from Aberystwyth to Oxford. The A44 is also the main A Road to the surrounding villages within this LCWIP.
Woodstock and the surrounding areas are connected by frequent bus services to each other and further afield, such as into Oxford, Oxford Parkway and Kidlington.

Location	Bus Service
Woodstock	S3, S7, 3, 9
Tackley	S4, X4
Stonesfield	S3, V26
Long Hanborough	S7, 411, 411S, BP1
Church Hanborough	411, 411S
Bladon	S3, S7
Charlbury	X9, S3
Combe	S3, V26
Fawler	S3, V26
Glympton	S3, 3, 9
Wotton	S3, 3, 9

There are train stations located in Long Hanborough, Tackley and Combe. These provide services between London Paddington, Worcester, and Great Malvern.

Location	Service Information
Long Hanborough	Typical off-peak service is 1 train per hour to London Paddington and 1 train per hour to Worcester Foregate Street, with some continuing to Great Malvern and Hereford

[9] West Oxfordshire https://www.westoxon.gov.uk/media/vbelzw4f/eynsham-woodstock-sub-area.pdf
[10] ONS, Ward-level population estimates, 2022, https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/wardlevelmidyearpopulationestimatesexperimental
[11] ONS (see notation 8)

Tackley	Off-peak service is one train every two hours in each direction between Didcot Parkway and Banbury, operated by Great Western Railway. Additional services during the peak hours
Combe	This service is currently formed of the 08:13 train to Didcot Parkway and the 17:36 train to Moreton-in-Marsh which operate Monday-Friday only. There are currently no weekend services at the station with a normal service running on most Bank Holidays

LCWIP study area

The geographic scope of the Woodstock and Surrounding Area LCWIP was decided in consultation with local stakeholders and covers:

- **Woodstock town** - including the existing built-up area and proposed and approved residential developments to the north, northeast and south of the town.
- **Bladon**
- **Blenheim Palace and Estate**
- **Hanborough**
- **Combe**
- **Stonesfield**
- **Fawler**
- **Wootton**
- **Tackley**
- **Begbroke**

It is important to note, Kidlington is covered by its own LCWIP.

Key cycle trip generators/routes include:

- **School trips** - villages within the catchment area of The Marlborough Church of England School
- **Combe, Hanborough and Tackley Train Stations** – supporting sustainable longer journeys by multiple modes.
- **Oxford Spires Business Park and Kidlington Airport** – key employment sites along the A44
- **Connections to strategic cycle routes** – such as National Cycle Network (NCN) route 5 and NCN route 442.

Oxfordshire County Council (OCC) has adopted a Strategic Active Travel Network, (Oxfordshire SATN) which identifies some improvements to additional connecting routes within Oxfordshire, some of which will benefit Woodstock and the surrounding areas.

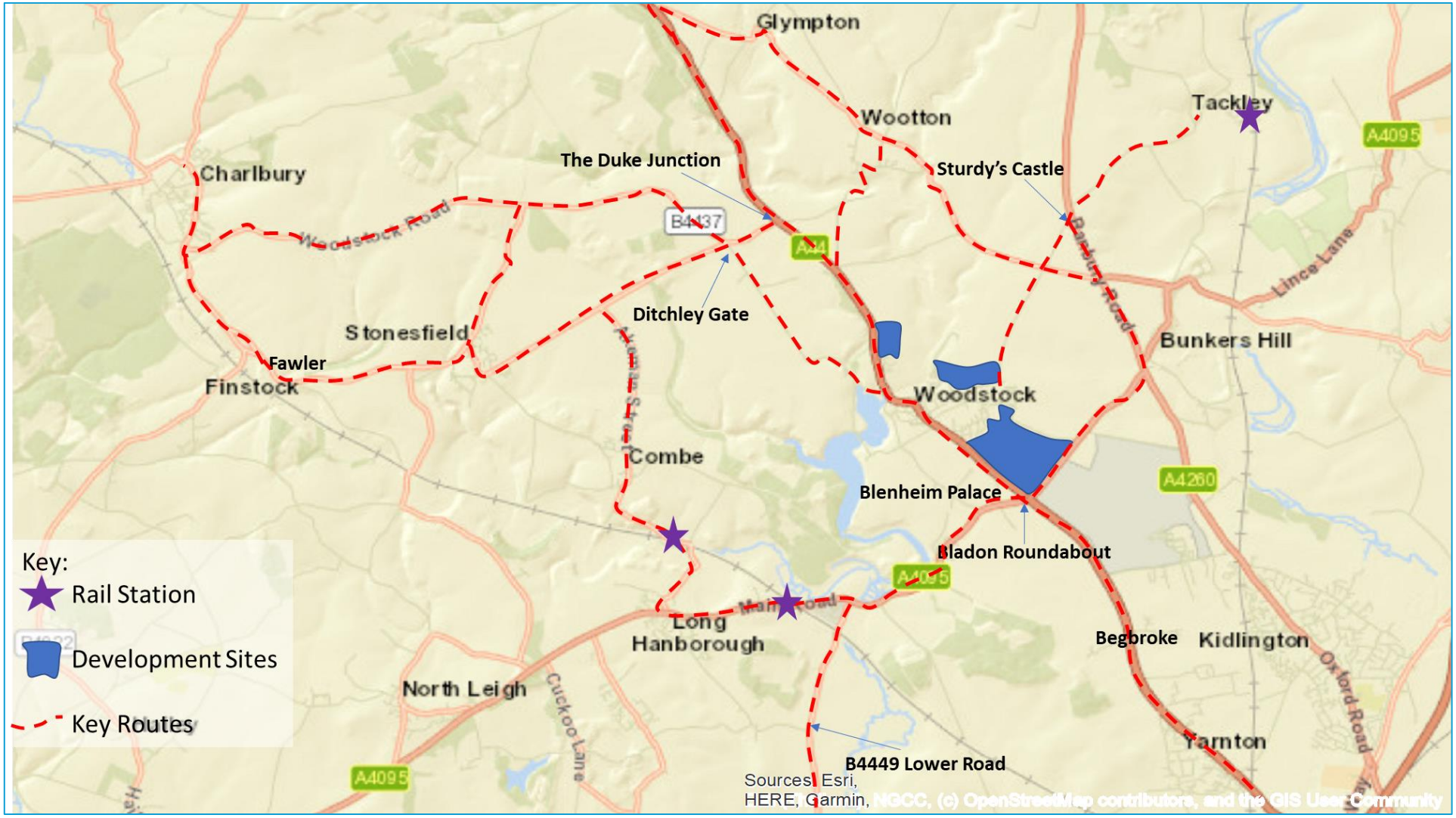


Figure 1: Woodstock Area LCWIP geographic scope

Policy context

Policy informs decision making by presenting evidence based best practice and setting targets. There are national and local policies that apply to the LCWIP. A summary of key policies relevant to the Woodstock Area LCWIP is provided below.

Table 1: Key policies, strategies, and guidance

Policy / Strategy / Guidance	Key Points
National	
Cycling and Walking Investment Strategy, Department for Transport (2017)	Outlines steps for making cycling and walking the natural choice of travel for journeys.
Gear Change: A bold vision for cycling and walking, Department for Transport (2020)	Sets actions and design principles to facilitate an increase in cycling and walking.
Cycle Infrastructure Design, Local Transport Note 1/20, Department for Transport (2020)	Provides guidance for the design of cycle infrastructure that is coherent, direct, safe, comfortable, and attractive for everyone.
Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities, Department for Transport (2017)	Guidance for producing LCWIPs. This recommends an approach that follows six stages – determining scope, gathering information, network planning of cycling, network planning for walking, prioritising improvements and integration and application.
Local	
Local Transport and Connectivity Plan (LTCP) 2022 –2050, Oxfordshire County Council (2022)	Sets the long-term ambition for transport in Oxfordshire. This includes creating a 'safe, net-zero Oxfordshire transport system' and cycling and walking is a key component of this. LTCP will be supported by area specific travel plans, and the LCWIP is a key component of these.
Oxfordshire Walking Design Standards, Oxfordshire County Council (2017)	Guidance on the design of inclusive walking infrastructure.
Oxfordshire Cycling Design Standards, Oxfordshire County Council (2017)	Guidance on the design of inclusive cycling infrastructure.
West Oxfordshire Local Plan 2031, West Oxfordshire District Council (2018)	Sets a vision for West Oxfordshire that includes alleviating traffic congestion and improving air quality and journey times by reducing the reliance on private vehicles and encouraging walking, cycling and public transport use. The Woodstock and Surrounding Area LCWIP will be used to inform the

	update to this plan - West Oxfordshire Local Plan 2041, which is currently in production.
Pathways to a zero carbon Oxfordshire, University of Oxford and Bioregional, (2021)	A report funded by a consortium of stakeholders including Oxfordshire County Council and all Oxfordshire district councils and City Council. This report explores how Oxfordshire can achieve net-zero emissions and highlights the importance of accelerating high quality cycling and walking infrastructure to achieving this.

Demographics

Deprivation

The areas covering Woodstock in the Indices of Deprivation 2019, were within the **10% least deprived** on the overall index.

However, within the barriers to housing and services domain, there are levels of deprivation. Improving walking and cycling connections can improve this level of deprivation.

Health

High levels of physical activity. The proportion of people who were physically active at least 150 minutes a week, was above district, county, and national averages. This suggests residents are interested in the opportunity to cycle and walk.

Environment

Conservation

Woodstock is nearly fully covered by a conservation area. The conservation area includes Blenheim Park, The Watermeadows local wildlife site, Old Woodstock and 200 listed buildings.

Carbon Emissions and Air quality

Air quality is Good (87.3%) in Woodstock. Oxford Street, West Oxfordshire, United Kingdom Air Pollution: Real-time Air Quality Index (AQI) (aqicn.org)

Flooding

The river Glyme and its tributaries run through Woodstock. Some areas close the river are classed as medium flood risk. However, most of Woodstock is low risk Flooding can impact services, amenities, and infrastructure.

Rurality

The area surrounding Woodstock is principally rural. This makes cycling and walking challenging due to distance, lack of safe, designated cycling and walking routes.

Travel and transport [12]

Spatial Pattern

Woodstock and Bladon ward is an area of approximately 16.5 km^2. A wide range of trips can be satisfied within a short travel distance, providing an opportunity for increasing cycling and walking.

High car dependency

Preference for private vehicle travel in the Woodstock and Bladon ward, 86.1% of households own cars. Only 9% of commutes were cycled or walked (Census, 2021).

Congestion

Congestion is an issue in Woodstock, particularly during peak periods in the town centre, and around schools. This can interrupt cycle journeys and cause delays to buses.

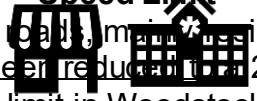
Existing cycling and walking networks

Route 5 of the National Cycle Network (NCN) runs through Woodstock and some of the surrounding areas. There are further cycling and walking networks however, some routes are poor quality and unsafe, which discourages people.

Trip generators

Woodstock provides many services and amenities, including shops, a secondary school, and a health centre. The surrounding area hosts employment sites and train stations. Cycling and walking to these, improves a person's health and lowers their carbon impact.

Speed Limit



Further roads, mainly residential, have been reduced to a 20mph speed limit in Woodstock. This creates a safer and more accessible environment for people to walk and cycle.

Collisions

There we 15 collisions in Woodstock and 42 collisions involving cars and a cyclist and/or pedestrian have taken place in since 2016. This can deter people from cycling and walking.

Propensity to cycle

Cycling is more common for shorter journeys in and around Woodstock town, rather than for commuting or travelling further. There is the potential to increase the number of people cycling with infrastructure improvements and electric bikes

Future development and transport schemes

Woodstock's population will grow with the allocation of 1,100 dwellings from 4 residential developments situated to East of Woodstock, North of Hill Rise and North of Banbury Road between 2011 and 2031.

[12] Census Data, Local Area Reports, Office for National Statistics, 2011, https://www.nomisweb.co.uk/reports/localarea

Network plan for cycling.

This chapter explains the methodology undertaken to develop the network plan for cycling and associated proposed improvements in the Woodstock and the surrounding area.
The development of the cycle network has been an iterative process, combining both the analysis of data collected, site audits and stakeholder engagement.
An understanding of where people want to travel was first established by identifying trip generators (places people go to and from) and desire lines (the routes people use) to connect people to these trip generators. Routes that were deemed important were then audited using the Route Selection Tool (RST) and local knowledge. Site audits were then undertaken for cycling in Woodstock and the surrounding area. The Audit Output Report can be found in **Appendix B**. This resulted in the identification of a network that was suitable for cycling, either currently or with improvements.

Methodology

Identifying trip generators

Trip generators have been identified and mapped to understand where people want to cycle to and from. Trip generators largely relate to main residential areas and trip attractor places such as town centres, supermarkets, doctors' surgeries, schools and transport hubs. These trip generators have been mapped to help identify key desire lines. Future proposed development areas have also been included within this analysis, including North of Hill Rise, North of Banbury Road, and East Woodstock Development areas. **Appendix A** shows trip generators in the Woodstock Area.

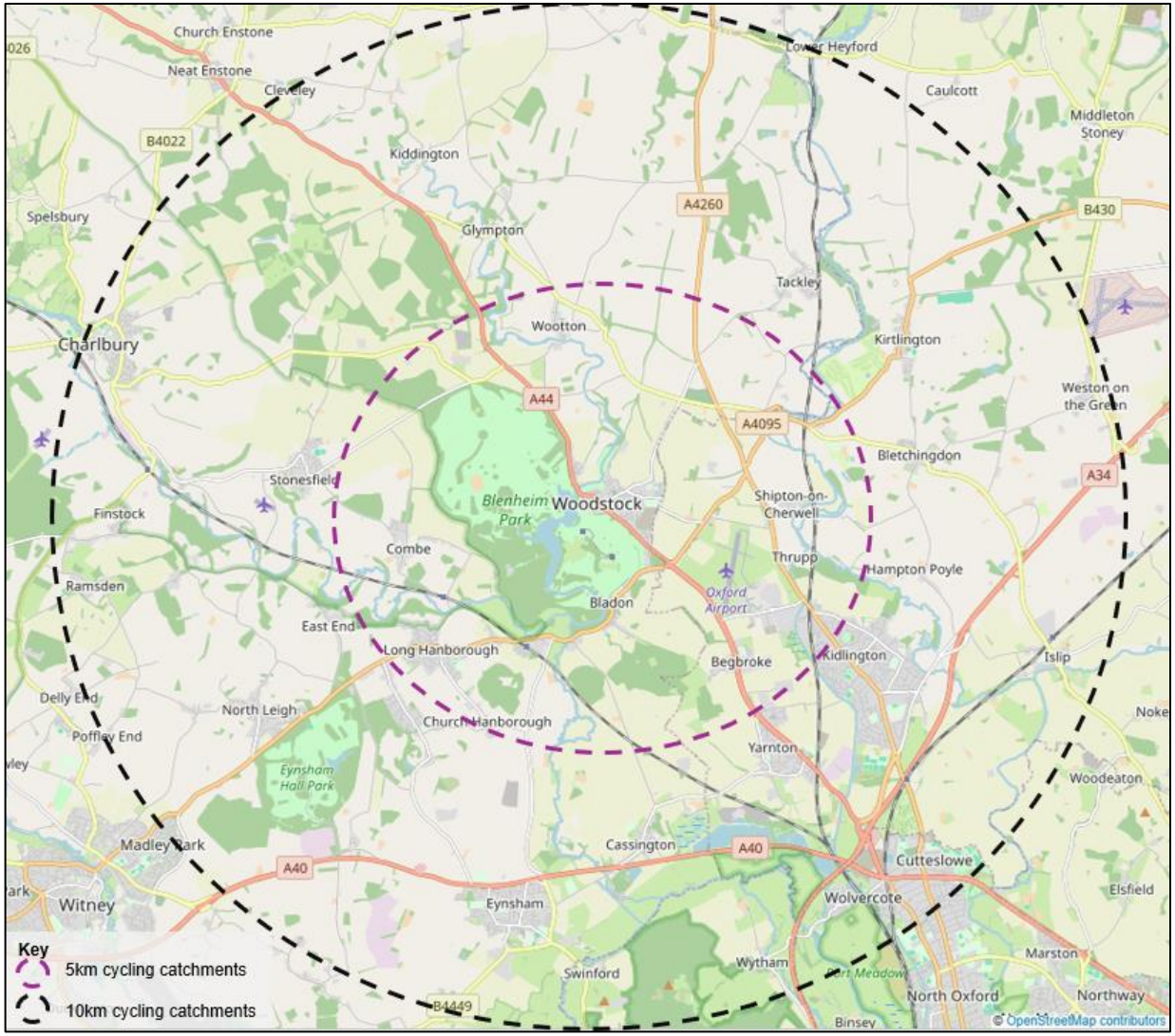


Figure 2: 5km and 10km cycling catchments

A 5km and 10km catchment area was calculated to show a reasonable distance people would cycle for local trips. It should be noted that some people will travel further. A 5km catchment is roughly equivalent to a 15-minute cycle. Figure 2 also shows destination clusters.

Identifying cycle desire lines

The cycle desire line network, which shows the routes people use to cycle, regardless of whether they are currently suitable for cycling, have been identified using the Propensity to Cycle Tool (PCT) (which uses 2011 Census journey to work data) and local knowledge.
The PCT classifies these routes as:

- **Primary:** High flows of people cycling are forecast along desire lines that link large residential areas to trip attractors such as the town centre
- **Secondary:** Medium flows of people cycling are forecast along desire lines that link to trip attractors such as schools, colleges and employment sites
- **Local:** Lower flows of people cycling are forecast along desire lines that cater for local cycle trips, often providing links to primary or secondary desire lines.

The PCT has helped categorise each part of the network into the above categories using the 2011 Census journey to work data. As this data is over 10 years old, it has been used as a guide and supplemented with local knowledge.

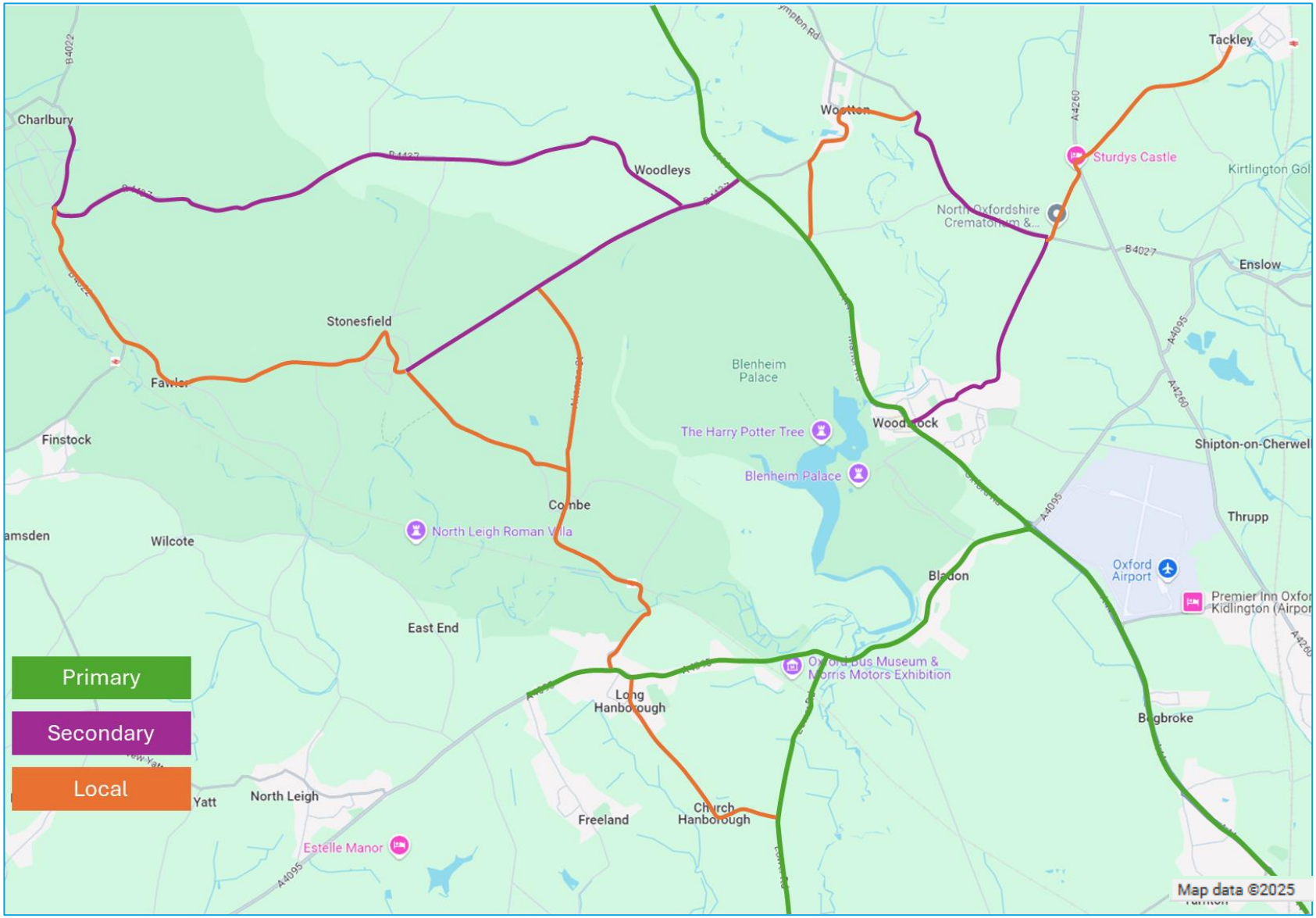


Figure 3: Cycle Desire Lines - Woodstock and Surrounding Areas

Figure 3 illustrates the cycle desire line network. The primary arterial routes include the A44 connection between Glympton and Oxford. These also include the A4095 from Bladon Roundabout to Hanborough and Lower Road which are a key part of the network desired by people cycling due to the connections with employment sites, Hanborough Station and primary and secondary schools. The secondary routes include most other main roads, connecting Stonesfield and Charlbury to the A44 and Hensington Road in and out of Woodstock Town Centre. All other cycling desire line routes are local routes that link into primary and secondary routes but are most likely used by those local to them.
The suitability of these desire line routes for inclusion in the final cycle network is determined through the subsequent auditing process.

Identifying cycling network improvements

The improvements to cycling routes and infrastructure in the Woodstock and the surrounding area are designed to achieve the core design outcomes: directness, gradient, safety, connectivity, and comfort.

- **Directness:** Compares the length of the cycle route against the shortest motor vehicle length.
- **Gradient:** Identifies the maximum gradient and maximum slope of the cycle route with the length at which it is climbed.
- **Safety:** Assesses the vehicle speed and volume and the degree of separation between cyclists and general traffic.
- **Connectivity:** Identifies the number of side roads or accesses to the section of route which are barrier free and suitable for cycling.
- **Comfort:** Assesses the available space for cycling and the quality of the surface material.

They have been identified through the analysis of the data gathered from site visits with the Villages Travel Network (VTN) and OCC officers **(Section 3.3** Background **and Appendix B)** and stakeholder engagement including the Steering Group.
A Route Selection Tool (RST) assessment was carried out to assess the suitability of a route in its existing condition against the core design outcomes to identify where improvements need to be made. The RST scored each link between 5, being the highest, and 0, being the lowest against the directness, gradient, safety, connectivity and comfort. Attractiveness is not included within the assessment tool as it is not deemed to be a deciding factor between routes.
The improvements identified are high-level proposals, which will require further feasibility and design work, along with public consultation before being implemented.

Complementary Schemes

Complementary infrastructure is considered vital to any infrastructure that prioritises and separates people cycling from other road users and will support the delivery of this LCWIP.

This includes:

- **Signage and Wayfinding** – the delivery of strategic, comprehensive and consistent signage and wayfinding is important to support people cycling navigate their way around Woodstock and the surrounding area. A study is required to identify how this can be achieved.

- **Cycle Parking** – should be secure and conveniently located for where people want to travel. This could include cycle hubs at public transport interchanges or 'Sheffield' cycle stands outside key trip generators and attractors. Consideration should also be given for cycle parking to accommodate other types of bikes including adapted bikes or cargo bikes. An audit of cycle parking in Woodstock and the surrounding area will be carried out. This will assess the location and condition of current cycle parking and consider where amendments and additional cycle is required. This will ultimately form part of the prioritised list of improvements in the Woodstock and Surrounding Area LCWIP.

- **Mobility Hubs** – bring together shared transport, public transport and active travel in spaces designed to improve the public realm for all. They bridge the gap between different transport modes.

- **Road Maintenance** – such as resurfacing, safety barrier upgrades/replacements and line markings. These types of maintenance could help to upgrade and enhance existing routes to support proposed routes

Proposed Cycling Improvements

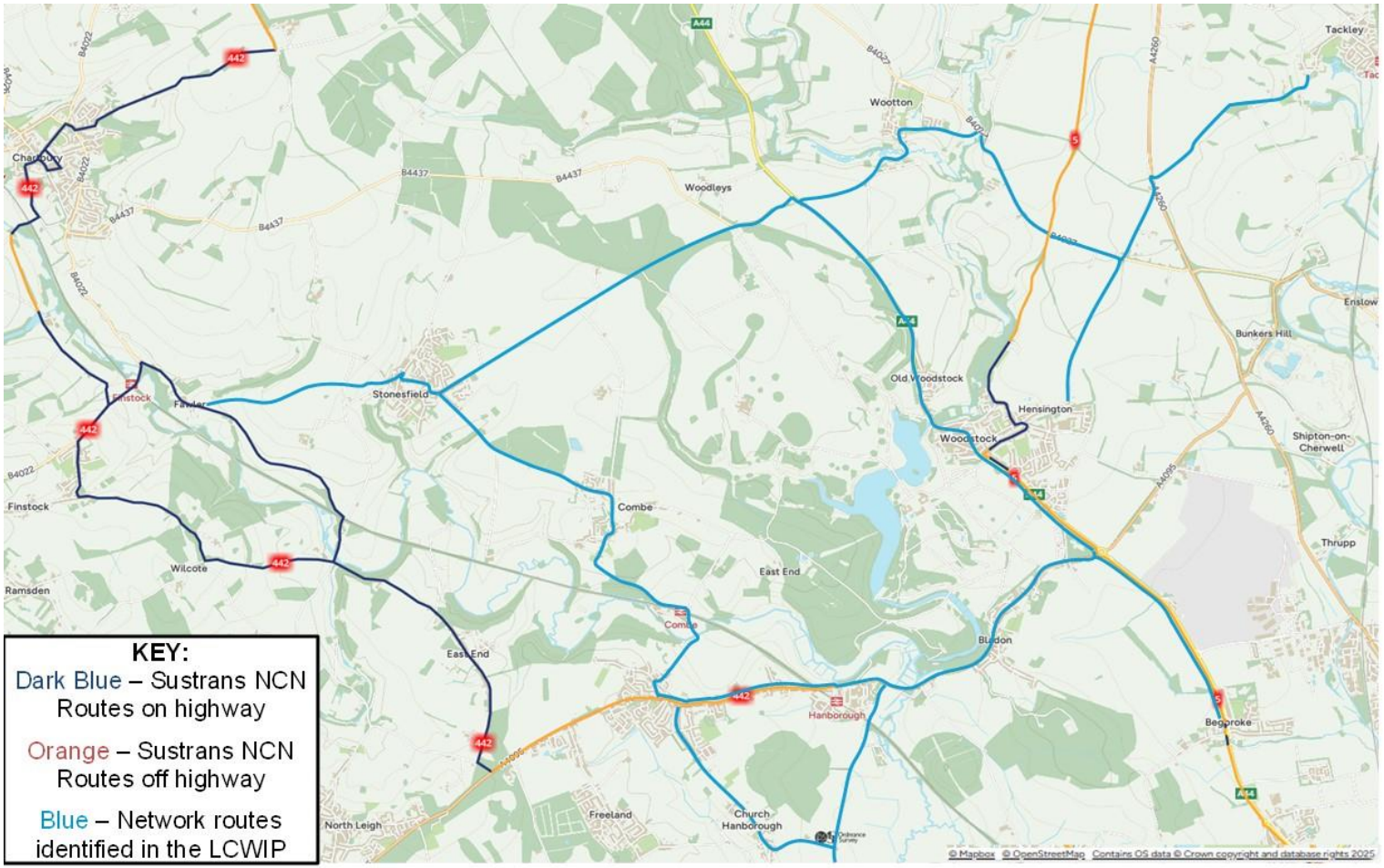


Figure 4: The proposed cycle network including Sustrans NCN routes.

The existing network has been used to help identify gaps in current provision, which are proposed to be infilled or created by the improvements outlined in this LCWIP.

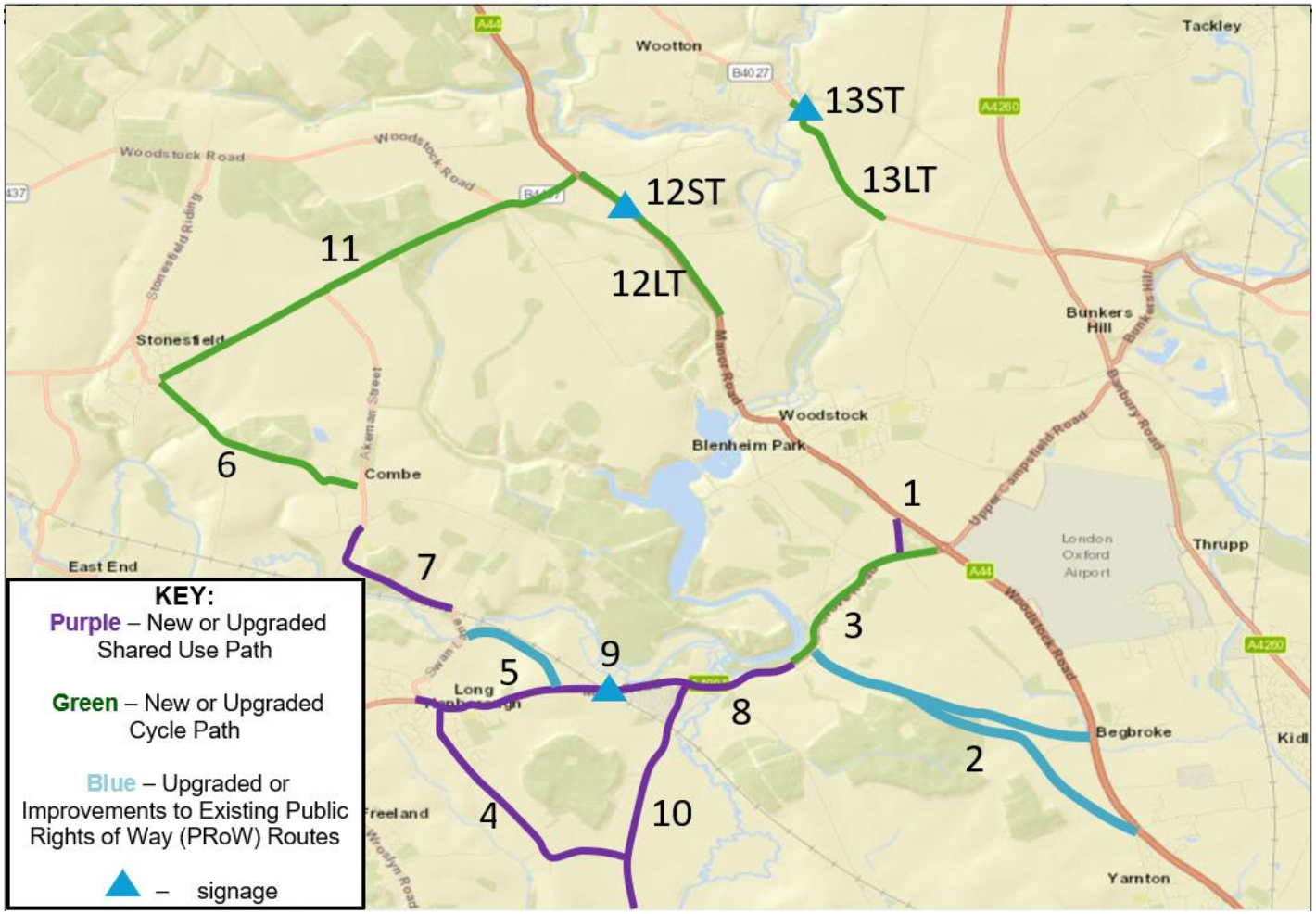


Figure 5: The location and types of proposed cycling improvements. The reference numbers shown on the map refer to the measures described in Table 2.

Table 2: List of improvements for Cycling Network

Reference Number	Location	Description
1	Bladon – Bladon Chains	Shared use cycle way to extend NCN 5. Contra-flow to the existing one-way system to the A4095 junction.
2	Bladon and Begbroke – Bridleway upgrade for cycling and footpath upgrades.	Upgrade and improvement to the Bridleway and footpath between Bladon and Begbroke (PRoW 132/5/10 into 124/4/10) and (PRoW 132/4/10 into 124/5/10)
3	Bladon – Grove Road	On road cycle scheme LTN/120 compliant.
4	Church Hanborough – Church Road to A4095	Referred to locally as "Coffin Path". Widening and surface improvements to provide a route for less confident cyclists to connect Hanborough and Eynsham.
5	Combe – Evenlode Bridge/Swan Lane	Upgrade to the existing bridleway (PRoW 238/14/10) between the Evenlode Bridge at the bottom of Swan Hill and Park Lane in Hanborough to create a new off-road cycle path for an improved connection between Combe and Hanborough (including between the stations).
6	Combe – Stonesfield Road/Combe Road	Cycle path along Stonesfield Road/Combe Road to enable better connection for cyclists between Combe and Stonesfield
7	Combe – Train Station to Robin Hill	Cycle/pedestrian shared pathway provision from Robin Hill to Combe Halt Station. Road is currently National Speed Limit.
8a	Hanborough – A4095	Currently confusion over classification of the path. Shared use footway/cycleway.
8b	A4095	Review opportunities and feasibility to widen and improve the pathway, to give more clearance width from the highway.

9 ST	Hanborough – A4095 bridge over railway line	Signage needed to warn vehicular traffic of cyclist's presence. Pathway is too narrow for pedestrians to pass. No room for ped/cyclists or 2 cyclists. Key route to Hanborough Station.
9LT	Hanborough – A4095 bridge over railway line	Widening of the existing bridge or a new bridge over railway. Refinement of possibilities at feasibility stage.
10	Hanborough – Lower Road	Segregated shared use pathway to link Hanborough to Eynsham and Blenheim Palace.
11	Stonesfield – Woodstock Road/B4437	Cycle path along Woodstock Road into the B4437 for a better flat connection for cyclists between Combe and Stonesfield
12ST	Wootton – A44 into Woodstock	Short term - Cycle path along A44 Hollyhock Walk past Field Barns. Including signage and maintenance.
12LT	Wootton – A44 into Woodstock	Long term - Off road cycle path along the entirety of the A44 from the Duke into Woodstock, in the field next to A44.
13ST	Wootton – B4027 from the Bridge Over the River Dorn to link into NCN 5	Short term – signage for awareness of cyclists.
13LT	Wootton – B4027 from the Bridge Over the River Dorn to link into NCN 5	Long term – off road cycle path.

Network Map for Walking

This chapter sets out the walking improvements proposed as part of this LCWIP. The development of the walking network has been an iterative process and has combined using the Walking Route Audit Tool (WRAT), alongside local input. The Audit Output Report can be found in Appendix C.

Methodology

The same trip generators used to develop the cycle network have been used for the walking network.

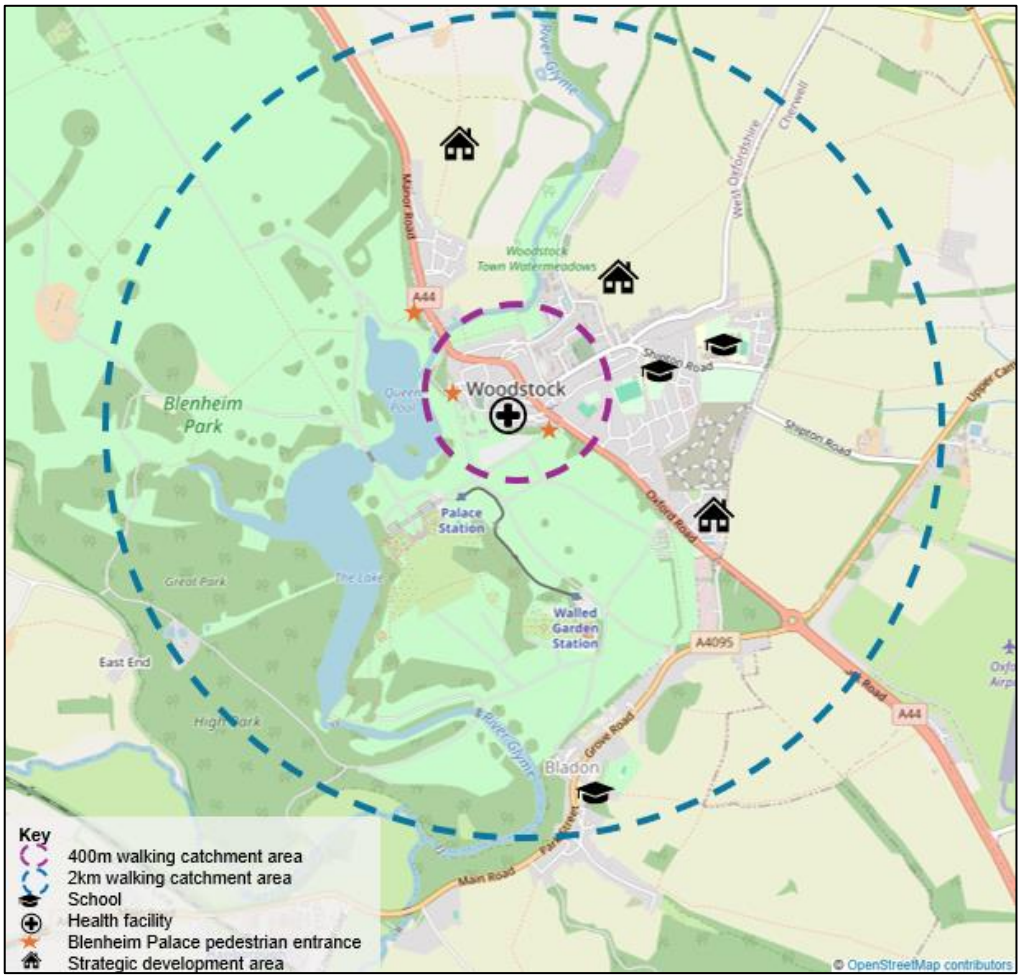


Figure 6: 400m and 2km walking catchment area.

On average people tend to walk up to 2km for a local trip. It should be noted that some people will walk further. Figure 6 shows a 400m and 2km walking catchment. It assumes Woodstock Market Place as its centre point and shows Woodstock Doctors Surgery, Blenheim Palace main entrance, local shops and residential areas are accessible within 400m, roughly a 5-minute walk. Further, Woodstock CofE Primary school and The Marlborough Secondary School are accessible within 2km which is roughly a 30-minute walk. Plus, all 3 new development sites and the nearby village of Bladon, including its Primary School.

Identifying a hierarchy of walking routes

There are four main categories:

- Prestige/Primary Walking Routes: Very busy areas of town and main walking routes through the town centre such as High Street, Market Street/Place and Park Street with high footfall.
- Secondary Walking Routes: Medium usage routes through local areas feeding into primary routes and places such as A44 Oxford Street, Hensington Road and Shipton Road.

- Link Footways: Links to connect access footways through urban areas and busy rural footways.
- Local Access Footways: Footways associated with low usage, short estate roads to the main roads and cul-de-sacs.

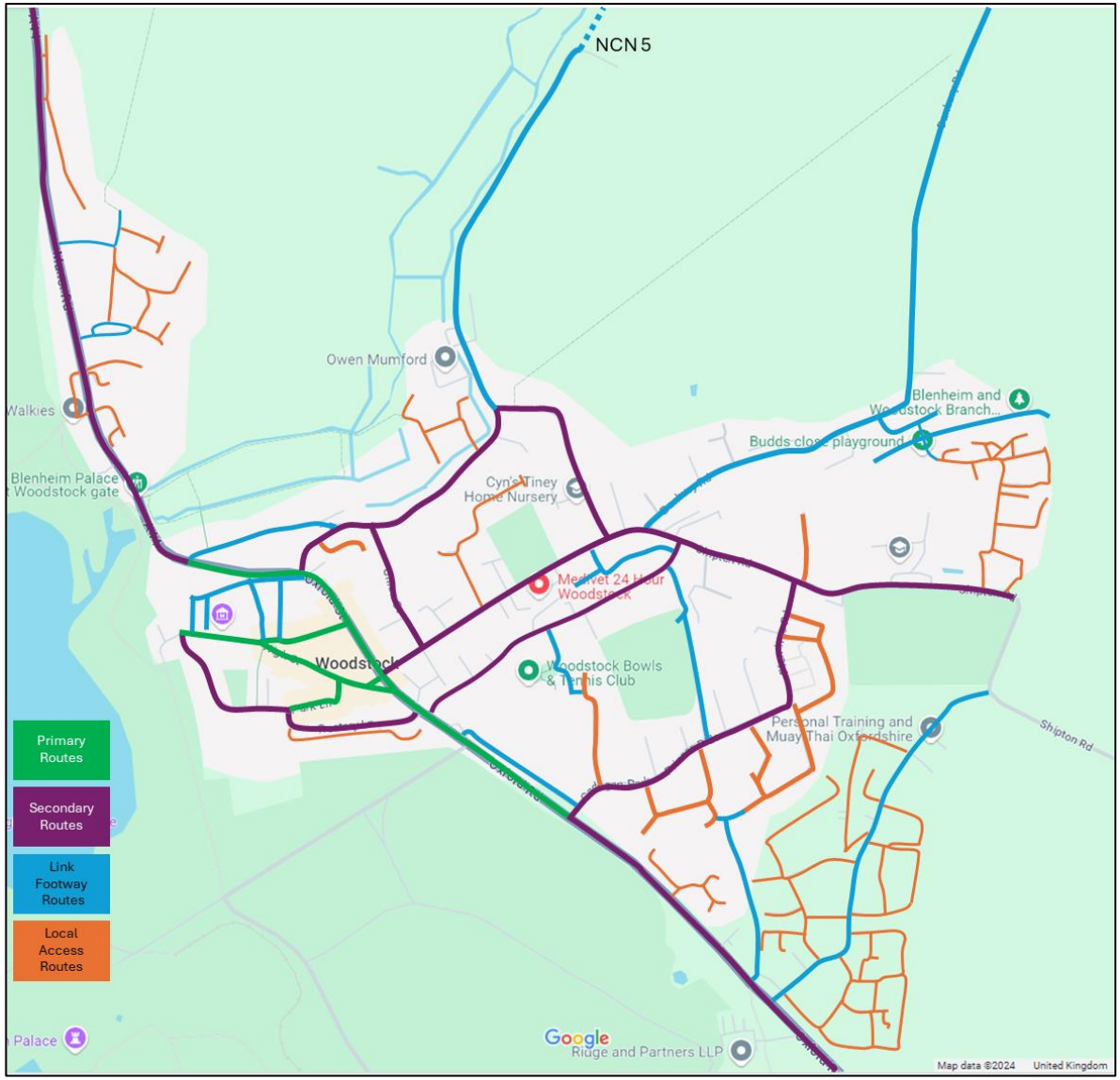


Figure 7: Walking network map with route hierarchy.

Identifying walking network improvements

The improvements to footways and other walking infrastructure in Woodstock are designed to be attractive, comfortable, direct, safe, and coherent. They have been identified through the analysis of data collected (Section 4.2 and Appendix C), local feedback and stakeholder engagement.

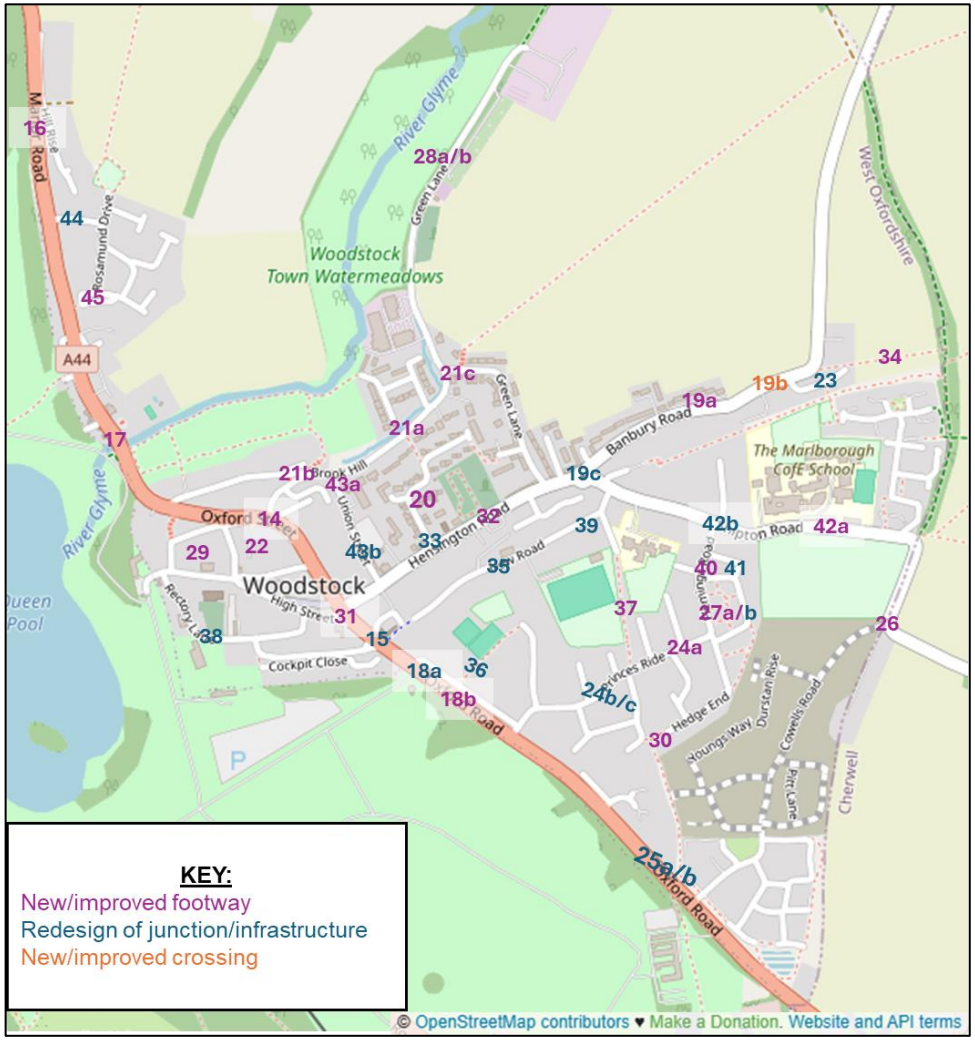
A Walking Route Audit Tool (WRAT) assessment has been carried out to assess the five core design outcomes. The assessment also considers the needs of people with disabilities and mobility issues, those who use mobility aids, older people, young children and pushchairs.

The improvements identified are high-level proposals, which will require further feasibility and design work, along with any appropriate public consultations before being implemented.

Proposed walking improvements

This section shows the approximate location of the proposed walking infrastructure improvements on figures 9, 10 and 11.

