

# **Carterton and the surrounding area Local Cycling and Walking Infrastructure Plan**

## **Consultation report**

June 2025

## Contents

|  |    |
|--|----|
| Executive summary.....   | 3  |
| 1. Introduction .....  | 4  |
| 2. Methodology.....  | 5  |
| 3. Response rate and demographics .....  | 7  |
| 4. Findings.....   | 13 |
| Cycling network.....   | 13 |
| Overall, what do you think of the proposed cycling network (shown in figures 5 and 15)?  | 13 |
| What changes, if any, would you make to the suggested cycling network? (free text question)  | 14 |
| Cycling improvements.....  | 15 |
| Overall, what do you think of the suggested cycling improvements shown in Table 3? ..  | 15 |
| What changes, if any, would you make to the suggested cycling improvements? (free text question)   | 16 |
| Walking network.....   | 17 |
| Overall, what do you think of the proposed walking network (shown in figures 16 – 17)?   | 17 |
| What changes, if any, would you make to the suggested walking network? (free text question)  | 18 |
| Walking improvements.....  | 19 |
| Overall, what do you think of the suggested walking improvements shown in Table 5? .   | 19 |
| What changes, if any, would you make to the suggested walking improvements? (free text question)   | 20 |
| Route Prioritisation .....   | 21 |
| Overall, what do you think of the list of prioritised routes for improvement in Table 7 of the draft Carterton and the surrounding area LCWIP? | 21 |
| What changes, if any, would you make to the list of prioritised routes improvements? (free text question)                                      | 22 |
| 5. Written responses.....  | 23 |
| 6. Conclusion.....   | 25 |
| Appendix 1 – Let’s Talk Oxfordshire consultation questions .....   | 27 |
| Appendix 2 – Let’s Talk Oxfordshire consultation responses to free-text questions in full.....   | 32 |
| Appendix 3 – Written responses in full.....  | 34 |

## Executive summary

Oxfordshire County Council (OCC) in collaboration with key stakeholders have developed a draft Local Cycling and Walking Infrastructure Plan (LCWIP) for Carterton, which includes connections to surrounding areas. The LCWIP is long-term plan for improving the cycling and walking infrastructure in Carterton so that it is safer, more convenient, and more accessible to walk, wheel and cycle in Carterton and the surrounding area for more people. The draft LCWIP has been consulted on via Oxfordshire's Let's Talk platform and direct engagement with stakeholders. A total of 16 responses were received via Let's Talk Oxfordshire. Respondents to the Let's Talk consultation were largely representative of one demographic of Carterton's population. A further 2 written responses were received including from Carterton Town Council and Brize Norton Parish Council.

Overall, the consultation, which asked for views on the cycling network and improvements and walking network and improvements, received a broadly positive response, with walking, wheeling and cycling proposals received favourably by more than 50% of respondents. More crossing provision and wider footpaths were strongly supported. Common themes throughout the consultation for both cycling and walking were concern regarding potential conflict in shared spaces and reviewing speeds to create a safer environment to cycle and walk. The prioritisation of improvements saw improvements that create safer school journeys rated highly. The importance of delivering route improvements rather than piecemeal improvements was also highlighted. In addition, the importance of linking to climate change, biodiversity, local environment and planned and potential future development, and ensuring funding is actively pursued to deliver improvements was emphasised. Some concerns were raised regarding limited space for some proposals, footway parking causing an obstruction for people walking, and the importance of maintaining accessibility for people with disabilities.

The consultation feedback will help to inform the modification of the draft Carterton and surrounding area LCWIP.

## 1. Introduction

Carterton and surrounding area Local Cycling and Walking Infrastructure Plan (LCWIP) is a plan for improving the walking, wheeling and cycling infrastructure in Carterton and connections to surrounding areas so that it is safer, more convenient, and more accessible to walk (including wheeled users) and cycle (by all bike types). The aim is to ultimately increase the number of people walking, wheeling and cycling for short local trips or as part of longer trips and achieve the LCWIP vision of creating a: *‘thriving town with good air quality, where walking for local trips is the norm for everyone. This is supported by safe, accessible and connected walking and cycling routes between residential areas, the historic town centre, schools, natural environments and local services and facilities’*. LCWIP development is a key policy in Oxfordshire’s Local Transport and Connectivity Plan and helps to achieve local and national 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 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.