Figure 8: Proposed walking improvements 1 - 45 – Woodstock



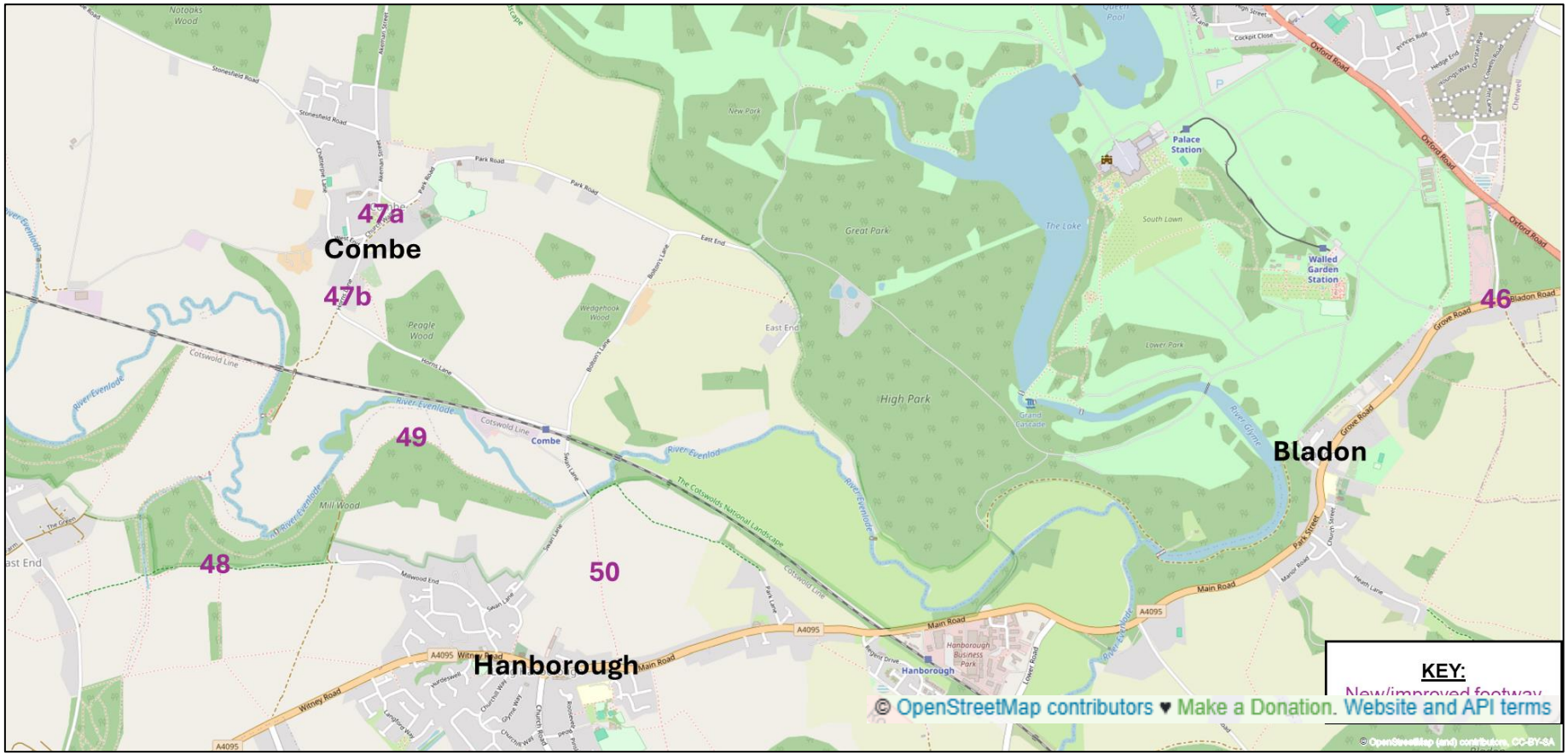


Figure 9: Proposed walking improvements 46 - 50 – Bladon, Combe and Hanborough

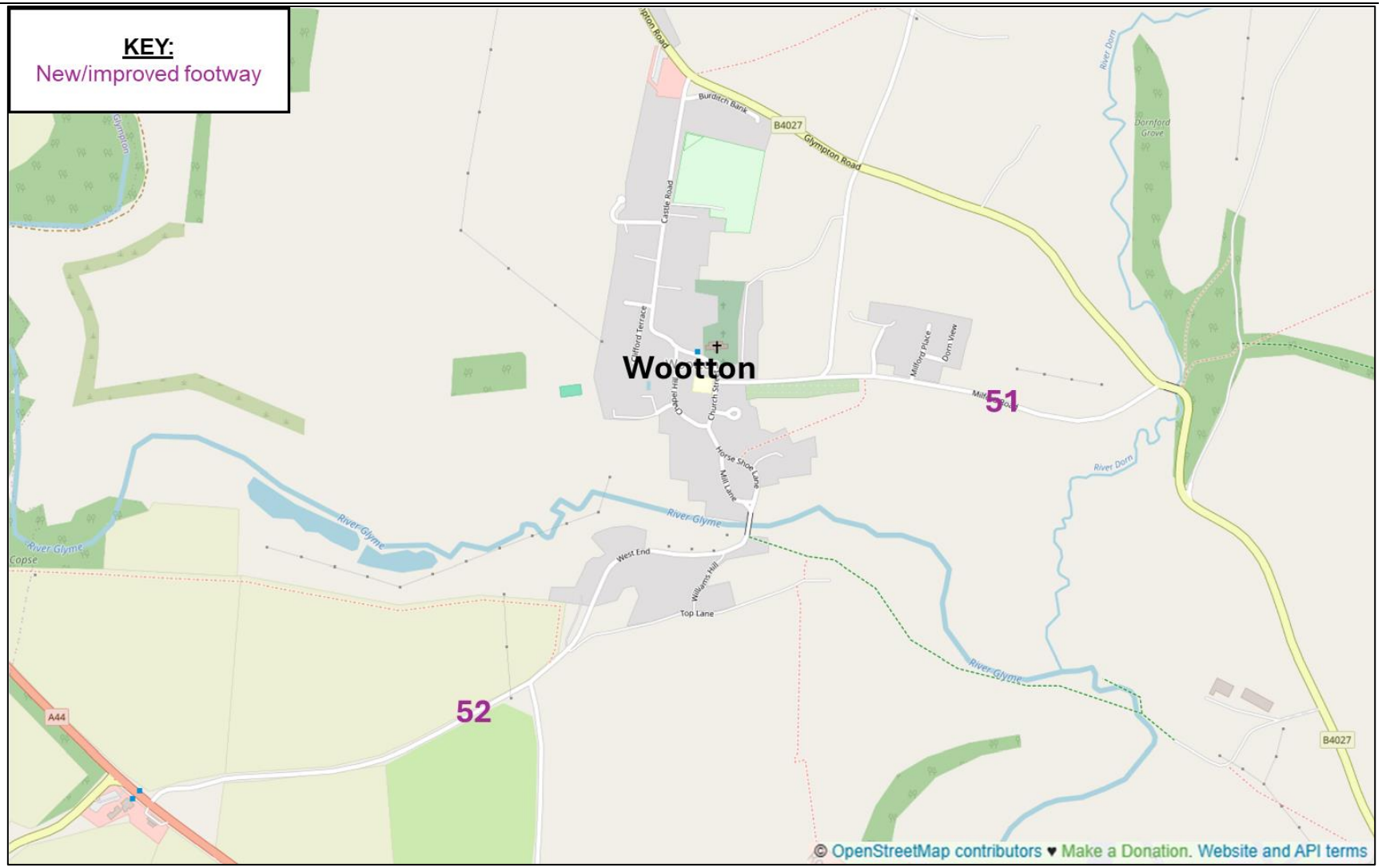


Figure 10: Proposed walking improvements 51 & 52 – Wootton

Table 3: List of all proposed walking route improvements

Reference Number	Location	Description
14	Woodstock – A44 Brook Hill to Rectory Lane Junction	Resurface or match up as one type of paving, to prevent trip hazards.
15	Woodstock – A44/High Street/Hensington Road	Remodelling of junction/crossroads to provide easier pedestrian and vehicular movements.
16	Woodstock – A44 Manor Road	Widen existing pavement to form a larger clearance width from traffic.
17	Woodstock – A44 Northbound at River Glyme and Manor Road Junction	Narrow pavement unsafe for walking.
18a	Woodstock – A44 Oxford Road Blenheim Palace Entrance.	Redesign of Blenheim Palace entrance to reduce width and thus improve pedestrian access.
18b	Woodstock – A44 Oxford Road	Widening of footway to accommodate the high footfall.
19a	Woodstock – Banbury Road	Widening of pavement into the verge where possible. Also, continuation of pavement into the area currently used as an 'informal car park'.
19b	Woodstock – Banbury Road PRoW 413/4/10 into Marlborough School/Budds Close Playground Cut	Connection to PRoW 413/4/10, facilitated by new crossing near Budds Close that would also allow peds to access Budds Close
19c	Woodstock – Banbury Road/Hensington Road/Shipton Road mini-roundabout	Build out or raised table at all 3 junctions to reflect pedestrian priority.
20	Woodstock – Bear Close	Create a shared use space for pedestrians and traffic. The pavement is too narrow to be accessible.
21a	Woodstock – Brook Hill	Continuation of pavement from existing provision which stops at give way.
21b	Woodstock – Brook Hill West	Pavement where Brook Hill meets Upper Brook Hill, continuation of pavement from Upper Brook Hill into Union Street. Continuation of

		pavement from Care home to Brook Street junction.
21c	Woodstock – Brook Hill East	Continuation of the pavement on Brook Hill, from Glyme Close to Green Lane.
22	Woodstock – Browns Lane/Oxford Street/Angel Yard	Resurface to be a more obvious shared use between pedestrian and traffic area.
23	Woodstock – Budds Close	Parking recesses to mitigate footway parking.
24a	Woodstock – Cadogan Park/Princes Ride/Flemings Road	Provide tactiles and improve dropped kerbs. Or raised table across junction to show pedestrian priority
24b	Woodstock - Cadogan Park	Experimental TRO to restrict parking and alleviate some current issues.
24c	Woodstock – Cadogan Park	Provide SUDs to provide improved drainage services.
25a	Woodstock – Churchill Gate	Raised table layout at junction with the A44.
25b	Woodstock – Churchill Gate	Formalisation of on-street parking bays and implement a TRO to restrict parking not in these bays.
26	Woodstock – Colwells Road	Footway from Park View Estate to Marlborough School.
27a	Woodstock – Flemings Road	Widen pedestrian footway and reposition lampposts to increase clearance width.
27b	Woodstock – Flemings Road	Modal filters at Princes Ride/Flemings Road junction.
28a	Woodstock – Green Lane South	Designated space for pedestrians/cyclists on Green Lane from Churchill Close to Brook Hill/Green Lane junction, this is part of NCN5. Depending on highway space, a pavement or lineage could be more appropriate.
28b	Woodstock – Green Lane North	Pavement from Green Lane junction to Owen Mumford employment site. This is part of NCN5.
29	Woodstock – Harrison's Lane/Chaucer's Lane	Resurface to be a more obvious shared use between pedestrian and traffic area.
30	Woodstock – Hedge End Shared Path	Widen and surface with all weather material Northern section. Once surfaced, lining strategy to segregate pedestrians and cyclists.

31	Woodstock - Hensington Road from Union Street Junction to A44	Maintenance of shared space and lineage to reinforce traffic and pedestrian safety.
32	Woodstock – Hensington Road	Resurfacing and prioritisation via signage, of the west side. Include formalising paths to benches for accessibility.
33	Woodstock- Hensington Road	Raised tables at all side road entries.
34	Woodstock – Nature Reserve/Budds Close Cut through	Widen pathway into verge and create a formal all weather all year path.
35	Woodstock – New Road NCN5	Raised table and resurfacing for a continuous footway across side entry road.
36	Woodstock – Path to Bowls and Tennis Club between 51 and 53 New Road	Designate as a Public Right of Way from New Road to Cadogan Park.
37	Woodstock – PRoW 412/8/20 between Recreation Road and Princes Ride	Resurface and widen route with an all-weather surface. Key direct school route.
38	Woodstock – Rectory Lane/Park Lane	Lining strategy – formalisation of pedestrian walkway and reinforcement of yellow parking lines.
39	Woodstock – Recreation Road	Implement a school zone at the side entry gate area. Implement TRO for access only/parking restriction.
40	Woodstock – Rye Grass/Plane Tree Way/Hensington Walk	Widen Plane Tree Way footways.
41	Woodstock – Rye Grass/Plane Tree Way/Hensington Walk	TRO – prevent cars parking on the junction and make Plane Tree Way a one-way system.
42a	Woodstock – Shipton Road	Lining strategy to implement lines and increase the places for cars to pull over and let cars travelling in the opposite direction pass and thus reducing speeding.
42b	Woodstock – Shipton Road	Consider school zone approach to protect vehicles from driving on the footway. Widen footway into the verge.
43a	Woodstock – Union Street Northern End	Continuation of pavement from Brook Hill at the bottom of Union Street. Possibility for shared street surface including signage.

43b	Woodstock – Union Street	TRO for road to become access only including entry gateway features.
44	Woodstock – Vermont Drive	Removal of unused bus stop.
45	Woodstock – Westland Way	Lining strategy – yellow lining around the green to restrict parking, particularly footway parking.
46	Bladon – Bladon Chains junction on A4095	Connect Bladon Chains to the pathway to the East and Bladon Roundabout with a shared use footway and cycleway. Currently pedestrians must cross the A4095 or walk over thick, uneven grass.
47a	Combe – Primary School entrance junction	Resurfacing to make it obvious that it is a shared space outside of the Primary School for clarity and awareness of children walking. In conjunction with clear lineage outside of school.
47b	Combe – Robin Hill	Designated pavements and footpaths in the village. Particularly where no provision is provided, on Robin Hill to join up with existing provision at Church Walk. This could be physical or shown by lineage, depending on highway space.
48	Hanborough – Bridleway (238/16/10) from Millwood End following the footpath to Grintley Hill Bridge	Narrow road with 30mph speed limit. Attractive countryside route towards Combe. Improvements and upgrades to existing bridleway for easier walking.
49	Hanborough – Footpath (238/7/10 and 238/7/20) Millwood End, crossing Combe Bridge and past the station	Footway ends. Narrow and winding with derestricted traffic speed. Upgrades to the existing route to make it more accessible for people walking.
50	Hanborough – Footpath (238/13/10) Down Daggers Hill to Combe Bridge/Swan Lane	Footway ends. Narrow and winding with derestricted traffic speed. Upgrades to the existing route to make it more accessible for people walking.
51	Wootton - Dorn bridge to join existing provision in the village	Assessment for footpath opportunities from the Dorn

		Bridge to join into the existing provision on the village edge.
52	Wootton – A44 junction to Wootton Village	Assessment for footpath opportunities from A44 junction through West End to the village. Where possible, segregate from A44 carriageway.

Proposed infrastructure Improvements

Figure 11: Proposed infrastructure Improvements 53 - 72 – Woodstock

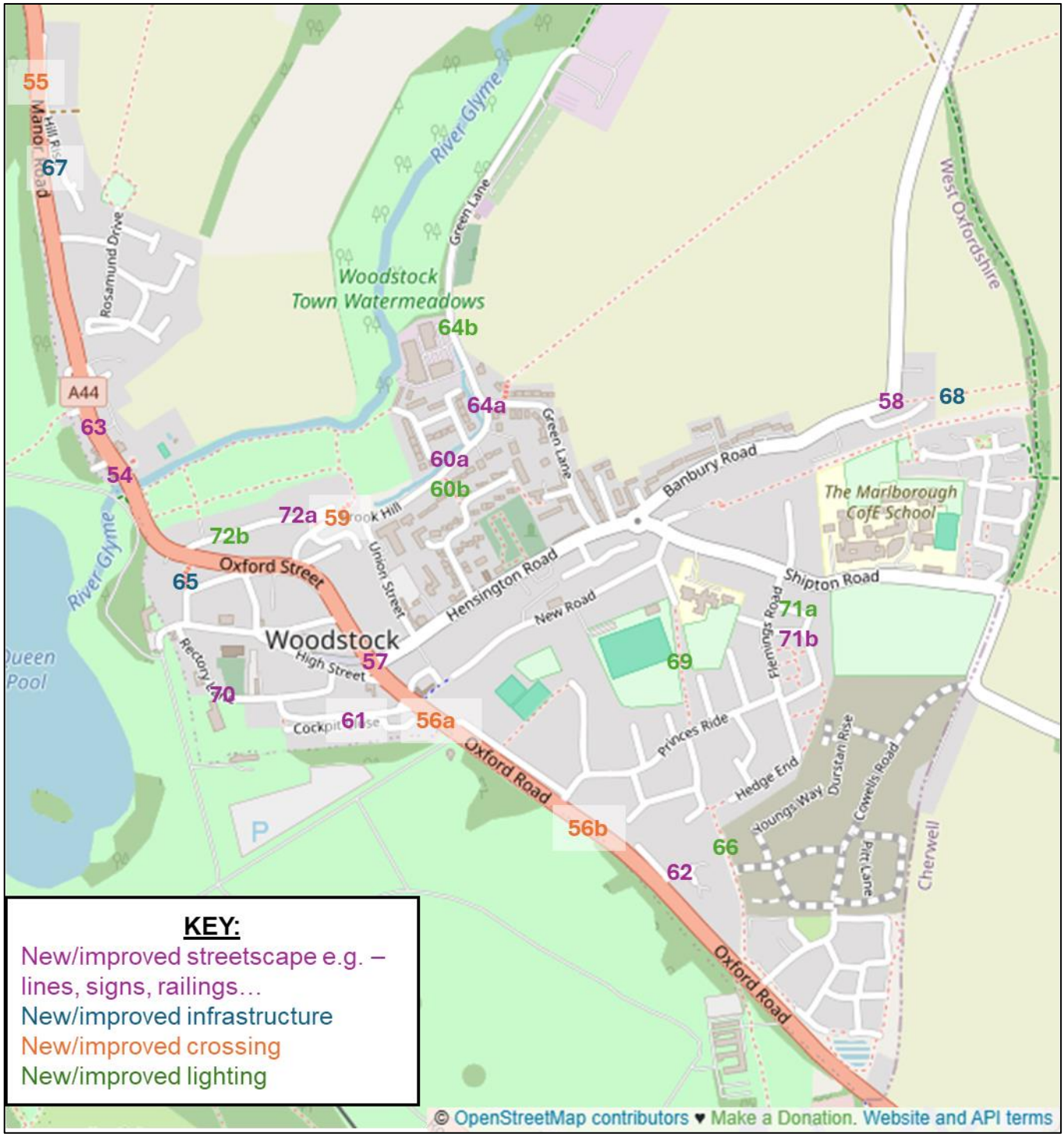
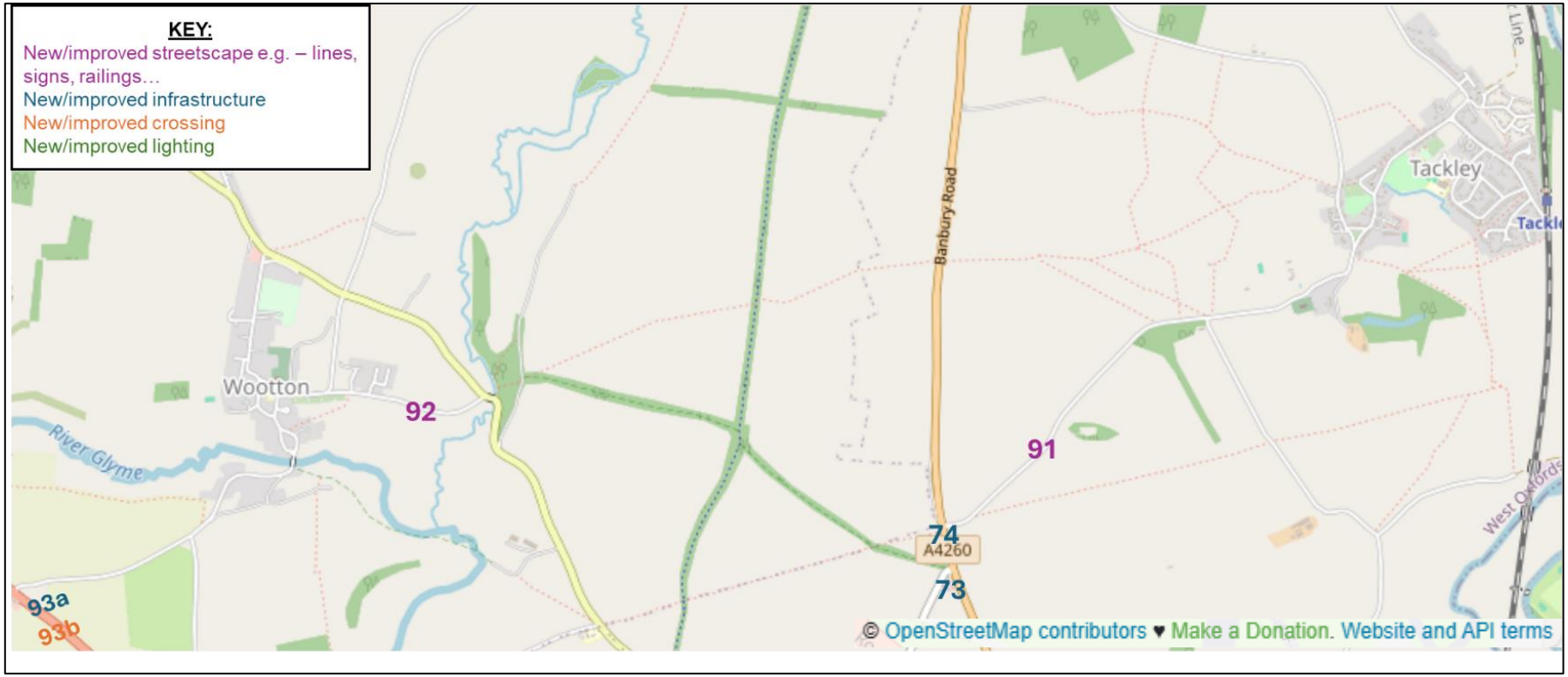


Figure 12: Proposed infrastructure improvements 73, 74 and 90 - 93 - Tackley and Wootton



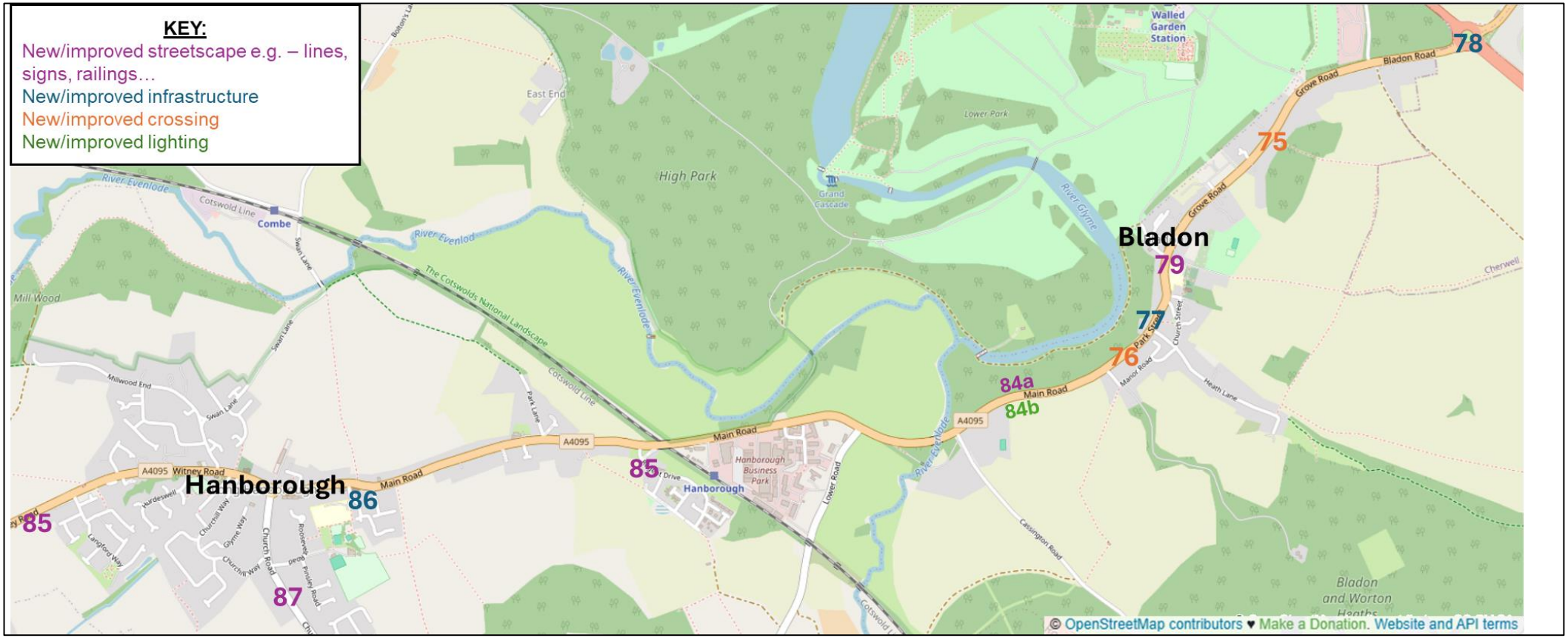


Figure 13: Proposed infrastructure improvements 75 - 79 and 84 - 87 - Bladon and Hanborough

Figure 14: Proposed infrastructure improvements 80 - 82 and 88 - 90 - Combe, Fawler and Stonesfield

Table 4: List of all proposed infrastructure improvements

Reference Number	Location	Description
53	Wayfinding project within Woodstock	Nature Reserve/Budds Close Cut through -including timings and distances. Watermeadows Nature Reserve Hesington Walk Flemings road – footpath entrance Hedge End Shared Path Boundary Close Crecy Walk Hensington Close Lewisfield Way Orchard Walk Vermont Drive/Rosamund Drive/Vanbrugh Close – playground and PRoW access Shipton Road – Schools Randolph Avenue Glyme Close – entrance to Watermeadows Nature Reserve
54	Woodstock – A44 Black Prince pub	Exploration of appropriate measures to provide pedestrians protection from traffic and potential collisions. This could be the replacement of the existing pedestrian guardrail.
55	Woodstock – A44 Manor Road/Hill Rise	Formal crossing point needed in the vicinity of Hill Rise.
56a	Woodstock – A44 Oxford Road between Blenheim Palace Entrance and Ashford Close	Crossing point with refuge island, dropped kerbs and tactile paving between Blenheim Palace entrance and Ashford Close
56b	Woodstock – A44 Oxford Road between Blenheim Palace entrance and Churchill Gate	Crossing point with refuge island, dropped kerbs and tactile paving between Blenheim Palace entrance and Churchill Gate
57	Woodstock – A44 Oxford Street/ Hensington Road/ High Street 'crossroads'	Review of the signage and lineage including the yellow box at the 'crossroads'. With the aim to make movements for cyclists easier.
58	Woodstock – Banbury Road	Traffic calming measures and entry gateway feature north of Budds Close to slow traffic

		when entering the residential area.
59	Woodstock – Brook Hill	Crossing point with dropped kerbs and tactiles at the bottom of the steps and opposite.
60a	Woodstock – Brook Hill/Bear Close cut through	Replace the guard rail at the Bear Close cut through and install a handrail, to help accessibility due to the gradient.
60b	Woodstock – Brook Hill/Bear Close cut through	Pavement maintenance and introduction of lighting.
61	Woodstock – Caroline Court	Decluttering of the streetscape strategy.
62	Woodstock – Churchill Gate	Install signage to indicate shared use between pedestrians, cyclists and vehicular traffic.
63	Woodstock – Farm End	Upgrade street name sign.
64a	Woodstock – Green Lane junction	Warning signage for low visibility/sharp bend.
64b	Woodstock – Green Lane NCN5	Increased lighting, thinking about natural surveillance and safety.
65	Woodstock – Harrison's Lane to A44 (SP4416)	Install handrail to improve accessibility.
66	Woodstock – Hedge End Shared Path	Provide bins and increase lighting towards Northern section.
67	Woodstock – Hill Rise	Removal and replacement of the bus shelter or upgrade the existing bus shelter to OCC standard.
68	Woodstock – Nature Reserve/Budds Close Cut through	Remove wooden bollard at access gate to nature reserve to increase accessibility, along with dropped kerbs and tactile paving.
69	Woodstock – Path to Bowls and Tenns Club between 51 and 53 New Road	Provide lighting particularly at the Northern End.
70	Woodstock – Rectory Lane/Park Lane	Visible signage to warn of potential conflict between pedestrians and traffic including HGVs
71a	Woodstock – Rye Grass/Palne Tree Way/Hensington Walk	Install lighting on Hensington Walk
71b	Woodstock – Rye Grass/Palne Tree Way/Hensington Walk	Decluttering strategy – Designated space for bin

		storage. Relocation of lampposts.
72a	Woodstock – Upper Brook Hill	Traffic mirror to improve visibility for crossing to Brook Hill.
72b	Woodstock – Upper Brook Hill	Increased lighting opportunities.
73	A44 – Duke of Marlborough	Bus stop provision to provide an opportunity for onward travel to/from nearby villages. Secure bike racks needed.
74	A4260 – Tackley Crossroads/Sturdy's Castle junction	Traffic islands at either end of turning zone to provide some protection for cyclists.
75	Bladon – Grove Road	Signalised crossing towards Bladon Roundabout and in the vicinity of Bladon Pitts which will enable safer access for pedestrian routes to and from Woodstock and Oxford.
76	Bladon – Lamb Lane	Formal pedestrian crossing in the vicinity of Lamb Lane.
77	Bladon – Park Street	Priority passing system at Park Street pinch point.
78	Bladon Roundabout	Safe 2 stage crossing points with refuge islands on all arms of the Bladon Roundabout, with dropped kerbs, tactile paving and appropriate infrastructure. Also consider, toucan crossings.
79	Bladon – White Horse	Resurfacing to speed limit termination point to indicate shared surface for ped/cycle/traffic
80	Combe	Directional signage in keeping with the village aesthetic. Particularly in the vicinity of the Pre-school on Park Road and The Green.
81a	Fawler	Entry feature "Gateways"
81b	Fawler	Provision of planters and benches as traffic calming measures.
82a	Fawler	Give way road markings at narrow carriageways.
82b	Fawler	Where new footways are not possible, possibility for lining strategy and signage to be provided to create "virtual refuges".

83	Fawler	Provision of kerbing to protect carriageway edge.
84a	Hanborough to Baldon – A4095	Reduce the speed limit between Bladon and just beyond Lower Road. This would reduce the danger to cyclists/pedestrians.
84b	Hanborough to Baldon – A4095	Install lighting in the unlit area outside of 30mph area.
85	Hanborough	Directional signage and wayfinding with timings, especially at the new developments on the outskirts of Long Hanborough.
86	Hanborough	Bike racks at strategic locations – new developments. Local shop centre.
87	Church Hanborough	Traffic calming measures including signage for awareness to improve pedestrian and cycle safety.
88	Stonesfield – B4437/A44 junction to Woodstock	Holistic review of junction arrangements needed. To include: appropriate cyclist awareness signage and lineage, and with the possibility of reducing the speed limit in the future.
89	Stonesfield – Combe Road/Pond Hill/Peaks Lane	Provide additional SLOW signage and warnings so that walking and crossing can be made safer especially for school children.
90	Stonesfield – Laughton Hill	Change of 'Give Way' from broken white lines to solid white lines. Giving priority to vehicles going up the hill.
91	Tackley – Sturdy's Castle junction to Tackley Village	Lines and signs to warn of cyclists and the rural speed limit. Possible future reduction of speed limit to meet an acceptable change to/from the 20mph zone in Tackley village.
92	Wootton – From the village centre to Dorn Bridge	Traffic calming measures to be introduced, particularly in the 20mph area, including lineage and signage.
93a	Wootton – 1st Turn	Traffic islands at either end of turning zone to provide some protection for cyclists.

93b	Wootton – 1st Turn	Safe crossing point, including refuge islands where applicable, in the vicinity of Wootton 1st turn.

Complementary measures

Complementary infrastructure is considered vital to any infrastructure that prioritises and separates people walking from other road users and will support the delivery of this LCWIP.

- **Signage and wayfinding –** the delivery of strategic, comprehensive and consistent signage and wayfinding is important to support people walking to navigate. It is important the signage and wayfinding are uniform and in keeping with Woodstock's character. Further studies and engagement with the Town Council is required.

- **Lighting –** similarly to signage and wayfinding, consistent lighting is important to support people walking to feel safe and informed along the route they choose to take. Further studies and engagement with relevant stakeholders are required to better understand how lighting opportunities can be enhanced.

- **Street scape improvements –** the footway surface being level and the whole width being useable is key to route accessible. The attractiveness of the street scape also plays a part in increasing walking activity. Resurfacing of footways, planting and the maintenance of vegetation and footways have been considered as complementary measures alongside the physical infrastructure improvements. Further liaising with key stakeholders including the community so that action can be implemented is required.

- **Accessibility upgrades –** infrastructure improvements that support the walking network are important to ensure that key and priority routes are accessible to all users. This ranges from installing tactiles and dropped kerbs at crossing points to providing accessible benches and seating across the town.

Prioritisation of improvements

This section outlines how the proposed improvements outlined for Cycling, Walking and Infrastructure have been prioritised, given a ranked score and delivery timescale.

Prioritisation of improvements

Table 7 shows a prioritisation score/rank for each measure. The process for determining the prioritisation score/rank is separate to how the delivery timescale has been

determined. Therefore, the delivery timescale has not influenced the prioritisation score/rank.
To establish the prioritisation score/rank order of the improvements proposed for cycling, walking and infrastructure, they have been assessed against the following criteria:

- Effectiveness: How effective is the measure?
  - Potential increase in cycle trips
  - Population who directly benefit from the improvement
  - Improvement in road safety

- Policy: Is the measure policy compliant?
  - Supports connectivity to Strategic Development Areas (SDAs)
  - Complementary to active travel users
  - Complementary to public transport

- Deliverability: How deliverable is the measure?
  - Indicative cost
  - Funding potential
  - Physical constraints
  - Stakeholder acceptability

- Environmental: What are the environmental impacts of the measure?
  - Impact on air quality
  - Impact on natural and historic environment

- RST/WRAT scoring:
  - Route Selection Tool scoring
  - Walking Route Assessment Tool

Each measure has been scored against the criteria listed above on a scale of 0-2, with a total score of 28 available.

Table 5: Prioritised improvements in ranked order

Ref No.	Location	Description	Prioritisation Score	Ranking
84a	Hanborough to Baldon – A4095	Reduce the speed limit between Bladon and just beyond Lower Road. This would reduce the danger to cyclists/ pedestrians.	18	1
8a	Hanborough – A4095	Shared use footway/cycleway classification.	17	=2
10	Hanborough – Lower Road	Segregated shared use pathway to link Hanborough to Eynsham and Blenheim Palace.	17	=2
46	Bladon – Bladon Chains junction on A4095	Connect Bladon Chains to the pathway to the East and Bladon Roundabout with a shared use footway and cycleway. Currently	17	=2

		pedestrians must cross the A4095 or walk over thick, uneven grass.		
56a	Woodstock – A44 Oxford Road between Blenheim Palace Entrance and Ashford Close	Crossing point with refuge island, dropped kerbs and tactile paving between Blenheim Palace entrance and Ashford Close	17	=2
56b	Woodstock – A44 Oxford Road between Blenheim Palace entrance and Churchill Gate	Crossing point with refuge island, dropped kerbs and tactile paving between Blenheim Palace entrance and Churchill Gate.	17	=2
78	Bladon Roundabout	Safe 2 stage crossing points with refuge islands on all arms of the Bladon Roundabout, with dropped kerbs, tactile paving and appropriate infrastructure. Also consider, toucan crossings.	17	=2
67	Woodstock – Hill Rise	Removal and replacement of the bus shelter or upgrade the existing bus shelter to OCC standard.	16	8
1	Bladon - Bladon Chains	Shared use cycle way to extend NCN 5. Contra-flow to the existing one-way system to the A4095 junction.	15	= 9
3	Bladon – Grove Road	On road cycle scheme LTN/120 compliant.	15	= 9
8b	A4095	Review opportunities and feasibility to widen and improve the pathway, to give more clearance width from the highway.	15	= 9
9ST	Hanborough – A4095 bridge over the railway line	Signage needed to warn vehicular traffic of cyclist's presence.	15	= 9
18b	Woodstock – A44 Oxford Road	Widening of footway to accommodate the high footfall.	15	= 9
54	Woodstock – A44 Black Prince Pub	Exploration of appropriate measures to provide pedestrians protection from traffic and potential collisions. This could be the replacement of the existing pedestrian guardrail.	15	= 9
57	Woodstock – A44 Oxford Street/ Hensington Road/ High Street 'crossroads'	Lining – repaint/reimplement the yellow box at the 'crossroads. This will make movements for cyclists easier when the signalised crossing is on red for traffic.	15	= 9
58	Woodstock – Banbury Road	Traffic calming measures and entry gateway feature north of Budds Close to slow traffic when entering the residential area.	15	= 9

73	A44 – Duke of Marlborough	Bus stop provision to provide an opportunity for onward travel to/from nearby villages. Secure bike racks needed.	15	= 9
75	Bladon – Grove Road	Signalised crossing towards Bladon Roundabout and in the vicinity of Bladon Pitts which will enable safer access for pedestrian routes to and from Woodstock and Oxford.	15	= 9
79	Bladon – White Horse	Resurfacing to speed limit termination point to indicate shared surface for ped/cycle/traffic	15	= 9
2	Bladon and Begbroke – Bridleway upgrade for cycling and footpath upgrades.	Upgrade and improvement to the Bridleway and footpath between Bladon and Begbroke (PRoW 132/5/10 into 124/4/10) and (PRoW 132/4/10 into 124/5/10)	14	= 20
7	Combe – Train Station to Robin Hill	Cycle/pedestrian shared pathway provision from Robin Hill to Combe Halt Station. Road is currently National Speed Limit.	14	= 20
9LT	Hanborough – A4095 bridge over railway line	Widening of the existing bridge or a new bridge over railway. Refinement of possibilities at feasibility stage.	14	= 20
12LT	Wootton – A44 into Woodstock	Long term - Off road cycle path along the entirety of the A44 from the Duke into Woodstock, in the field next to A44.	14	= 20
14	Woodstock – A44 Brook Hill to Rectory Lane Junction	Resurface or match up as one type of paving, to prevent trip hazards.	14	= 20
16	Woodstock – A44 Manor Road	Widen existing pavement to form a larger clearance width from traffic.	14	= 20
17	Woodstock – A44 Northbound at River Glyme and Manor Road Junction	Narrow pavement unsafe for walking.	14	= 20
19a	Woodstock – Banbury Road	Widening of pavement into the verge where possible. Also, continuation of pavement into the area currently used as an 'informal car park'.	14	= 20
28b	Woodstock – Green Lane North	Pavement from Green Lane junction to Owen Mumford employment site. This is part of NCN5.	14	= 20
31	Woodstock - Hensington Road	Maintenance of shared space and lineage to reinforce traffic and pedestrian safety.	14	= 20

	from Union Street Junction to A44			
43b	Woodstock – Union Street	TRO for road to become access only including entry gateway features.	14	= 20
53	Woodstock	Wayfinding project within Woodstock	14	= 20
55	Woodstock – A44 Manor Road/Hill Rise	Formal crossing point needed in the vicinity of Hill Rise.	14	= 20
68	Woodstock – Nature Reserve/Budds Close Cut through	Remove wooden bollard at access gate to nature reserve to increase accessibility, along with dropped kerbs and tactile paving.	14	= 20
86	Hanborough	Bike racks at strategic locations – new developments. Local shop centre.	14	= 20
4	Church Hanborough – Church Road to A4095	Referred to locally as “Coffin Path”. Widening and surface improvements to provide a route for less confident cyclists to connect Hanborough and Eynsham.	13	= 35
15	Woodstock – A44/High Street/Hensington Road	Remodelling of junction/crossroads to provide easier pedestrian and vehicular movements.	13	= 35
18a	Woodstock – A44 Oxford Road Blenheim Palace Entrance.	Redesign of Blenheim Palace entrance to reduce width and thus improve pedestrian access.	13	= 35
19b	Woodstock – Banbury Road PRoW 413/4/10 into Marlborough School/Budds Close Playground Cut	Connection to PRoW 413/4/10, facilitated by new crossing near Budds Close that would also allow peds to access Buds Close	13	= 35
19c	Woodstock – Banbury Road/Hensington Road/Shipton Road mini-roundabout	Build out or raised table at all 3 junctions to reflect pedestrian priority.	13	= 35
28a	Woodstock – Green Lane South	Designated space for pedestrians/cyclists on Green Lane from Churchill Close to Brook Hill/Green Lane junction, this is part of NCN5. Depending on highway space, a pavement or lineage could be more appropriate.	13	= 35
30	Woodstock – Hedge End Shared Path	Widen and surface with all-weather material Northern section. Once surfaced, lining strategy to segregate pedestrians and cyclists.	13	= 35

48	Hanborough – Bridleway (238/16/10) from Millwood End following the footpath to Grintley Hill Bridge	Narrow road with 30mph speed limit. Attractive countryside route towards Combe. Improvements and upgrades to existing bridleway for easier walking.	13	= 35
49	Hanborough – Footpath (238/7/10) Millwood End, crossing Combe Bridge and past the station	Footway ends. Narrow and winding with derestricted traffic speed. Upgrades to the existing route to make it more accessible for people walking.	13	= 35
50	Hanborough – Footpath (238/13/10) Down Daggers Hill to Combe Bridge	Footway ends. Narrow and winding with derestricted traffic speed. Upgrades to the existing route to make it more accessible for people walking.	13	= 35
64a	Woodstock – Green Lane junction	Warning signage for low visibility/sharp bend.	13	= 35
74	A4260 – Tackley Crossroads/Sturdy's Castle junction	Traffic islands at either end of turning zone to provide some protection for cyclists.	13	= 35
77	Bladon – Park Street	Priority passing system at Park Street pinch point.	13	= 35
84b	Hanborough to Baldon – A4095	Install lighting in the unlit area outside of 30mph area.	13	= 35
5	Combe – Evenlode Bridge/Swan Lane	Upgrade to the existing bridleway (PRoW 238/14/10) between the Evenlode Bridge at the bottom of Swan Hill and Park Lane in Hanborough to create a new off-road cycle path for an improved connection between Combe and Hanborough (including between the stations).	12	= 49
11	Stonesfield – Woodstock Road/B4437	Cycle path along Woodstock Road into the B4437 for a better flat connection for cyclists between Combe and Stonesfield	12	= 49
12ST	Wootton – A44 into Woodstock	Short term - Cycle path along A44 Hollyhock Walk past Field Barns. Including signage and maintenance.	12	= 49
13ST	Wootton – B4027 from the Bridge Over the River Dorn to link into NCN 5	Short term – signage for awareness of cyclists.	12	= 49
13LT	Wootton – B4027 from the Bridge Over the River Dorn to link into NCN 5	Long term – off road cycle path.	12	= 49
24a	Woodstock – Cadogan	Provide tactiles and improve dropped kerbs. Or raised table	12	= 49

	Park/Princes Ride/Flemings Road	across junction to show pedestrian priority		
24b	Woodstock - Cadogan Park	Experimental TRO to restrict parking and alleviate some current issues.	12	= 49
24c	Woodstock – Cadogan Park	Provide SUDs to provide improved drainage services.	12	= 49
25a	Woodstock – Churchill Gate	Raised table layout at junction with the A44.	12	= 49
25b	Woodstock – Churchill Gate	Formalisation of on-street parking bays and implement a TRO to restrict parking not in these bays.	12	= 49
26	Woodstock – Colwells Road	Footway from Park View Estate to Marlborough School.	12	= 49
32	Woodstock – Hensington Road	Resurfacing and prioritisation via signage, of the west side. Include formalising paths to benches for accessibility.	12	= 49
36	Woodstock – Path to Bowls and Tenns Club between 51 and 53 New Road	Designate as a Public Right of Way from New Road to Cadogan Park.	12	= 49
39	Woodstock – Recreation Road	Implement a school zone at the side entry gate area. Implement TRO for access only/parking restriction.	12	= 49
45	Woodstock – Westland Way	Lining strategy – yellow lining around the green to restrict parking, particularly footway parking.	12	= 49
60a	Woodstock – Brook Hill/Bear Close cut through	Replace the guard rail at the Bear Close cut through and install a handrail, to help accessibility due to the gradient.	12	= 49
62	Woodstock – Churchill Gate	Install signage to indicate shared use between pedestrians, cyclists and vehicular traffic.	12	= 49
76	Bladon – Lamb Lane	Formal pedestrian crossing in the vicinity of Lamb Lane.	12	= 49
81b	Fawler	Provision of planters and benches as traffic calming measures.	12	= 49
82b	Fawler	Where new footways are not possible, possibility for lining strategy and signage to be provided to create “virtual refuges”.	12	= 49
85	Hanborough	Directional signage and wayfinding with timings, especially at the new developments on the outskirts of Long Hanborough.	12	= 49

88	Stonesfield – B4437/A44 junction to Woodstock	Holistic review of junction arrangements needed. To include: appropriate cyclist awareness signage and lineage, and with the possibility of reducing the speed limit in the future.	12	= 49
93a	Wootton – 1st Turn	Traffic islands at either end of turning zone to provide some protection for cyclists.	12	= 49
93b	Wootton – 1st Turn	Safe crossing point, including refuge islands where applicable, in the vicinity of Wootton 1st turn.	12	= 49
6	Combe – Stonesfield Road/Combe Road	Cycle path along Stonesfield Road/Combe Road to enable better connection for cyclists between Combe and Stonesfield	11	= 73
21a	Woodstock – Brook Hill	Continuation of pavement from existing provision which stops at give way.	11	= 73
21b	Woodstock – Brook Hill West	Pavement where Brook Hill meets Upper Brook Hill, continuation of pavement from Upper Brook Hill into Union Street. Continuation of pavement from Care home to Brook Street junction.	11	= 73
21c	Woodstock – Brook Hill East	Continuation of the pavement on Brook Hill, from Glyme Close to Green Lane.	11	= 73
29	Woodstock – Harrison's Lane/Chaucer's Lane	Resurface to be a more obvious shared use between pedestrian and traffic area.	11	= 73
35	Woodstock – New Road NCN5	Raised table and resurfacing for a continuous footway across side entry road.	11	= 73
37	Woodstock – PRoW 412/8/20 between Recreation Road and Princes Ride	Resurface and widen route with an all-weather surface. Key direct school route.	11	= 73
42b	Woodstock – Shipton Road	Consider school zone approach to protect vehicles from driving on the footway. Widen footway into the verge.	11	= 73
43a	Woodstock – Union Street Northern End	Continuation of pavement from Brook Hill at the bottom of Union Street. Possibility for shared street surface including signage.	11	= 73
47a	Combe – Primary School entrance junction	Resurfacing to make it obvious that it is a shared space outside of the Primary School for clarity and awareness of children walking. In conjunction with clear lineage outside of school.	11	= 73

60b	Woodstock – Brook Hill/Bear Close cut through	Pavement maintenance and introduction of lighting.	11	= 73
64b	Woodstock – Green Lane NCN5	Increased lighting, thinking about natural surveillance and safety.	11	= 73
81a	Fawler	Entry feature “Gateways”	11	= 73
82a	Fawler	Give way road markings at narrow carriageways.	11	= 73
83	Fawler	Provision of kerbing to protect carriageway edge.	11	= 73
87	Church Hanborough	Traffic calming measures including signage for awareness to improve pedestrian and cycle safety.	11	= 73
89	Stonesfield – Combe Road	Provide additional SLOW signage.	11	= 73
91	Tackley – Sturdy’s Castle junction to Tackley Village	Lines and signs to warn of cyclists and the rural speed limit. Possible future reduction of speed limit to meet an acceptable change to/from the 20mph zone in Tackley village.	11	= 73
92	Wootton – From the village centre to Wootton Bridge	Traffic calming measures to be introduced, particularly in the 20mph area, including lineage and signage.	11	= 73
20	Woodstock – Bear Close	Create a shared use space for pedestrians and traffic. The pavement is too narrow to be accessible.	10	= 92
22	Woodstock – Browns Lane/Oxford Street/Angel Yard	Resurface to be a more obvious shared use between pedestrian and traffic area.	10	= 92
33	Woodstock-Hensington Road	Raised tables at all side road entries.	10	= 92
34	Woodstock – Nature Reserve/Budds Close Cut through	Widen pathway into verge and create a formal all weather all year path.	10	= 92
38	Woodstock – Rectory Lane/Park Lane	Lining strategy – formalisation of pedestrian walkway and reinforcement of yellow parking lines.	10	= 92
40	Woodstock – Rye Grass/Plane Tree Way/Hensington Walk	Widen Plane Tree Way footways.	10	= 92
41	Woodstock – Rye Grass/Plane Tree Way/Hensington Walk	TRO – prevent cars parking on the junction and make Plane Tree Way a one-way system.	10	= 92
42a	Woodstock – Shipton Road	Lining strategy to implement lines and increase the places for cars to	10	= 92

		pull over and let cars travelling in the opposite direction pass and thus reducing speeding.		
44	Woodstock – Vermont Drive	Removal of unused bus stop.	10	= 92
47b	Combe – Robin Hill	Designated pavements and footpaths in the village. Particularly where no provision is provided, on Robin Hill to join up with existing provision at Church Walk. This could be physical or shown by lineage, depending on highway space.	10	= 92
51	Wootton - Dorn bridge to join existing provision in the village	Assessment for footpath opportunities from the Dorn Bridge to join into the existing provision on the village edge.	10	= 92
59	Woodstock – Brook Hill	Crossing point with dropped kerbs and tactiles at the bottom of the steps and opposite.	10	= 92
61	Woodstock – Caroline Court	Decluttering of the streetscape strategy.	10	= 92
70	Woodstock – Rectory Lane/Park Lane	Visible signage to warn pedestrians of HGV/Delivery traffic.	10	= 92
71b	Woodstock – Rye Grass/Palne Tree Way/Hensington Walk	Decluttering strategy – Designated space for bin storage. Relocation of lampposts.	10	= 92
80	Combe	Directional signage in keeping with the village aesthetic. Particularly in the vicinity of the Pre-school on Park Road and The Green.	10	= 92
90	Stonesfield – Laughton Hill	Change of 'Give Way' from broken white lines to solid white lines. Giving priority to vehicles going up the hill.	10	= 92
27a	Woodstock – Flemings Road	Widen pedestrian footway and reposition lampposts to increase clearance width.	9	= 109
27b	Woodstock – Flemings Road	Modal filters at Princes Ride/Flemings Road junction.	9	= 109
52	Wootton – A44 junction into Wooton Village	Assessment for footpath opportunities from A44 junction through West End to the village. Where possible, segregate from A44 carriageway.	9	= 109
63	Woodstock – Farm End	Upgrade street name sign.	9	= 109

65	Woodstock – Harrison's Lane to A44 (SP4416)	Install handrail to improve accessibility.	9	= 109
69	Woodstock – Path to Bowls and Tenns Club between 51 and 53 New Road	Provide lighting particularly at the Northern End.	9	= 109
71a	Woodstock – Rye Grass/Palne Tree Way/Hensington Walk	Install lighting on Hensington Walk	9	= 109
23	Woodstock – Budds Close	Parking recesses to mitigate footway parking.	8	=116
66	Woodstock – Hedge End Shared Path	Provide bins and increase lighting towards Northern section.	8	=116
72a	Woodstock – Upper Brook Hill	Traffic mirror to improve visibility for crossing to Brook Hill.	8	=116
72b	Woodstock – Upper Brook Hill	Increased lighting opportunities.	8	=116

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Integration and Application

Embedding the Woodstock and Surrounding Areas LCWIP

The Oxfordshire Local Transport and Connectivity Plan

The LCWIP is a key supporting document to the LTCP. The improvements outlined in the LCWIP are key actions that will help achieve policies in the LTCP. The improvements to cycling, walking and infrastructure in Woodstock and the Surrounding Areas, contributing to healthy place shaping and addressing the climate emergency.

Future Developments

The improvements in the LCWIP are required to facilitate sustainable travel in Woodstock and the Surrounding Areas. It is important to embed sustainable travel choices from first occupation of new developments. Contributions from developers will be sought and/or developers will be requested to provide the improvements identified in this LCWIP where they are relevant to their development. Additional improvements may be identified as this LCWIP is reviewed or through the individual planning application processes.

Funding Bids

The prioritised measure list in this LCWIP will support future funding bids, by guiding what funding should be sought and where it should be spent. This LCWIP provides an evidence-based justification for the improvements proposed, which gives weight to the need for funding. Funding opportunities can arise from a variety of sources, including central government, Oxfordshire Local Enterprise Partnership, planning obligations from development and internal OCC funds.

Initiatives to Support Infrastructure Improvements

To support the implementation of infrastructure improvements, initiatives will be needed that engage and empower the community to choose cycling and walking for journeys or as part of multi-modal journeys. These initiatives can include cycle hire schemes, cycle training and appropriate cycle storage infrastructure. We will collaborate with colleagues, such as those in public health, and local stakeholders to bring forward improvements.

Reviewing the LCWIP

This LCWIP will be regularly reviewed to ensure that progress is being made in achieving the vision for cycling and walking in Woodstock and the Surrounding Areas, and that the improvements reflect the needs of the community. Understanding changes in the number of people cycling and walking in association with the implementation of improvements, will be important in showing whether this LCWIP is effective. OCC have permanent cycle counters installed on the A4095 in Long Hanborough, which provide daily counts of people cycling at that location. This is an area where the level of cycling can be well compared over time. There are a range of methods for counting the number of people walking. These are often ad hoc

surveys that are commissioned over a specified period e.g., one week, and make use of CCTV cameras.

Stages of monitoring and review

1. A baseline level of the current number of people cycling and walking will be established by using the permanent cycle counters and conducting walking surveys.
2. The LCWIP will be reviewed every 3 - 5 years. A supplementary document will be produced. This will include a review of progress against the LCWIP targets and local monitoring data for levels of cycling and walking and the level of change recorded in association with implemented improvements.
3. The LCWIP will be updated and re-issued, if necessary, to reflect the current situation and aspirations.

Glossary

Active travel	**'Making journeys in physically active ways – like walking, wheeling (using a wheelchair or mobility aid), cycling, or scooting'.**[13]
Air Quality Management Area (AQMA)	Areas where air pollution levels exceed the accepted national air quality objectives.
All bike types	Refers to all forms of bicycle including standard bikes, cargo bikes, tandem bikes, and tricycles etc.
Appraisal	An assessment
Areas of deprivation	Areas that do not have something that is essential for day-to-day life and where there are less opportunities compared to other areas
At-grade controlled crossing	A signalised (traffic light) crossing across a road
Audit	The examination of something against set criteria
Boardwalk	An elevated path often made of wood
Bridleway	A path or track where horse riders have right of way which can also be used for walking and cycling
Conservation Area	An area of historic, architectural or rural significance that has been designated for protection. This places restrictions on the changes that can be made in the area.
Contraflow cycle lane	A cycle lane which allows people cycling to travel in the opposite direction to other traffic. Often used on one-way roads to allow people cycling a direct passage along the road.[14]
Department for Transport (DfT)	The government department responsible for the English transport network
Desire lines	The most direct route for people cycling or walking to travel; this may not be a formal path
Dropped kerbs	Features to facilitate non-stepped access to allow wheelchair/mobility aid users and people with pushchairs to cross the road unimpeded.
Dutch-style roundabout	As the name suggests, this type of roundabout has been inspired by the Dutch, providing a protected space for cycling with a priority lane for people cycling around the outside of the roundabout and controlled crossings on each arm of the junction for people walking. Controlled, zebra

[13] Paths for all, *About Active Travel*, https://www.pathsforall.org.uk/about-active-travel
[14] Photo credit: TSRGD 2016, Diagram 960.2

	crossings are on each arm of the junction, providing benefits for people walking. Vehicles are expected to give way to people cycling and walking crossing at the entry / exit arms of the roundabout.
Feasibility	How easy something is to do
Footway buildout	Widenings of footways that run beside a carriageway to provide greater space for people walking to wait, to reduce the crossing distances or to improve the visibility between people walking and other road users.
Formal pedestrian crossing	A signal-controlled crossing for people walking across a road
Highway boundary	The extent of the highway and land owned, managed or controlled by the highway authority
Isochrone	A line on a map or diagram that connects places that take the same time to travel to from a specified point
Killed or seriously injured (KSI)	Standard metric used to measure road safety
Kissing gate	A gate that allows people but not livestock to pass through and has a standard gate and half-round or V-shape feature
Land take	An area of land required for infrastructure
Link footway	Linking local access footways through urban areas and busy rural footways
Local access footways	Footways associated with low usage, short estate roads to the main roads and cul-de-sacs
Local cycling and walking infrastructure plan (LCWIP)	Strategic policy documents that identify improvements to active travel infrastructure at the local level
Local cycle connection	Cycle route where lower flows of people cycling are forecast along desire lines that cater for local cycle trips, often providing links to primary or secondary desire lines
Local Enterprise Partnership (LEP)	Voluntary partnerships between local authorities and businesses
Local Transport and Connectivity Plan (LTCP)	Oxfordshire County Council's new Local Transport Plan (2022)
Long term	Typically > 5 years – more aspirational improvements or those awaiting a defined solution
Lower Super Output Area (LSOA)	A geographic area that has a population of approximately 1,500 and is based on Census data
Medium term	Typically <5 years – improvements where there is a clear intention to act, but delivery is dependent on further funding availability or other issues.
Network plan	A map showing routes for cycling and walking and how these connect together between origins and destinations
Non-committed	Used to describe a proposed development site which does not yet have planning permission approved.
Pelican crossing	A type of controlled pedestrian crossing. These are signalised (traffic light) crossings and require people walking to press the button and wait for the green man to appear before crossing the road.
Permanent cycle counters	OCC owned counters on roads that continuously count how many people are cycling at that location. This data is projected onto an online platform that can then be analysed.
Place shaping	Multi-faceted approach to creating public places that support health, well-being and happiness and increase

	people's connection to the place, thereby maximising the shared value of public places.
Prestige/ primary walking route	Very busy areas of town, with high public space and street scene contribution and main walking routes
Primary cycle connection	High flows of people cycling are forecast along desire lines that link large residential areas to trip attractors such as town centre
Propensity to Cycle Tool (PCT)	A tool that shows routes where cycling is currently common and routes where there is the potential for cycling to increase
Public Rights of Way (PRoW)	Network of routes where public use is legally protected
Public transport	Transport that is available to the public for a set fare and includes buses and trains
Puffin crossing	A type of controlled pedestrian crossing. These are signalised (traffic light) crossings similar to Pelican crossings in that they require people walking to press the button. However, they are more advanced than Pelican crossings as they can detect people walking in the waiting area and also whilst they are crossing the road.
Raised table	A raised table is a form of traffic calming which aims to slow the speed of vehicles and to emphasise features such as crossing points. They are sometimes used at the entry of a side road to provide a level surface for people walking to cross the road without the need for dropped kerbs.
Refuge island	A small area of footway in the centre of the road to allow people walking to cross in two stages. Refuge islands are usually found on roads with higher speeds and greater numbers of vehicles where crossing in a single movement is more difficult.
Route Selection Tool (RST)	A tool for assessing the suitability of a route in its existing condition against the core design outcomes to identify where improvements need to be made
Rural hinterland	The rural area surrounding a town or city
Secondary cycle connection	Medium flows of people cycling are forecast along desire lines that link to trip attractors such as schools, colleges and employment sites
Secondary walking route	Medium, usage routes through local areas feeding into primary routes, local shopping centres, etc
Service centre	A place that provides a range of everyday services such as shops, schooling and medical to many people living both in the immediate area and further afield who lack services where they live
Service road	A road that runs parallel to the main road and provides access to properties
Segregated cycle track	A cycle facility physically segregated from vehicles and people walking
Segregated shared footway/ cycleway	A footway that legally allows cycling, with separate spaces for people walking and cycling. Segregation is usually light and consists of signage and markings.
Shared use footway/ cycleway	Shared use paths allow people cycling and walking to share the space, although people walking have priority. These

	paths are identified by a blue circle with a white symbol of people walking and a bike.[15]
Sheffield cycle stand	A metal cycle stand that is inverted U shaped
Short term	Typically < 3 years – improvements which can be implemented quickly or are under development
Sparrow crossing	A sparrow crossing is the same as a tiger crossing; however, it is at a signal-controlled (traffic light) junction[16]
Steering group	A group of local stakeholders and council officers, which gathers to discuss progress and ideas and ensures that local views are represented
Strategic Development Areas (SDA)	A large-scale site that has been allocated for development of houses and/ or employment. This is included within the local plan.
Tactile paving	There are different types of tactile paving with the purpose providing a warning to visually impaired people who would otherwise find it difficult to differentiate between where the footway ends, and the carriageway begins.
Tiger crossing	(Parallel crossing) – A tiger crossing consists of a zebra crossing with a parallel priority space for people cycling to cross.
Topography	The natural form and features of an area
Toucan crossing	A signal-controlled (traffic light) crossing that allows people walking and cycling to cross together. Toucan crossings are usually wider than standard pedestrian crossings to accommodate people cycling safely.
Trip generator	An area or place people travel from and to
Uncontrolled pedestrian crossing	Unlike controlled crossings, people walking must wait for traffic to stop or for a suitable gap in order to cross the road. These crossings may include dropped kerbs, tactile paving and a refuge island.
Walking Route Audit Tool (WRAT)	A tool developed to assess the condition and suitability of walking routes. This requires evaluation of features along the route including crossings and dropped kerbs.
Wayfinding	Signage to support people walking and cycling navigate their way around a place
Wheeled users	People who use a mobility scooter or wheelchair instead of walking. Also includes people with pushchairs and who travel by small, self-propelled wheeled modes such as skateboards, rollerblades and scooters.
Zebra crossing	A type of controlled pedestrian crossing. These crossings are marked out by black and white stripes across the road with flashing beacons and zig zag markings.

[15] Photo credit: TSRGD 2016, Diagram 956

[16] Photo credit: https://www.stockport.gov.uk/news/stockports-first-bee-network-scheme-which-will-be-part-of-greater

Appendix A: Woodstock Area Local Cycling and Walking Infrastructure Plan

Background Report
January 2025

OXFORDSHIRE COUNTY COUNCIL

Contents

Figures

Tables

1. Policy Context Detail

Table 1 – Policy, Strategies and guidance detail

National	Key Points
Future of Mobility: Urban Strategy – Moving Britain Ahead (DfT, 2019)	This Strategy outlines how urban mobility can be transformed through innovation to help deliver social, economic and environmental benefits. Key to achieving this transformation includes: • ensuring cycling and walking are the first mode choice for short journeys; • promoting innovation to reduce congestion and more efficiently use road space, such as through ride sharing; • promoting transport modes that contribute to the zero-carbon emissions transition; and • creating an integrated transport system combining public, private and multiple modes.
The Transport Investment Strategy: Moving Britain Ahead (2017)	The Strategy supports the growth of businesses and outlines how this will be achieved by maintaining and delivering high quality transport infrastructure. This includes creating a more reliable, connected and less congested transport network. Highlighted also, is a need to remain adaptable in an increasingly unpredictable and changing world, whilst prioritising health and the environment in decisions. Decision making at the local level is devolved to local authorities and their communities. However, funding can be sought from central government for schemes that deliver national priorities, such as encouraging more walking and cycling.
Inclusive Transport Strategy: Achieving equal access for disabled people (2018)	Highlighted in the Strategy is the importance of ensuring people with disabilities have equal access to transport. The Government identify a programme of monitoring and evaluation to aid this.
Inclusive Mobility: A guide to best practice on access to pedestrian and transport infrastructure (DfT, 2021)	Guidance is provided on how to make transport infrastructure suitable for people with disabilities. This in turn ensures that the public realm is accessible for people with disabilities.
Cycling and Walking Investment Strategy (DfT, 2017)	The Strategy outlines Government's ambition to make cycling and walking the natural choice for shorter journeys, or as part of longer journeys by 2040. Emphasis is placed on improving the safety of streets for cycling and supporting more school children to cycle.

Gear Change: A bold vision for cycling and walking (DfT, 2020)	This plan reinforces the value of cycling and walking for health and wellbeing, the environment and the economy. To optimise these benefits, ambitious targets are set for cycling and walking in England including: • cycling and walking becoming the natural choice for short journeys, with half of all journeys in towns and cities cycled or walked by 2030. • providing everybody with the opportunity to cycle or walk to address inequalities; and • creating safe streets where people feel confident to cycle. The following actions and design principles will help realise this ambition: • cycle infrastructure should be accessible for everyone. • cycle tracks that are physically separated from all other modes of travel on roads and at junctions. • cyclists must be treated as vehicles, not pedestrians. • cycling, walking and bus corridors created through low traffic neighbourhoods • implement school streets. • create zero-emission zones. • removal of barriers on existing cycle routes • infrastructure that caters for a high number of people cycling. • connecting routes to produce a continuous, direct, logical and coherent network. • increase cycle parking and locate it where it is needed. • wayfinding to assist navigation of routes. • promotion of cycling for freight. • cycling and walking prescribed by GPs • improved cycle training opportunities for everybody; and • increased funding opportunities for local authorities for schemes that meet the strict criteria outlined in the plan.

Cycle Infrastructure Design, Local Transport Note 1/20 (DfT, 2020)	LTN 1/20 provides guidance for the design of cycle infrastructure. The key principles of the guidance include: • ensuring cycle infrastructure is accessible for everyone. • treating cycles as vehicles and providing space for people to cycle that is separate from people walking. • physically separating people cycling from motor vehicles at junctions and on roads. • designing cycle infrastructure for a high number of people cycling and for all types of cycles. • considering the closure of side streets as an alternative to main road routes for people cycling. • providing cycle parking in sufficient amounts at the places where people want to go; and • consistent, logical, direct and comfortable routes must be provided. Cycle networks and routes should be designed so that they are: • coherent. • direct. • safe. • comfortable; and • attractive. Guidance is also provided on appropriate widths of cycle lanes/ paths and, speed limits, crossings and junction arrangements. These should be adhered to where possible.
Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities, (DfT, 2017)	Guidance for producing LCWIPs. This recommends an approach that follows six stages – determining scope, gathering information, network planning of cycling, network planning for walking, prioritising improvements and integration and application.

Decarbonising Transport: A Better, Greener Britain (DfT, 2021)	This plan sets out how the government will decarbonise the transport system and the role of different players, including local authorities, in achieving this. Active travel is a key component of the government's strategy for establishing a net zero transport system, setting the following targets: • half of all journeys in towns and cities will be cycled or walked by 2030 • a world class cycling and walking network in England will be delivered by 2040 Emphasis is also placed on reallocating road space for sustainable modes, the opportunities Low Traffic Neighbourhoods provide for cycling and walking and the importance of soft measures to support infrastructure.
Regional and Local	
Oxfordshire County Council's Local Transport and Connectivity Plan (LTCP) (2022) and accompanying Active Travel Strategy (2022)	LTCP sets a vision for Oxfordshire's transport system to be inclusive, safe and net-zero 'by reducing the need to travel and private car use through making walking, cycling, public and shared transport the natural first choice' by 2050 (page 5). There are key themes of environment, health, health place shaping, productivity, connectivity and inclusivity to support the vision. Key policies (condensed for inclusion in this document) to achieve the above objectives include: Policy 01: Promote a transport user hierarchy that prioritises walking, followed by cycling and riding, public transport, motorcycles, shared vehicles and finally mortised modes in transport schemes, development proposals and policies. Policy 02: Develop comprehensive walking and cycling networks Policy 03: Develop Local Cycling and Walking Infrastructure Plans… according to national guidance and best practice with the aim of increasing walking and cycling activity Policy 07: Oxfordshire County Council will ensure that improvements to cycling and walking networks and access to green infrastructure are supported by community activation measures Policy 08: Embed the Healthy Streets approach Policy 13: Develop 20-minute neighbourhood concept Policy 15: Adopt a vision zero approach, which seeks to eliminate all fatalities and severe injuries on Oxfordshire's roads and streets

	Policy 22: Consider multi-modal travel as a central option for transport planning Policy 27: Net-zero transport network by 2040 Policy 33: Ensure the parkin requirements of all modes of transport are considered **Active Travel Strategy** - a component of LTCP. This sets a vision for 'Oxfordshire towns and villages to be places where most residents choose active and healthy travel (walking and cycling) as the natural first choice for making most of their local journeys and many of their longer journeys'. The aim is to increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week by 2031. As part of this West Oxfordshire must increase cycle trips per week from 50,000 to 100,000. This document sets out how an increase in walking and cycling will be achieved through street and infrastructure design.
Oxfordshire Walking Design Standards, Oxfordshire County Council (2017)	Guidance is provided on the design of walking infrastructure to support a greater uptake of walking by all. Included are standards on footway widths and appropriate crossings.
Oxfordshire Cycling Design Standards, Oxfordshire County Council (2017)	Guidance is provided on the design of cycling infrastructure to support a greater uptake of cycling by all. Included are standards on cycle lane widths, crossings and road speeds.
Climate Action Framework, Oxfordshire County Council (2020)	Objectives for Oxfordshire are identified in response to the climate crisis, these include: • normalising active travel and making this accessible to all; • reducing emissions by 50% by 2030; and • achieving net zero by 2050.
Oxfordshire Strategic Vision for Long-term Sustainable Development (2021)	The Vision for Oxfordshire is the transformation of movement and connectivity by 2050 so that the economic, social and environmental wellbeing of people and places is enhanced. Emphasis is placed on being carbon neutral, digital connectivity and sustainable travel.
Oxfordshire Joint Health and Wellbeing Strategy (2018-2023) (2019)	Sets out how residents' health and wellbeing can be improved and includes the following objectives/ aims relevant to transport: • promoting physical activity including active; travel to prevent illness and improve health

	• tackling inequality, including by improving access to opportunities; and • promoting healthy place making.
West Oxfordshire Local Plan 2031 (2018)	The West Oxfordshire Local Plan sets out a vision for the District that includes alleviating traffic congestion, improving air quality and journey times by reducing the reliance on private vehicles by encouraging walking, cycling and the use of public transport. This is supported by core objectives including: CO11: maximising the opportunity for walking, cycling and use of public transport. CO15: contributing to a reduction in the causes and adverse impacts of climate change. Key policies to achieve this vision include: Policy OS1: Presumption in favour of sustainable development Policy T1 Sustainable Transport: priority will be given to new developments in areas with convenient access where the need to travel by private car can be minimised due to opportunities for walking, cycling and the use of public transport. Policy T2 Highway Improvement Schemes: identifies that new developments will be required to 'demonstrate safe access and an acceptable degree of impact on the local highway network'. Policy T3 Public Transport, Walking and Cycling: identifies all new developments will be located and designed to maximise opportunities for walking, cycling and public transport and help reduce car use as appropriate. Policy EH4 Public Realm and Green Infrastructure: public space and green infrastructure will be protected and enhanced due to the multi-functional role of such.

2. Deprivation

Woodstock and the Surrounding Areas are in the least deprived deciles. The map below shows West Oxfordshire's Index of Multiple Deprivation. 6 of the 8 LSOAs in West Oxfordshire are in the 10th decile, which represents the least deprived areas according to the Index of Multiple Deprivation, 2019. This is represented by Dark Green. Woodstock Town is included in the 10th decile.

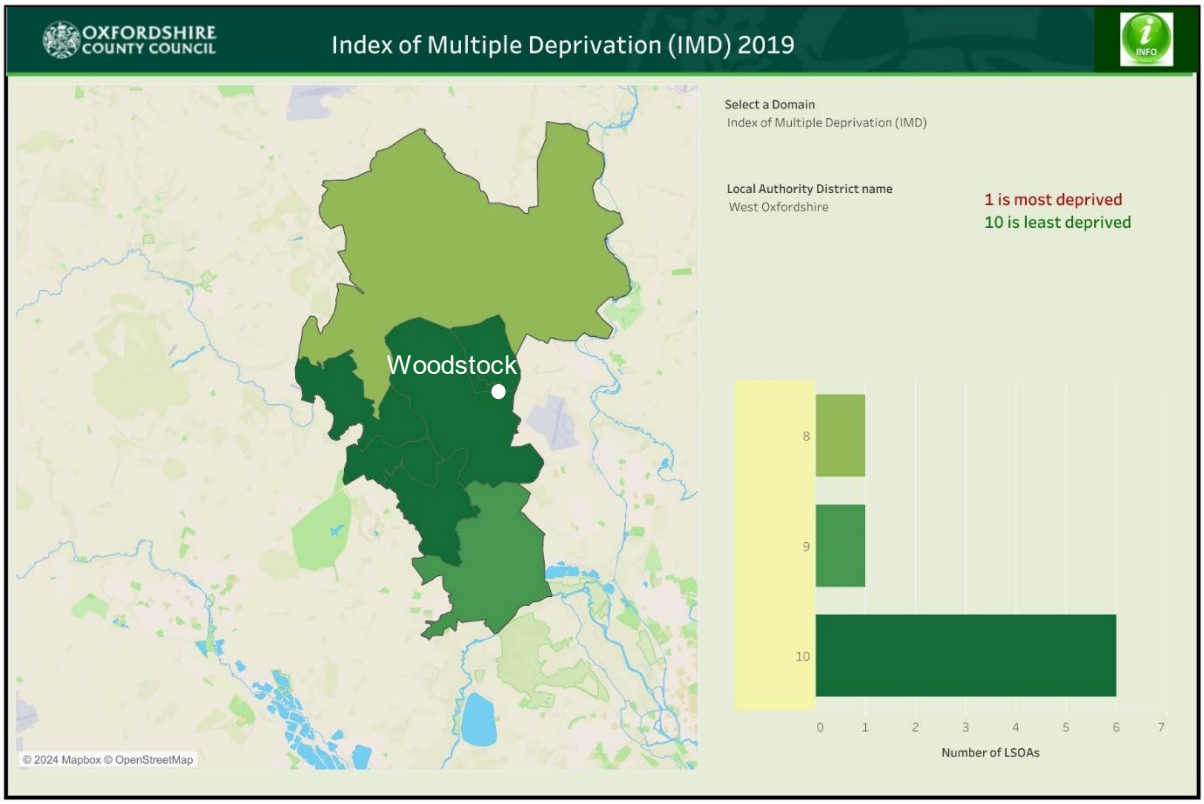


Figure 1 – IMD overall index [IMD 2019 Oxfordshire | Tableau Public]

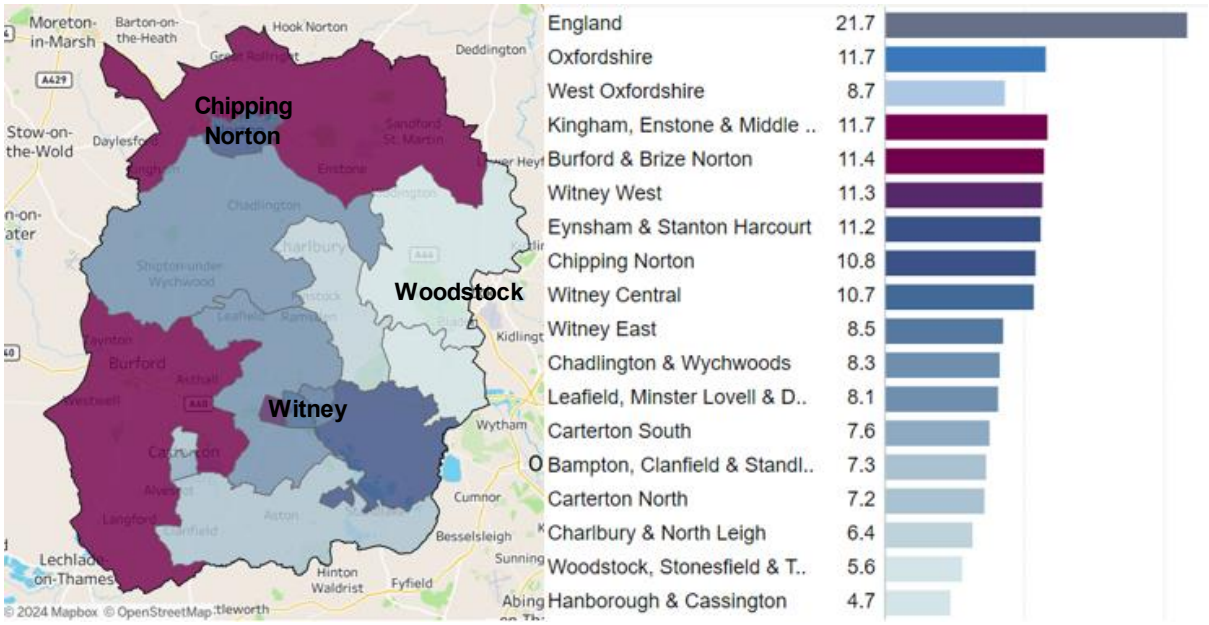


Figure 2 – IMD score comparison of wards within West Oxfordshire
[Workbook: Oxfordshire Local Area Inequalities Dashboard (tableau.com)]

Woodstock, Stonesfield and Tackley ward has a score of 5.6 and Hanborough and Cassington ward has a score of 4.7. These scores are above the average for West Oxfordshire and above the average for England. The 2 wars covering the LCWIP scope area, have the best IMD scores in West Oxfordshire.

3. Health

Woodstock, Stonesfield and Tackley MSOA has no IMD indicators worse than the benchmark for England. This suggests a healthy population.
As seen below, Woodstock and Surrounding Areas are in the top 2 least deprived deciles for health deprivation and disability according to the IMD of 2019.

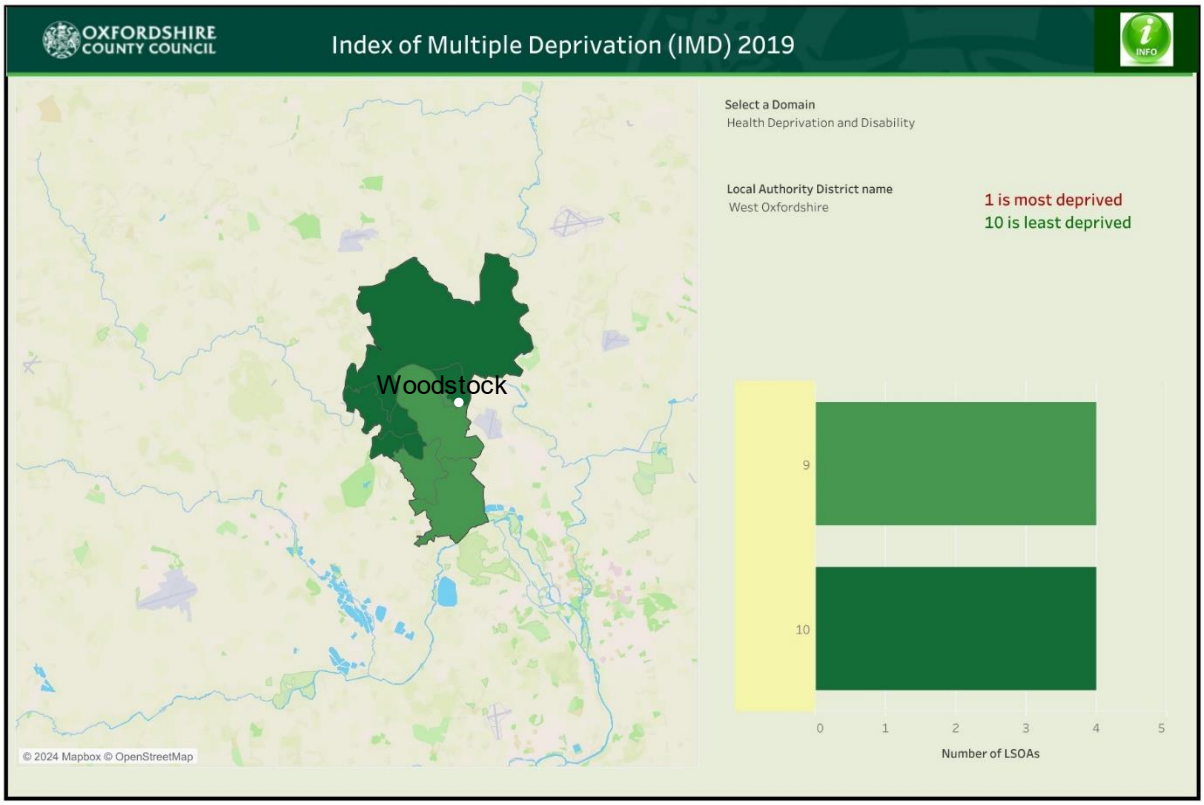


Figure 3 – IMD - Health Deprivation and Disability IMD 2019 Oxfordshire | Tableau Public

Having a healthy and physically able population presents an opportunity for an increase in the number of trips made by means of active travel, it is therefore important to understand how the improvements to walking and cycling that are proposed can help support an increase.

4. Conservation Area

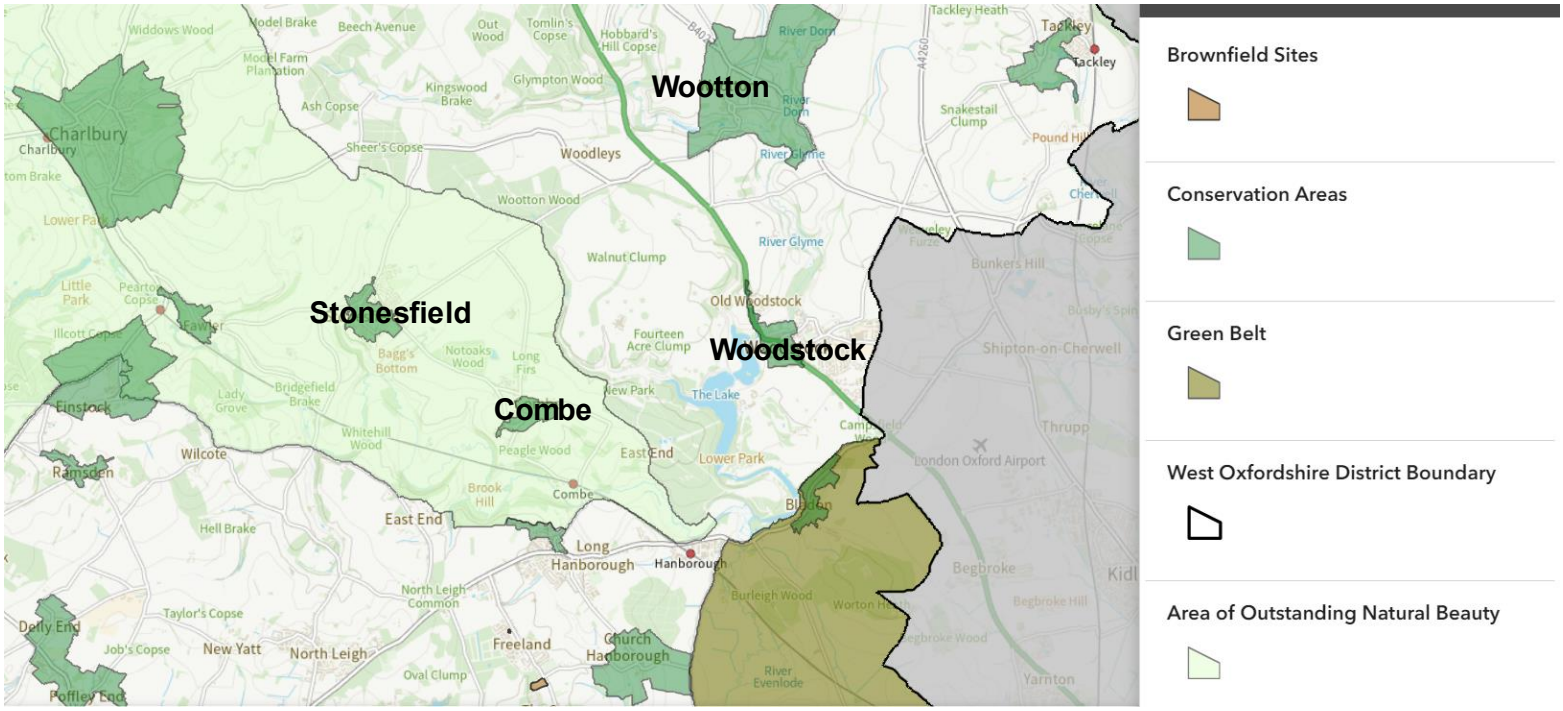


Figure 4 – Conservation Area
[WODC Information Map (arcgis.com)]

There are many areas of conservation in the LCWIP scope. This includes Woodstock Town Centre, Wootton, Tackley, Bladon Village, Combe, Stonesfield and Fawler. The latter villages are also located in an Area of Outstanding Natural Beauty (AONB). These factors significantly limit the changes that can be made in these locations.

The Watermeadows are included in Woodstock's conservation area. They cover 5.5 hectares of land on the River Glyme's flood plain and are rich in biodiversity. https://woodstock-tc.gov.uk/wp-content/uploads/2021/06/LGS-Analysis-Table.pdf

5. Air Quality

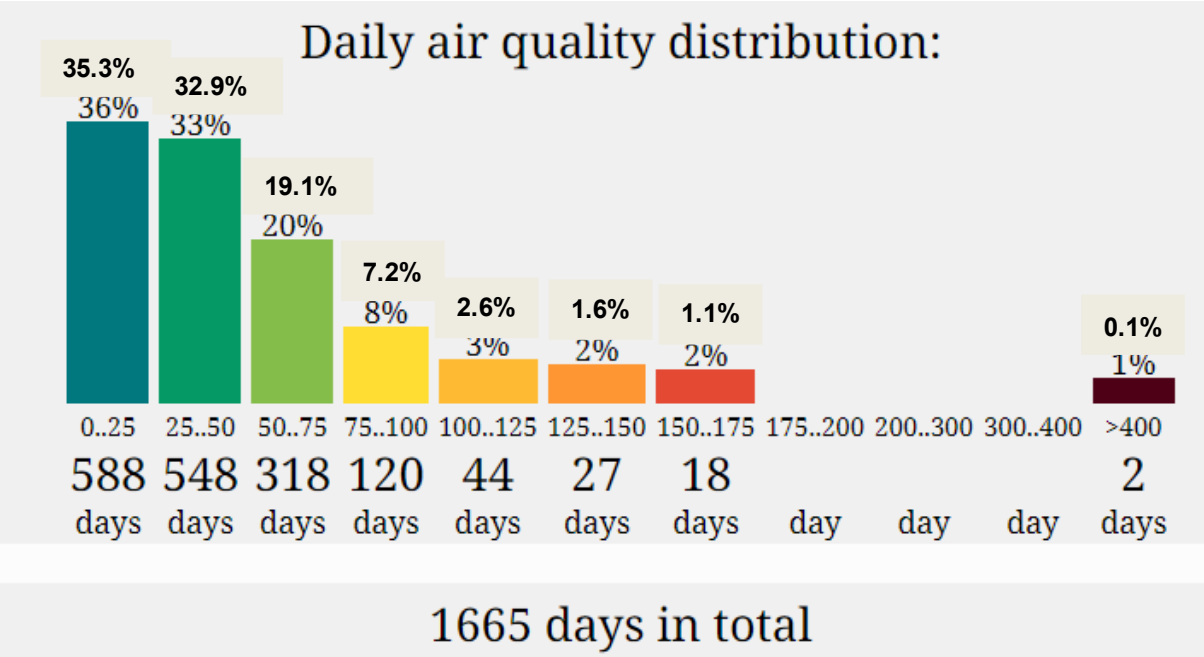


Figure 5 – Air Quality in Woodstock Town Centre
Oxford Street, West Oxfordshire, United Kingdom Air Pollution: Real-time Air Quality Index (AQI) (aqicn.org)

Since this sensor in Woodstock Town Centre was implemented on 10th March 2020, 87.3% of the time, air quality has been good. This creates a pleasant environment for people to walk and cycle through.

6. Flood Risk

There is a high risk of flooding overall in the Woodstock and Surrounding Areas LCWIP. This is attributed to the presence multiple river tributaries including the River Glyme. The main areas at risk include Blenheim Estate, land North of Brook Hill, Come Rail Station, Fawler and Wootton. When flooding occurs, it can cause rural villages such as Wootton and Fawler to be cut off from urban areas where services and amenities are located. Flooding can cause long-term damage to infrastructure, including road conditions and active travel infrastructure.

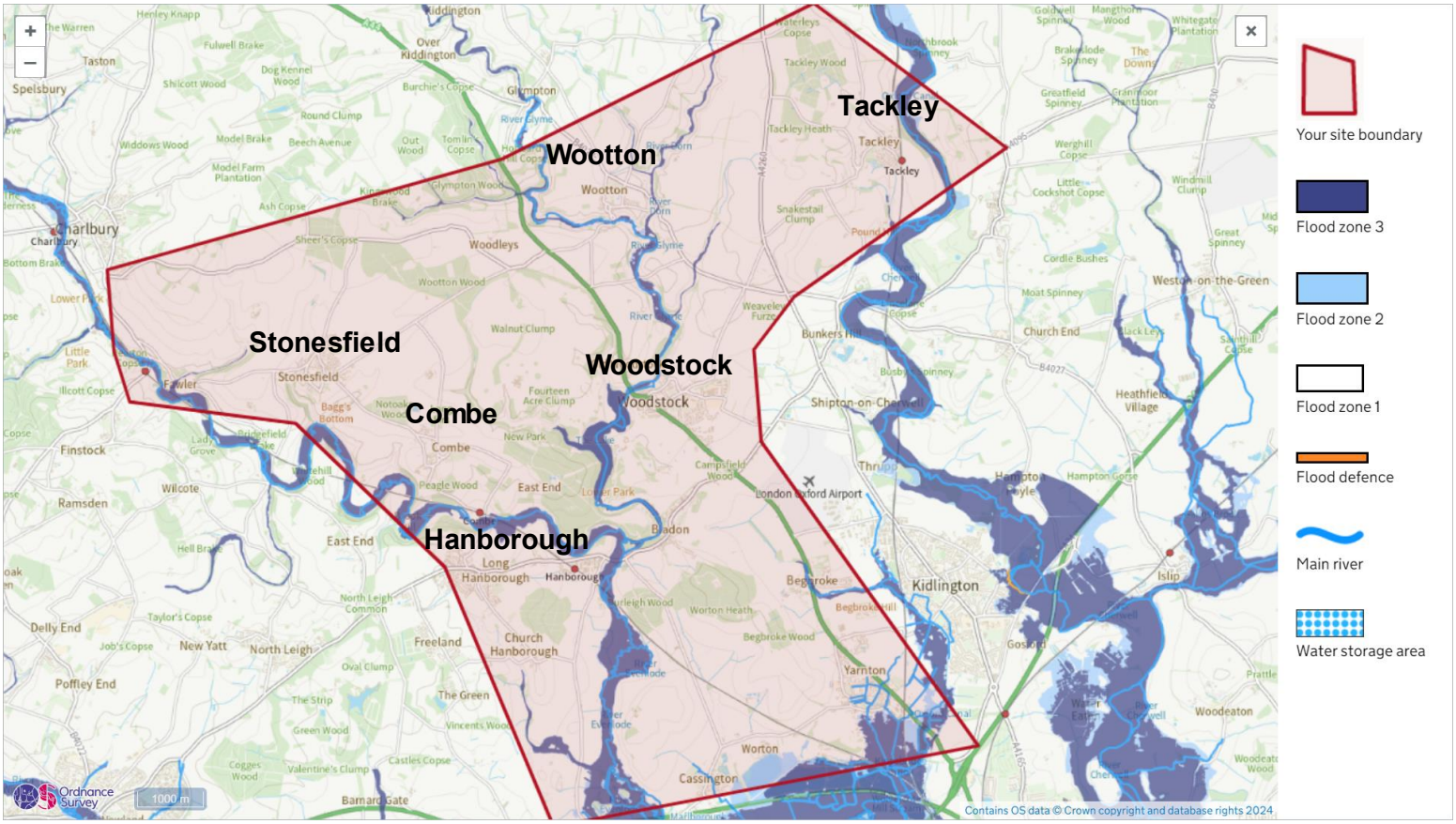


Figure 6 – Risk of Flooding in Woodstock and Surrounding Areas LCWIP
Source: Ordnance Survey, 2024
Flood risk information for this location - Flood map for planning - GOV.UK (flood-map-for-planning.service.gov.uk)

7. Current Travel Patterns

There is a high level of working from home, this is due to change in working policy as a result of the Covid Pandemic.

Within the people who do travel to work, driving is still the highest mode at 35.1%, suggesting a high car dependency. The national rate is 45.1% (Census, 2021) which could suggest more people in Woodstock and surrounding areas use stainable travel methods, or the more likely conclusion is more people than the national average work from home. The national average in 2021, was 31.2% (Census, 2021) compared to Woodstock and the surrounding areas at 49.6%.