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 drafting of the LCWIP (namely Carterton Town Council and Brize Norton Parish Council), and the public have been engaged in reviewing the finalised draft and the key areas of network plans and improvements for cycling and walking. This report sets out the findings from this consultation.

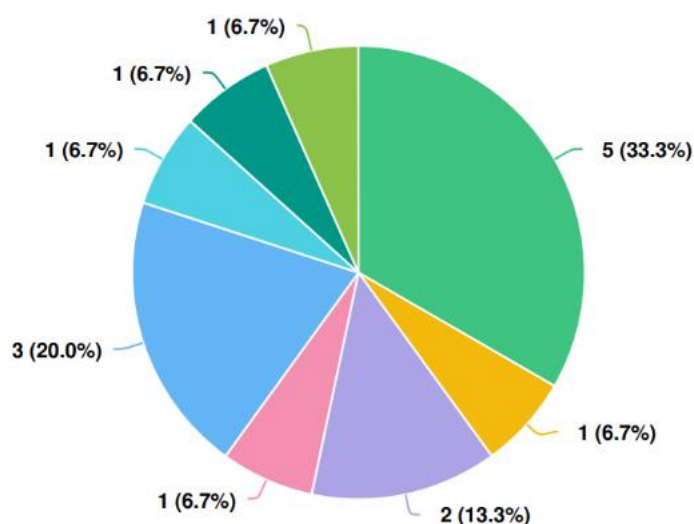
## 2. Methodology

The consultation consisted of an online survey hosted on Let's Talk Oxfordshire, which ran from Monday 19<sup>th</sup> May to Monday 16<sup>th</sup> June 2025. A copy of Carterton and the surrounding area LCWIP was also available at Carterton Library. Participants were provided with the draft LCWIP, background report and cycling and walking audit reports. Participants were asked for their 'views of Carterton and the surrounding area Local Cycling and Walking Infrastructure Plan', including the network plans for walking and cycling and proposed improvements. Key stakeholders were also able to submit comments via email.

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

- Direct emails from Oxfordshire County Council (OCC) officers were sent to key stakeholders
- Press release shared with local media and government press, Your Oxfordshire newsletter

How did you find out about this consultation?



### Question options

Facebook   NextDoor   Oxfordshire.gov.uk website   Email from Oxfordshire County Council   Local news  
District Councillor   Friend/relative   Other (please specify)

**Figure 1: How respondents found out about the consultation**

In response to the question 'how did you find out about the consultation?' (of those who answered the question)