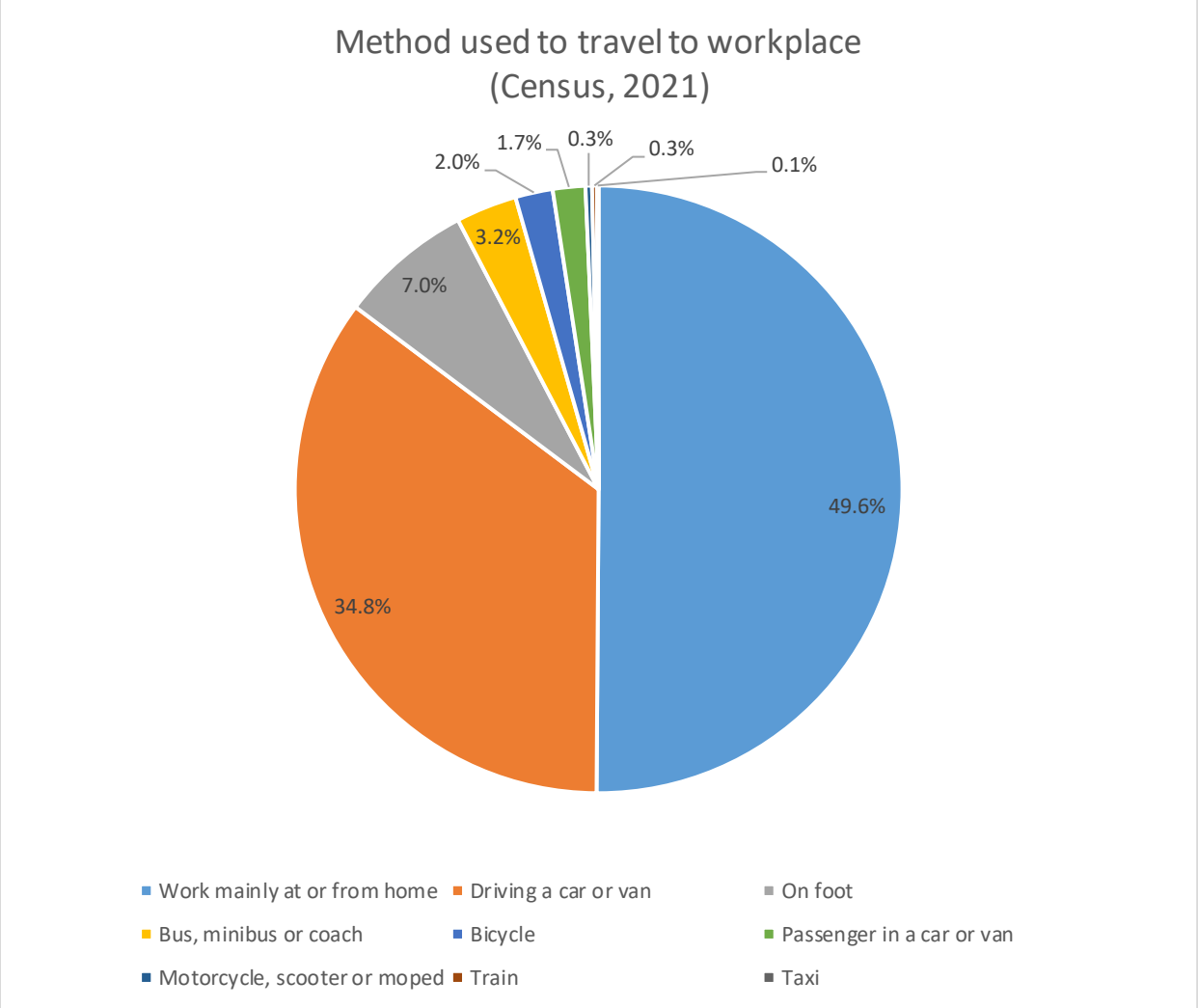


Figure 7 – Primary modes of transport for travel to work
Source: Census, 2021

8. Traffic Flows

Due to the high level of car dependency in West Oxfordshire generally and particularly in more rural areas such as Wootton, Stonesfield and Tackley, there tends to be high levels of congestion. Google Maps typical traffic mapping service was used below to show the typical traffic of a weekday PM peak (17:15-17:30). This showed congestion hotspots around Bladon Roundabout, Bladon Village A4095, Combe Halt Station junction and parts of the A4095 through Hanborough. These hotspots are also reflected in the AM weekday peak (8:15-8:30).

Although there are no significant congestion levels shown in these typical traffic captures, Woodstock Town Centre, West side of Hanborough and the vicinity of schools are susceptible to a build-up of traffic especially at AM peaks and when there is bad weather.

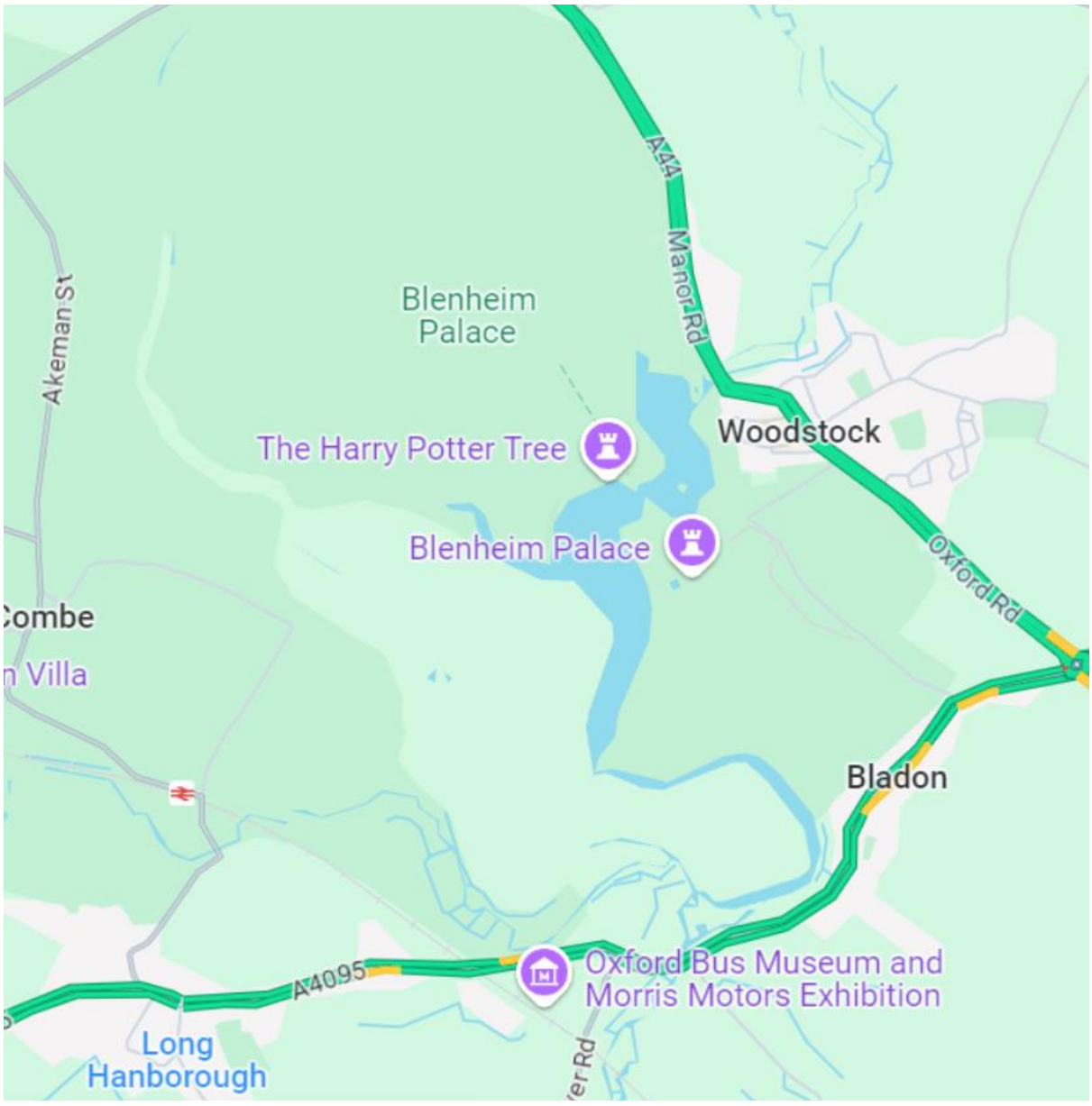


Figure 8 – Example congestion map, Woodstock Town Centre and Bladon Roundabout - weekday, PM peak (17:15 pm)

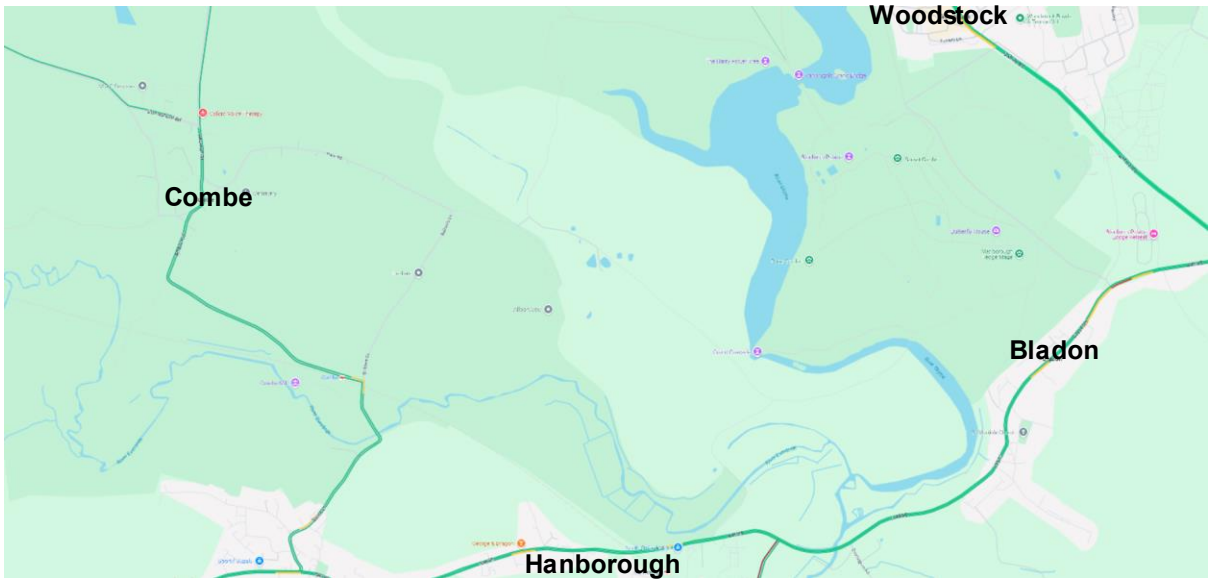


Figure 9 – Example congestion map, Bladon Village, Combe and Hanborough – weekday PM peak (17:15pm)

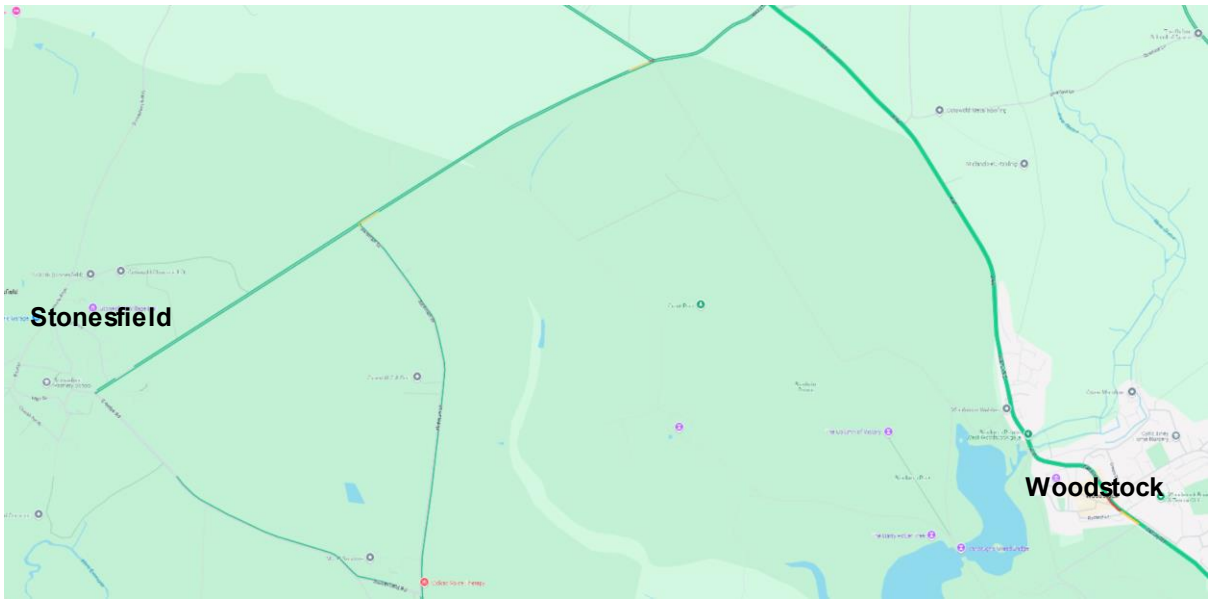


Figure 10 – Example congestion map, Woodstock North, A44 and Stonesfield – weekday PM peak (17:15pm)

Table 2 – Traffic flows

Link	Survey Type	Year of Most Recent Data	24 Hour Flow (7-day average)	7am – 7pm Flow (7-day average)
A44 South of Woodstock	ATC	2024	14930	12612
A44 North of Woodstock	ATC	2024	9139	7513
A44 South of B4027	ATC	2024	3685	3111
B4437 South-West of A44	ATC	2024	2082	1783
B4022 Sturt Road Charlbury	ATC	2024	5079	4446
A4095 East of Bladon	ATC	2024	13205	11400
B4027 South-East of Wootton	ATC	2024	7235	4093
A4260 South of Sturdy's Castle	ATC	2024	9489	7983
B4027 East of A4260	ATC	2024	3836	3427
A4260 South of B4027	ATC	2024	10113	8531
B4449 South of A40	ATC	2024	10516	8784
Stonesfield – Woodstock Rd	ATC	2019	2024	1625
Stonesfield – Combe Rd	ATC	2019	834	679

9. Collision Statistics

There have been a number of collisions involving people walking and/or cycling in the period 2016 – 2024.

Table 3 – All Collisions between 2016 – 2024 (OCC Highways and Transport Service, 2024)

Severity	Number of Collisions
Slight	164
Serious	43
Fatal	5

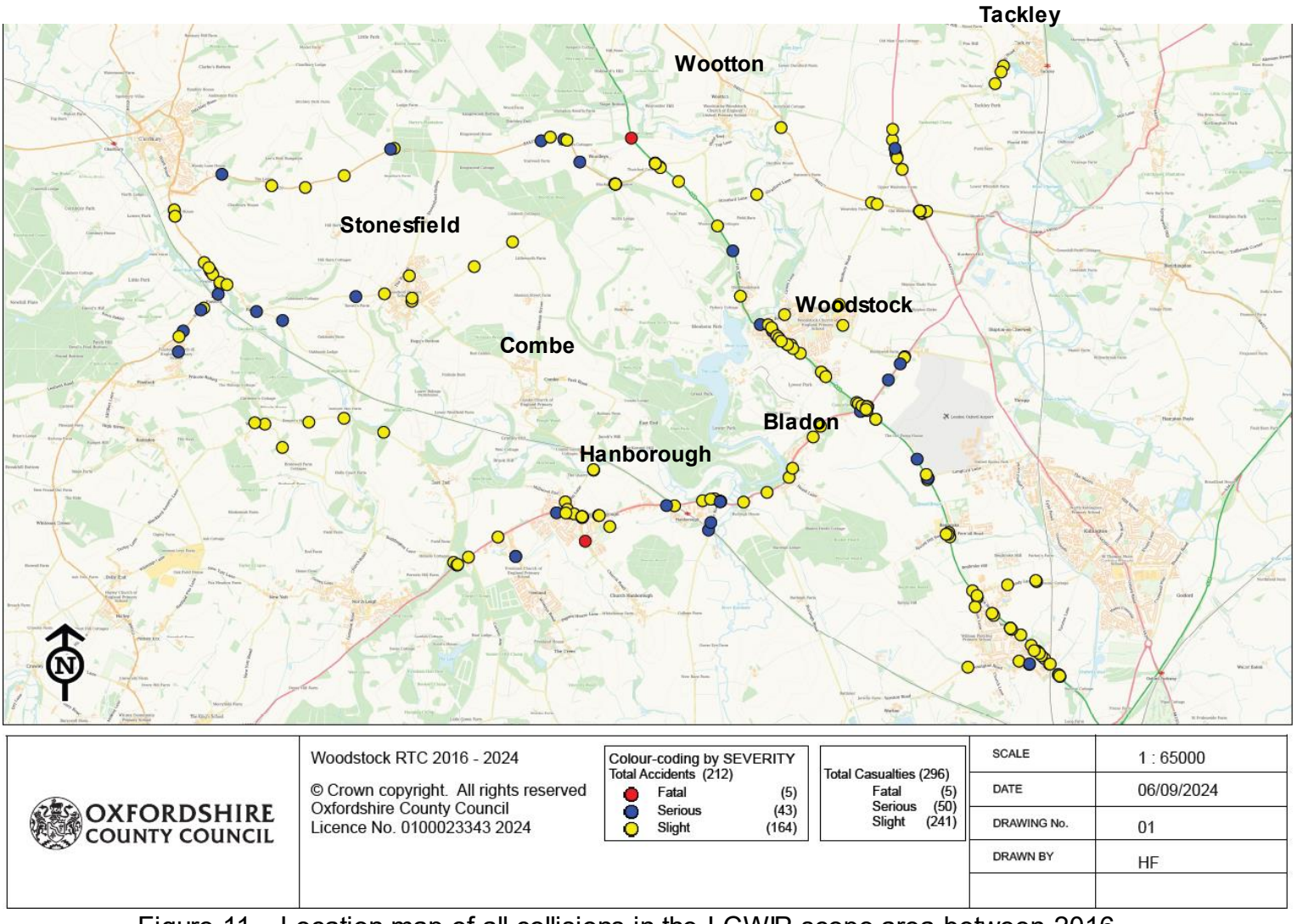
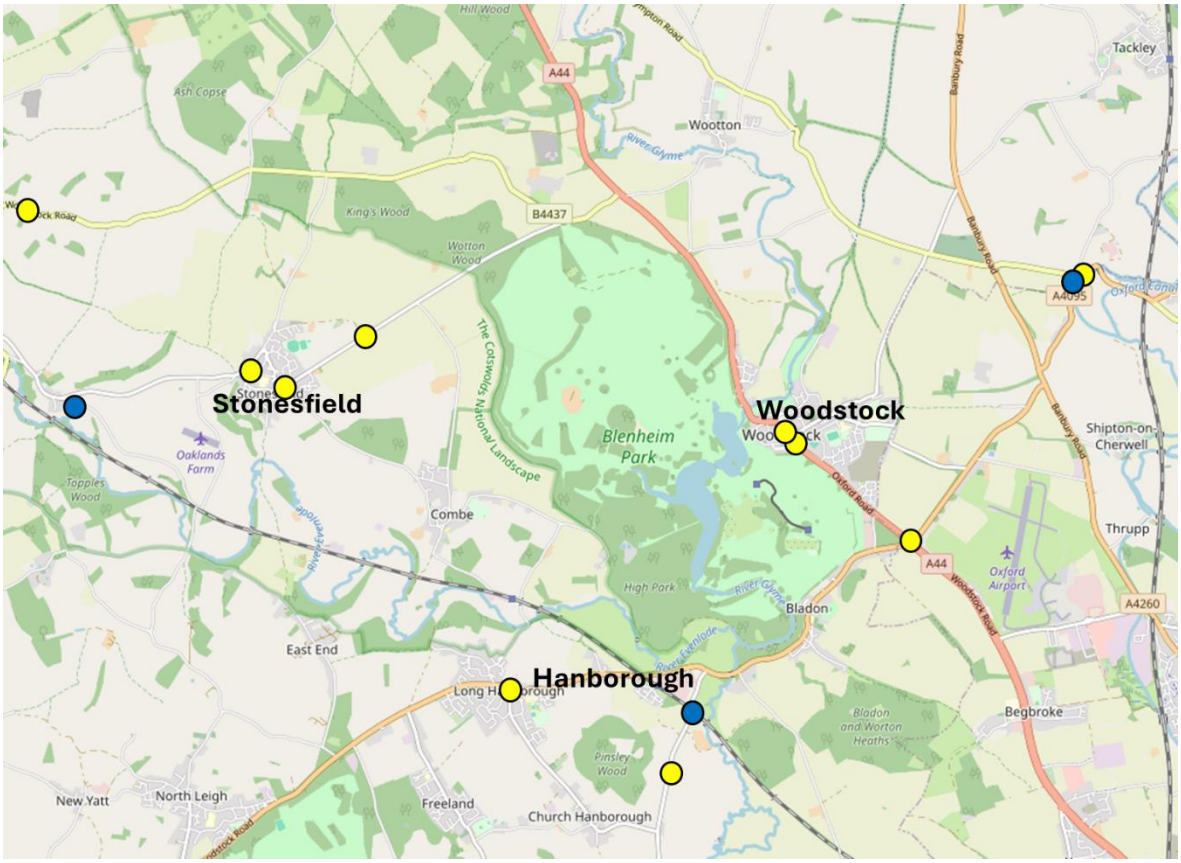


Figure 11 – Location map of all collisions in the LCWIP scope area between 2016 – 2024

There are notable collisions hotspots:

- Bladon Roundabout
- A44 Woodstock Town Centre
- A4095 Long Hanborough mini roundabout

- A44 The Turnpike



There are a number of collisions involving cyclists. These have mainly been the result of cars failure to look, carelessness or failure to judge speed or road conditions. Notable hotspots include:

- A4095 Long Hanborough mini roundabout
- Bladon Roundabout
- Yarnton

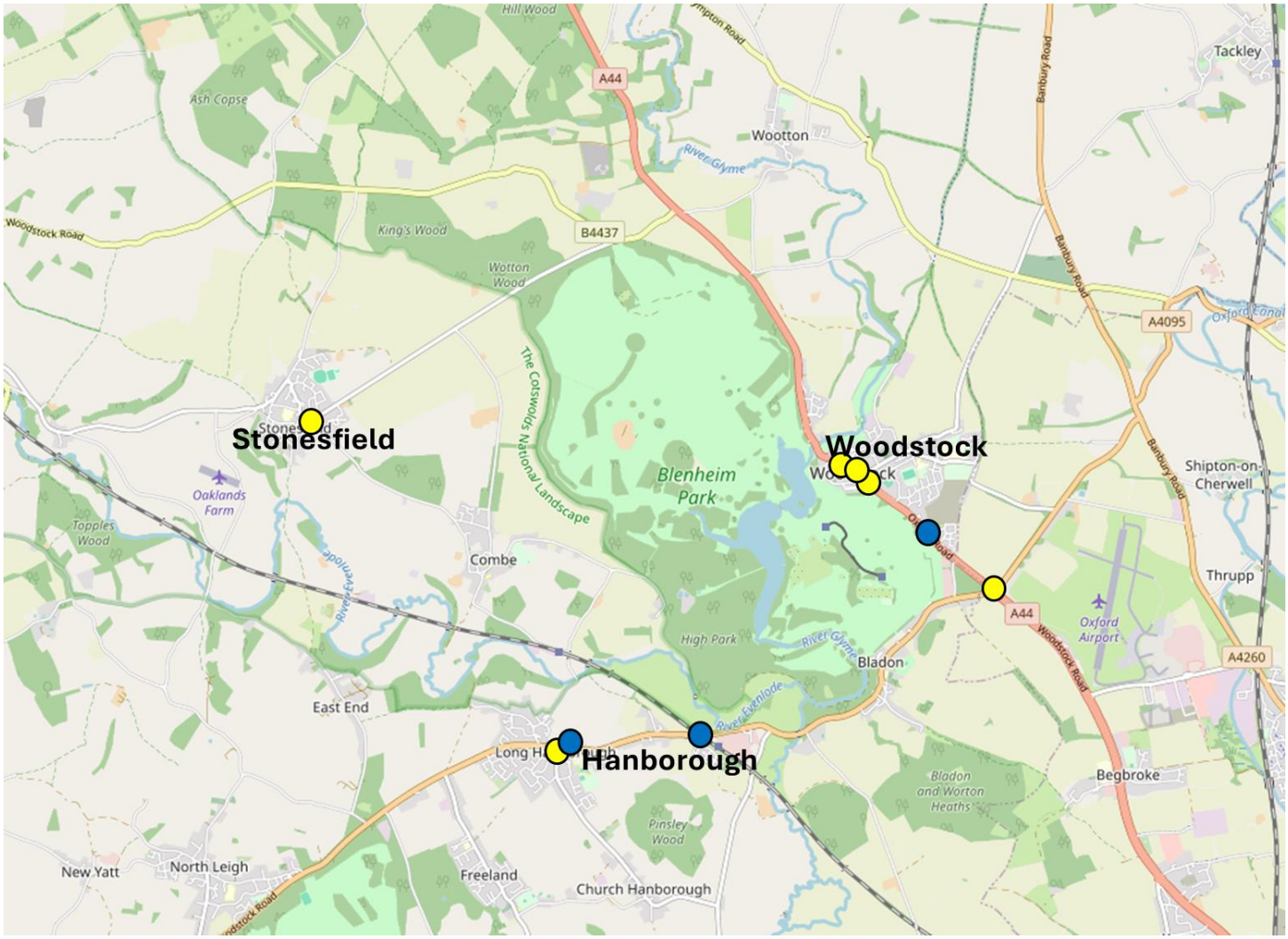


Figure 13 – Locations of collisions involving people walking 2019 - 2023

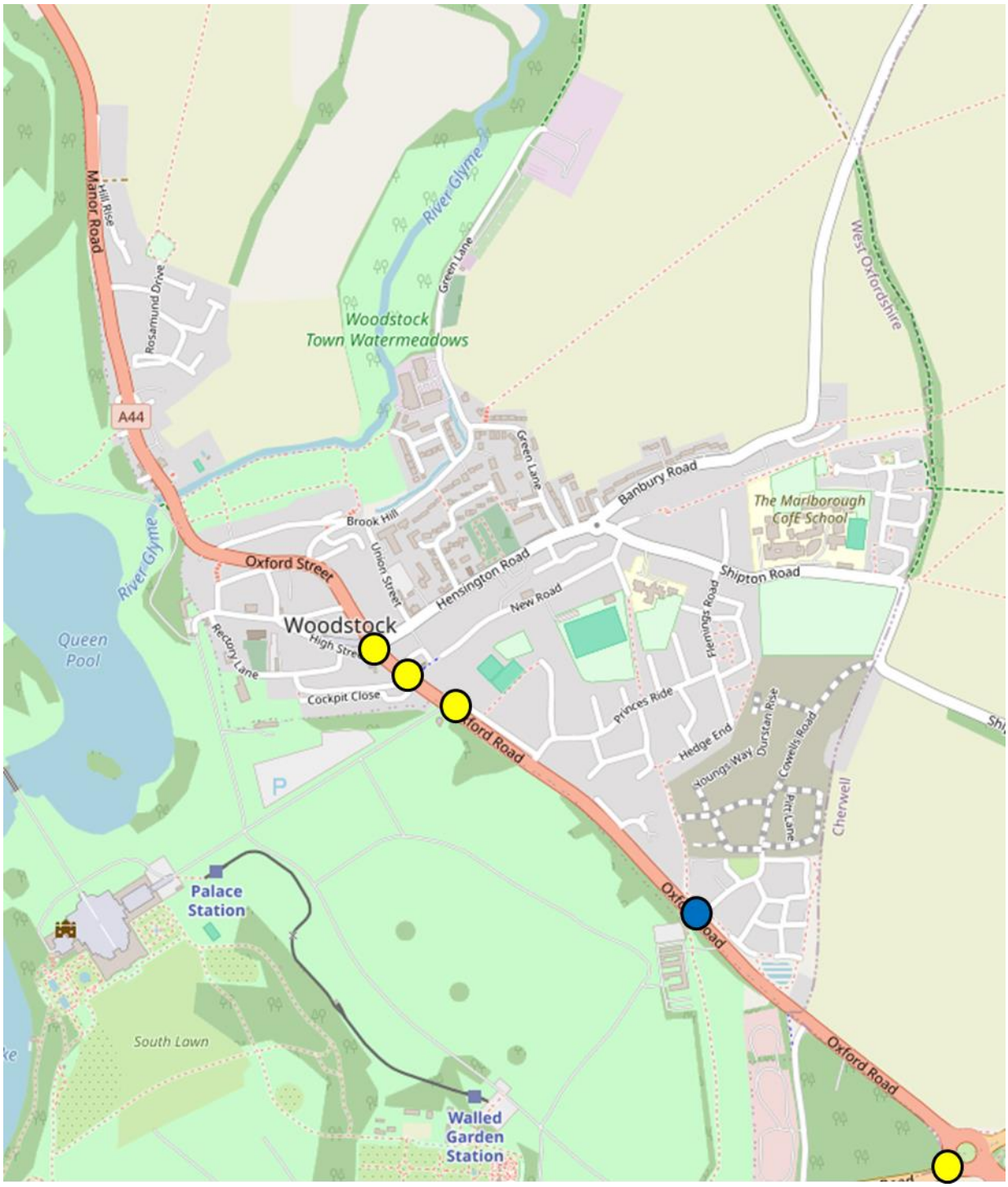


Figure 14 – Location of collisions involving people walking in Woodstock 2019 - 2023

Further, there are a number of collisions involving pedestrians. Most collisions occurred due to pedestrians' failure to look, cars failure to look or carelessness.

Notable hotspots include:

- A4095 Long Hanborough
- A44 in Woodstock – including Woodstock Town Centre

10. Propensity to Cycle Tool

The Propensity to Cycle (PCT), was developed by the Department for Transport (DfT) as a web-based toll used to help estimate the potential number of people cycling for commutes in the future based on route length and hilliness. The PCT shows both baseline data from the 2011 travel to work Census data and future targets to estimate how cycling could change under different scenarios. It should be noted that the data is based on travel to work data so does not take into consideration trips for any other purposes. Additionally, trips to development that have been built since 2011 or are future developments are not included. Further, as the data used is over 10 years old, it has been used as a guide and supplemented with local knowledge when informing LCWIP routes.

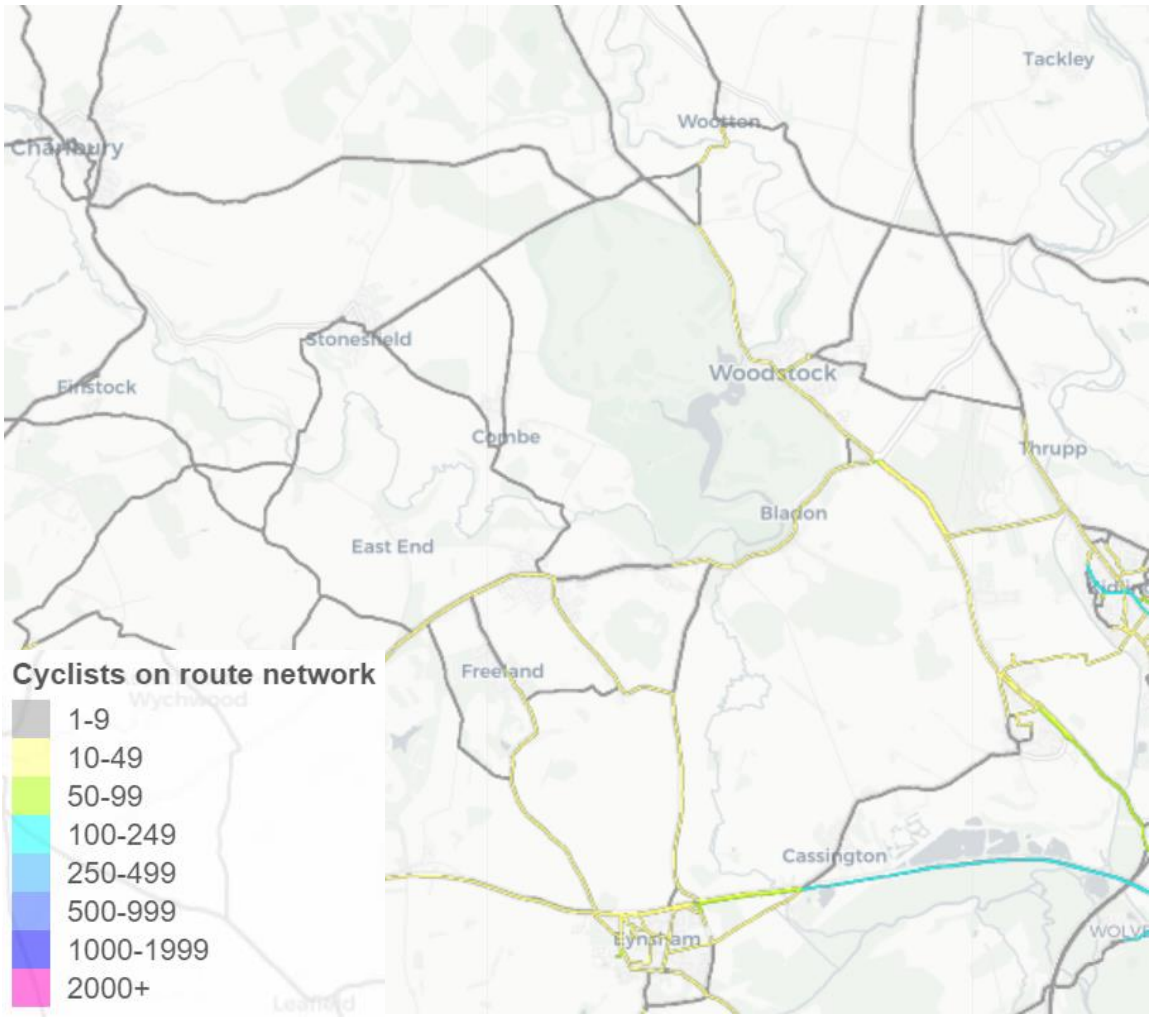


Figure 15 – Number of people cycling on routes

Propensity to Cycle Tool, Lovelace et al., 2017; Goodman et al., 2019, https://www.pct.bike/

The PCT also highlights routes with the greatest potential for growth in the number of people cycling based on four scenarios:

- Government Target (equality) – this models' DfT's ambition to double cycling in England between 2013 and 2025.
    - In this scenario the most cycled fast (direct) routes include Woodstock to Baldon and Hanborough via A4095, Woodstock to Bebroke and Oxford via A44 and Woodstock to Eynsham via Lower Road and Church Hanborough. These form key aspects of the cycle network.
    - Links within Woodstock along A44, Hensington Road and Shipton Road are also important cycle connections.

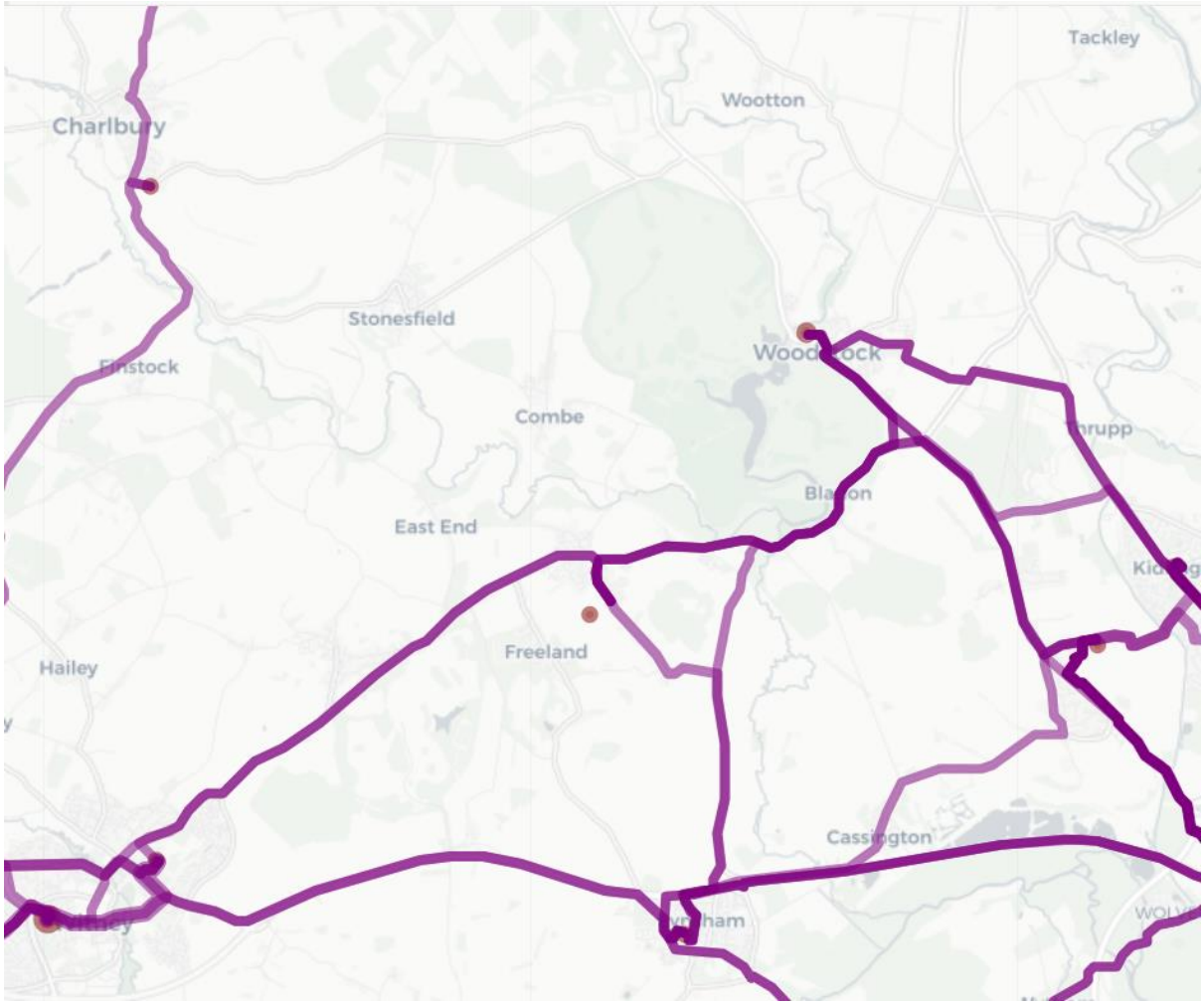


Figure 16 – Propensity to Cycle – Government Target (equality) Scenario, Fast Routes

- Gender Equality – models a scenario where gender differences are eliminated.
    - In this scenario the most cycled routes include A44, Hensington Road, Shipton Road, Church Hanborough into Lower Road, A4095 via Bladon and Hanborough. These are key cycle routes in the network.

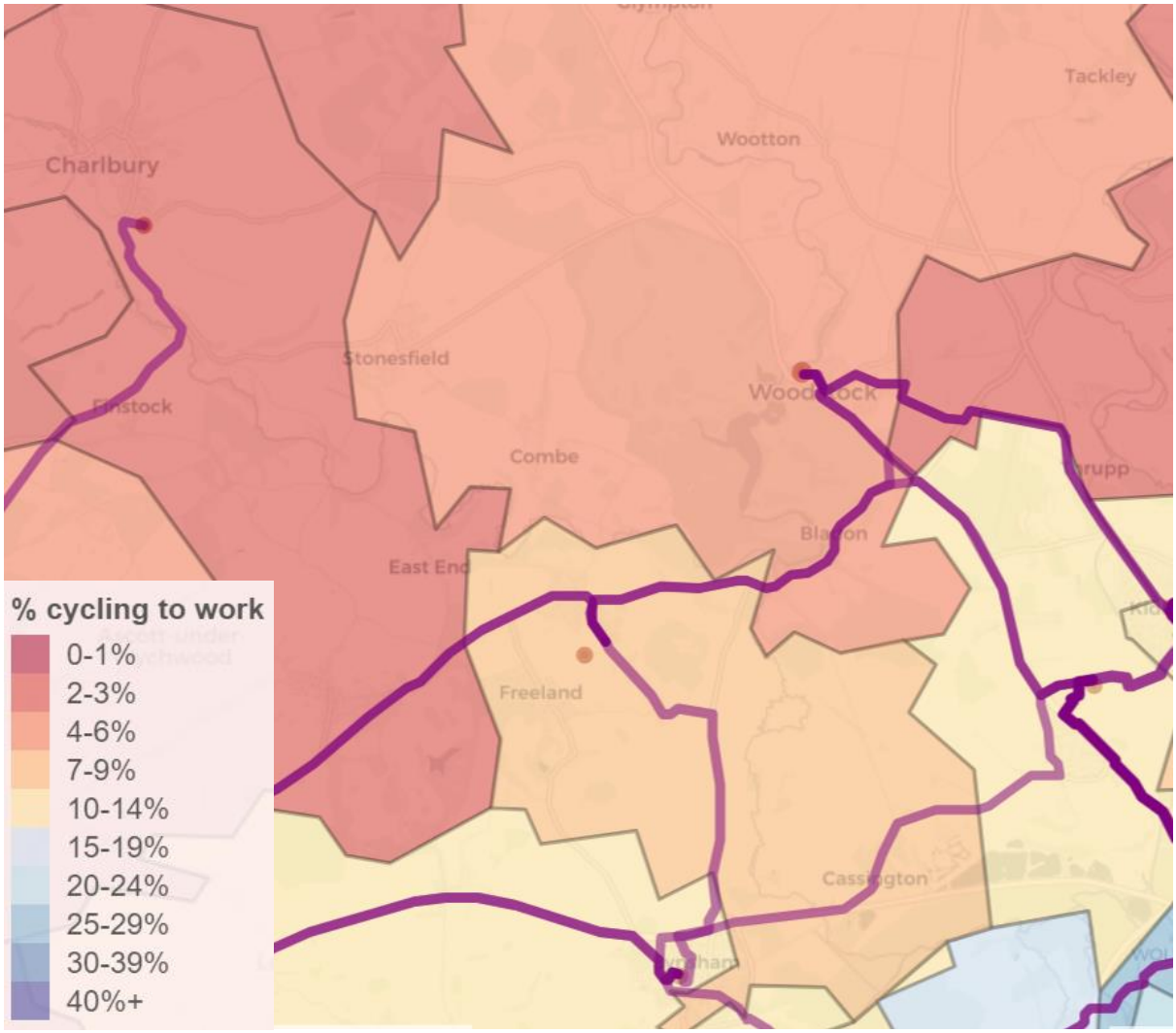


Figure 17 – Propensity to Cycle – Gender Equality Scenario, Fast Routes

- The route network is also shown below for the Gender Equality scenario. It represents the A44 via Begbroke into Oxford as potential to have the most cyclists on the network.

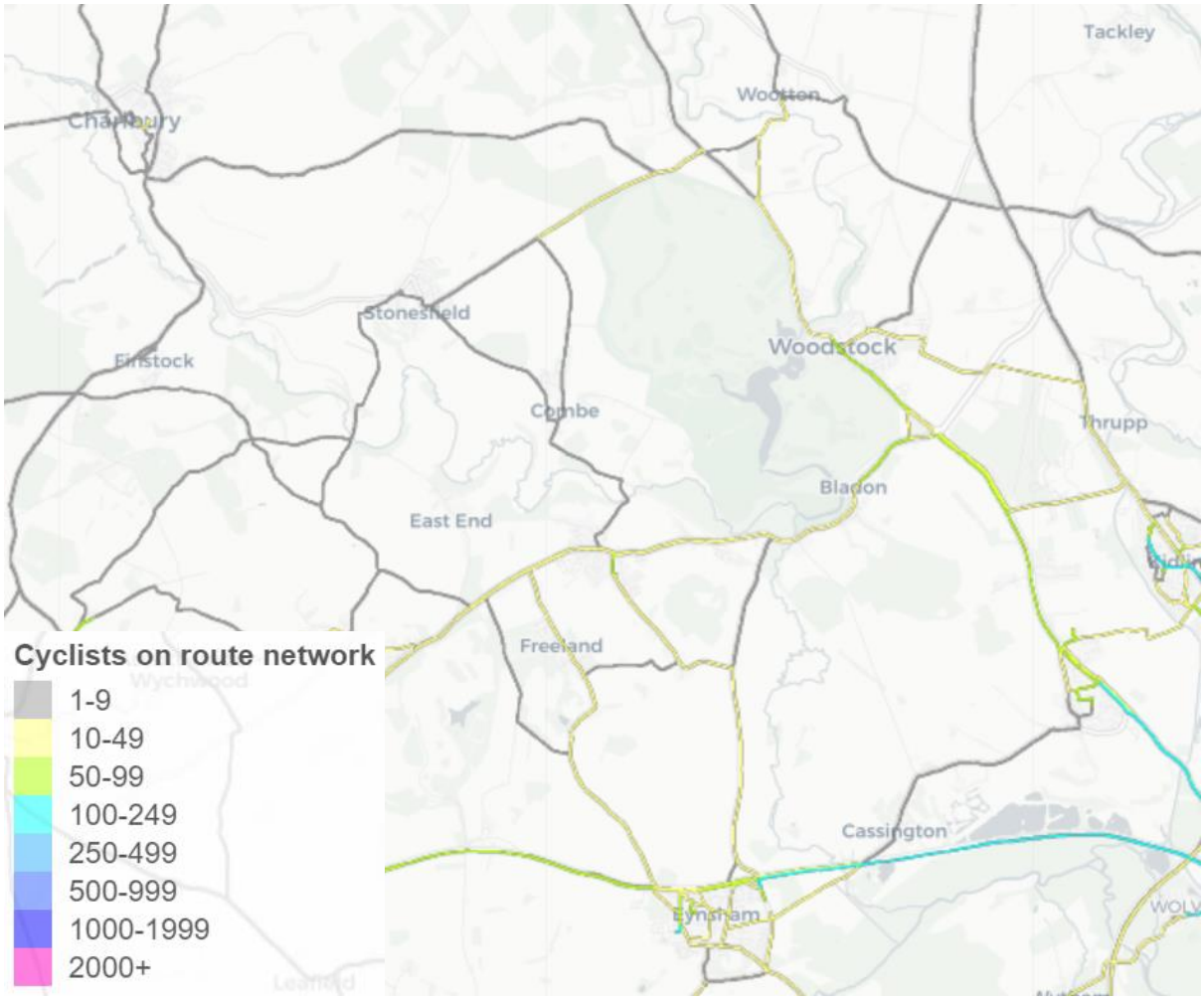


Figure 18 - Propensity to Cycle – Gender Equality Scenario, Route Network

- Go Dutch – models a scenario where investment results in the provision of cycling infrastructure to the standard found in the Netherlands, alongside a cultural shift in attitudes towards cycling.
    - This scenario's most cycled routes are the A44 via Begbroke into Oxford, Bladon Chains into the A4095 and Lower Road to Eynsham Roundabout.

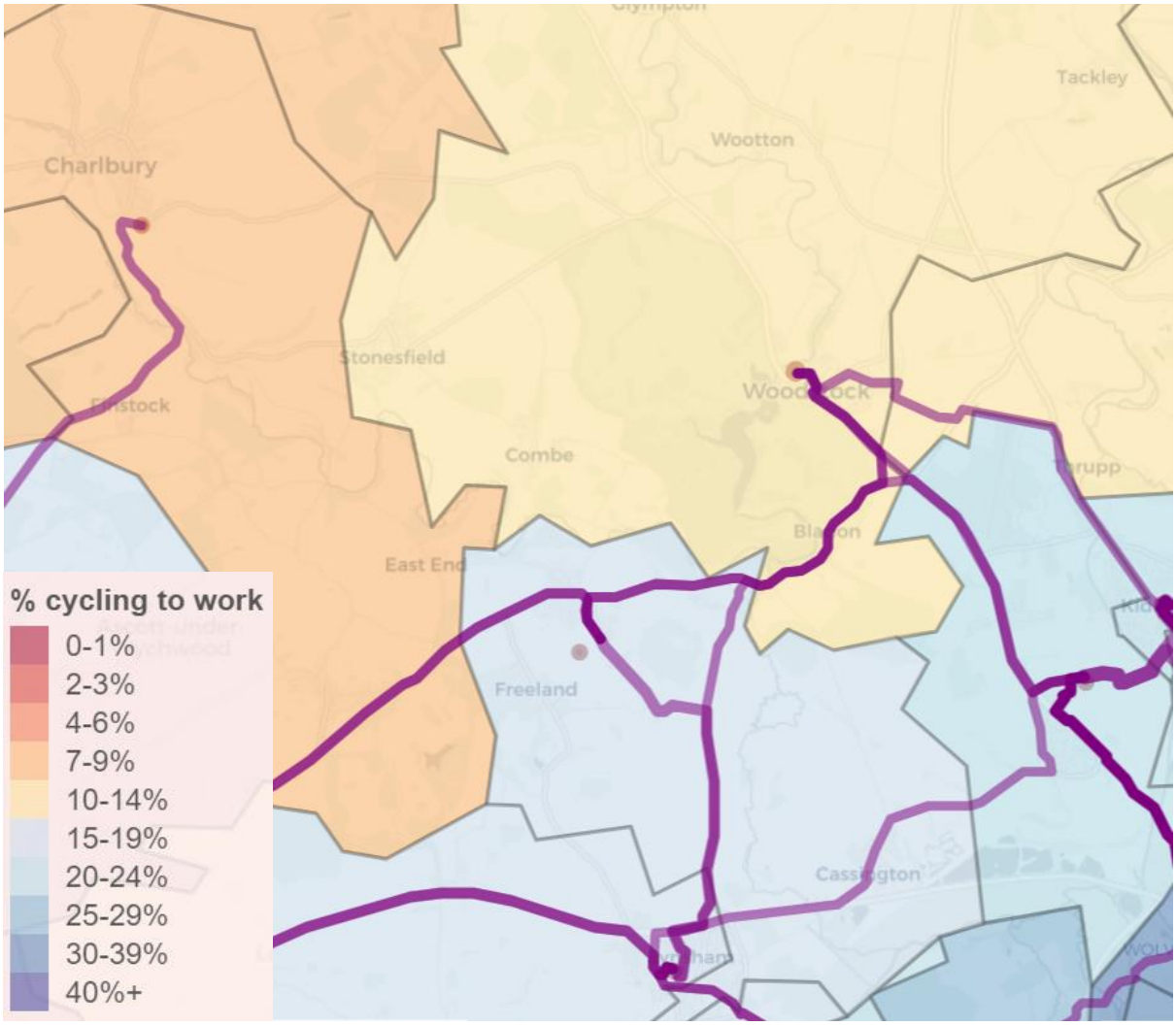


Figure 19 – Propensity to Cycle – Go Dutch Scenario, Fast Routes

- The Go Dutch Scenario shows a significant increase in the number of people cycling. This suggests that the approach addresses many of the barriers to cycling, therefore making it more accessible.
- Notably, rural routes also have an uplift in cyclists. Including Stonesfield Road, Akeman Street, Fawler Road and Wootton Turn. These are crucial routes to bridging the rural connectivity gap.

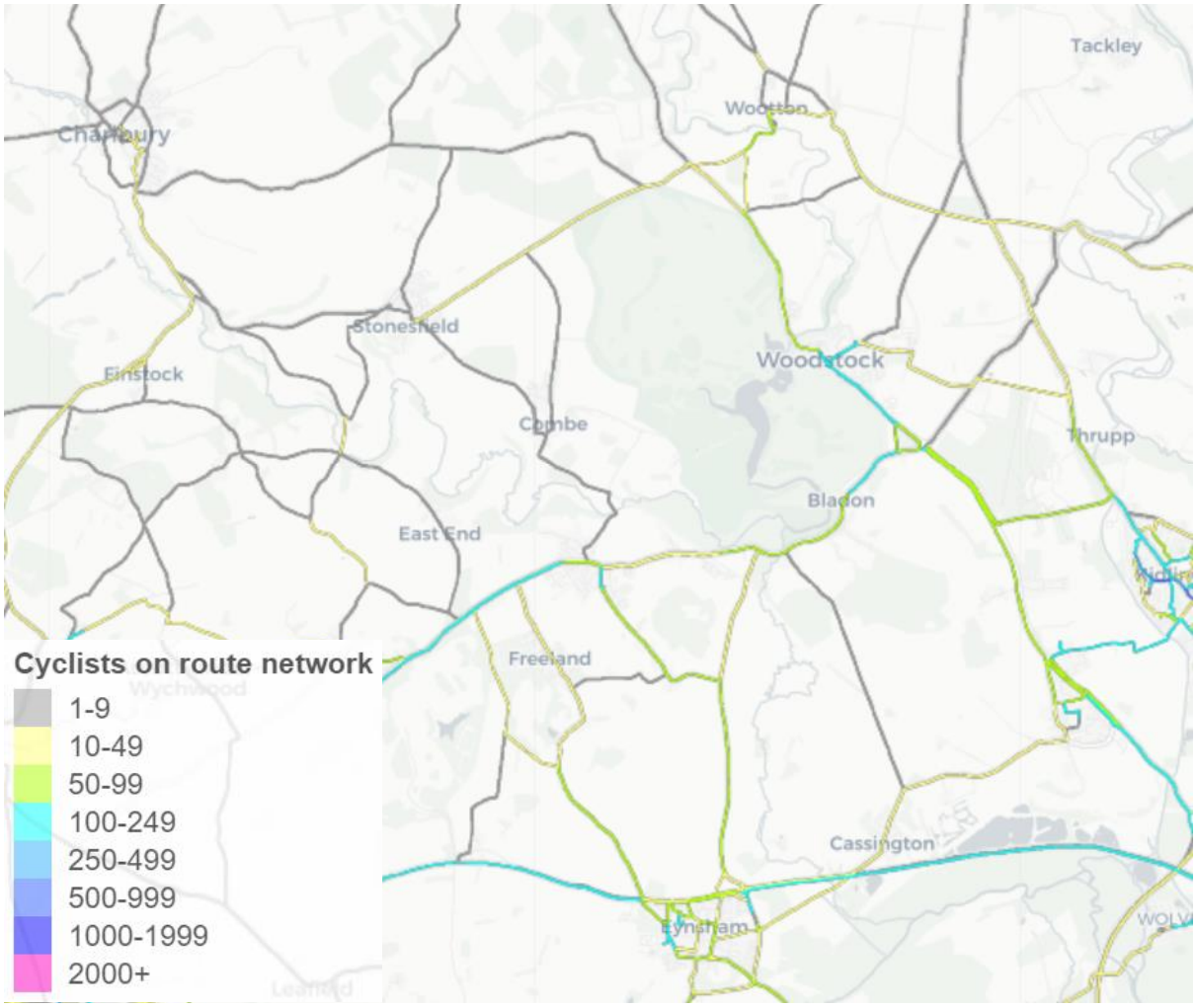


Figure 20 – Propensity to Cycle – Go Dutch Scenario, Route Network

- E-bikes – models the level of cycling achievable through the widespread uptake of E-bikes, as an extension of the 'Go Dutch' scenario.
    - The key network routes in this scenario are more limited. The most cycled routes include A44 via Begbroke into Oxford and Church Hanborough into Lower Road and Eynsham.

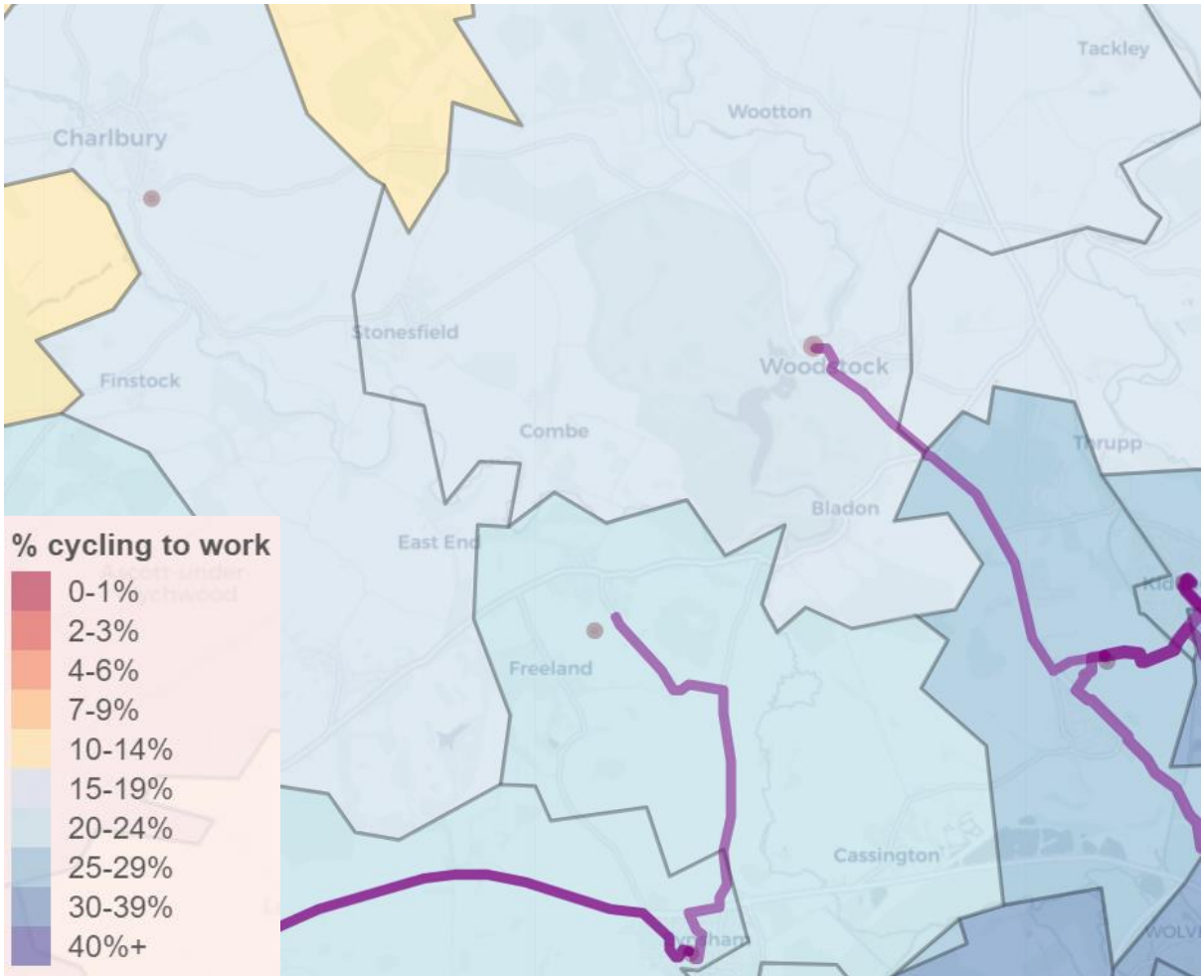


Figure 21 – Propensity to Cycle – Ebikes Scenario, Fast Routes

- Although key network routes are limited, the scenario shows an increase in the number of people cycling overall. This suggests that E-bikes contribute to a removal of barriers to cycling but benefit shorter journeys in more built-up areas such as Woodstock Town, Bladon and Begbroke, rather than further afield journeys to/from rural areas such as Combe, Stonesfield and Tackley.

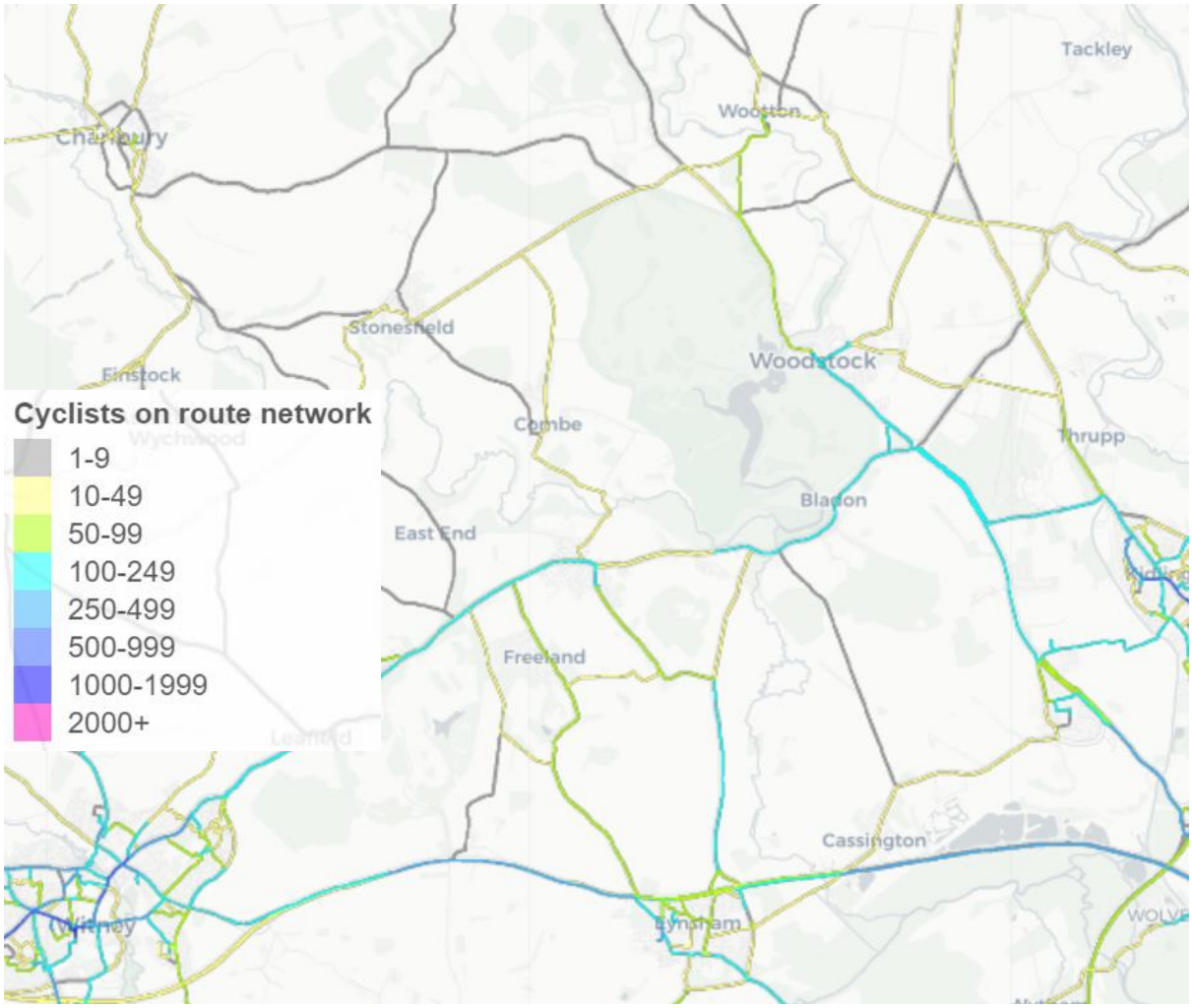


Figure 22 – Propensity to Cycle – Ebikes Scenario, Route Network

11. Trip Generators

There are many trip generators in Woodstock, which can owe to its role as the main service and amenities centre for the scope of the LCWIP. Services include shops, recreation grounds and parks, a primary school, a secondary school, employment sites, medical centres and places of worship. Due to the rurality of the local area, and its reliance on Woodstock as the main service and amenities centre it is important there is high quality cycling and walking provision between and within these trip generators and residential populations.

Bus stops are also a key trip generator as they provide onward connectivity to the wider geographical area. Therefore, it is also important that they are accessible by cycling and walking and include appropriate resting areas and bicycle parking facilities.

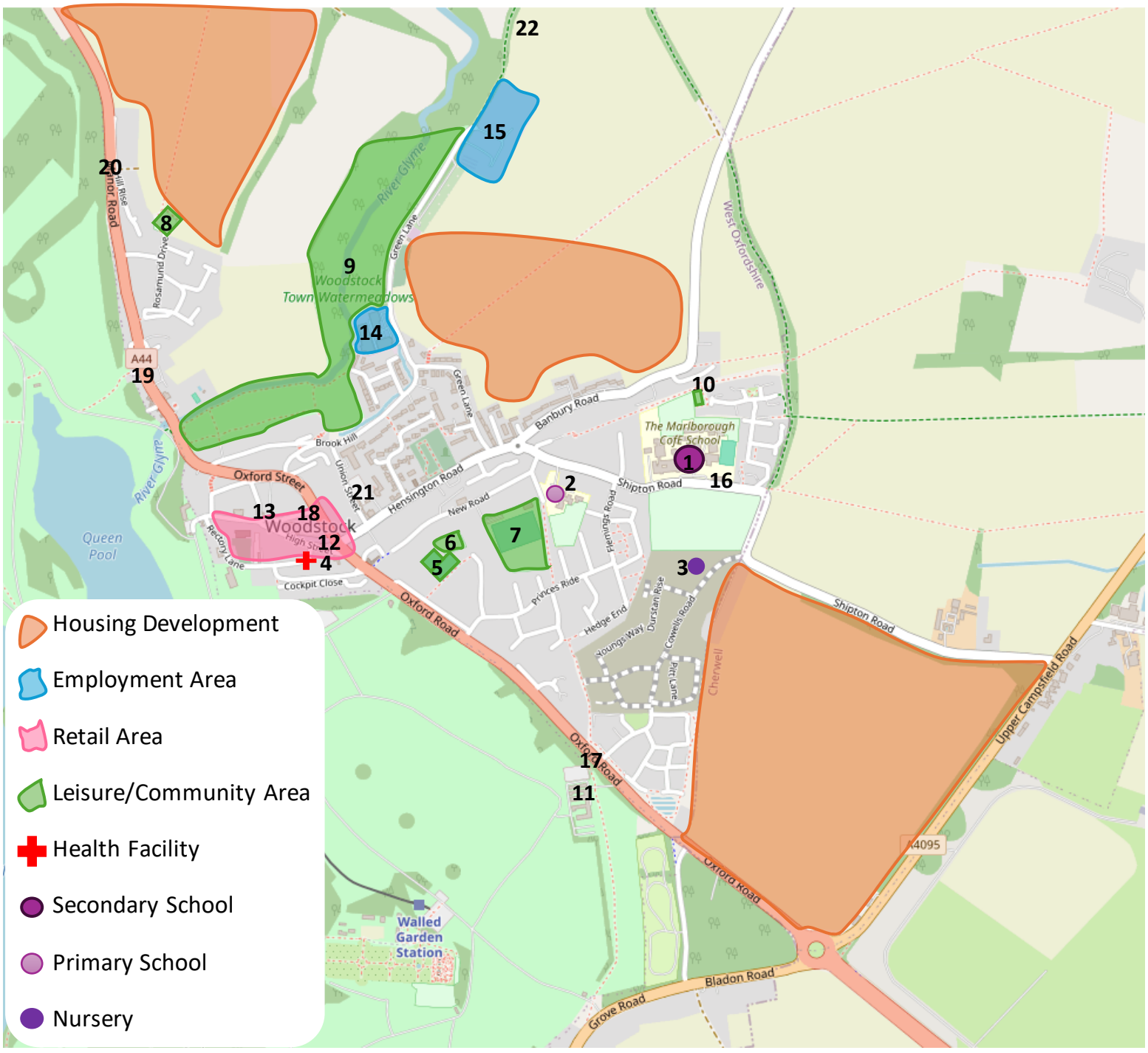


Figure 23 – Key trip generators

An example of some of the key trip generators are shown in Figure and a list, detailed but not exhaustive, is shown in below.

1. Marlborough Secondary School
2. Woodstock CofE Primary School
3. Park View Nursery School
4. Woodstock Medical Centre
5. Woodstock Bowls and Tennis Club
6. New Road Playground
7. Woodstock Town Football Club
8. Rosamund Drive Play Park
9. Water Meadows Nature Reserve
10. Budds Close Playground
11. Blenheim Palace Main Entrance
12. Co-Op/Retail Area
13. Public Toilets
14. Owen Mumford Employment Site
15. Thames Water
16. Woodstock Open Air Swimming Pool
17. Blenheim Palace Bus Stops – S3, S7
18. Marlborough Arms Bu Stops – 3, 9, S3, S7
19. Farm End Bus Stops – S3, S7
20. Hill Rise Bus Stops – S3, S7
21. Union Street Car Park
22. Sustrans NCN Route 5

12. Leisure Heat Maps

Figure 24 – Cycle Leisure Heat Map

Figure 25 – Run Leisure Heat Map

Figure 26 – Walk Leisure Heat Map

13. Future Development and Transport Schemes

A44 mobility hub - The proposed A44 Mobility Hub site is located along the A44 adjacent to the Woodstock / A44 roundabout on the edge of the London Oxford Airport site. It is within the Cherwell District Council administrative area. Funding towards the project has already been secured from the Partial Review sites that have come forward. OCC are confident that the mobility hub will be fully funded by future development. It is necessary to safeguard the land in the emerging Cherwell Local Plan 2042 in order to protect the site from other development and to help ensure critical infrastructure is delivered.

a. support growth in southern Cherwell and West Oxfordshire.
b. intercept car trips on approaches into and out of the city along A4095, A44 and A4260.
c. complement existing bus and cycle networks.
d. reduce congestion and parking capacity issues in Woodstock and improve air quality adjacent to the UNESCO World Heritage site.

Cherwell Local Plan Site H1 – A Strategic development site coming forward as part of the emerging Cherwell Local Plan 2042, located next to the Park View Residential Development.

Langford Lane/Sandy Lane – In discussion with WAE Technologies Limited to provide a safe crossing for pedestrians and cyclists at the Langford Lane/Sandy Lane junction on the A44.

Kidlington PR development sites – Cherwell Local Plan PR development sites 8 and 9. The plans include crossing points of the A44 from Bladon Roundabout to The Turnpike Roundabout, Yarnton.

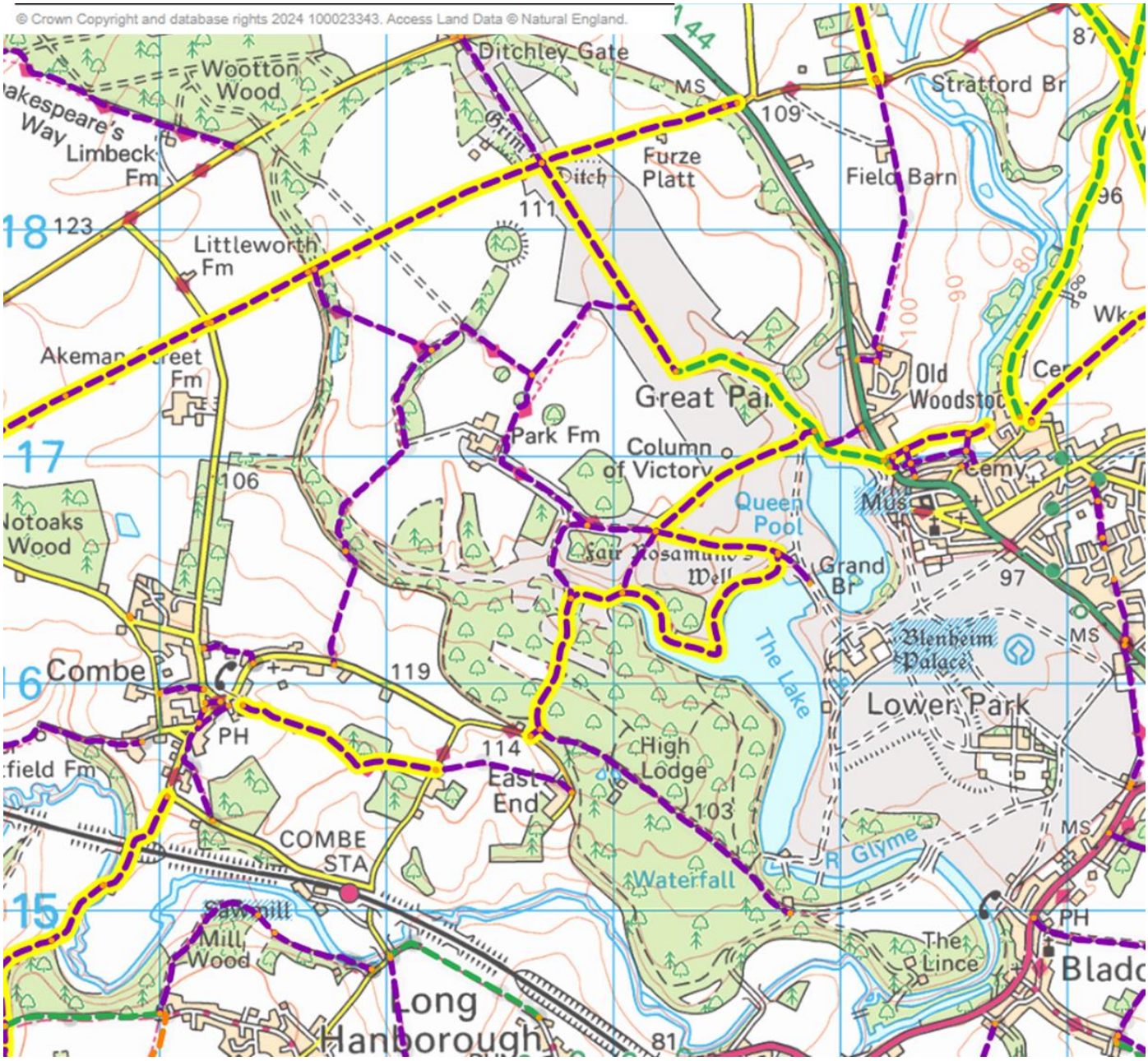
Salt Cross Development – A strategic development site in the West Oxfordshire Local Plan 2031, located on the A40 West of Eynsham.

Lower Road Cycle path – In discussion with Blenheim Palace Estate to implement a segregated cycle path on Blenheim Estate land away from the carriageway to connect Eynsham and Hanborough safely.

B4044 Eynsham to Botley cycle path – Investigative work being undertaken between OCC and a contractor to separate the design into stages for a cycle path along the B4044 from Eynsham to Botley.

Long Hanborough Station Masterplan – Discussions are ongoing between Oxfordshire County Council, West Oxfordshire District Council and Hanborough Station to create a long-term master plan.

14. Blenheim Estate Public Rights of Way



Appendix B: Woodstock Area Local Cycling and Walking Infrastructure Plan

Cycling Audit Report
January 2025

OXFORDSHIRE COUNTY COUNCIL

Contents

1. Woodstock to/from Bladon and Hanborough

Route Description –

A44 via segregated shared cycle footway to Bladon Roundabout NCN Route 5 and then A4095 on carriageway through Bladon to Hanborough. Onwards from Hanborough on shared cycle footway. High Propensity to Cycle.

Route Sections –
A44 Woodstock to Bladon Roundabout (1km)
A44 Woodstock to Bladon Roundabout (0.4km)
Bladon Roundabout to Bladon Village (1km)
Bladon Village (0.5km)
Bladon Village to Hanborough Station (1km)
Bladon Village to Hanborough Station (0.7km)
Hanborough Station to Hanborough Village (1km)

RST scores -

Directness	5
Gradient	1.84
Safety	0.71
Connectivity	1.89
Comfort	0.43

Comments –
This route is an essential part of the rural active travel network, it is already well established on the A4095 between Witney and Hanborough Station. The NCN route 5 is also well established between Woodstock and Oxford. Where the route runs from Woodstock to Bladon roundabout is satisfactory. The most serious issues for cycling are through Bladon from the roundabout to the station. To overcome this, a shared cycle footway through the village is recommended where space allows. Within the 20mph zone of the village a shared use path may not be possible, if that is the case measures need to be put in place to ensure vehicular traffic is fully aware so that they can anticipate the presence of cyclists.
From Bladon to Hanborough the existing footway is used as a shred use footway, however there are significant pinch points and maintenance issues that stop the full potential of the connection.
Blenheim encourages visitors to arrive by public transport to Hanborough Station and they have bike hire available at the station.

2. Woodstock to/from Wootton

Route description –

No segregated cycle facility. Woodstock Town has either no or very narrow pavement provision. North of the town has no segregated cycle facility. High Propensity to Cycle.

Route Sections –
A44 Woodstock to 1st Wootton Turn (1km)
1st Wootton Turn to Wootton Village (1km)
Wootton Village (0.2 km)

RST Scores –

Directness	5
Gradient	1.82
Safety	0.73
Connectivity	1.82
Comfort	0

Comments –
Improvements to the route are imperative to connecting Wootton with Woodstock, Charlbury and Stonesfield. The route requires safe crossing points for pedestrians and cyclists at the 1st Wootton Turn. From the turn to Wootton Village, the carriageway is reasonable for cycling and walking with the addition of warning lines and signs, particularly on the steep narrow hill of West End.
Better facilities including bus shelters and secure bike storage at the Duke of Marlborough A44/B4437 crossroads, are required, so that the interchange point between active travel and the bus service is accessible.

3. Woodstock to/from Oxford via Begbroke

Route Description –

A44 from Bladon Roundabout through Begbroke and Yarnton to Oxford. Newly upgraded active travel and public transport improvements have upgraded the route so that there is walking and cycling infrastructure. High Propensity to Cycle.

Route Sections –
Bladon Roundabout to Langford Lane
Langford Lane to Begbroke Science Park
Begbroke Science Park to Turnpike Pub
Turnpike Pub to Loop Farm Roundabout

RST Scores –

Directness	5
Gradient	2.75
Safety	5
Connectivity	1.75
Comfort	1

Comments –
The route is currently a segregated cycle route. South of Yarnton, cyclists can choose between following the public road network on segregated cycle tracks or off-road alongside the Oxford Canal (NCN Route 5). Onward cycle connections to Kidlington are provided and are included in Kidlington's' own LCWIP. The route has some maintenance issues, which OCC's highway maintenance team are aware of.

4. Woodstock to/from Tackley

Route Description –
The route between Woodstock and Tackley is mainly on unclassified roads which are of reasonable width and alignment. There is a steep hill by St Nicholas Church in

Tackley. The particular difficulty discouraging active travel is the crossing of the A4260 at Sturdy's Castle, which is highly dangerous. Moderate Propensity to Cycle.

Route Sections –
Woodstock Town to Hensington Road (0.5km)
Hensington Road to Banbury Road B4027 (2km)
Banbury Road B4027 to Sturdy's Castle (0.7km)
A4260 Crossing Sturdy's Castle to A4260 Crossing Tackley (0.2km)
A4260 Crossing Tackley to Tackley Village (1.8km)

RST Scores –

Directness	5
Gradient	4.06
Safety	0.79
Connectivity	1.59
Comfort	0

Comments –
Woodstock is the nearest service centre for schools and local amenities. Residents are dissuaded from active travel by the dangerous crossing on the A4260. The speed limit on the A4260 is national speed limit.
Tackley Rail Station attracts some commuters as it serves Banbury, Coventry and Birmingham as well as Oxford and London.

5. Woodstock to/from Stonesfield and Combe

Route Description –
A44 from Woodstock to the B4437 junction, following the B4027 to the unclassified road known locally as Woodstock Road.
Combe – The route then follows an unclassified road into Combe, which is quieter but narrower.

Stonesfield – Continue along Woodstock Road into Dorneld.
Moderate Propensity to Cycle.

Route Sections –
A44 Woodstock to B4437 The Duke (1.7km)
B4437 The Duke to Ditchley Gate (0.6km)
Ditchley Gate to Stonesfield (3km)
Akeman Street to Combe (1.8km)

RST Scores –

Directness	0
Gradient	2.78
Safety	1.28
Connectivity	1.44
Comfort	0

Comments –
There is a strong link between Stonesfield and Combe to Woodstock as it is the most local service centre. There is secondary connectivity to Wootton and Charlbury, suggest improvements to active travel infrastructure will increase the occurrence of active travel.
The road from the A44 to Stonesfield is straight so naturally encourages high speeds. The use of the road would become reasonable with appropriate signage and lines. And a reduction in speed if possible.
There is currently a permissive route through Blenheim Estate used by students to/from the Marlborough Secondary School in Woodstock.

6. Woodstock to/from Charlbury

Route Description –
A44 from Woodstock to B4437 junction, following the B4437 to Charlbury. Moderate Propensity to Cycle.

Route Sections –
A44 Woodstock to B4437 The Duke (1.7km)
B4437 The Duke via Ditchley Gate to Woodleys (0.9km)

B4437 Woodleys to B4437 into Charlbury (5.4km)
B4437 into Charlbury to Charlbury Village (0.7km)

RST Scores –

Directness	5
Gradient	2
Safety	1.64
Connectivity	2.75
Comfort	0

Comments –
A difficult journey but a significant commuter route to Oxford. The shortest, most attractive and comfortable route into Oxford. Needs to be referenced in the Charlbury LCWIP.

7. Hanborough to/from Witney

This route is covered in the Witney LCWIP.

8. Hanborough to Eynsham

Route Description – The two main routes from Hanborough to Eynsham are via Church Hanborough and Woodstock Road towards Eynsham or via the eastern end Hanborough at Hanborough Station along the full length of Lower Road – this includes the narrow section under the railway overbridge. The main trip generator is Hanborough Station, the expansion at Eynsham of the Salt Cross Development, the trip generation and demand for service will increase. High Propensity to Cycle.

Route Sections -
A4095 Roundabout to Church Hanborough (1km)
Church Hanborough to Lower Road (1.3km)

Lower Road Eynsham Roundabout (4.4km)
Eynsham Roundabout to B449 Roundabout (1km)

Or

Hanborough Station to Lower Road (0.3km)
Lower Road to Eynsham Roundabout (4.4km)
Eynsham Roundabout to B449 Roundabout (1km)

RST Scores –

Directness	5
Gradient	1.21
Safety	0.93
Connectivity	2.60
Comfort	0.07

Comments –
The future Propensity to Cycle is very high as a result of the expected growth of Hanborough Station as a significant rail hub, the development of Salt Cross at Eynsham, and the new Park and Ride at Eynsham. It is essential that a fully segregated cycle footway follows the entirety of Lower Road. The road at present has a 60mph speed limit with a high volume of HGVs and commercial traffic, and also a significantly narrow carriageway under the railway bridge, this means at present this key road is dangerous for any active travel.
The other route via Church Hanborough carries less traffic but requires some traffic calming and cycle safety improvements. The existing route is known locally as "Coffin Path" between Church Road, Hanborough and the A4095 could be widened, and surface improvements would make the route more comfortable.

9. Hanborough to/from Combe and Stonesfield

Route Description –
The route is generally reasonable for cycling and walking but traffic speeds can be unreasonably high for the width and alignment of the carriageway. There is no cycle or footway provision. In places, particularly on Swan Hill the road is narrow and there is no verge to "escape" from traffic.

Route Sections –
Long Hanborough/Combe junction to Combe Halt station (1km)
Combe Halt station to Combe Village (1km)
Combe Village to Combe Village (1km)
Combe Village to Stonesfield (1.6km)

RST Scores –

Directness	5
Gradient	0
Safety	2.50
Connectivity	2.25
Comfort	0

Comments –

Connectivity between Hanborough, Combe and Stonesfield is straight forward, and a greater use of active travel can be encouraged through modest improvement to the existing infrastructure.

Swan Hill at Hanborough is steep and narrow with no verges or footways, therefore, pedestrians and cyclists feel insecure on this section. From Combe Halt to Combe Village the gradient is less steep, and the carriageway is wider, but this encourages somewhat higher vehicular speeds. Between Combe and Stonesfield there are steep hills on either side of the valley. Between Stonesfield and Fawler there is a further steep gradient, active travel throughout this route would be encouraged by lower speeds.

Alternatives existing between Fawler and Stonesfield along Evenlode Lane and between Combe and Blenheim via Combe Halt if these are downgraded to quiet lanes.

There is a need for a shared surface or some form of delineation in Robin Hill near the Primary School. This section of carriageway is narrow and busy, especially a school times. There is scope for some limited signage near the kindergarten on Park Road. However, both Stonesfield and Combe are conscious of their conservation status and do wish to see undue signage clutter.

10. Stonesfield to/from Fawler

Route Description –

Woodstock to/from Stonesfield. And onwards to Fawler via the Stonesfield Road, which is a national speed limit (60mph) road.

Route Sections –

Stonesfield Road to Fawler Village (1.8km)

Stonesfield via Evenlode lane to Fawler Main Street (3.4km)

RST Scores –

Directness	5
Gradient	0
Safety	2

Connectivity	1.5
Comfort	0

Comments –
Moderate Propensity to Cycle. School route, extension of the Woodstock to Stonesfield route.

11. Wootton to/from Tackley

Route Description – There is an on-road route from Milford Lane to the B4027 and then onto Weaveley Crossroads. Up to Sturdy's Castle Crossroads towards Tackley Village. Moderate Propensity to Cycle.

Route Sections –
Wootton Village to B4027 Junction Bridge (0.8km)
B4027 Bridge to B4027 Banbury Road Junction (1km)
Banbury Rd B4027 to Sturdy's Castle (0.7km)
A4260 Crossing Sturdy's Castle to A4260 Crossing Tackley (0.2km)
A4260 Crossing Tackley to Tackley Village (1.8km)

RST Scores –

Directness	5
Gradient	2.59
Safety	1.16
Connectivity	2.16
Comfort	0

Comments –
Active travel on the B4027 is unsafe and uncomfortable. Vehicular speeds are high and there is a steep incline from Milford Bridge.
The crossing of the A4260, as covered in the Woodstock to Tackley route, is a high speed, dangerous crossing.
The onward route to Tackley is a reasonable active travel route, although requires lines and signs with consideration of the rural speed limit.
Tackley Village itself is a safe 20mph speed limit zone.

An alternative off-road route if feasible from Milford Bridge to Tackley and improvements are mostly straightforward.

12. Wootton to/from Glympton

Route Description – B4027 Wootton to Glympton is covered in the Woodstock to Wootton route. Moderate Propensity to Cycle.

13. Begbroke to/from Kidlington

Route Description – Well served for cyclists by Sustrans NCN Route 5. Off-road routes for cyclists and pedestrians. High Propensity to Cycle.

Route Sections –
Woodstock Road E (service road) to Begbroke Lane (0.7km)
Begbroke Lane to Partridge Place (1.2km)
Partridge Place to Lyne Rd/A4260 Junction (0.6km)

RST Scores –

Directness	5
Gradient	1.91
Safety	3.17
Connectivity	3.09
Comfort	1

Comments –
There are concerns in Begbroke in relation to lack of safe pedestrian crossing points across the A44 dual carriageway, as this is a busy road. Further comments on this can be seen in the appendix Section 12 due to the links to Cherwell Local Plan and is therefore not included as improvement measures as part of the Woodstock LCWIP.
There is a possibility to improve the bridleway between Bladon and Begbroke but would need further investigation.

Appendix C: Woodstock Area Local Cycling and Walking Infrastructure Plan

Walking Audit Report
January 2025

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Figure 1 – WRAT scores for all routes. Colour coded.

	WRAT Scores					
Route Number	Attractiveness	Comfort	Directness	Safety	Coherence	Overall
1	7	12	12	5	2	38
2	8	12	12	6	2	40
5	6	11	12	6	2	37
8	8	8	12	6	1	35
9	8	12	12	6	2	40
10	5	9	11	6	2	33
11	5	8	10	5	0	28
12	4	10	11	6	1	32
13	5	8	9	5	0	27
14	7	8	12	6	0	33
15	6	6	12	6	0	30
16	8	9	12	6	1	36
17	8	9	11	6	0	34
18	6	5	11	5	0	27
19	6	9	12	6	2	35
20	5	8	7	2	2	24
21	6	8	8	6	1	29
22	5	7	11	6	0	29
23	6	8	10	6	1	31
24	3	6	12	6	1	28
25	7	9	10	6	1	33
26	7	7	11	5	0	30
27	7	4	10	3	0	24
28	7	12	12	6	1	38
29	6	7	9	4	1	27
30	6	7	11	6	0	30
31	6	8	9	4	1	28
32	7	8	12	6	1	34
33	7	12	12	6	2	39
34	6	9	10	4	1	30
35	7	11	11	6	1	36
36	8	12	12	6	1	39
37	5	11	11	6	1	34
38	7	11	10	6	0	34
39	5	7	11	6	0	29
40	7	8	9	5	1	30
41	5	6	9	5	0	25
42	8	10	12	6	1	37
43	6	8	11	5	1	31
44	4	8	11	5	1	29
45	4	8	11	6	1	30
46	6	9	12	6	1	34

47	6	10	12	6	1	35
48	4	9	12	6	1	32
49	7	10	11	6	1	35
50	5	8	10	6	0	29
51	4	7	11	5	1	28
52	8	8	10	6	0	32
53	7	10	10	6	0	33
54	6	9	11	6	2	34
55	7	11	12	6	1	37
56	5	8	10	5	1	29
57	7	10	12	6	1	36
58	7	10	12	6	1	36
59	7	10	11	6	1	35

70% (a score of 28/40) should be regarded as a minimum level of provision.

Red Routes	
Route 27 – Union Street	Score: 24 (2 red, 1 orange)
Comments: Has one of the main car parks in Woodstock. Busy with cars from A44 to/from the car park. Road surface is cracked and there is no footway provision. Shared space with no guide, which makes it difficult for those less abled. Parking long road means people must deviate from desire line and wait for passing cars. Car focus rather that pedestrian. Steep at junction with Brook Hill.	Actions: • Resurfacing of the road. • Ensure bench is well maintained so rest stop is available on the steep junction. • Consider making road access only to reduce rat running. • Consider designating as a shared space with signage and entry gateway features at both junctions
Route 20 – A44 Oxford Road	Score: 24 (1 red, 3 orange)
Comments: Limited active frontage at sections towards the southeast; heavy traffic (incl HGV and bus); minor footway defects; pinch points on footway; limited existing crossing width; no crossing at Churchill Gate or Blenheim Palace bus stop; Blenheim Palace entrance difficult to navigate; and speeding vehicles.	Actions: • Repair defects and/or resurface • If possible, widen footway. • Extend width of pedestrian crossing • Consider crossing points at Churchill Gate and Blenheim Palace Bus Stop • Consider redesign of Blenheim Palace entrance to reduce width (while accommodating coaches) to improve pedestrian access. Consider raised table crossing and narrowing.

Route 41 – Green Lane NCN	Score: 25
Comments: NCN Route 5. Lack of provision and signage. Isolated route. Full cycle lane provision may not be needed due to the low volume and speed of traffic but around the business area, some provision is needed.	Actions: • Maintenance of vegetation. • Maintenance of road surface. Ponding at the side of the road. Cracking where cyclists and pedestrians would need to walk. • Warning signage for low visibility/sharp bend. • Consider increased lighting. The area covered by the business had lighting but limited elsewhere on the route. • Introduction of formalised footway/cycleway. Particularly around the business area. • This could include upgrade to the crossing points.
Route 13 – Cadogan Park/Princes Ride/Flemings Road	Score: 27 (1 red, 2 orange)
Comments: Overgrowth, areas with no passive surveillance, minor footway defects, pinch points, poor drainage, diversion from desire lines (footway and dropped kerbs), noise pollution, limited dropped kerb provision.	Actions: • Trim vegetation • Repair / resurface footway • Improve/maintenance of drainage • Provide tactiles and improve dropped kerbs. Consider raised table junction at Cadogan Park junction (routes 13 and 18)
Route 18 – Cadogan Park	Score: 27 (1 red, 1 orange)
Comments: Uncleared leaf litter blocking path; limited active frontage; minor footway defects; narrow footways; parking concerns; major flooding concern; minor diversion from desire lines; and poor quality dropped kerbs with no tactiles.	Actions: • Clear leaf litter • Repair footway defects • Widen footway • Consider implementing a TRO to restrict parking issues. • Improve drainage at northernmost extent • Provide high quality dropped kerbs with tactiles • Provide raised table crossing at junction with (route 13) Cadogan Park. • Consider SUDs - investigate potential to provide drainage.
Route 29 – Banbury Road	Score: 27 (3 orange)
Comments:	Actions:

Moderate traffic flow area but vehicles do not always adhere to speed limit particularly when entering Woodstock from Tackley. Some footway provision but in narrow and poor condition with cracking, pooling and uneven surface. On leaving Woodstock there is an informal car park where cars park across the footway resulting in pedestrians having to walk in the road. Further, there is no formal crossing along the route and the moderate traffic flow, makes crossing a challenge.	• Resurface • Widen into verge where possible • Investigate who parks here and whether the footway can be extended into this area and benches added rather than it being an informal car park (continue footway into this area and stop people parking here) • Consider footway provision on southbound side to provide a connection to PRoW 413/4/10, facilitated by new crossing near Budds Close that would also allow peds to access Buds Close • Build out/ raised table needed at junction with Hensington Road • Formal crossing needed in vicinity of Budds Close • Consider traffic calming/entryway feature north of Budds Close to slow traffic • Replace dropped kerbs
Orange Routes	
Route 11 – Churchill Gate	Score: 28 (1 red, 2 orange)
Comments: No footway provision and fast incoming traffic which creates a potentially dangerous environment for pedestrians, particularly at the junction with A44 Oxford Road. Restricted visibility particularly at junctions and parking on roadside which pushes pedestrians into the middle of the main carriageway.	Actions: • Trim vegetation (particularly at A44 Oxford Road junction) • Resurface pavement of footway near A44 junction • Raised table layout • Resurface road surface with material to signal shared space between cars and pedestrians • Consider speed bumps near A44 junction • Formalise on-street parking bays and restrict the rest of the road with TROs • Dropped kerb with tactile paving from footway onto road (and / or raised table) • Install signage indicating shared use.
Route 24 – Pathway between Recreation Road to Princes Ride (PRoW 412/8/20)	Score: 28 (1 red, 2 orange)

Comments: Low hanging and overgrown trees and bushes which makes the route feel dark. No lighting and not overlooked which creates an unsafe feeling environment especially at nighttime. The surface us cracked, uneven and muddy with inconsistent widths due to overgrowing grass verge. Blocked drain at Recreation Road causing flooding and deviation from desire line. A direct known school route, request from school parents to surface the route as unusable during winter months when it becomes very muddy.	Actions: • Maintenance – vegetation clearance • Resurface and widen route with all-weather surface • Drainage maintenance • Tactile paving • Lighting to make accessible at nighttime
Route 31 – Shipton Road to Randolph Avenue	Score: 28 (3 orange)
Comments: Volume and density of traffic increases at school drop off and pick up. Footway provision is limited and in poor condition with uneven, cracked surfaces that pool. Lack of crossing points that match desire lines when the pathway at the northern end stops.	Actions: • Resurfacing needed. • Widen footway into the grass verge • Protect footway from vehicles driving on it – consider school zone approach e.g. pencils along kerb • Crossing point in the vicinity of Flemings Road • Jim Whiting lining strategy to implement lines and increase the places for cars to pull over to let a car in the opposite direction pass and so reduce speeding • Increase dropped kerbs and tactile paving – New Road and Flemings Road junctions in particular.
Route 51 – A44 Oxford Street – Brook Hill to Rectory Lane Junction	Score: 28 (3 orange)
Comments: Main road with bus stop and car parking provision which makes it a busy thoroughfare for pedestrians and traffic including HGVs. Inconsistent provision infrastructure with some maintenance issues. Hard to rectify as this is the main route to and from the Town Centre.	Actions: • Minor maintenance – patching. • Varying paving types – resurface or match up as one type of paving. Slabs have trip hazards. • Tactile paving and dropped kerbs to be made consistent.
Route 22 – New Road NCN5	Score: 29 (1 red, 2 orange)

Comments: Tree debris and some litter on a pathway. Bollards rather than barriers for the NCN shared space connecting to A44, which is more accessible. Cracked footway and some pooling on both sides of the road. Overgrown vegetation narrows the width of the footway in places which forces pedestrians into the road. Footpath ends abruptly on Community Centre side outside number 52. Some signage to indicate NCN route.	Actions: • Resurface footway • Maintenance of vegetation • Raised table/continuous footway across side road to support people crossing Dropped kerbs and tactile paving
Route 39 – Nature Reserve/ Budds Close Cut through	Score: 29 (1 red, 2 orange)
Comments: Nature reserve path is narrow, uneven and overgrown with vegetation. There is no lighting and minimal surveillance at the entrance to and around the nature reserve. The wooden bollard at the entrance impacts accessibility and it is unclear where the path takes you or how long the route is both in distance and time. Some pooling on the surface at the entrance access.	Actions: • Maintenance/vegetation clearance • Widen pathway into verge and create a formal all weather all year path • Remove wooden bollard at access gate to nature reserve to increase accessibility from Budds Close and cut back vegetation • Wayfinding along the path – include timings and distances • Dropped kerbs and tactiles at nature reserve entrance
Route 50 – Watermeadows Nature Reserve	Score: 29 (1 red, 2 orange)
Comments: Nature Reserve is difficult to assess as there is no formalised path but no traffic. Isolated and no lighting. Owned by Woodstock Town Council. Can flood when the River Glyme is high – marshy/boggy and not suitable for pushchairs/wheelchairs even though there is ramp access.	Actions: • Signage. • Check to see if WTC carry out any maintenance.
Route 21 – Hensington Road	Score: 29 (3 orange)
Comments: West side is adjacent to car park and cemetery which is the favoured walking route due to the footway provision	Actions: • Vegetation clearance and maintenance • Replace benches

between the A44 and Shipton Road, more facilities and the greater width. Overgrown vegetation causing narrowing of the pathway in places. Benches are starting to rot, and pavements are cracking with minor potholes. Some ponding noticeable causing deviation from desire line of crossing at Kerwood Close. Benches are often in the middle of the grass verges with no path to them. No crossing points present.	• Pavement resurfacing – priority to West side • Indicate that the West side is prioritised for walking by signage • Road junction resurfacing at Kerwood Close • Formalise path to benches for accessibility • Crossing required in the vicinity of Banbury Road – consider raised table or a zebra crossing between Green Lane and Kerwood Close to support safer school and town centre journeys • Consider raised tables at all side road junctions including Union Street and Car park • Consider walking time signs and street art to support school journeys • Tactile paving
Route 44 – A44 Manor Road	Score: 29 (3 orange)
Busy A road. Improvements to be made but provision is present. Pavements on either side have alternating widths and there is not consistency. Main route into/out of town centre including for buses.	Actions: • Maintenance of vegetation. • Maintenance of pathway where patching is evident. • Consider widening of pavements where possible – particularly where bus stops are present and when there is close proximity to traffic. • Tactile paving.
Route 56 – Rectory Lane/Park Lane	Score: 29 (3 orange)
Comments: Mainly residential but also used for rear access to business on Park Lane, which creates some confusion of the usage and safety. Limited pavement provision so lack of safe areas for pedestrians when HGVs for deliveries ect. Use the route. Confusion of the area is exacerbated due to isolated spots and no desire lines to main road and/or bus stops.	Actions: • Consistency of dropped kerbs and tactile paving. • Maintenance of pavements. • Repainting of yellow lines. • Consider formalisation of pedestrian walkway – perhaps with just white lines. • Consider more visible signage to warn pedestrians of HGV/delivery traffic. • Increased lighting especially in isolated areas.

	• Some evidence of anti-social behaviour – consider loitering deterrents.
Route 15 – Rye Grass/Plane Tree Way/Hensington Walk	Score: 30 (1 red, 1 orange)
Comments: Plane Tree Way is a regular street with narrow provision that has defects and pooling and several pinch points Hensington Walk is pedestrian only, limited lighting Rye Grass was not possible to survey as it was under major construction and behind hoarding.	Actions: • Trim vegetation • Install lighting on Hensington Walk • Organise designated space for bins • Resurface and widen Plane Tree Way footways • Consider one-way system on Plane Tree Way • Relocate lampposts in footways • Formalise parking bays • Install wayfinding at Hensington Walk entrance • Implement TROs to stop cars parking on junction • Improve dropped kerbs and install tactiles at Flemming Road junction.
Route 26 – Bear Close	Score: 30 (1 red, 1 orange)
Comments: Some overgrown vegetation. Provision only on northbound side which has an uneven and cracked footpath. Very narrow and often easier to walk in the carriageway. Some pooling in footway including where it meets the road. Road is winding and where required to walk in the carriageway, visibility can become limited.	Actions: • Resurfacing required • Due to narrow pathway, consider creating a shared space for pedestrians and cars. • Dropped kerbs and tactile paving needed • Consider a raised table at Hensington Road junction
Route 30 – Budds Close	Score: 30 (1 red, 1 orange)
Comments: Cut through is hard to find. Residential area with footway parking and bins blocking driveways which results in varying footway widths further constrained.	Actions: • Maintenance of overgrown vegetation and moss on footway • Consider a shared space to improve accessibility • Consider parking recesses to mitigate footway parking • Bins – is this an issue of community ownership? • Wayfinding to cut through required

	• Dropped kerbs and tactile paving required
Route 45 – Hill Rise	Score: 30 (3 orange)
Comments: Route has 2 junctions onto the main A44 route in/out of Woodstock. Provision on A44 stops at Hill Rise junction – safety issues for crossing. Residential area with lack of lighting of all of route length. Vegetation overgrowth onto pavement which causes pedestrians to walk in carriageway – houses should maintain their own hedge. Bus shelter shows signs of misuse and neglect.	Actions: • Maintenance of bus stop – removal or upgraded. • Maintenance of vegetation – over pavement and lighting. • Maintenance of pathway – some patching. • Tactile paving needed. • Crossing point needed from A44 to Hill Rise.
Route 34 – Shipton Road to Colwells Road	Score: 30 (2 orange)
Comments: Residential area with poor condition pavements. Uneven and cracked footway with some vegetation growth. Regular flow of traffic at higher speeds than expected. Lack of crossing of Banbury Road.	Actions: • Resurfacing -particularly between Banbury Road and Hensington Close. • Vegetation clearance • Consider creating a school zone • Consider build outs or raised table crossing of Banbury Road • Jim Whiting – line strategy to implement lines and increase places for cars to give way to oncoming cars to reduce speed • Tactile paving and dropped kerbs around Marlborough School and between Primary School and Banbury Road crossing
Route 40 – Brook Hill	Score: 30 (2 orange)
Comments: Footpath present cuts through to Bear close between 26b and 27 – narrow and muddy, vegetation maintenance, pathway maintenance/resurfacing, guard rails need replacing particularly bottom one. Only one side has pathway provision, not outside the houses but hedging side. Stops at Glyme Close.	Actions: • Tactile paving • Increased lighting • Maintenance of pavement • Maintenance of guard rails • Cut through needs lighting and vegetation/pavement maintenance at minimum. Consider replacing guard rails at the bottom, resurfacing to an even surface, handrails.

Noticeable ponding of pavement with some patching issues. Steps between Upper Brook Hill and Brook Hill limit the accessibility of the street. Those unable to use steps have to use the carriageway where there is no provision, and a low visibility give way junction.	• Consider safer access options from Upper Brook Hill to Brook Hill. • Consider provision and crossing points from step access. • Consider crossing points
Green Routes	
Route 23 – Recreation Road	Score: 31 (2 orange)
Comments: Moss on footpath and cracking. Blocked draining causing flooding and puddles. Very narrow. Footway finishes in a stone/mud mess opposite the youth centre.	Actions: • Maintenance and resurfacing of the pathway • Consider the school side entry gate area to be turned into a school zone (e.g. signage/ features to show this is a school area) /school street access only (although do have youth centre car park). Consider the whole area as a shared space, or significantly widen pavement (currently wide highway is just encouraging school parents to park there) • Tactile paving
Route 43 – Upper Brook Hill	Score: 31 (2 oranges)
Comments: Reasonably well maintained with some street lighting, freshly painted yellow lines but some patching and areas of moss on pavement itself. Varying widths of provision on either side of the carriageway. Steps onto Brook Hill with no provision for cyclists or those who cannot use steps. Crossing point is on a slight diagonal which causes some visibility issues due to the location of the desire line.	Actions: • Increased street lighting • Maintenance of pavement • Consider safer access options from Upper Brook Hill to Brook Hill • Maintenance of vegetation and consider a mirror at the crossing point to improve visibility further • Tactile paving
Route 52 – Browns Lane/Oxford Street/Angel Yard	Score: 32 (1 red, 1 orange)
Comments: Well maintained residential area with permit parking only.	Actions: • Consider whether provision is needed or if it is possible to surface the carriageway, so it is

Shared use between vehicles and pedestrians means no provision, however there is a low volume of traffic. Some temporary obstructions with bins and parked cars. Closest desire line has steps, but alternative routes are available.	more obviously a shared use area.
Route 12 – NCN5 Oxford Road	Score: 32 (2 orange)
Comments: Majority of footway is in good condition and well maintained. The short footway between NCR5 and A44 Oxford Road southeast of the Blenheim Palace bus stop is narrow and could be improved to accommodate disabled users of the footway.	Actions: • Install additional lighting where needed • Increase vegetation density to reduce noise pollution from A44 • Trim vegetation – particularly on footway between Blenheim Palace bus stop and NCR5 • Consider widening footways – especially footway between A44 and NCR5 at Blenheim Palace bus stop • Resurface - consider a more distinct/brighter material • Widen dropped kerbs and install tactile paving • Consider raised table crossing
Route 48 – Westland Way	Score: 32 (2 orange)
Comments: Overlooked and well-lit route. Some patching and pavement maintenance issues. Footway parking around the green space. Sightly sloped ramp to access the A44 with a Guard Rail present.	Actions: • Maintenance of pavement • Consider yellow lines around green space • Consider parking solutions – bays or inlets. • Tactile paving
Route 14 – Flemings Road	Score: 33 (1 red, 1 orange)
Comments: Overgrown vegetation with narrow footways and further pinch points where lampposts sit in the centre of the footway. Minor pavement defects. Several cars parked in driveways that enter the footway – widening footways would mitigate this impact. Layout somewhat confusing at Crecy Walk and A44.	Actions: • Trim vegetation • Pavement resurfacing • Widening of footway • Consider repositioning of lampposts • Provide signage at entrance of footpath. • Consider one-way system with Plane Tree Way

Princes Ride/Flemings Road junction is difficult for pedestrians to cross.	• Consider Modal filters at Princes Ride/Flemings Road junction • Dropped kerb improvements and tactile paving
Route 53 – Harrison's Lane/Chaucer's Lane	Score: 33 (1 red)
Comments: Steps at the bottom of Brown's Lane to A44 need maintenance. Overgrown vegetation, no entry sign is covered. Residential low traffic overlooked and well-lit area. Shared use between vehicles and pedestrians so no segregated provision.	Actions: • Maintenance of vegetation – particularly around signage. • Consider whether provision is needed or if it is possible to surface the carriageway/signage, so it is more obviously a shared use area
Route 10 – Hedge End Shared Path	Score: 33 (1 orange)
Comments: Majority of route is an exemplar shared footway/cycle. Northern connection to Hedge End: - unpaved and of poorer quality - unlit - narrower – not suitable for sharing Wayfinding is limited and layout is not clear – confusion over path being public or private garden	Actions: • Provide a bin on Hedge End • Trim back vegetation to allow better view from surrounding houses for natural surveillance • Provide soft lighting towards the north of the pathway • Northern section to be surfaced and widened. • Consider painted lines throughout to split the pathway into cyclists and pedestrians • Install wayfinding signage for clarity
Route 25 – Boundary Close	Score: 33 (1 orange)
Comments: Berries from trees on path creating a slip hazard. Some pavement cracking, mainly on west side. Connection between Boundary Close and New Road felt like private land/could be private gardens. Some footway parking and bins blocking pathway. Footway provision covers west side of the road and only short sections on east side between Hensington Road and flats.	Actions: • Resurface west side of the footway • Wayfinding/appropriate signage • Tactile paving
Route 17 – Crecy Walk	Score: 34 (1 red)

Comments: Narrow footway constricted further by lampposts in the centre of the footway. Poor drainage and surfacing have resulted in water pooled on footway. Confusing access and no wayfinding at the footpath to A44/Hedge End.	Actions: • Tactile paving • Implement wayfinding • Resurface • Consider better drainage solutions • Consider widening footway • Consider repositioning lampposts
Route 38 – Lewisfield Way	Score: 34 (1 red)
Comments: Some vegetation and leaves on paving. Some cracking of paving slabs. Shared space between vehicles and pedestrians – unclear where or if there should be a pavement. No indication of coherence when joining another road or at the junction with Randolph Avenue.	Actions: • Small maintenance • Consider signage for clarity • Tactile paving • Consider raised table to define the shared space at junctions
Route 32 – Hensington Close	Score: 34 (2 orange)
Comments: Leaves, moss and weeds in pavement, which is also cracked and uneven, with some kerb erosion present. Incidents of parked cars which reduces widths and can cause walking in the carriageway. Bins and rubble/stones from cracked road cause temporary obstructions.	Actions: • Tactile paving • Consider add wayfinding to town so that walking is encouraged • Resurface • Reinstate the kerb line • Maintenance of vegetation • Consider community engagement to stop footway parking.
Route 37 – Orchard Walk	Score: 34 (2 orange)
Comments: Apples from trees and leaves on footway No street lighting but houses provide surveillance and lighting. Closed to motorised traffic with signage to support this. Footway stops at fields – unclear where they lead (PRoW 342/2/10 and PRoW 342/3/10).	Actions: • Tactile paving where path joins road, shared space and PRoW. • Wayfinding to direct to PRoWs • Consider street lighting • Maintenance of leaves and apple fall – could this be community led?
Route 46 – Vermont Drive/Rosamund Drive/Vanbrugh Close	Score: 34 (1 orange)
Comments:	Actions: • More visible signage for the playground and PRoW access

Rosamund Drive has access to Old Woodstock Playground which also leads to PRoW to Wootton. Overlooked and well-lit residential area. Bus stop not in use on Vermont Drive. Some patching of the pavements.	• Removal of unused bus stop in Vermont Drive • Maintenance of overgrown hedges in Vanbrugh Close • Maintenance of pavement patching. • Tactile paving
Route 54 – Pathway between Harrison's Lane and A44 (SP4416)	Score: 34 (green)
Comments: OCC Highway maintained footpath SP4416. Attractive cut through with a heavy tree canopy and limited lighting. Steep and only steps – not accessible for cyclists/pedestrians with wheelchairs or push chairs as well as those with mobility issues. Potential for surface to become slippery when wet.	Actions: • Maintenance of hedges – could be owned by properties. • Consider soft/low lighting options • Consider handrail.
Route 8 – Henrietta Way	Score: 35 (2 orange)
Comments: Appears to be a work in progress - some sections of the route were not yet built, while other sections were unpaved. It is assumed that this will be fixed upon completion. Parking on footways that isn't construction related.	Actions: • Install dropped kerb and tactile paving at 4 Axtell Crescent • Consider designated parking areas • It is assumed that the rest of the improvements will be implemented upon completion of construction - such as paving the footway.
Route 47 – Marlborough Crescent/Mavor Close	Score: 35 (1 orange)
Comments: Marlborough Crescent has issues of overgrown hedges and moss on pavement. Pavements also have patching and maintenance issues. Recess parking.	Actions: • Maintenance of hedges and vegetation • Maintenance of pavement and patching • Tactile paving
Route 49 – Farm End/St Andrews Square	Score: 35 (1 orange)
Comments: St Andrews Square is a private residence. Farm End is a cul-de-sac. Manor Road private residence has gate	Actions: • Some maintenance issues including patching

access to a PRoW footpath into eventually Blenheim Land - PRoW 133/5/60. Narrow footway but low footfall and no through traffic.	• Street name sign could be updated • Tactile paving
Route 59 – Caroline Court	Score: 35 (1 orange)
Comments: Maintenance of the area is poor in both vegetation and infrastructure areas. Mainly residential area with permit bay parking. Bins strewn across pavement and access point for service vehicles. Obscure guard rails. Tactile paving on one side of the crossing point.	Actions: • Maintenance – moss on pavements and significant patching. • Tactile paving to be made consistent • Consider decluttering streetscape
Route 19 – Path to Woodstock Bowls and Tennis Club	Score: 35 (green)
Comments: Car free route. Limited active frontage for surveillance. No lighting with narrow footway at northernmost extent and heavy gates restrict accessibility.	Actions: • Provide lighting – especially at the North end • Widen footway • Consider different options for the gate at play park so it can be more accessible but still child safe
Route 16 – Meadow Walk	Score: 36 (1 orange)
Comments: Footway pavement has patching and some trenching. The pavement is also narrow with lamppost pinch points and no tactiles.	Actions: • Resurface and repair footway • Widen footway • Consider repositioning lampposts • Consider implementing a one-way system • Install tactiles
Route 35 – Randolph Avenue	Score: 36 (1 orange)
Comments: Some leaves and weeds in the paving slabs, of which some are cracked. Shared space between peds and traffic with footway provision between Lewisfield Way and junction with Shipton Road.	Actions: • Tactile paving • Wayfinding – particularly at Shipton Road • Maintenance – vegetation and cracking
Route 57 – High Street	Score: 36 (1 orange)
Comments:	Actions:

Slow and infrequent traffic levels. Some maintenance issues. Businesses have outside seating and signage that has potential to reduce footway width. Parking bays available.	• Maintenance of paving • Tactile paving at crossing points • Some evidence of ponding
Route 58 – Market Place	Score: 36 (1 orange)
Comments: Maintenance issues. Presence of lighting, table and chairs, shop signage, parking pay machines and bollards. Parking bays available.	Actions: • Maintenance of paving • Some issues of cracking • Consider streetscape • Tactile paving
Route 42 – Glyme Close	Score: 37 (1 orange)
Comments: Access to the Watermeadows by garages. Driveway gates open into driveways not pavement. Slight pavement patching.	Actions: • Some maintenance of patching • Tactile paving • Consider better signage at the entrance to the Watermeadows • Consider directional signage to Watermeadows entrance.
Route 55 – Park Street	Score: 37 (1 orange)
Comments: Manned entrance into Blenheim Palace at the end of the street. Shopping and leisure street. Some trip hazards where slabs are coming up. Lots of street furniture. Attractive street with lighting, tree coverage and areas of cobbles. Parking bays available.	Actions: • Maintenance of slabs • Maintenance of cobbles • Tactile paving
Route 5 – Taylors Close	Score: 37 (green)
Comments: No footway provided: shared ped / car- but only serves three houses with no through road	Actions: • Consider installing lighting (taking account of needs of residents) • Formalise parking bay and leave room in front of shared use footpath.
Route 28 – Ashford Close	Score: 38 (1 orange)
Comments: Residential area with an even shared space. Small section of wide footway at A44 junction. Some noise from A44.	Actions: • Tactile paving

Many access points to/from surrounding amenities. Use of bollards rather than guardrails.	
Route 1 – Colwells Road	Score: 38 (green)
Comments: NOTE: As some sections of the road were still under construction at the date surveyed - this WRAT has not assessed this road in its entirety. Uncleared leaf litter. Some instances of high speeds near the nursery with cars coming from Shipton Lane junction.	Actions: • Explore traffic calming at Shipton Lane junction – Chicanes/cyclist friendly speed bumps.
Route 36 – Blackberry Way	Score: 39 (1 orange)
Comments: Wide even surfaced footway around the playground before joining a shared space. Raised table/different surface at junction between side roads and main roads. Clear sightlines.	Actions: • Tactile paving
Route 33 – Sansoms Court	Score: 39 (green)
Comments: Shared space. Weeds in paving slabs but does not impact ability to walk.	Actions: • Vegetation maintenance
Route 2 – Rose Drive	Score: 40
Comments: Exemplar new build route with provision for walking. Some sections are shared between cars, pedestrians and cyclists - but with adequate measures / no through route so that this will not likely present a safety issue.	Considerations: • Mobility hub • Visitor cycle parking • EV guest charging
Route 9 – Wheeler Avenue	Score: 40
Comments: Exemplar walking infrastructure.	Considerations: • Mobility hub • Visitor cycle parking • EV guest charging

Annex B

Oxfordshire County Council

Appendix B: Equalities Impact Assessment

Woodstock and the Surrounding Areas Local Cycling and Walking Infrastructure Plan

10/02/2025

Contents

Section 1: Summary details

Directorate and Service Area	Economy and Place, Place Shaping
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Woodstock and the Surrounding Areas Local Cycling and Walking Infrastructure Plan (LCWIP)
Is this a new or existing function or policy?	New plan for Woodstock and the Surrounding Areas
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	Development of LCWIPs is a policy requirement within Oxfordshire's Local Transport and Connectivity Plan (LTCP). LCWIPs play a key role in supporting more journeys by walking and cycling and addressing the climate emergency. No negative equalities impacts have been identified as arising from the LCWIP, instead there is opportunity to address inequality in Woodstock and the surrounding areas especially due to the rurality of the area. The LCWIP promotes investment in walking, wheeling and cycling infrastructure that will improve the accessibility of travel in and between Woodstock and the surrounding areas for everyone. All individual highways schemes may result in unintended negative equalities impacts, however this risk will be considered in detail on a scheme-by-scheme basis when individual schemes in the LCWIP are developed, by writing a scheme specific EIA where appropriate.
Completed By	Annabelle Calder, Transport Planner, Place Planning North (West Oxfordshire)
Authorised By	Jacqui Cox, Place Planning Manager (North) 15/03/2025
Date of Assessment	10/02/2025

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	The Woodstock LCWIP is a 10-year plan for improving cycling and walking infrastructure in Woodstock and the surrounding areas. The improvements aim to enable cycling, walking and wheeling to be the natural choices for travelling short distances, or as part of longer journeys, within Woodstock and connecting to the surrounding areas thereby reducing reliance on motor vehicles. It is a policy requirement in Oxfordshire County Council's Local Transport and Connectivity Plan to produce LCWIPs (Policy 3a). This is the first version of the Woodstock LCWIP to be considered for approval.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	The LCWIP proposes: •new and improved crossings for people walking, wheeling and cycling •segregated cycle tracks •provision of lighting on footpaths and cycleways •implementation of additional cycle parking •footway widening and resurfacing •new shared use footway/cycleway •public realm improvements to create a more accessible and pleasant environment for people to walk, wheel, cycle and spend time.
Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to	The LCWIP and its associated documents outline the evidence used to inform the proposals in the LCWIP. This covers national policy and strategy of the benefits to increasing walking, wheeling and cycling levels for helping to decarbonize transport, improve health and tackle inequality, including by improving access to opportunities. Road traffic collision data has also been analysed to identify locations people walking, wheeling or cycling are at safety risk. The propensity to cycle tool has also been used to identify locations where there is the greatest potential for growth in the number of people cycling. Steering group sessions invited local members, key stakeholders and interested parties to give feedback and deeper local knowledge, this input was also used to inform the proposals in the LCWIP.

inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.	
Alternatives considered / rejected Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.	An LCWIP is a policy requirement in LTCP (Policy 3a). The LCWIP development followed Department for Transport Guidance on developing LCWIPs. Using an alternative approach would mean deviating from the policies adopted in the LTCP and guidance from Department for Transport, which may reduce the likelihood of securing funding for active travel schemes in the area.

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	☐	☒	☐	Improvements are provided where possible to encourage a form of segregation between highway traffic and cyclists/pedestrians. This increases the safety of cyclists/pedestrians, particularly for children, young people and the elderly who are typically less confident. In addition, the walking and cycling network ensures high quality connectivity to schools and local amenities to support more journeys by walking and cycling.	Consider impacts of individual schemes during design work. Public consultation of individual schemes endeavours to engage with a range of people to receive a representative view.	Place Planning West Team	Ongoing

Disability	☐	☒	☐	The LCWIP considers the needs of people with visual impairments including the provision of tactile paving and dropped kerbs. Some people with disabilities such as sight or hearing impairments or mobility issues (among other disabilities) may feel intimated sharing space with cyclists. The LCWIP proposes, segregation of footways and cycleways to reduce conflict between those cycling, walking/wheeling and vehicular traffic. The LCWIP seeks to enable people with disabilities who use their bike as a mobility aid to have increased access to shops and services. LCWIP also promotes the Healthy Streets Approach, which aims to create accessible and pleasant places for all. This includes the provision of benches to provide people with	Retain disabled parking bays and designated disable on street parking. Consider impacts of individual schemes during design work. Public consultation of individual schemes endeavours to engage with a range of people to receive a representative view.	Place Planning West Team	Ongoing

				opportunities to rest when necessary. The LCWIP makes proposals which would benefit pregnant/maternity women who use their bike as a mobility aid to have increased access to shops and services. Some pregnant/maternity women may feel intimated walking in areas where there are cyclists travelling at speed and feel at greater risk of being hit by a cyclist, the LCWIP proposes segregation of footways and cycleways to reduce potential conflict.			
Gender Reassignment	☒	☐	☐	N/A	N/A	N/A	N/A
Marriage & Civil Partnership	☒	☐	☐	N/A	N/A	N/A	N/A

Pregnancy & Maternity	☐	☒	☐	The LCWIP also promotes the Healthy Streets Approach, which aims to create accessible and pleasant places for all. This includes the provision of benches to provide people with opportunities to rest when necessary. The provision of tactile paving and dropped kerbs promotes improved accessibility for all, including for people with pushchairs and children.		Place Planning West Team	Ongoing
Race	☒	☐	☐	N/A	N/A	N/A	N/A

Sex	☐	☒	☐	The cycling and walking network provide equal opportunities for men and women. The cycling and walking networks aim to ensure inclusivity for all where everyone feels safe. Women typically feel unsafe when cycling and walking – this can be due to the lack of lighting and surveillance. The LCWIP infrastructure improvements seek to address this by identifying lighting opportunities, increasing the liveability and improving place making of spaces so that more people are encouraged to be in public spaces and ensure routes are not isolated.	The walking and cycling network will provide connectivity to a range of destinations to ensure that journeys and connections can be made safely. Public consultation endeavours to engage with a range of people to receive a representative view.	Place Planning West Team	Ongoing
Sexual Orientation	☒	☐	☐	N/A	N/A	N/A	N/A
Religion or Belief	☒	☐	☐	N/A	N/A	N/A	N/A

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	☐	☒	☐	The LCWIP includes improved cycling connection between Woodstock and the surrounding villages. It will also provide opportunities for onward journeys as part of multi-model journeys.	Consider impacts of individual schemes during design work. Public consultation of individual schemes endeavours to engage with a range of people to receive a representative view.	Place Planning West Team	Ongoing
Armed Forces	☒	☐	☐				
Carers	☐	☒	☐	Should the schemes in the LCWIP be implemented this may benefit people who are Carers or the people they care for, by making cycling and walking safe and more accessible to all people. It is recognised that the LCWIP may only benefit a small proportion of people who are Carers.	Consider impacts of individual schemes during design work. Public consultation of individual schemes endeavours to engage with a range of people to receive a representative view.	Place Planning West Team	Ongoing

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Areas of deprivation	☐	☒	☐	The LCWIP identifies areas of deprivation in Woodstock. The networks have been developed so that access to/from key destinations in and around Woodstock is provided. This will help to improve health, wellbeing, and access to economic opportunities for people in these areas.	Consider impacts of individual schemes during design work. Public consultation of individual schemes endeavours to engage with a range of people to receive a representative view.	Place Planning West Team	Ongoing

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	☐	☒	☐	Potential for improvements to staff's ability to travel for community and business trave by active modes or as part of a multi-model journey.	Consider impacts of individual schemes during design work.	Place Planning West Team	Ongoing
Other Council Services	☐	☒	☐	Potential for improved access to schools, libraries and Community and Support Services by active modes.	Consider impacts of individual schemes during design work.	Place Planning West Team	Ongoing
Providers	☒	☐	☐				
Social Value [17]	☒	☐	☐				

[17] If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

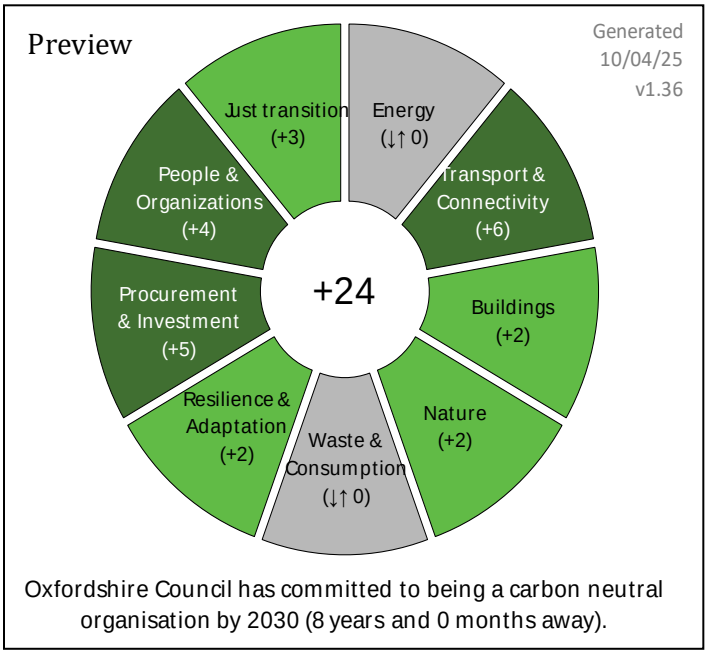
Review Date	**EIA to be reviewed during LCWIP updates. The LCWIP is a live document, and the EIA should be updated accordingly as and when changes are made to the LCWIP.**
Person Responsible for Review	**Odele Parsons, Place Planning West Team Leader**
Authorised By	**Jacqui Cox, Place Planning Manager (North)**

Annex C

Climate Impact Assessment

Summary

Directorate and Service Area	Economy and Place, Place Shaping
What is being assessed	Woodstock and the Surrounding Areas Local Cycling and Walking Infrastructure Plan (LCWIP)
Is this a new or existing function or policy?	A new policy for Woodstock and the Surrounding Areas
Summary of assessment	The Woodstock and Surrounding Areas LCWIP will have a positive impact when considering OCC's climate policies. The LCWIP identifies how walking and cycling infrastructure can be improved in Witney so that it becomes a more accessible form of travel, thereby reducing reliance on private cars for journeys. As well as a positive impact on climate, active travel also has a positive impact on health and wellbeing and addressing inequalities.
Completed by	Annabelle Calder
Climate action sign off by	Franco Gonzales, Climate Action
Director sign off by	Paul Fermer, Director of Environment and Highways
Assessment date	10/03/2025



Detail of proposal

Context / Background	The Woodstock LCWIP is a 10-year plan for improving cycling and walking infrastructure in Woodstock and the surrounding areas. The improvements aim to enable cycling, walking and wheeling to be the natural choices for travelling short distances, or as part of longer journeys, within Woodstock and connecting to the surrounding areas thereby reducing reliance on motor vehicles. It is a policy requirement in Oxfordshire County Council's Local Transport and Connectivity Plan to produce LCWIPs (Policy 3a). This is the first version of the Woodstock LCWIP to be considered for approval.
Proposal	The LCWIP proposes: •new and improved crossings for people walking, wheeling and cycling •segregated cycle tracks •provision of lighting on footpaths and cycleways •implementation of additional cycle parking •footway widening and resurfacing •new shared use footway/cycleway •public realm improvements to create a more accessible and pleasant environment for people to walk, wheel, cycle and spend time.
Evidence / Intelligence	The LCWIP and its associated documents outline the evidence used to inform the proposals in the LCWIP. This covers national policy and strategy of the benefits to increasing walking, wheeling and cycling levels for helping to decarbonize transport, improve health and wellbeing, including by improving access to active travel opportunities. The propensity to cycle tool has also been used to identify locations where there is the greatest potential for growth in the number of people cycling. Steering group sessions invited have been held with local members, key stakeholders and interested parties invited to give feedback and deeper local knowledge, this input was also used to inform the proposals in the LCWIP.
Alternatives considered / rejected	An LCWIP is a policy requirement in LTCP (Policy 3a). The LCWIP development followed Department for Transport Guidance on developing LCWIPs. Using an alternative approach would mean deviating from the policies adopted in the LTCP and guidance from Department for Transport, which may reduce the likelihood of securing funding for active travel schemes in the area.

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	N/A	N/A	N/A	N/A	N/A
Energy	Promotes a switch to low-carbon or renewable energy	N/A	N/A	N/A	N/A	N/A
Energy	Promotes resilient, local, smart energy systems	N/A	N/A	N/A	N/A	N/A
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	2	The LCWIP identifies walking and cycling networks that connect people to key destinations. Improvements are proposed on these routes to make walking and cycling safe and accessible for all users. This supports journeys to be made by walking and cycling for short everyday trips and therefore reduces the need for private cars for everyday journeys as well as connecting multi-	The LCWIP aims to reduce the reliance on private cars by improving the opportunities to walk and cycle. The LCWIP is supported by the local town and parishes councils as well as Active Travel groups such as the Village Travel Network, this will help maximise the benefits of the infrastructure improvements to the local community.	Annabelle Calder (Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

			modal journeys on public transport.			
Transport & Connectivity	Supports active travel	3	The function of the LCWIP is to support active travel within Woodstock and between Woodstock and the Surrounding Areas. This is achieved by identifying networks of walking and cycling and proposing improvements on these networks to enable journeys by active travel methods to be easier for all users.	The LCWIP supports active travel. The improvements suggested in the LCWIP help to realise the potential of active travel modal shift in the area.	Annabelle Calder (Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

			Proposed improvements include new crossings, new and improved cycleways/footways, segregated cycle tracks, new and improved public realm such as lighting and signage.			
Transport & Connectivity	Increases use of public transport	1	The LCWIP will help to support the use of public transport by providing connections to bus stops and key transport interchanges including train stations in Hanborough and Combe. The introduction of cycle parking in key areas is also outlined in the LCWIP.	Ensure public transport interchanges are considered within the route networks developed and that improvements for walking and cycling do not negatively impact public transport (particularly bus services). The location of cycle parking at bus stops will need to be monitored.	Annabelle Calder (Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

Transport & Connectivity	Accelerates electrification of transport	1	Improved safe cycle infrastructure particularly between Woodstock and the Surrounding Areas, may increase the use / ownership levels of electric bikes (Ebikes).	Approval and implementation of the LCWIP will ensure that the improvements to cycle infrastructure can be made. Close working with Transport Development Management team around planning applications will ensure developer contributions can be sought towards improvements to routes between Woodstock and the Surrounding Areas.	Annabelle Calder (Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Buildings	Promotes net zero new builds and developments	1	The delivery of a walking and cycling network that links people with where they want to go means that any new developments will ultimately be linked to key trip generators in and around Woodstock by good quality walking and cycling routes, thereby reducing the need to drive and avoiding embedding reliance of private vehicles from these	Share/ inform wider teams of the LCWIP to ensure schemes are identified for funding in response to planning applications where appropriate. Individual schemes will be subject to a CIA to ensure that they do not have a negative impact on the environment.	Annabelle Calder (Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

			developments. Also, the identification of routes and route improvements can be used in negotiations with developers to secure funding and/ or delivery of these.			
Buildings	Accelerates retrofitting of existing buildings	N/A	N/A	N/A	N/A	N/A
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	N/A	N/A	N/A	N/A	N/A

Nature	Develops blue and green infrastructure	1	The LCWIP promotes the Healthy Streets Approach to public spaces. This includes consideration of how and where more trees and vegetation could be planted to enhance the attractiveness of a place and provide shade to encourage more people to walk and cycle. The LCWIP also ensures that existing green and blue infrastructure is retained and new routes/ improvements must work around the blue and green infrastructure.	Ensure that improvements proposed in the LCWIP do not compromise blue and green infrastructure or are implemented at the expense of green and blue infrastructure. Opportunities to develop blue and green infrastructure should be taken where possible.	Annabelle Calder (Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

Nature	Improves access to nature and green spaces	1	The LCWIP improves routes and the safety of routes in rural areas as well as access to green spaces by ensuring that green spaces are included in the walking and cycling network developed, which connects people with the places they want to go.	Proposals hat improve access to nature and green spaces will be implemented. In some instances grass verge may be lost to accommodate widened paths and other infrastructure. The loss of vegetation will be considered as a last resort and weighed against the benefits from increased active travel over motor vehicle use. Opportunities to increase vegetation/ plant trees will be sought with each scheme. The specific details of individual schemes e.g. materials will be determined during the design stage, and each scheme will be subject to a CIA. If the impact on nature is unacceptable then a scheme will not progress. OCC's tree policy will be adhered to during scheme development also.	Annabelle Calder (Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Waste & Consumption	Reduces overall consumption	N/A	N/A	N/A	N/A	N/A
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A	N/A	N/A	N/A	N/A

Resilience & Adaptation	Increases resilience to flooding	N/A	N/A	N/A	N/A	N/A
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	1	The LCWIP promotes the Healthy Streets Approach to public spaces. This includes consideration of how to provide shade, shelter and rest stops in public spaces to make them more accessible and a pleasant place to be for all. This will become increasingly important as more extreme whether is anticipated. Consideration will mean people will still be able to travel by walking and cycling without reliance on a car to provide protection, or being isolated at home	Weather and climate are often highlighted as barriers to walking and cycling. The long-term conditions in which people will be walking and cycling needs to be considered in all aspects of scheme development. Appropriate steps will also be taken to reduce the impacts of these conditions on how people travel.	Annabelle Calder (Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	1	The LCWIP aims to enhance the resilience of the local community by providing a means of transportation that is reliant on and controlled by the individual. Reduced reliance on private motor vehicles will help to combat congestion and thus, increase the resilience of the County's public transport system in the area and, the negative impacts of Oxfordshire's transport network more generally on climate. Reduced need to travel by private motor vehicles will also reduce the dependence, of people travelling in Oxfordshire, on global fuel markets and will put less	Adopting and implementing the LCWIP will ensure that resilience of council services and communities is enhanced, with the aim of the LCWIP to address the climate emergency.	Annabelle Calder (Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

				pressure on supply chains for essential services. Any new walking and cycling infrastructure or improvement, will be future proofed for a changing climate by the materials used.			
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A	N/A	N/A		N/A	N/A

Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	3	The LCWIP encourages investment into alternatives to private cars. The investment supports a transition to net zero and does not lead to a net increase of emissions across the county.	Adoption and implementation of the LCWIP will support investment opportunities in infrastructure that supports climate action/net zero. It will be ensured that OCC's climate policy is aligned with in revisions of the LCWIP to account for revisions in the climate policy.	Annabelle Calder (Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
People & Organizations	Drives behavioural change to address the climate and ecological emergency	2	The LCWIP will help to encourage behavioural change of residents and visitors by providing safe and convenient access to active travel alternatives. The LCWIP also promotes community activation, cross team working within OCC and between County, District, Town and Parishes to further enable a change in travel behaviour and align	Adoption and implementation of the LCWIP will support a drive in behaviour change to help address the climate emergency.	Annabelle Calder (Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

			climate values and policies.			
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	1	The LCWIP supports LTCP targets for reducing emissions and Council targets for achieving net-zero by 2040. The LCWIP is also a guide that helps to promote the Council's climate policies in new developments and additionally includes the prioritised list of improvements (which considers environmental factors in the prioritisation	Adoption and implementation of the LCWIP will support a drive in behaviour change to help address the climate emergency.	Annabelle Calder (Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

			process) to guide change over a prolonged period.			
Just transition	Promotes green innovation and job creation	N/A	N/A	N/A	N/A	N/A
Just transition	Promotes health and wellbeing	2	The LCWIP promotes and supports active travel. By improving active travel options for journeys, the LCWIP reduces reliance on private vehicles for journeys and thereby improves air quality.	Adoption and implementation of the LCWIP will ensure that the health benefits of active travel can be realised	Annabelle Calder (Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

Just transition	Reduces poverty and inequality	1	The LCWIP creates accessible, zero carbon transport options. The development of the walking and cycling network involved identifying areas of deprivation and ensuring that walking and cycling links were provided for all areas to key trip generators and destinations.	Adoption and implementation of the LCWIP will contribute to addressing any inequality present in the scope area	Annabelle Calder (Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.
Just transition	Promotes inclusion and participation	1	The LCWIP identifies barriers and issues within the walking and cycling network that disadvantages users. Improvements are proposed to make walking and cycling safe and accessible for all users. Providing an inclusive network so there is opportunities to change from private car usage to active travel. Implementation of	Adoption and implementation of the LCWIP will contribute to promoting inclusion and behaviour change	Annabelle Calder (Transport Planner) / Odele Parsons (Place Planning Team Leader - West)	10 years from implementation. Monitor impact through LTCP target tracking and regular reviews of the LCWIP.

strategies such as school streets also allows for children to be include in a change of behaviour.

Annex D

Consultation Report: Woodstock and Surrounding Areas Local Cycling and Walking Infrastructure Plan

March 2025

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Table of Contents

Figures and Tables

Executive Summary

This consultation report outlines the response received to the Woodstock and surrounding areas Local Cycling and Walking Infrastructure Plan (LCWIP) consultation. The LCWIP is a strategic plan which identifies a network of walking and cycling routes in Woodstock and between Woodstock and the surrounding areas and sets it high level proposals for improvements to the walking and cycling infrastructure which makes up the network. These improvements are intended for development over a 10-year period to 2035 and will help to enable a modal shift from private vehicle use to active and sustainable modes of travel.

The LCWIP consultation ran from 6th February to 5th March 2025. 42 people responded to the online consultation and 4 responses were received in writing.

Overall comments on the proposed plan

Of those that completed the questionnaire, 54% of respondents said that the proposed cycling improvements were good, ambitious, and addressed all issues. 67% of respondents thought proposed walking improvements were good, ambitious, and addressed all issues and 59% thought proposed infrastructure improvements were good, ambitious, and addressed all issues.

Several detailed comments were received. The LCWIP Consultation Report responds to many of these. The LCWIP has been amended, where possible, to reflect the comments received during the consultation process, to ensure that the document meets the needs of local people. Some changes include refining the location reference descriptions and including additional scheme suggestions such as signage and further feasibility needed.

Comments made that did not directly relate to the Woodstock and surrounding areas LCWIP, where necessary, have been noted and will be further investigated, if relevant.

Key Themes

A number of key themes emerged during the consultation process. These have been received officer comment in the LCWIP Consultation Report:

- Use of Blenheim Estate land
- Improving links between both sides of Woodstock other than the A44.
- Better participation is required in consultations as they do not obtain the views of all residents
- Types of infrastructure improvements
- Scope area

Introduction

The Woodstock Local Cycling and Walking Infrastructure Plan (LCWIP) is a plan for improving the cycling and walking network in Woodstock and connections to the surrounding areas so that it is safer, more convenient, and well-connected for walking, wheeling, and cycling. The aim is for walking, wheeling, and cycling to become the everyday choice for short journeys, commuting to and from school, or as part of longer journeys combined with using public transport in Woodstock and beyond.

The plan seeks to achieve the LCWIP vision of creating *'a culture of walking and cycling, creating a thriving, healthy, inclusive and climate sensitive community, where improvements preserve and enhance the natural and historic environment and make Woodstock and the surrounding areas a great place to live, work and visit.*'

LCWIP development is a key policy in Oxfordshire's Local Transport and Connectivity Plan and helps to achieve local nation health and environmental targets. The plan has been developed by following Department for Transport guidance, which sets out six stages to developing an LCWIP:

1. Determining the scope
2. Gathering information
3. Network planning for cycling
4. Network planning for walking
5. Prioritising improvements
6. Integration and application

Whilst LCWIPs do not come with fully funded schemes, they are a tool for attracting funding and guiding the spending of funding.

About this report

To ensure that an LCWIP is reflective of community concerns and aspirations, engagement with local stakeholders and the community is key. Local stakeholders have been engaged in the process of drafting the LCWIP and the public have been engaged in reviewing the finalised draft.

This report sets out the findings from the consultation about the opinions, attitudes, and preferences of the public regarding the proposed cycling and walking infrastructure plan for Woodstock and the surrounding areas.

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

The report includes a summary of the questionnaire responses and any written responses. The report details the responses to questions about cycling, walking, infrastructure and prioritisation of improvements, as well as overall comments and thoughts. The report also summarises the respondent profile and characteristics.

Background to the consultation

The LCWIP has been developed with guidance from the steering group comprised of council officers, County, Town and Parish Councillors and local interest groups. The Village Travel Network (VTN) developed an initial cycling audit which assisted in developing the plan.

The LCWIP and its appendices were made available for viewing, downloading and to provide feedback through an online survey hosted on the Let's Talk Oxfordshire website. The consultation ran from 6th February to 5th March 2025.

About the survey

The survey is designed to gather information about the opinions, attitudes, and preferences of the public regarding the proposed cycling and walking improvements.

The survey includes a series of questions related to the proposed plan. The questions were grouped into 3 categories: cycling, walking and infrastructure improvements. The survey also included an opportunity for respondents to provide more detailed feedback via an open-ended question. Demographic questions were also asked to gain an understanding of the representation of participants.

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

By conducting a survey, we can ensure the final LCWIP report reflects the needs and preferences of the community and that the plan is responsive to any concerns and issues raised by residents and stakeholders.

Respondents were made aware of the consultation in several ways including:

- Direct emails from Oxfordshire County Council (OCC) officers were sent to members of the steering group
- Press releases shared on council media pages and Your Oxfordshire newsletter

Respondents were asked to select how they found about the Let's Talk Oxfordshire consultation. Most respondents found out about the consultation via Local community group organisation and Facebook.

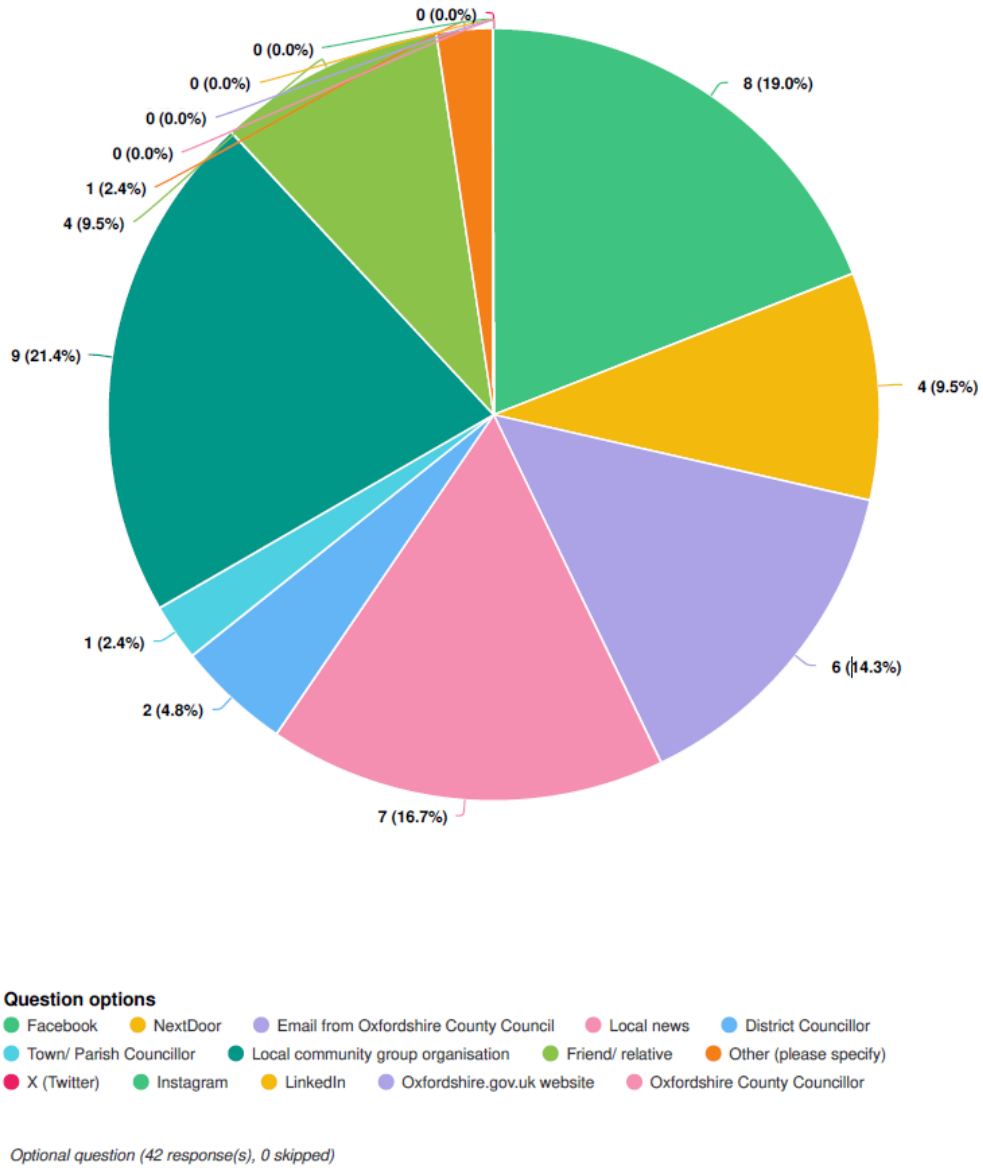

Figure 15: How respondents heard about the consultation

- 9 (21.4%) respondents heard about the consultation via a local community group.
- 8 (19%) respondents heard about the consultation via Facebook
- 7 (16.7%) respondents heard about the consultation via local news
- 6 (14.3%) respondents heard about the consultation via email from the council
- 4 (9.5%) respondents heard about the consultation via Next Door
- 4 (9.5%) respondents heard about the consultation via friend or relative
- 2 (4.8%) respondents heard about the consultation via a district councillor
- 1 (2.4%) respondent heard about the consultation via a town/parish councillor
- 1 (2.4%) respondent selected 'other', but did not say where.

Comments on the draft LCWIP

Questions about cycling

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

Q1 – Overall, what do you think of the proposed cycling network (shown in Figure 4 of the LCWIP)?

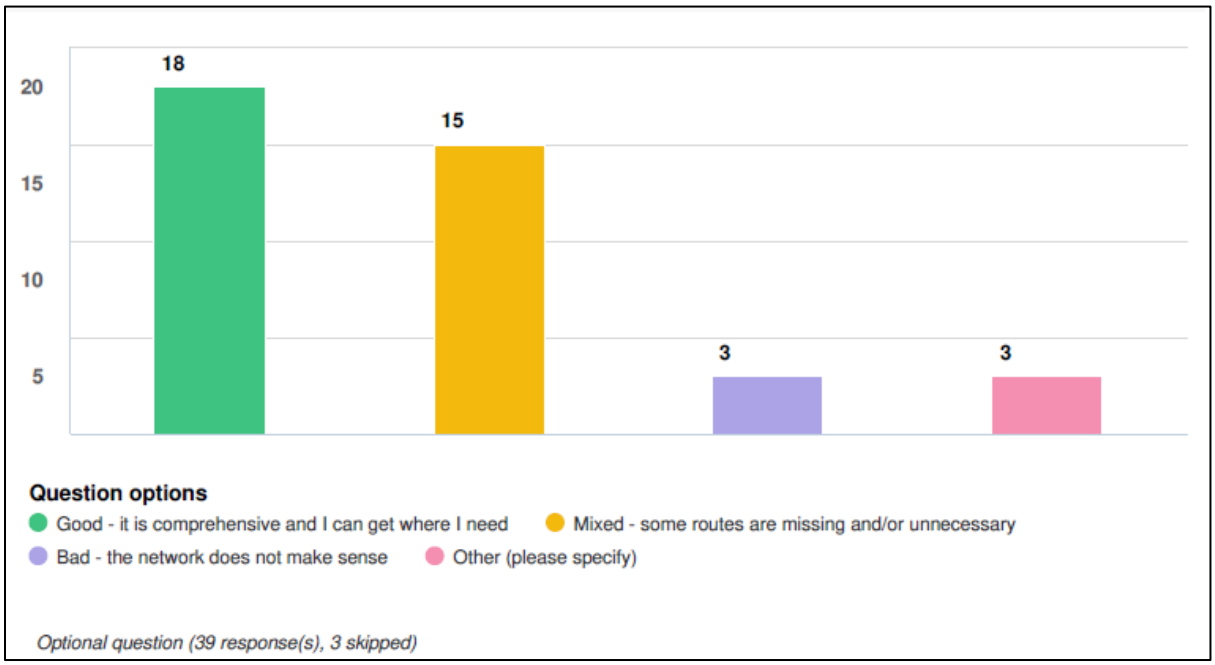

Figure 16: Views on the cycle network

Figure 2, shows the responses of 39 respondents to the question 'overall, what do you think of the proposed cycling network?' These were varied:

- 18 (46%) respondents said that the proposed cycling network was good.
- 15 (38%) respondents said that the proposed cycling network was mixed.
- 3 (8%) respondents said that the proposed cycling network was bad.
- 3 (8%) respondents said other.

These varied views indicate that mostly the cycling network is comprehensive, and respondents can get to where they want to go but could be refined. Respondents with the view of 'other,' comments that implemented routes should be separate cycle lanes where possible, so bicycles do not use the road, to make it safer; traffic free routes would get more use, and cyclists do not use dedicated cycle pathways.

Q2 – What changes, if any, would you make to the suggested cycling network?

Question 2 in the consultation asked participants what changes they would make to the cycling network suggested in the LCWIP, if any. 26 of the 42 participants responded.

Some key themes that emerged in the responses include:

- Separate cycle lanes
- Safety concerns
- Infrastructure improvements
- Integration with existing networks
- Community involvement and communication
- Environmental and recreational benefits

There was an emphasis on the need for sperate dedicated cycle lanes from traffic lanes. This included specific suggestions for off-road or segregated routes to ensure safety. Safety concerns and infrastructure improvement comments were intertwined, they outlined issues around narrow and dangerous roads, maintenance issues of existing routes, the need for traffic calming measures and better lighting on new and existing routes.

Some comments around integration with existing networks focused on the need to integrate suggested routes with existing routes and ensuring the continuity and ease of access, with these routes. This included connections to train stations, housing developments, new and existing, and key trip generators.

There was also a call for better communication with Blenheim Palace and Estate particularly around the use of the community path and other pathways that could be used by cyclists. Further, there was a concern that the local community's full demographic might not have been met in the consultation, and they should have more involvement in decision making. It was also commented that there is a need for more detailed information about proposals including costings.

Many responses were positive and highlighted the potential environmental and recreational benefits of improved cycling routes and a comprehensive network including reduced traffic for local trips and access to green spaces such Blenheim Estate.

Q3 - Overall, what do you think of the proposed cycling improvements (detailed in Table 2 and Figure 5)?

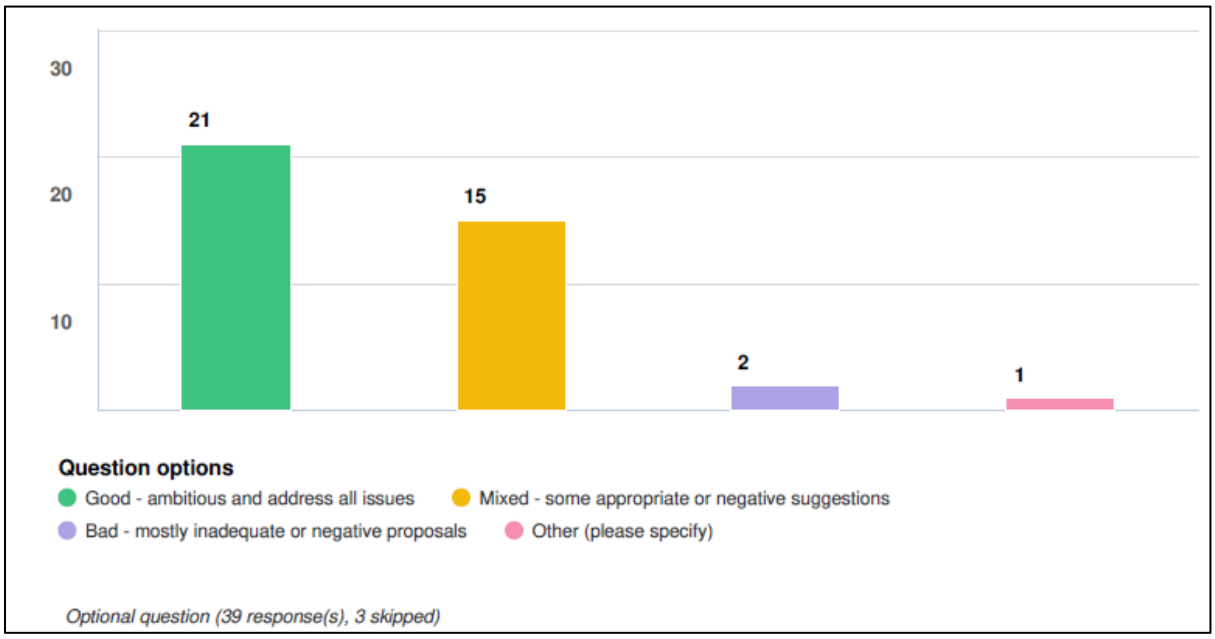

Figure 17: Views on proposed cycle improvements

Figure 3, shows the responses of 39 respondents to the question 'overall, what do you think of the proposed cycling improvements?' These were varied:

- 21 (54%) respondents said that the proposed cycling improvements were good.
- 15 (38%) respondents said that the proposed cycling improvements were mixed.
- 2 (5%) respondents said that the proposed cycling improvements were bad.
- 1 (3%) respondent said other.

These varied views indicate that mostly the improvements are seen as ambitious and address some issues but could go further. The respondent with the view of 'other' commented that there were too many suggestions that relate to routes that were unlikely to be used, and surveys should be done on these routes to establish actual usage, the focus should be on main routes such as the A4095 and A44.

Q4 - What changes, if any, would you make to the suggested cycling improvements?

Question 4 in the consultation asked participants what changes they would make to the cycling improvements suggested in the LCWIP, if any. 22 of the 42 participants responded.

Some key themes that emerged in the responses include:

- Safety
- Funding and maintenance
- Co-ordination
- Off-road routes
- Community involvement
- Specific route improvements

The comments reflected a range of opinions and suggestions. To summarise the key theme safety and separation, there was an emphasis on the need to separate cycle lanes so that they do not share the same space as traffic, specifically where there are existing issues such as flooding and narrow paths. Similarly, there were concerns about how maintenance of suggested improvements was going to be funded and suggestions that maintenance of existing surfaces would be more beneficial than creating new cycle paths.

There was a focus on the importance of co-ordinating efforts across boundaries such as into Cherwell District, Witney and Charlbury.

Further comments advocated for off-road cycle routes with distinct lanes for cycling and walking, instead of shared use paths that can be dangerous and often mean cyclists use the carriageway instead. For example, Lower Road and A4095 through Hanborough and Bladon.

Questions about walking

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

Q5 – Overall, what do you think of the proposed walking network (show in Figure 7)?

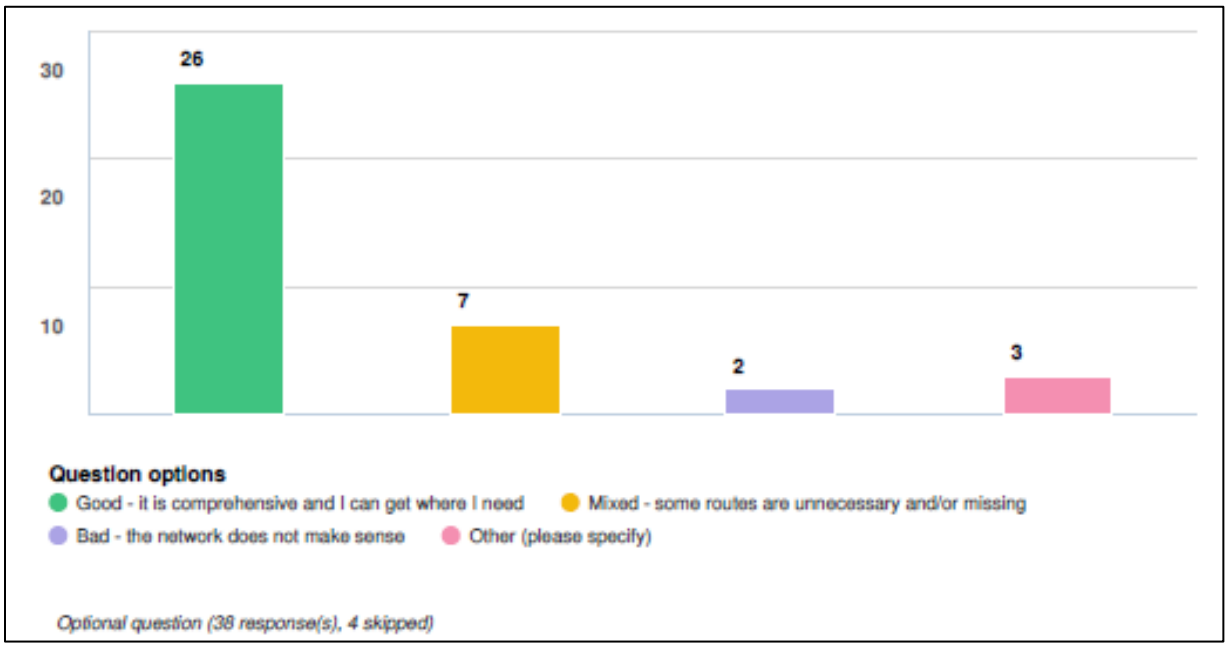

Figure 18: Views on the walking network

Figure 4, shows the responses of 38 respondents to the question 'overall, what do you think of the proposed walking network?' These were varied:

- 26 (69%) respondents said that the proposed cycling network was good.
- 7 (18%) respondents said that the proposed cycling network was mixed.
- 2 (5%) respondents said that the proposed cycling network was bad.
- 3 (8%) respondents said other.

These varied views indicate that mostly the walking network is seen as comprehensive, and respondents are able to get to where they want to go. Respondents with the view of 'other', commented that as the network did not cover the area they were from, they had no comment or they had more interest in cycling, so had no comment.

Q6 – What changes, if any, would you make to the suggested walking network?

Question 6 in the consultation asked participants what changes they would make to the walking network suggested in the LCWIP, if any. 11 of the 42 participants responded.

Some key themes that emerged in the responses include:

- Woodstock being a small enough town that you can walk everywhere
- The use of Blenheim Estate routes not being included
- Not including the network in other areas
- Residents being made aware of change before implementation

Specific suggestions:

- Traffic calming measures such as crossing points, speed bumps and traffic lights in the vicinity of priority areas such as schools
- Utilisation of footpaths away from the road
- A proper pavement and kerb at the narrow section of Hensington Road between Union Street and the A44
- Path via the Watermeadows over the River Glyme
- Crossing points, clear signage and lineage on Pond Hill, Church Street and Peaks Lane, Stonesfield

Q7 – Overall, what do you think of the proposed walking improvements (detailed in Table 3 and Figures 8, 9 and 10)?

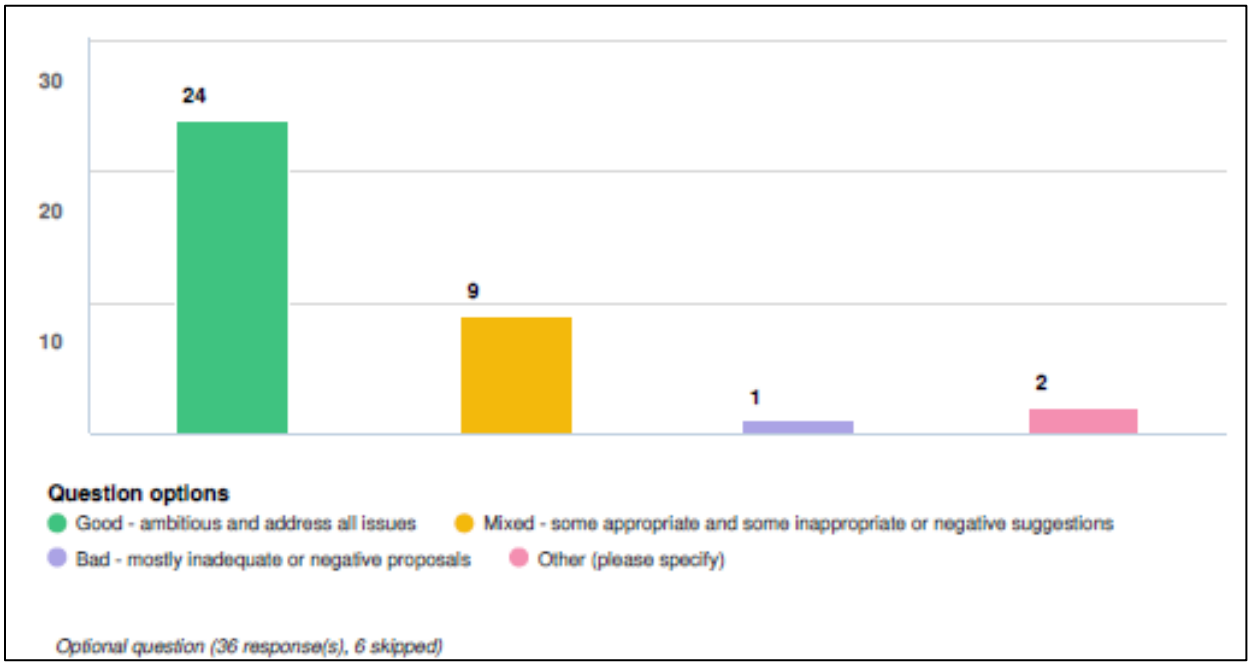

Figure 19: Views on proposed walking improvements

Figure 5, shows the responses of 36 respondents to the question 'overall, what do you think of the proposed walking improvements?' These were varied:

- 24 (67%) respondents said that the proposed walking improvements were good.
- 9 (25%) respondents said that the proposed walking improvements were mixed.
- 1 (3%) respondent said that the proposed walking improvements were bad.
- 2 (5%) respondents said other.

These varied views indicate that mostly the improvements are seen as ambitious and address most issues. The respondents with the view of 'other' commented that they were not likely to walk so had no comment or that the improvements were likely to make walking safer for children and encourage more walking/less driving.

Q8 – What changes, if any, would you make to the suggested walking improvements?

Question 8 in the consultation asked participants what changes they would make to the walking improvements suggested in the LCWIP, if any. 12 of the 42 participants responded.

Some key themes that emerged in the responses include:

- Woodstock-centric plan
- Stonesfield safety

Specific Suggestions:

1. The Ridings, Stonesfield is dangerous for walkers due to the lack of pedestrian protection and close proximity to heavy traffic
2. Safety improvements and signage on Pond Hill in Stonesfield
3. Improvement 42b: *Woodstock – Shipton Road – 'Consider school zone approach to protect vehicles from driving on the footway. Widen footway into the verge.'* Should have higher priority to stop pavement parking at peak school times
4. Bus stops need improvement throughout Woodstock including upgraded seating and real-time information units

Questions about infrastructure

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

Q9 – Overall, what do you think of the proposed infrastructure improvements (detailed in Table 4 and Figures 11-14)?

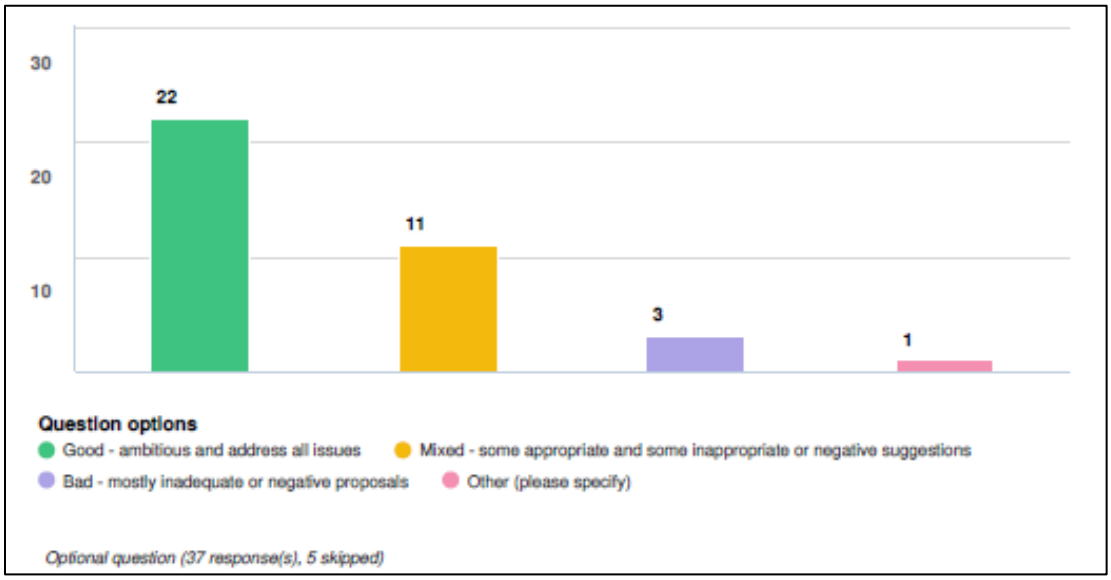

Figure 20: Views on proposed infrastructure improvements

Figure 6, shows the responses of 37 respondents to the question 'overall, what do you think of the proposed infrastructure improvements?' These were varied:

- 22 (59%) respondents said that the proposed infrastructure improvements were good.
- 11 (30%) respondents said that the proposed infrastructure improvements were mixed.
- 3 (8%) respondents said that the proposed infrastructure improvements were bad.
- 1 (3%) respondent said other.

These varied views indicate that mostly the improvements are seen as ambitious and address most issues. The respondent with the view of 'other' commented that

the improvements seemed comprehensive, but they lived outside of the LCWIP scope area.

Q10 – What changes, if any, would you make to the suggested infrastructure improvements?

Question 10 in the consultation asked participants what changes they would make to the infrastructure improvements suggested in the LCWIP, if any. 12 of the 42 participants responded.

Some key themes that emerged in the responses include:

- Infrastructure and safety concerns
- Prioritisation
- Specific suggestions

Specific Suggestions:

1. Higher priority for the wayfinding project
2. Safety improvements on Pond Hill, Stonesfield around safer crossing and signage
3. Prioritisation for cycle routes that have the most usage.
4. Type of surfacing and maintenance is important for accessibility

Final thoughts

This section outlines comments received to Question 11 *'Please let use know if you have any further comments.'* In this section people could raise any additional issues they wish. 20 of the 42 participants responded.

- 8 comments (40%) were purely positive and appreciative of the work put in

Table 6: Further comments

Comment Theme	Details	Officer Response
Bus Services	The S7 no longer goes to Woodstock in the evening. This prevents the use of public transport for evening activities. This causes a reliance on cars.	We work closely with the Public Transport Team at the council and the bus operators to monitor usage and demand of public transport services.
Costing and Funding	Not sure you will have the funding to do this. This would seem to be a "wish list" of nearly 100 items but, with the current financial position, is unlikely to be fulfilled. I would suggest some items being marked or put in order as a priority etc. Costings needed. What are the priorities? Rural areas with older populations and poor public transport rely on car ownership.	Whilst LCWIPs do not come with fully funded schemes, they are a tool for attracting funding and guiding the spending of funding. The prioritised measure list in the LCWIP will support future funding opportunities, by guiding what funding should be sought and where it should be spent. The LCWIP provides an evidence-based justification for the improvements proposed, which gives weight to the

		need for funding. Funding opportunities can arise from a variety of sources, including central government, Oxfordshire Local Enterprise Partnership, planning obligations from development and internal council funds.
Woodstock GP Surgery	Although inadequate, the Woodstock GP surgery is central, and a large proportion of users can walk there. That would also be true for the original proposal of moving it to the Police Station site. Illogically, that is being rejected for too little parking space. The two sites now being considered are so far away that almost everyone will need to go by car! Far better not to need so many parking spaces because it can be walked to.	Officers are not aware of any decision regarding a location for the GP Surgery to move to. It is likely that a site will be identified in the emerging WODC Local Plan 2041.
Blenheim Estate paths not included	Permissive paths and public footpaths across the Blenheim Estate are omitted from the LCWIP. Cycling across the Blenheim Estate would be welcomed.	Routes that use land through the Blenheim Estate are subject to the agreement of the landowner. Some routes in the boundary of Blenheim Estate are classified as Public Rights of Way (PRoWs), whereas others do not and remain at the discretion of Blenheim Estate. A map has now been included in the

		Background Report to show these routes. However, we regularly engage with Blenheim Estate and continue to discuss future feasibility. The council understand that Blenheim Estate has recently trialled a commuter pass to allow cycling on one route.
Cycle audit assumptions unrealistic	Some of the 'propensity to cycle' assumptions are absurd. Hanborough to Combe/Stonesfield, for example, where commuting cyclists from Stonesfield would pass Combe Halt on the way to Hanborough Station! Also, Eynsham (Cassington Rd roundabout) to Hanborough Station is about 3.5 miles up and down hills. Who would do that when the same distance travelled east would take them to the towpath at Wolvercote on the relatively flat and soon to be smooth and level route, alongside the A40?	The Propensity to Cycle Tool (PCT) for England and Wales was initially funded by the Department for Transport, designed to assist transport planners and policy makers to prioritise investments and interventions to promote cycling. It is based on hypothetical national scenarios of cycling uptake; however, it is limited by the origin-destination data it uses and only uses a deterministic routing algorithm. Therefore, it has only been used to support local knowledge and audits.
Work with landowners	Improve/expand existing routes and open new routes by working with landowners.	Similarly to the use of Blenheim Estate land, routes that use land not within public ownership are subject to the agreement of the landowner. When the opportunity arises for a route to be improved or implemented that uses third party land,

		we will engage with landowners and discuss the feasibility and ownership of the route.
Cycle lanes signed and visible	Priority should be given to cyclists and pedestrians. Cycle lanes that are interrupted such as by queues at bus stops and bins placed out for collection is dangerous.	Separated cycle and pedestrian lanes will be explored where there are permanent pinch points such as bus stops and shelters, but it is not always possible to implement them safely.
Maintenance of existing cycle paths	Maintenance of existing cycle paths is poor, especially after contractors digging up to lay pipes, cables, or fibre.	The council endeavour to ensure all contractors do not cause or leave sites damaged. The council's highway maintenance team have a yearly schedule and budget for maintenance. If there are specific incidences or issues that residents notice, reporting them to FixMyStreet allows the report to be directed to the most relevant team to deal with.
Hensington Road entrance	Once asked that `Dead Slow' be painted as cars speed along the road as it becomes clearer which is extremely dangerous to walkers. No doubt Park View will take some of the traffic, when the road there opens, which could make Hensington Road even more unsafe.	The narrowest part of Hensington Road, from Union Street junction to the A44, has been outlined as a safety issue for people walking. The recent reduction in speed limit along Hensington Road and the A44 combined with the improvements suggested in the LCWIP aim to mitigate these issues. The council continues to monitor the impact of the speed limit reduction to 20mph and will also monitor the level of

		prioritisation given to the suggested improvements.
Better participation required in these consultations	Better participation is required in these consultations and the methodology needs to be improved.	We aim to reach a diverse group of respondents; however, we acknowledge that this is not always the case, and that views and opinions expressed in the consultation cannot be assumed to representative.
Please include Stonesfield in your plans to improve walking routes	Please include Stonesfield in your plans to improve walking routes	We will take opportunities to improve Stonesfield's cycling and walking infrastructure as they arise.

CONCLUSION: Officer response to key issues raised and changes to the LCWIP

Table 7: Officer response to key themes

Key Theme	Officer Response
Use of Blenheim Estate land and accessing the routes through Blenheim Estate as an alternative to highway.	Routes that use land through the Blenheim Estate are subject to the agreement of the landowner. The LCWIP is not designed to be a tool used for individuals to plan a cycling route but to inform where improvements should be made. As the council is not the landowner of Blenheim Estate land, we cannot conduct improvements on the land. However, we regularly engage with Blenheim Estate and continue to discuss future feasibility of access to routes through the park and use of land owned by the Estate in the surrounding area to improve connections.
Improving the Watermeadows path and constructing a bridge so that both sides of Woodstock can be linked other than by A44.	The Watermeadows in Woodstock is land owned by Woodstock Town Council not OCC. And as a nature reserve, extra consideration is taken when proposing substantial changes to the area as this could have a negative impact on biodiversity. The council seeks to identify an alternative route to link North of Woodstock (Hill Rise) and East of Woodstock (near Banbury Road) Strategic Development Areas avoiding the A44. Further investigation and feasibility are to be conducted between OCC and all relevant landowners before improvements/ changes can be confirmed.
The consultation does not obtain the views of all residents and should reach all residents before improvements are implemented, especially ones that have a significant effect on the residents such as Traffic Regulation Orders (TROs)	The council aims to reach a diverse group of respondents; however, we acknowledge that this is not always the case, and that views and opinions expressed in the consultation cannot be assumed to be representative of the population. Each individual scheme suggested in the LCWIP will be consulted on separately

	before it is implemented. This is specially in the case of TROs, when statutory consultation is mandatory. Generally, the council receives a greater number of consultation responses to proposals for implementation rather than plan making.
There are no costings included in the LCWIP. How are the schemes funded, as it appears to be a wish list.	Whilst LCWIPs do not come with fully funded schemes or costings, they are a tool for attracting funding and guiding the spending of funding. Funding opportunities can arise from a variety of sources, including central government, Oxfordshire Local Enterprise Partnership, planning obligations from development and internal council funds. Costs are determined on an individual scheme basis, as costs fluctuate over time. Once funding is identified to develop a scheme the first stages of option generation and feasibility outturn scheme costs.
Wider area such as Tackley and Freeland have not been included in the scope.	Tackley – officers consider that Tackley would benefit more from being included in the Kidlington LCWIP, due to the larger number of connections and trip generators. When the Kidlington LCWIP is updated, Tackley will be included in the scope and receive more detailed improvements. Freeland – Freeland is not currently covered by an LCWIP but will be included in the scope of the Eynsham LCWIP, due to be delivered later this year (2025). Charlbury – Charlbury is covered by its own LCWIP which is currently in the process of being drafted and will be consulted on in 2025.
Types of infrastructure improvements. Separate cycle lanes to pedestrians and off-road routes are preferred.	Where possible we aim to segregate cycling and walking from each other and traffic, to limit any conflict that might occur. Due to constraints such as highway boundaries, topography, and conservation, it is challenging to implement fully

	segregated provision in all locations due to limited space. The aim is to implement the highest quality changes that are feasible in the space available - this may include infrastructure improvements and traffic management changes. Should funding be allocated to the development of a proposal then the feasibility and safety implication will be assessed and changes made accordingly where necessary.

Table 8: Officer response to specific comments

Specific Comments	Officer Response
Scheme 5 Upgrading bridleway 2238/14/10 is excellent but the public carriageway of Swan Hill also required some traffic calming measures to promote safer cycling. Some lines and signs on the road between Woodstock and Tackley would be a useful addition	Traffic calming measures will be added to the infrastructure improvements.
Suggestion 57: I don't see how tweaking the yellow box will make crossing from Hensington Road to High Street in the path of right turning traffic any less hazardous than it is at the moment. For anyone cycling in the opposite direction, vehicle traffic turning right from the A44 into Hensington Road will still be able to enter the yellow box if the only obstruction is oncoming traffic.	The signage on Hensington Road, warns traffic and cyclists alike of the nature of the junction as demonstrated by the Stop sign/line. However, we acknowledge that there are safety issues and endeavour to find a better solution through feasibility design. Scheme 57 in the LCWIP has been updated to reflect the need for further feasibility. “Review of the signage and lineage including the yellow box at the crossroads. With the aim to make movements for cyclists easier.”
Suggestion 78: Bladon Roundabout. Safe 2 stage crossing points with refuge islands on all arms of the Bladon Roundabout.	As part of the Oxfordshire Greenways project, a toucan crossing on the Grove Road (Bladon) arm and the Oxford Road (Woodstock) arm is proposed.

On the westbound arm at least, a toucan crossing like the one installed on Cassington Road in Yarnton would give pedestrians and cyclists priority while also causing minimum delays for motor traffic	We will assess the options for the A44 Woodstock Road arm and the A4095 Upper Campsfield Road arm.
11 and 6 are along very busy and narrow roads. It will not be enough to 'paint a cycleway'. This would be hugely unsafe. I have cycled both but given up. It needs to be off-road but not sure you have the budget for this?	There will be feasibility studies carried out for each scheme when funding becomes available. These studies will identify the best solution for the individual locations and provide a costing. Scheme 6 and scheme 11 currently reference cycles paths which could present a number of ways such as a dedicated space alongside the carriageway, a segregated pathway, or a completely off-road link. However, until there are dedicated feasibility studies it is not possible to comment on the best solution.
There is a great need for a walking and cycle route to Woodstock from Old Woodstock other than the busy A44.	The council seeks to identify an alternative route to link North of Woodstock (Hill Rise) and East of Woodstock (near Banbury Road) Strategic Development Areas avoiding the A44. Further investigation and feasibility are to be conducted between OCC and all relevant landowners before improvements/ changes can be confirmed.
12ST - make this a top priority (it is a major missing link between Stonesfield, Combe, Fawler, Charlbury and Woodstock) 12LT - not needed if the above change is made, and particularly if Blenheim permits cycling along existing roads within the estate from Ditchley Gate to Woodstock	The priority score given to each scheme is determined by assessing each scheme in categories; effectiveness, policy, deliverability, environmental impact, and the score given in the auditing process. This allows the prioritised list to be a fair indication of where each scheme ranks. Scheme 12ST refers to a 'Short Term' interim solution while 12LT is a 'Long Term' goal for the entire route to be off-road. We continue to engage with Blenheim Estate around future feasibility and how

	we can best collaborate. Routes that use land through the Blenheim Estate are subject to the agreement of the landowner and therefore at this time have not been included in the mapping of the LCWIP.
9ST & 9LT - are priority	We acknowledge the vital role the bridge over the railway line on the A4095, Hanborough, plays in connectivity between Woodstock, the surrounding areas, and the train station. Whilst 9ST is a short-term solution, we also continue to engage with WODC and stakeholders to investigate the most feasible long-term solution, should funding be available.
6 Stones- Combe could that be low key signage so as not to spoil a lovely road	Scheme 6 currently references a cycle path which could present in a number of ways. There will be feasibility studies carried out for each scheme when funding becomes available. These studies will identify the best solution for the individual locations, whilst considering the character of the road including nature and conservation.
A crossing/clear signage on Pond Hill in Stonesfield just down from the shops where pedestrians frequently walk (particularly school children). Better signage and/or line markings made on Church Street and Peaks Lane. Safety improvements needed on Pond Hill, Stonesfield to enable safe crossing for school children between St James Close and Peaks Lane	Improvements/additions to signage on Pond Hill, will be added to Scheme 89 to extend the need for additional signage from Combe Road onto Pond Hill and in the vicinity of Peaks Lane. There will be continued monitoring of any safety issues that present and once the signage has been funded and had an implementation period, an assessment can be made if there is a need for further infrastructure.
Suggestion 42b: Raise this up the priority list to stop cars parking on the pavements at school drop off/pick up times	We acknowledge that schools are a key trip generator and priority for safety. The priority score given in the LCWIP to an individual scheme is determined by assessing different categories; effectiveness, policy, deliverability,

	environmental impact, and the score given in the auditing process. Working with the school community on road safety information can also help ameliorate issues around schools.
38 which is shown at the back of the churchyard in Rectory Lane. "Formalisation of pedestrian walkway" - there is presently a small footpath running along the churchyard stone walls with no space for a "formal" walkway anywhere along the length of Rectory Lane. I assume it mainly refers to Park Lane where there are footpaths on both sides, apart from one area near the High Street.	Scheme 38 refers to a combination of lining strategies that will be most effective in making the area safer and more pleasant to walk/cycle through. Each scheme suggested will go through a feasibility stage which will identify the best solution/refine the suggestions in the LCWIP.
Item 31 is not adequate! It is used as a route to the shops by elderly people from Upper Brook Hill retirement estate. It would be the ONLY route to the shops for the proposed new retirement flats at the Police Station site.	Scheme 31 refers to the section of road on Hensington Road from Union Street to the A44. We are aware of the difficulties this area possesses; due to the volume of traffic and pedestrians and the level of interaction these have because of the space constraints. Whilst what has been suggested is potentially not a long-term solution, we hope that in conjunction with other schemes, there will be some level of mitigation. Further, each scheme will undergo a feasibility study and consultation period, which will help us to better understand the long-term possibilities for this area.
88 This needs a lot more thought... possibly a roundabout! Other bits feel a bit 'fiddling' rather than radical.	Scheme 88 refers to the holistic review of the B4437/A44 junction. We acknowledge that this is a key safety issue and requires careful consideration and acknowledgement of multiple factors. This scheme will undergo a feasibility study and consultation period with stakeholders and the public before anything is committed to. The council's Vision Zero Team, who look at road safety hotspots, are aware of the

	junction and will be carrying out some feasibility work to determine what could work best to minimise collisions.
70 - "Visible signage to warn pedestrians of HGV/delivery traffic" – [REDACTED], this signage is absolutely NOT needed! I would suggest perhaps a suitable sign would be one which warned (general) traffic of pedestrians/walkers as there is no footpath and no room for a footpath to be installed. Also, perhaps a couple of 20mph signs would be helpful as there is only one [REDACTED]	Scheme 70 has been refined to refer to "Visible signage to warn of potential conflict between pedestrians and traffic including HGVs".
The proposed crossing of the A44 (56a/b) would best be immediately SW of the Blenheim entrance. That is where most of the pedestrians will be coming from (eg to get to the bus to Oxford) and will slow traffic turning into the Blenheim entrance and meeting pedestrians coming the other way.	Each scheme suggested will go through a feasibility stage which will identify the best solution/refine the suggestions in the LCWIP. Exact locations of the crossing points will be confirmed at design stage, which will be based on data around desire lines, traffic flow and space.

Written responses

This section details responses to the consultation that were received in writing instead of via the questionnaire. The responses came from:

- 3 representatives of the Village Travel Network (VTN)
- A representative of Coalition for Healthy Streets and Active Travel (CoHSAT)

A range of points were raised through these responses, the following list provides a summary of the types of responses received:

- Co-operation with stakeholders
- Prioritisation of schemes
- Specific areas
    - Tackley
    - A4260
    - A4095 Hanborough Railway Bridge
    - Bladon
- Collaboration with other Oxfordshire County Council projects/consultation

Table 9: Written responses

Respondent	Response Summary	Officer Response
3 responses on behalf of the Village Travel Network (VTN)	The cooperation and support that has been evident between the council and the VTN throughout the preparation of this LCWIP has, I believe, been exemplary. As a result, the overall plan, as set out in the draft report is much as hoped for and expected. The technical aspects of the appraisals for each identified issue and their final ranking and priority allow for considerable subjective judgement. So, it is not surprising that we may differ in our assessment of the urgency or otherwise of individual scheme proposals. I hope that I am correct in assuming that individual scheme priorities will be subject to review as well as being dependant on availability of specific funding (S106 for example). Local	We thank the VTN for their support and local knowledge. The prioritisation score given to each scheme is determined by assessing each scheme in 5 categories: effectiveness, policy, deliverability, environmental impact, and the score given in the auditing process. This allows the prioritised list to be a fair indication of where each scheme ranks in consideration of all suggested improvements. Whilst we recognise that there may be an acknowledgement locally that some suggested schemes should have a higher

	knowledge suggests that the priority should be higher than as allocated in the LCWIP to Scheme 74, 11 and 93a/93b	priority, there are many factors that affect the prioritisation score during the process. However, the position given does not necessarily correlate to the timing of when the scheme will be brought forward, as funding bids and allocations come with different criterions. For example, Scheme 11 is currently under consideration by the council's Vision Zero team as their focus is on minimising collisions and the B4437/A44 is a collision hotspot.
	An upgrade to the whole canal tow path, making it safe to cycle all the way from Oxford to Banbury, which would mean people could more easily cycle from Tackley to Kidlington, albeit on a rather wiggly route!	This will be included in the updated Kidlington LCWIP. As connection is not between Tackley and Woodstock.
	A lowering of the speed limit by the Tackley junction at Sturdy's Castle would make it safer to cross, and an extension of the 50 limit from further south, north to Tackley would make the A4260 a little safer.	This has been included in Scheme 91 – "Possible future reduction of speed limit to meet an acceptable change to/from the 20mph zone in Tackley village." The exact reduction and location of change would be determined at a later date.
	An island at the Tackley junction making it safer to cross the A4260 to cycle from Tackley to Woodstock, which is a popular route.	This is Scheme reference 74.
	The A4260 is a big wide road, it should not be too difficult to make segregated cycle paths on each side from Kidlington to the	Similarly, this suggestion will be investigated/audited as part of the updated Kidlington

	Tackley junction. Admittedly still not cheap, but considering the width of the road, land purchase wouldn't be required. With the potential lowering of the speed limit up to Tackley anyway, a narrower space for cars aids the FEELING that drivers need to drive slower, rather than being annoyed that a big wide road has a slow speed limit on it. The A4095, Hanborough Railway Bridge has a narrow pavement on the north side, which is less than a meter wide in some places and has some protection from bollards. The pavement is signposted for cyclists, but it is too narrow for both cyclists and pedestrians to pass safely. The pavement is also not suitable for people in wheelchairs, and tree branches often block the signs. In 2019, Hanborough Parish Council, concerned about the dangers to pedestrians and cyclists, secured funding for a feasibility study on building a designated bridge for pedestrians, people with disabilities, and cyclists. The proposal to widen the existing bridge or build a new one was deemed unfeasible due to the importance of maintaining the A4095 and the hazards of building over a major railway line. Network Rail's study recommended a new bridge on the north side of the Hanborough Railway Bridge, with access from land near the Thames Water sub-station. However, they advised that another feasibility study was needed to assess the banks' ability to support the bridge. Blenheim expressed	LCWIP as it does not link directly to Woodstock. We acknowledge the important connectivity role the Hanborough Railway Bridge and the A4095 plays. Whilst 9ST aims to provide short term mitigation solution, we also continue to engage with the Parish Council, WODC and stakeholders to form the most feasible long-term solution.

	willingness to make the necessary land available.	
On behalf of Coalition for Healthy Streets and Active Travel (CoHSAT)	Support for the LCWIP in general and appreciation of the work with local stakeholders and consideration of local trip generators. Support for the list of schemes and commend the detail they have gone into. We are concerned over 'Cycle scheme 3: Bladon – Grove Road – On Road cycle scheme LTN1/20 compliant'. As the carriageway is approx. 7.2 metres width, this does not allow space for adequate on-road cycle facilities without very low traffic levels. However, this is a crucial piece of the network, so some safe facility on this section is essential. This route should be considered further to decide whether an on-road facility can be LTN1/20 compliant, or whether some other solution is required. There should be alignment with the Greenways Consultation as Route 1 covers the A44 Oxford Road in Woodstock. Oxford Greenways | Let's Talk Oxfordshire	The council thank the representative of CoHSAT for engaging with us and providing feedback. Where possible we aim to segregate cycling and walking from each other and traffic, to limit any conflict that might occur. Due to constraints such as highway boundaries and space for provision, it is challenging to implement fully segregated provision in all locations. We will always aim to implement the highest quality changes that are feasible in the space available - this may include infrastructure improvements and traffic management changes. Each scheme undergoes a feasibility study, and should funding be allocated, feasibility and safety implications will be assessed and changes made accordingly. We work closely with the Active Travel Team who are involved in the production of the Oxfordshire Greenways project and regularly liaise to ensure our works are complimentary. Schemes that are part of the Oxfordshire Greenways project in the scope of this LCWIP are referenced where appropriate.

Respondent Profile

This section of the report outlines information about the people who responded to the online questionnaire.

A total of 42 people completed the online questionnaire.

Out of 42:

- 41 said they lived in Oxfordshire
- 20 said they work in Oxfordshire
- 2 owned or represented a business in Oxfordshire

From the 41 who said they lived in Oxfordshire, the response to which is the nearest town to where you live was:

- 18 – Woodstock
- 11 – Witney
- 4 – Charlbury
- 4 – Oxford
- 2 – Kidlington
- 1 – Didcot

Q13 – What is your age?

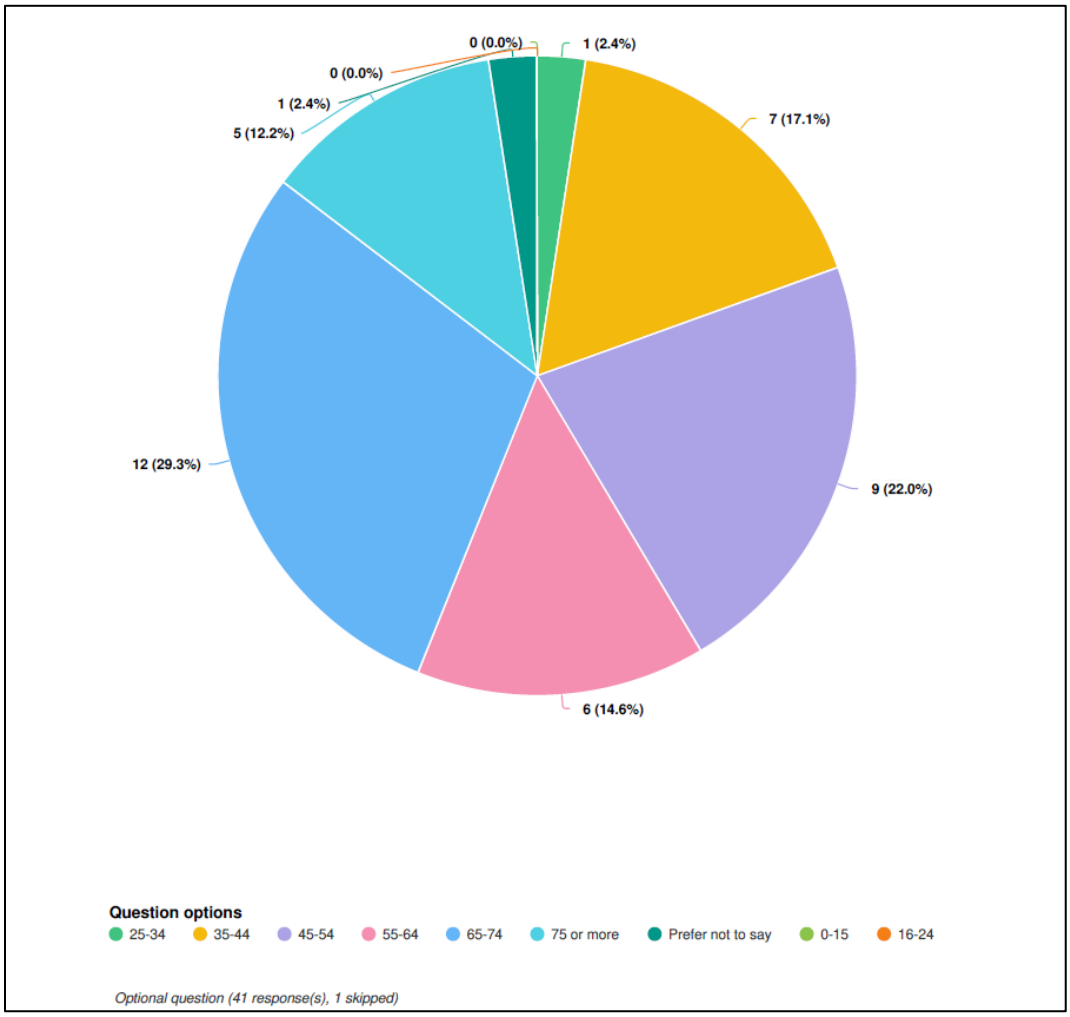

Figure 21: Age range of respondents

41 respondents replied to the question 'what is your age?'.

- 1 (2.4%) responded 25-34
- 7 (17.1%) responded 35-44
- 9 (22%) responded 45-54
- 6 (14.6%) responded 55-64
- 12 (29.3%) responded 65-74
- 5 (12.2%) responded 75+
- 1 (2.4%) preferred not to say

Q14 – What is your sex?

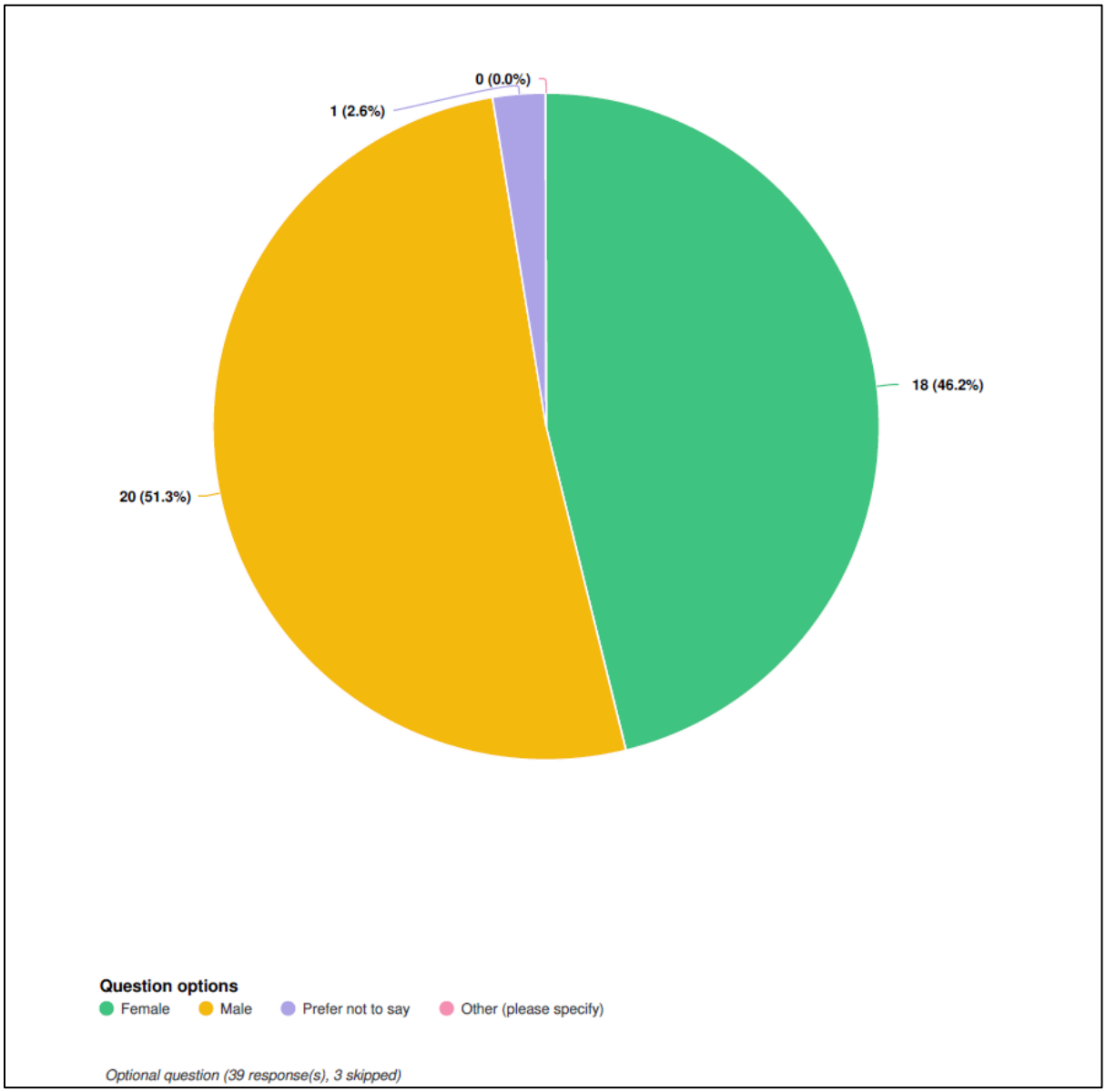

Figure 22: Sex of respondents

39 respondents answered the question 'what is your sex?'

- 20 (51.3%) were male
- 18 (46.2%) were female
- 1 (2.6%) preferred not to say

Q15 – What is your ethnic background?

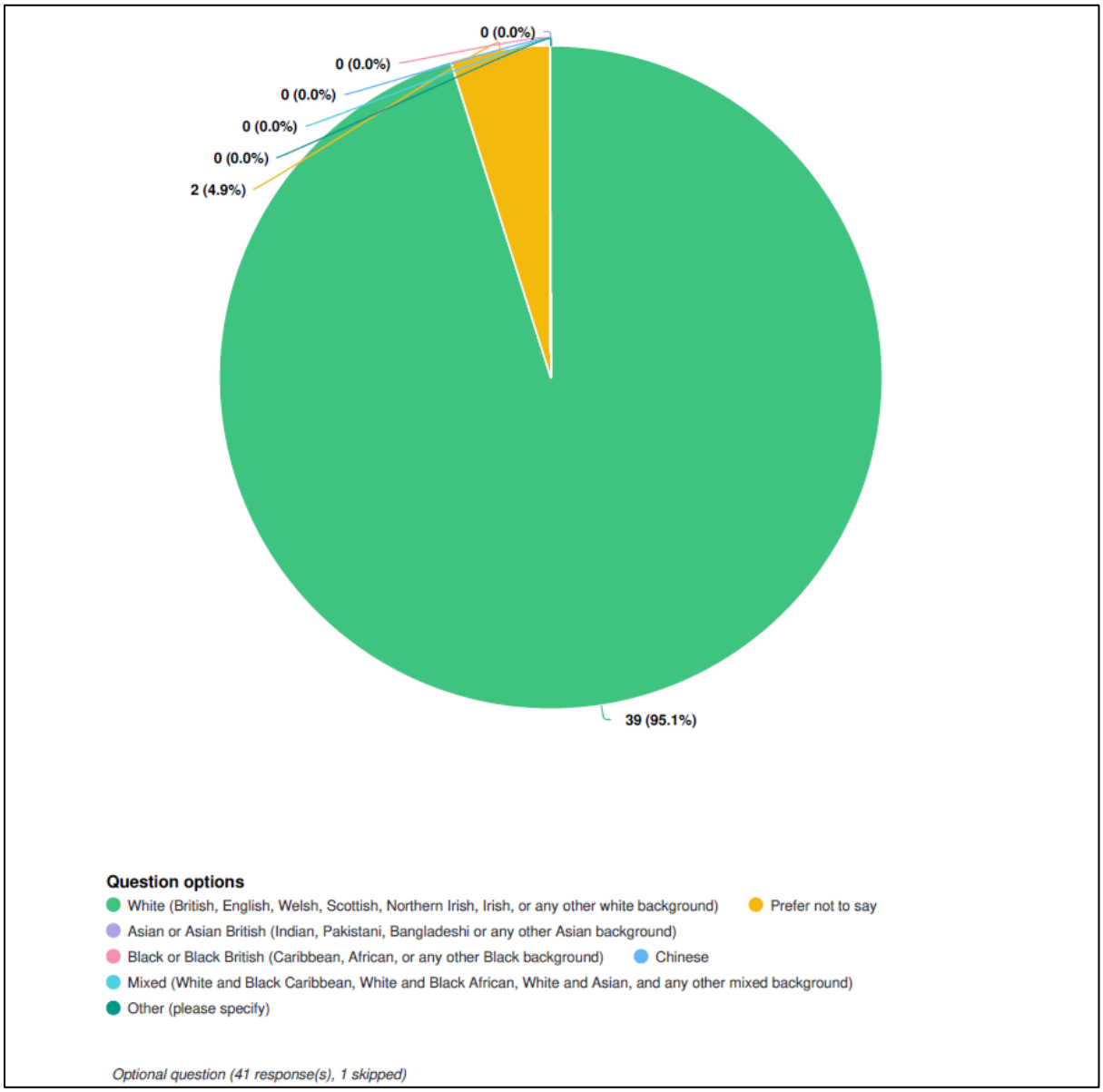

Figure 23: Ethnic background of respondents

41 respondents answered the question 'what is your ethnic background?'

- 39 (95.1%) responded White
- 2 (4.9%) preferred not to say

Q16 - Are your day-to-day activities limited because of a long-term illness, health problem or disability that has lasted, or is expected to last, at least 12 months?

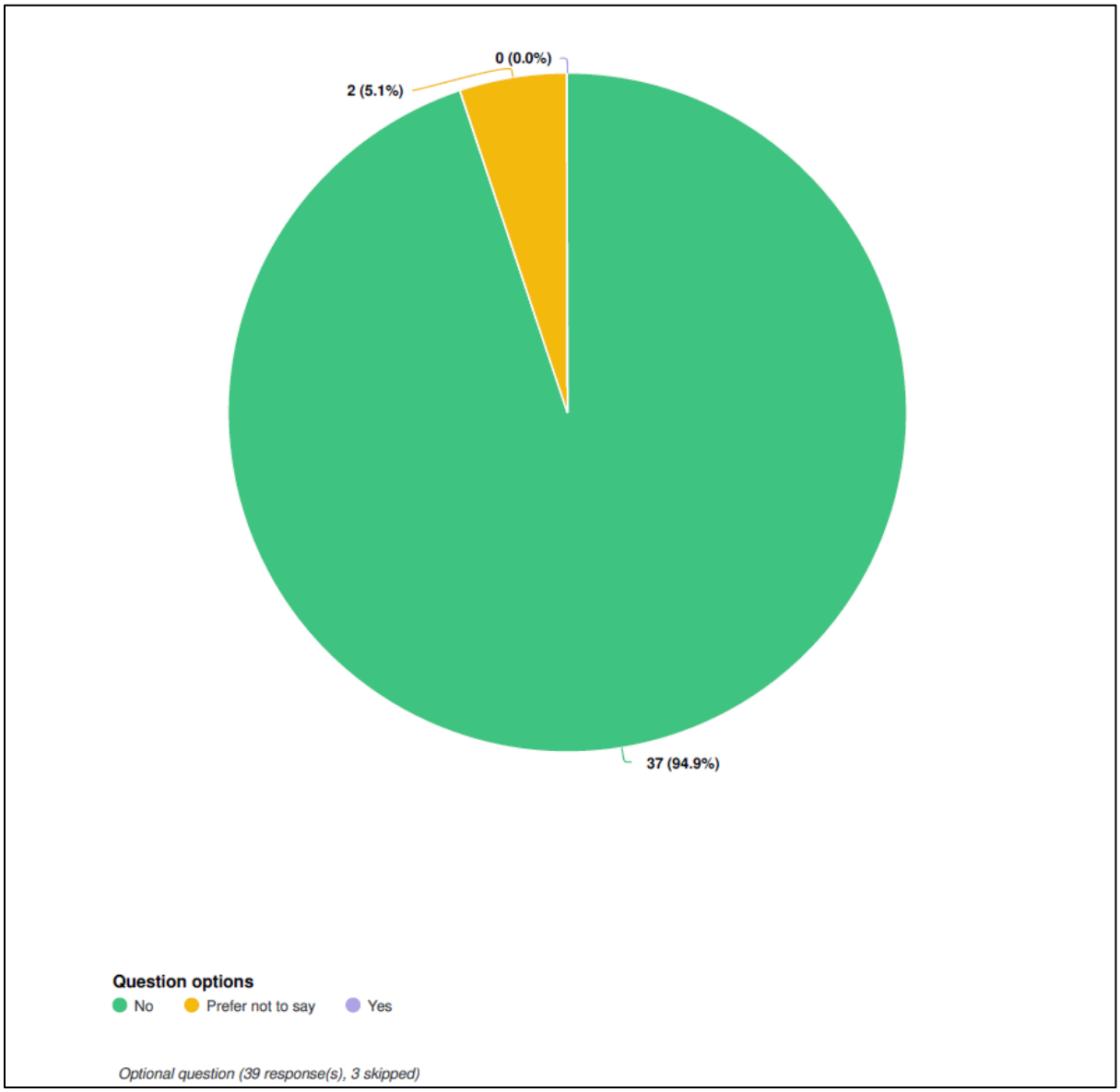

Figure 24: Any limitations to day-to-day activities for respondents

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

- 37 (94.9%) responded No
- 2 (5.1%) preferred not to say

Appendix A – Let's Talk Oxfordshire consultation questionnaire

What are your views of the Woodstock and Surrounding Area LCWIP?

Cycling
These questions ask for your views on the proposed cycling network made up of existing and new routes and improvements to this in Woodstock and the Surrounding Areas. (Chapter 3 and Chapter 5)

*Q1 - Overall, what do you think of the proposed **cycling** network (**shown in Figure 4**)?*

Good - it is comprehensive, and I can get where I need

Mixed - some routes are missing and/or unnecessary

Bad - the network does not make sense

Other (please specify)

*Q2 – What changes, if any, would you make to the suggested **cycling** network?*

*Q3 – Overall, what do you think of the proposed **cycling** improvements (**detailed in Table 2 and Figure 5**)?*

Good – ambitious and addresses all issues

Mixed - some appropriate or negative suggestions

Bad - mostly inadequate or negative proposals

Other (please specify)

*Q4 – What changes, if any, would you make to the suggested **cycling** improvements?*

Walking
These questions ask for your views on the proposed walking network made up of existing and new routes and improvements to this in Woodstock (Chapter 4 and Chapter 5).

*Q5 - Overall, what do you think of the proposed **walking** network (**shown in Figure 7**)?*

Good - it is comprehensive, and I can get where I need
Mixed - some routes are unnecessary and/or missing

Bad - the network does not make sense

Other (please specify)

*Q6 - What changes, if any, would you make to the suggested **walking** network?*

*Q7 - Overall, what do you think of the proposed **walking** improvements (**detailed in Table 3 and Figures 8, 9 and 10**)?*

Good - ambitious and address all issues

Mixed - some appropriate and some inappropriate or negative suggestions

Bad - mostly inadequate or negative proposals

Other (please specify)

*Q8 – What changes, if any, would you make to the suggested **walking** improvements?*

Infrastructure Improvements
Tell us about your views on the infrastructure elements of the Woodstock LCWIP (Chapter 4.3 and Chapter 5)

*Q9 – Overall, what do you think of the proposed **infrastructure** improvements **(detailed in Table 4 and Figures 11 - 14)**?*

Good - ambitious and address all issues

Mixed - some appropriate and some inappropriate or negative suggestions

Bad - mostly inadequate or negative proposals

Other (please specify)

*Q10 – What changes, if any, would you make to the suggested **infrastructure** improvements?*

Final thoughts

Q11 – Please let us know if you have any further comments

Appendix B – Let's Talk Oxfordshire consultation responses to free-text questions in full

Question	Response
What changes, if any, would you make to the suggested cycling network?	Make it like the Netherlands. Separate cycle lane where cars cannot encroach but equally cyclists cannot use car lanes. Bikes must follow the direction of traffic and bid by the road laws
	Lighting on cycle paths from Oxford to Woodstock.
	It's just completely pointless. I ride on these roads all the time and it's fine. If you really want to help cyclists, put pressure on Blenheim to create a designated path through their grounds so we can get to Hanborough train station without using the roads at all.
	I cycle a lot in West Oxfordshire and beyond - designated cycle routes are great but don't mean a huge amount if there isn't traffic calming and more importantly, close pothole management, on those routes.
	There are limited changes around my town - Charlbury - so the changes will have limited impact on my ability to cycle out anywhere.
	Overall, very good, though it's a shame that Woodstock Rd from the Duke to Charlbury can't be improved for cyclists & walkers.
	Additional cycle lane/route along the southern edge of the Airport site, connecting A44 to new Industrial and Technology parks.
	I live in Freeland. The Woodstock LCWIP does not include Freeland, nor I think does the Witney LCWIP. Will/is Freeland covered by another LCWIP
	Maximise the number of cycle routes that are off road or separated from traffic
	I'd improve routes to Bicester via Bunkers Hill if possible
	There is no reference to the Community Path in Blenheim Park, which is cycle/walk between Bladon and Long Hanborough Mini garage. This already avoids the narrow path alongside the A4095. The A44 dual carriageway has cycle paths on either side (not mentioned). The A44 east side has no onward connection at the Bladon Roundabout. When the housing development begins south-east of Woodstock, it would be advantageous to build a short section of cycle path up the Upper Campsfield Road (A4095) to join the exit from the new housing development.

	This would avoid walkers/cyclists needing to cross the A44 when heading south.
	The proposal does not include a single low-stress cycle route into or out of Woodstock town centre, connecting to residential areas. People using bicycles will still have to interact with traffic on the A44 at some point with no priority given. This will continue to dissuade people, especially families with children, from using bikes to access the key trip generators in the town centre. I don't think enough thought has been given to this
	I'm not clear whether the route between Bladon and Hanborough is under review here because the pavement is far too narrow and dangerous
	What has happened to the proposal for an off-road path from Old Woodstock, over the river and meadows into Woodstock?
	There is no connection for Charlbury into the network.
	Tackley fits into this area but unfortunately is on the other side of the A4260. Once this road i negotiated (which might be helped by the speed limit changes if they take effect) access to Woodstock and surrounding villages is much improved
	Strongly support the work to make cycling from Bladon / Hanborough to Eynsham as currently hugely unsafe
	The A44 from Hill Rise in Woodstock to the town centre is particularly dangerous for cyclists being narrow with a steep hill. I would suggest a branch from 12LT using the new existing Blenheim woodland paths (needs upgrading) and building a bridge to cross the river Glyme in the water meadows to link with town and school. A gate from the woodlands already exists. This could also be used by folk from Wootton. Blenheim Estate is central to many possible village connections (Woodstock to Combe/Stonesfield), and I know these are being discussed - strongly encourage these connections such as the brilliant Community path from Bladon to Long Hanborough.
	The Wychwood Way within Blenheim Park begins as a bridle path then becomes a footpath. It would be a very valuable addition if this could be dual use as far as Ditchley Gate. It is much less used by walkers than paths nearer the Palace.
	Concentrate upon the main routes identified on the maps as used most often A4095 and A44. Charlbury to Finstock, or Charlbury to Fawler are very hilly and along routes used by public transport. It is not realistic to consider them as cycling routes as also they are narrow in parts and have blind bends. Rural areas have higher car use, and a more

	aged population so are unlikely to cycle. Road from Duke of Marlborough to Wootton is very narrow, steep sided and unsuitable for cycling. No passing places for vehicles or pedestrians. Stonesfield to Combe - steep hills, Come to Long Hanborough too narrow and too steep along road. Stonesfield Woodstock Road to Duke of Marlborough - frequently potholed along edges as double deckers and HGV's also use the route. Residents, living in these areas should be provided with the specific proposals that are likely to affect them. So much documentation that requires reading, available online - if we know it is there and has limited publicity is unlikely to obtain the views of "Joe Bloggs". These consultations as a consequence do not generally obtain the weight of views from the average electorate. Subsequently the electorate, quite rightly, feel their views are not represented. I wonder how many residents in e.g. Cadogan Park in Woodstock know you are proposing TPO's which I presume are Traffic Parking Orders? Also, as part of this consultation there should be costings e.g. 100m widened paving =£, traffic island =£? People cannot make judgements on the value of the ideas without this..... otherwise, it is simply a wish list. All works have to be costed and, in some way, or other it impacts residents financially
	Woodstock- Charlbury designated route via Cornbury is too long. Why not use the B4437?
	A route from Hill Rise to Woodstock via the water meadows would be safer than via the narrow Manor Road.
	Bicycles and cars not sharing the road. Where pedestrians and bicycles share a path, they need to be wider/more clearly marked. Such as the very narrow section over the railway bridge between Hanborough and Bladon.
	Path from Judd's garage to Woodstock should be a priority as it is dangerous - too many potholes &; too close to road - as an interim measure could cyclists go through Blenheim with proviso that they get off if pedestrians on path? Generally, there are few pedestrians until you reach the bottom of the lake where it is a short walk to the green gate exit
	Generally good but in addition there should be cycle routes across the Blenheim Estate to connect the surrounding villages
	I live in Stonesfield and go to Charlbury a lot, but cycling can be difficult B4022 cars go at 40-50 don't expect to see bikes and the junction from Fawler at top of hill has no signage warning cars, also the road does a 90-degree bend left coming from Finstock so cars can't see that far ahead. Pity the Blenheim won't offer cycling the estate e.g.

	from Ditchley Gate on the north side and exit at public entrance near the Black Prince Pub on the A44. Could be at restricted times say weekdays to help with school run/ commuting, stop at times when lots of tourists/ weekends. In Combe, Chatterpie lane should be included as it's a useful cut through from Stonesfield to Hanborough when cycling - but is a very rough surface, although potholes and many dog walkers tend to put off cars which is good. Aim to get cars/ lorries coaches to be more aware - slow down and give 2 metres space when overtaking - and not just zip past at 50+
What changes, if any, would you make to the suggested cycling improvements?	Consider car drivers are funding road tax not cyclists
	Again, an absolute waste of money. I ride these routes all the time and there would be very little benefit for a load of new cycle paths. Using the money to improve the road surfaces would be the greatest help to cyclists.
	Again, it has to supported by the funding and maintenance to ensure designated routes are safe. Also, most people who cycle in the area will cross borders into neighbouring areas (Witney, Oxford, Charlbury etc.) Coordination between these jurisdictions is also important. I also think multi-use paths are a bit useless; a separate cycle lane to walking lane would be preferred or safe cycle space on the road with a walking lane pavement.
	I would personally prefer as much network as possible to be separated from the road, as otherwise I do not feel safe cycling.
	Prioritised actions to address safety along A4095. No measures to address effects of regular flooding, such as raised pathway or better drainage.
	I m a long-time cycle tourist. It is my observation that, in this country traffic planners always think in terms of cycle tracks alongside roads. From a cyclist point of view, while this is a step up from cycling along a road or in a cycle lane, it is generally not much fun and often not safe for inexperienced cyclists, the young and old! In other countries cycle ways are built away from the road itself. I have never understood why bridleways, which are legally open to bicycles cannot be upgraded to be rideable by road bikes - with some imagination and perhaps by changing the rules on footpaths it would be possible to create a completely traffic free, safe network. I fear that unless this is done cycling will never become a mainstream option for young and old. In this context, from Freeland there are perhaps adequate if not ideal routes along the A4095 to Witney, LH and on to Woodstock - the Blenheim Community path makes the route to Woodstock more tolerable, although the crossing over the railway line at

	Hanborough is too narrow and would be dangerous for young children and the ride to Witney requires a detour through North Leith (Giving priority to cyclist along the New YAtt road would provide a better route. However, the route South to Eynsham (with shops, secondary school, the proposed park and ride and on to Oxford, runs along the fast Eynsham road with several bends and a hill. I think it has been suggested that there is an adequate cycling route to Eynsham along Pigeon House Lane, through Church Hanborough to connect to the proposed cycle route along Lower Road. This is totally unpractical for anyone except dedicated cyclists Pigeon House Lane is narrow and involves two steep climbs and it is a long way around) There is a bridleway that runs from Freeland Green and joins the Eynsham Road at Cuckoo Wood Farm. At the point where it joins (crosses) the road it runs along the Northern boundary of the proposed Salt Cross development. Hard surfacing this bridleway would provide a delightful and totally safe cycle route between Freeland and Eynsham that would be used for Freeland pupils of Bartholomew school and by commuters and others to the park and ride and to Oxford.
	Scheme 5 Upgrading bridleway 2238/14/10 is excellent but the public carriageway of Swan Hill also required some traffic calming measures to promote safer cycling Some lines and signs on the road between Woodstock and Tackley would be a useful addition
	The routes are fine but are the roads going to be repaired tool
	An improved cycle route Kidlington and Oxford itself. The existing route is adjacent to the Main Road and not pleasant. It involves the northern roundabout and the Summertown shops where despite the 20-mph speed limit it is not easy or pleasant to cycle. Improvements to the five-mile Drive roundabout, junction of the Woodstock Road and the ring road would also be greatly appreciated. the canal towpath at Kidlington is in a very poor condition and in places what hazardous to cycle along so improvements here would be greatly appreciated too. I recognise that this is probably the responsibility of the CRT
	Suggestion 57: I don't see how tweaking the yellow box will make crossing from Hensington Road to High Street in the path of right-turning traffic any less hazardous than it is at the moment. For anyone cycling in the opposite direction, vehicle traffic turning right from the A44 into Hensington Road will still be able to enter the yellow box if the only obstruction is oncoming traffic. Suggestion 15 (remodelling

	the junction) would work better for cyclists as well as pedestrians. Suggestion 56a and 56b: Both of these proposed pedestrian crossings would also be useful for cyclists. 56a would make a better connection to the NCN route 5 than the current route that loops down to the speed camera. (It would involve lowering the kerb in those places.) This could also feed into suggestion 18a, remodelling the entrance to Blenheim Palace. Suggestion 78: Bladon Roundabout. Safe 2 stage crossing points with refuge islands on all arms of the Bladon Roundabout. On the westbound arm at least, a toucan crossing like the one installed on Cassington Road in Yarnton would give pedestrians and cyclists priority while also causing minimum delays for motor traffic.
	I'd like more of the off-road route proposals like 2 and 5 in Table 2
	11 and 6 are along very busy and narrow roads. It will not be enough to 'paint a cycleway'. This would be hugely unsafe. I have cycled both but given up. It needs to be off-road but not sure you have the budget for this?
	Prioritise the Bladon / Hanborough to Eynsham even more!
	Small improvements to NCN5 where particularly wet during the winter will be much appreciated by cyclists and walkers alike
	There is a great need for a walking and cycle route to Woodstock from Old Woodstock other than the busy A44.
	Some suggestions are overlooking work already undertaken..... e.g. cycle route at Long Hanborough and many overlook the physical limitations e.g., Bladen central corner. There is no mention of maintenance costs. This is an ambiguous question and is most appropriate for residents to comment on schemes near themselves.
	I do like 2 and 5 - imaginative AND useful.
	Segregation of cycle traffic a priority for safety. Especially on busy sections such as lower road between Eynsham and Bladon as well as main road trough Bladon and Hanborough. Good, comprehensive plan to improve network.
	Cycle paths that do not share the road with cars.
	Prioritise path from Judds garage to Woodstock
	12ST - make this a top priority (it is a major missing link between Stonesfield, Combe, Fawler, Charlbury and Woodstock) 12LT - not needed if the above change is made, and particularly if Blenheim permits cycling along existing roads within the estate from Ditchley Gate to

	Woodstock 11 - strongly support 6 - not needed, I regularly cycle this route - it is already suitable for cycling 13LT - strongly support, this is a very frightening stretch of road currently, and links Wootton with the off-road route to Woodstock (how come that route is not marked on the cycle network?) 4, 8, 9, 10 around Hanborough - strongly support
	9ST & 9LT - are priority 6 Stones- Combe could that be low key signage so as not to spoil a lovely road Great that 2 is proposed (didn't even know there was a bridle path there !)
What changes, if any, would you make to the suggested walking network?	Scrap 20mph and put pelican crossing, speed bumps or traffics lights near priority areas such as schools
	Fine - we can walk everywhere on here anyway
	Woodstock is a small enough town that you can walk anywhere within it anyways, so this looks good.
	We need to better utilise footpaths away from roads
	This is entirely Woodstock centric. People can walk further than this (we walk from Stonesfield to Woodstock), but nothing is shown.
	As with the cycling network, I would propose a path and bridge over the water meadows to avoid the busy and narrow pavements of the A44 as you go from Hill Rise into town past the Black Prince pub and pedestrian entrance to Blenheim. This is a very dangerous area to walk and cycle in my experience and deters many from doing so.
	The narrow section of Hensington Road between Union Street and the A44 is very busy with walkers and motor traffic. A kerb and proper pavement are badly needed.
	I only walk in central Woodstock for shopping / leisure. I would not walk along the routes proposed. TRO's can lead to displacement of vehicles..... what is the justification? What do the residents think? These are residential areas.
	A crossing/clear signage on Pond Hill in Stonesfield just down from the shops where pedestrians frequently walk (particularly school children). Better signage and/or line markings made on Church Street and Peaks Lane. All of the above have blind spots and there have been near misses with school children and oncoming vehicles.
	I'd like to see a route using Blenheim Park and the Watermeadows.
	Does not take account of existing footpath within Blenheim estate (which provides quickest access between Hanborough and Woodstock for example)
What changes, if any, would you make to the suggested	Generally welcomed, but not sure we need a crossing on Banbury Road and it's a bit excessive (changing the entrance to Blenheim?)

walking improvements?	
	I live in Stonesfield and there appears to be no suggested improvements there? Plans looks quite Woodstock centric to my eye.
	Priority for Stonesfield, Fawler and surrounds is very low - Will it happen in the foreseeable future? Also, The Ridings in Stonesfield is extremely dangerous for walkers with heavy traffic and no pedestrian protection - I would have thought a pavement here would be an absolute priority given the danger to life, exacerbated by it also being part of the long-distance path, the Wychwood Way.
	Walking improvements do nothing to address dangerous crossings and lack of signage in Stonesfield
	Suggestion 42b: Raise this up the priority list to stop cars parking on the pavements at school drop off/pick up times
	I do not really understand Item 38 which is shown at the back of the churchyard in Rectory Lane. "Formalisation of pedestrian walkway" - there is presently a small footpath running along the churchyard stone walls with no space for a "formal" walkway anywhere along the length of Rectory Lane. I assume it mainly refers to Park Lane where there are footpaths on both sides, apart from one area near the High Street.
	Bearing in mind the possible doctors' surgery move to the Owen Mumford site (or other proposed sites for that matter) I would prioritise the pavement addition on Green Lane - 21c. Again, small improvements to the NCN5 route would help pedestrians where very wet and muddy. Parking on the verge opposite the school (playing field side) should not be prevented (42a & b?) as it causes problems for pedestrians and cyclists at busy times. Also destroys the verge. Bus stops need improvement throughout the town not just Hill Rise - upgraded seating and live bus times displays. Support a new crossing from Blenheim Hensington Gate to the bus stop. Not sure how 34 fits into OWL nature reserve. Also, this path is now closed at the Verenia Court end. Excellent path connecting Shipton Road and the new Park View estate - not shown on Fig 8 or possibly 26 in wrong place? Also, in favour of 37, Willoughby Way, as well used pedestrian route.
	Item 31 is not adequate! It is used as a route to the shops by elderly people from Upper Brook Hill retirement estate. It would be the ONLY route to the shops for the proposed new retirement flats at the Police Station site.
	Pedestrian islands near Blenheim entrance would be a problem for coaches, as would narrowing of entrance. There is already an island in the road. Footpath needed further down A44 on east side towards bus stops and Park

	View estate. TRO's can lead to displacement of vehicles..... what is the justification? What do the residents think? These are residential areas. Why resurface? Some of the footpath widening proposals would cause problems for the flow of traffic, as would islands / refuges, especially along the A44 which is a major access road. A4260 – Duke of Marlborough Bus stop provision - already provided Secure bike racks needed.? 74 A4260 – Tackley Crossroads/Sturdy's Castle junction Traffic islands at either end of turning zone to provide some protection for cyclists not clear on this..... 52 - road is very narrow - not possible to put in a path unless it is away from the road i.e. across fields. 47b - very costly plan and footpaths would change the village appearance. Not necessary.
	A crossing/clear signage on Pond Hill in Stonesfield just down from the shops where pedestrians frequently walk (particularly school children). Better signage and/or line markings made on Church Street and Peaks Lane. All of the above have blind spots and there have been near misses with school children and oncoming vehicles.
	Safety improvements needed on Pond Hill, Stonesfield to enable safe crossing for school children between St James Close and Peaks Lane
	Better signage in Stonesfield near primary school crossing - near the shop
What changes, if any, would you make to the suggested infrastructure improvements?	Signage is important but I think dedicated walkways would be more effective.
	Suggested cycling infrastructure for Woodstock very poor, as stated earlier
	Often, I think the main issue is surfacing. I push my mum in a wheelchair and potholes and broken surfaces are usually our main issues.
	88 This needs a lot more thought... possibly a roundabout! Other bits feel a bit 'fiddling' rather than radical.
	Item 70 - "Visible signage to warn pedestrians of HGV/delivery traffic" – [REDACTED], this signage is absolutely NOT needed! After six years of HGVs, the renovation of Woodstock House was completed last year (thankfully), and the multitude of HGVs have now stopped. I would suggest perhaps a suitable sign would be one which warned (general) traffic of pedestrians/walkers as there is no footpath and no room for a footpath to be installed. Also, perhaps a couple of 20mph signs would be helpful as there is only one which cars etc tend to ignore ... but that could be said of everywhere else ...
	Higher priority for way finding project (53) to avoid cycling and walking along A44 near the Black Prince, preferably a bridge across the water meadows linking Hill Rise (and

	new development) with town and schools. Co-ordination with the proposed new doctors' surgery is important for cycling/pedestrian access.
	The proposed crossing of the A44 (56a/b) would best be immediately SW of the Blenheim entrance. That is where most of the pedestrians will be coming from (e.g. to get to the bus to Oxford) and will slow traffic turning into the Blenheim entrance and meeting pedestrians coming the other way.
	Fawler has a very narrow road unsuitable for narrowing in any way. Is the main route from Witney / Charlbury to Stonesfield and A44. Any provision of a footpath should be over fields. - this would be too costly bearing in mind the small population and lack of destination.
	A crossing/clear signage on Pond Hill in Stonesfield just down from the shops where pedestrians frequently walk (particularly school children). Better signage and/or line markings made on Church Street and Peaks Lane. All of the above have blind spots and there have been near misses with school children and oncoming vehicles.
	As stated previously importance of segregated cycling paths for safety and encouraging children to use. School routes from Hanborough to Eynsham for example.
	Prioritise cycle routes then people would actually want to cycle, and it would be safe. Not cycle routes that share space with cars. Teenagers, and all ages, should feel safe to cycle.
	Safety improvements needed on Pond Hill, Stonesfield to enable safe crossing for school children between St James Close and Peaks Lane Bus shelter needed at A44 Wootton turn (opposite The Duke of Marlborough)
Please let us know if you have any further comments	We need better buses too - many are still cancelled at the last minute and late. The S7 no longer comes to Woodstock in the evening which prevents me going to the supermarket and gym after work.
	I'm really glad this work is being done - I cycle a lot on roads locally and it feels more dangerous than it should be to do so. Thank you!
	Overall, I applaud the scheme which is ambitious and much needed. I have my misgivings about aspects of the scheme, however, and I have explained these in the survey.
	I am a regular commuter between Witney and Kidlington. Less than 3% of our workforce (of over 400 people) cycle to work. The lanes need to be signed and visible with priorities given to cyclists and pedestrians. Cycle lanes running through the middle of people queues at bus stops

	and bins placed out every Wednesday is a real danger. Maintenance of existing cycle paths is poor, especially after contractors digging up to lay pipes, cables or fibre.
	Great initiative, getting people walking and on bikes is vital. Freeland is also part of the Community Action Plan for Zero Carbon that features active travel. I have raised the issue Of the Freeland Hanborough cycle way in this context
	Work with landowners to open new routes improve and expand existing routes.
	Some concerns over WRAT and RST scorings and these I have set out separately by email. BUT OVERALL, AN EXCELLENT, WELL PRESENTED AND BALANCED REPORT
	All improvements to the walking infrastructure are greatly appreciated. You omit the permissive Paths and public footpaths across the Blenheim Estate. Cycling across the Blenheim Estate would be welcomed but of course subject to the agreement of the trustees.
	Thank you for taking the time to put this together. Well done, and good luck.
	I'm really pleased that you are addressing the issues and generally I'm really pleased. I walk (sometimes pushing a wheelchair), cycle and drive around the area. The more and better the opportunities to do the first two.
	Nice try. Not sure you will have the funding to do this.
	This would seem to be a "wish list" of nearly 100 items but, with the current financial position, is unlikely to be fulfilled. I would suggest some items being marked or put in order as a priority etc.
	My only concern is that we live in Tackley which is not really included in this but is within the area. I recognise it is difficult as we are on the other side of the busy A4260
	apologies - unable yet to get to all documentation - but whatever is done to improve both cycling and walking must be good. Dare not walk down Hensington Road entrance (one way) - had once asked that `Dead Slow' be painted - cars speed along as the road becomes clear to them - extremely dangerous to walkers. No doubt Parkview will take some of the traffic when the road there opens - it could make Hensington Road even more unsafe.
	The following is very relevant to objectives of the present study, although outside its scope. Although inadequate, the Woodstock GP surgery is central, and a large proportion of users can walk there. That would also be true for the original proposal of moving it to the Police Station site. Illogically, that is being rejected for too little parking apace.

	The two sites now being considered are so far away that almost everyone will need to go by car! Far better not to need so many parking spaces because it can be walked to.
	Costings needed. Better participation required in these consultations - methodology needs to be improved. What are the priorities? Rural areas with older populations and poor public transport rely on car ownership. Perhaps free parking for car sharers should be available e.g. at P&R sites - this should reduce number of vehicles. For years I shared my car with colleagues..... why is this not being promoted?
	Please include Stonesfield in your plans to improve walking routes - this is a golden opportunity to address the current inadequacies.
	Some of the 'propensity to cycle' assumptions are absurd. Hanborough to Combe/Stonesfield, for example, where commuting cyclists from Stonesfield would pass Combe Halt on the way to Hanborough Station! Also, Eynsham (Cassington Rd roundabout) to Hanborough Station is about 3.5 miles up & down hills. Who would do that when the same distance travelled east would take them to the towpath at Wolvercote on the relatively flat and soon to be smooth & level route, alongside the A40? There is a glaring error in the Cycling Audit, Section 8. Hanborough to Eynsham. The path between Long Hanborough & Church Hanborough is wrongly referred to by the VTN people in their submission as the "existing route" and a "bridleway" It is in fact a footpath (FP12) and is currently being abused by errant cyclists to the detriment of the many pedestrians who use it each day.
	Great to have this practical support for walking and cycling
	Looking forward to the improvements - hope the work doesn't take too long

Appendix 3 – Written responses (via email) In full

Respondent	Response
Village Travel Network member	As [REDACTED] of the Village Travel Network (VTN), my primary response to this Draft Woodstock Area LCWIP is one of considerable satisfaction that Oxfordshire County Council has recognised the significance of active travel for rural communities as much as for our urban neighbours. I thank the Transport Planning team for their efforts in putting the document together.

The cooperation and support that has been evident between OCC and the VTN throughout the preparation of this LCWIP has, I believe, been exemplary. As a result, the overall plan, as set out in the draft report is much as I hoped for and expected.

The technical aspects of the appraisals for each identified issue and their final ranking and priority are, I fully recognise, governed by: -

- The WRAT Walking Route Audit Tool and the
- Propensity to Cycle and Route Selection Tool

But you will be aware that these tools do, quite properly, allow for considerable subjective judgement (every site is, after all, different). So, it is not surprising that we may differ in our assessment of the urgency or otherwise of individual scheme proposals. Insofar as these assessments do rely on a level of subjectivity, I hope you will recognise that local knowledge can also be a useful indicator, On that basis I offer some revised priority assessments for your consideration. I hope that I am correct in assuming that individual scheme priorities will be subject to review as well as being dependant on availability of specific funding (S106 for example). Nevertheless, I list below those schemes where I believe a review of the WRAT or RST scores is needed.

First, I would like to draw to your attention a few other issues that I have identified.

Figure 1: Woodstock Area LCWIP geographic scope	Page 19	The “key routes” identified by a red dashed line does not include the direct route between Stonesfield and Combe. I think it should do.
Figure 5 and Table 2 – Reference No. 4	Ps 31&32	In the Location column of Table 2, the text would better read as “Church Hanborough, Church Road to A4095” In the Description. Column, mention should be made that it is “off-road”
Figure 5 and Table 2 Reference No. 12ST	Ps 31&33	In the Description, mention should be made that Hollyhock Walk is “off-road” – and may require upgrade from footpath to bridleway.
Table 3 Ref No 41	P46	One-way systems on residential estate roads

		can encourage higher driving speeds. I would recommend alternative measures to ease parking congestion here.
Table 3 and Figure 10 Ref Nos 51 and 52	Ps 41&47	Some confusion over ref 51 and 52. Ref 51 should read "From West End from the Glyme bridge to the village edge" and Ref 52 should read "Wooton to A44 junction" Figure 10 needs correcting accordingly.
Table 4 Ref No 73	P 55	Ref 73 should read "A4260 Sturdy's Castle" ***NOT*** Duke of Marlborough
Table 4 Ref No 92	P57	Ref No 92 should read "Wootton from village centre to B4027 Dorn Bridge"

I believe that the priority afforded to the following three identified schemes should be reviewed. Local knowledge suggests that the priority should be higher than as allocated in the Draft LCWIP: -

Scheme No. 74 A4260 Tackley Crossroads/Sturdy's Castle junction. Traffic islands at either end of turning zone to provide some protection for cyclists, Priority =35.

However, the VTN commentary reads: -

There is a moderate propensity to cycle between Tackley and Woodstock. Woodstock is the nearest service centre for the Marlborough secondary school, medical centre, pharmacy, supermarket, library etc. ***Residents are dissuaded from active travel by the dangerous crossing of the high speed A4260. If nothing else is addressed on this desire line, the A4260 must be made safer. A speed limit combined with the conversion of the present right turning ghost islands into physical islands is suggested as a possible option.***

Tackley rail station attracts some first mile last mile active travellers as the station serves Banbury, Coventry and Birmingham as well as Oxford and London whereas Hanborough serves Worcester as well as Oxford and London.

Scheme No 11 (and links with Scheme 88) Scheme 11 Stonesfield Woodstock Road/B4437 Cycle path along Woodstock Road into B4437 for a better flat connection for cyclists between Combe and Stonesfield.

	Scheme 88 Stonesfield B4437/A44 junction Woodstock Rd Holistic review of junction arrangements needed to include appropriate cyclist awareness, signage and lineage and possible reduced speed limit The VTN commentary reads:- *" the propensity to cycle may be considered moderate. However, the "attraction" of Woodstock as a local service centre is strong and the secondary connectivity to Wootton and Charlbury suggest that significant increases in active travel will occur given an improved highway infrastructure (especially the provision of a segregated cycle footway alongside the A44).* ***The road* from *the A44 to Stonesfield is straight and encourages unusually high speeds. If these can be restrained the use of Woodstock Road would become reasonable with the provision of appropriate lines and signs.*** **Scheme No. 93a and 93b** Wootton 1st Turn Traffic islands at either end of turning zone to provide some protection for cyclists. Safe crossing point including refuge islands where applicable in the vicinity of 1st Wootton turn. VTN Commentary reads: - *The NCN Route 5 alongside the A44 primary route, effectively terminates as a convenient routine active travel route, at Woodstock (it does continue but off-road on an inadequate, indirect and uncomfortable route).* ***The demand therefore for a good segregated shared use cycle footway north from Woodstock, alongside the A44, to link to its nearest neighbour, Wootton, the long-distance Oxfordshire Way and to the B4437 for Charlbury and Stonesfield in imperative.*** *The route will require a safe crossing point for pedestrians and cyclists at 1st Wootton turn.* Thank you for reading this and I look forward to the OCC cabinet signing off the final document shortly.
Co-chair of Coalition for Healthy Streets and Active Travel (CoHSAT)	This response is on behalf of CoHSAT, a coalition of 25 voluntary and campaigning organisations working across Oxfordshire to create attractive, accessible and people-friendly streets. We support the concept of LCWIPs in general as a means of planning the infrastructure for a town or in this case a network of villages, as a prelude for raising funding. Overall, we strongly support the Woodstock and area LCWIP.

	• We appreciate the process that has been followed to develop the LCWIP, working with local stakeholders and considering local trip generators. • We support for the list of schemes and commend the detail they have gone into. • The map and table of cycling improvements (fig 5, table 2) and the map of walking improvements in Woodstock (fig 8)/Oxford Road fig 9) do not show proposed improvements to the crossings Bladon roundabout (78) and path widening on the A44/Oxford Road (18b I think). These are important as it is a busy route and could be added to maps and Table 2. • We are concerned over 'Cycle scheme 3: Bladon – Grove Road - On road cycle scheme LTN1/20 compliant'. As the carriageway is approx. 7.2 metres width, this does not allow space for adequate on-road cycle facilities without very low traffic levels. However, this is a crucial piece of the network, so some safe facility on this section is essential. This route should be considered further to decide whether an on-road facility can be LTN1/20 compliant, or whether some other solution is required.
Village Travel Network member	An upgrade to the whole canal tow path, making it safe to cycle all the way from Oxford to Banbury (which would mean people could more easily cycle from Tackley to Kidlington, albeit on a rather wiggly route!) A lowering of the speed limit by the Tackley junction at Sturdy's Castle would make it safer to cross, and an extension of the 50 limit from further south, north to Tackley would make the A4260 a little safer - we have now seen the consultation on the lowering of the speed limit on much of the A4260 from Banbury to Kidlington which is good news! An island at the Tackley junction making it safer to cross the A4260 to cycle from Tackley to Woodstock, which is a popular route (I believe this idea has already been put forward by Tackley resident Neil Wilson, but I wanted to make sure it had been received) The A4260 is a big wide road, it should not be too difficult to make segregated cycle paths on each side from Kidlington to the Tackley junction. Admittedly still not cheap, but considering the width of the road, land purchase wouldn't be required. With the potential lowering of the speed limit

	up to Tackley anyway, a narrower space for cars aids the FEELING that drivers need to drive slower, rather than being annoyed that a big wide road has a slow speed limit on it.
Village Travel Network member	The A4095 single lane road crossing the Railway Bridge has on the north side a narrow pavement, at points less than a metre wide, and on the outer side of which are 10 bollards, installed in 2018 - one or several are frequently knocked over by passing traffic. (Currently only eight are in place.) The mirrors of large HGVs can project into the pavement space. The narrow pavement is signposted as being available for cyclists, but there is no room for cyclists and pedestrians to pass each other safely. The pavement is only just wide enough for a parent pushing a pram, but not also for them to be holding the hand of another child. It is not used by people in self-propelled wheelchairs. The branches of trees at either end of the bridge regularly block the signs. In 2019, very concerned by dangers presented to pedestrians and cyclists on the Bridge, Hanborough Parish Council applied for and was awarded £37,000 by the GWR Customer and Community Improvement Fund to undertake a feasibility study for a designated bridge for pedestrians, people with disabilities, and cyclists, alongside the Hanborough Railway Bridge. The cost of the feasibility study was quoted by Network Rail as £45,000. To meet this amount, Oxfordshire County Council contributed £5000, and Hanborough Parish Council £3000. Although LCWIP has proposed 9LT, 'Widening of the existing bridge or a new bridge over railway.', the Parish Council, OCC, and WODC together in 2019 did not consider such a project could be in any way possible or feasible for two reasons: a) the importance of constantly maintaining the A4095 as a link between North and West Oxfordshire, and b) the hazards of building a road over a major railway line to the West Midlands. "The Network Rail study recommended a bridge, as described, to be installed on the north side of the Hanborough Railway Bridge, accessed from land near the

	Thames Water sub-station to a field on the far side of the railway line. Blenheim were happy to consider making such land available. However, Network Rail recommended that it was essential that there should be a further feasibility study to examine whether the banks on either side of the railway line could provide support for the pedestrian bridge." Note 4 relating to the Coffin Path in Hanborough. The Path is also important for linking the villages of Long Hanborough and Church Hanborough, for pedestrians, children going to school in Long Hanborough, cyclists, to avoid the narrow stretches of Church Road, on which there are no cycle paths. The comment that the path is for 'less confident cyclists' does cover its use by residents or cyclists.