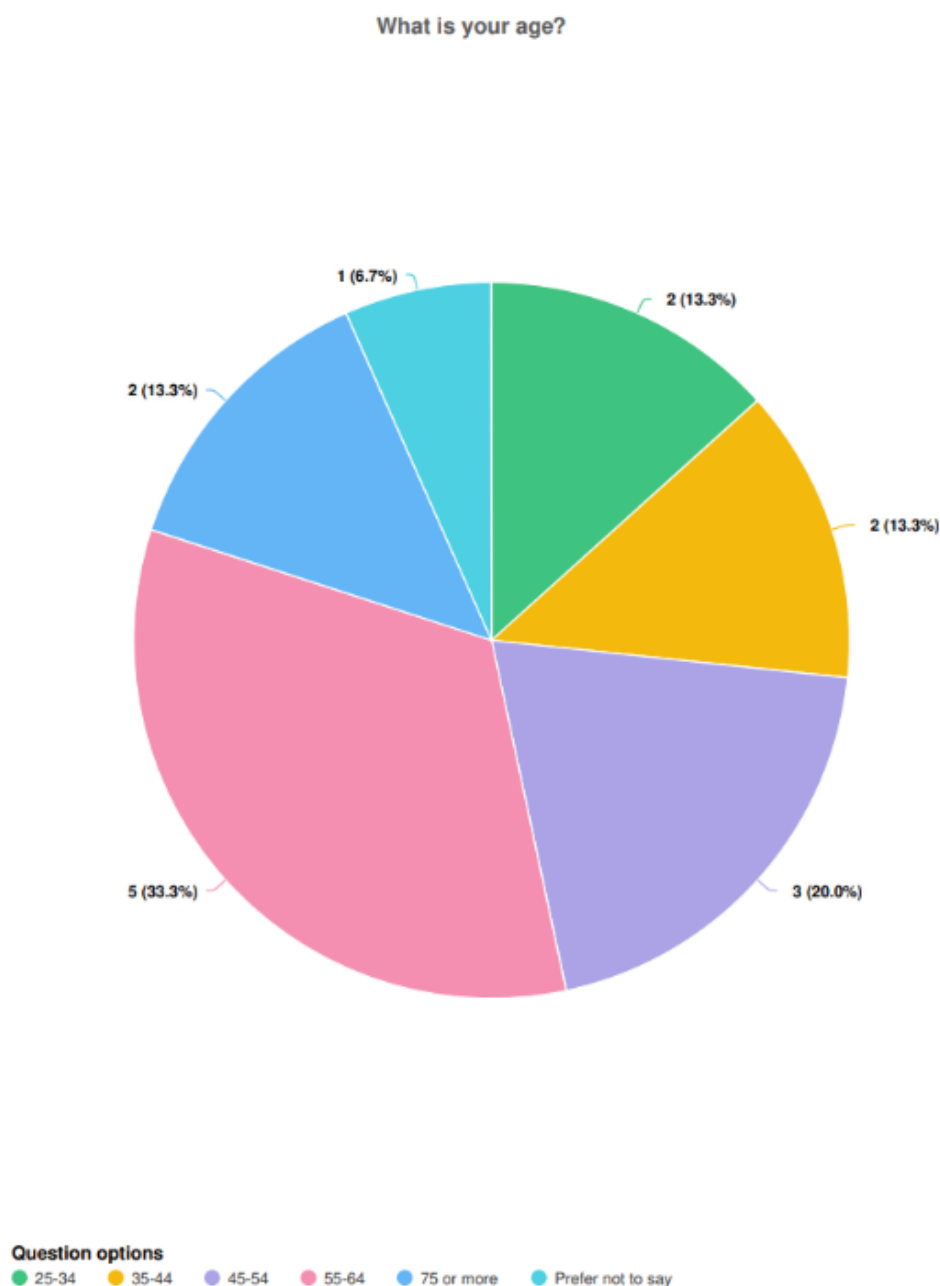
- 33.3% (5 people) of respondents selected Facebook
- 20% (3 people) of respondents selected local news
- 13.3% (2 people) of respondents selected Oxfordshire.gov.uk website
- 6.7% (1 person) of respondents selected NextDoor

Carterton and the surrounding area Local Cycling and Walking Infrastructure Plan –  
Consultation report

- 6.7% (1 person) of respondents selected email from Oxfordshire County Council
- 6.7% (1 person) of respondents selected town/ parish councillor
- 6.7% (1 person) of respondents selected friend/ relative
- 6.7% (1 person) of respondents selected other

### 3. Response rate and demographics

Overall, 16 responses were received to the Let's Talk Oxfordshire consultation. One of these responses was from Oxfordshire Cycling Network, as this is an organisation they are not captured in the individual response rate and demographics outlined in this section. Of the 15 responses to the consultation made by individuals, respondents were typically male; above the age of 55; white; not impacted by a long-term illness, health problem or disability that has lasted, or is expected to last, at least 12 months; and residents of Carterton. The respondents to the consultation are not representative of all Carterton residents and visitors according to the 2021 Census.

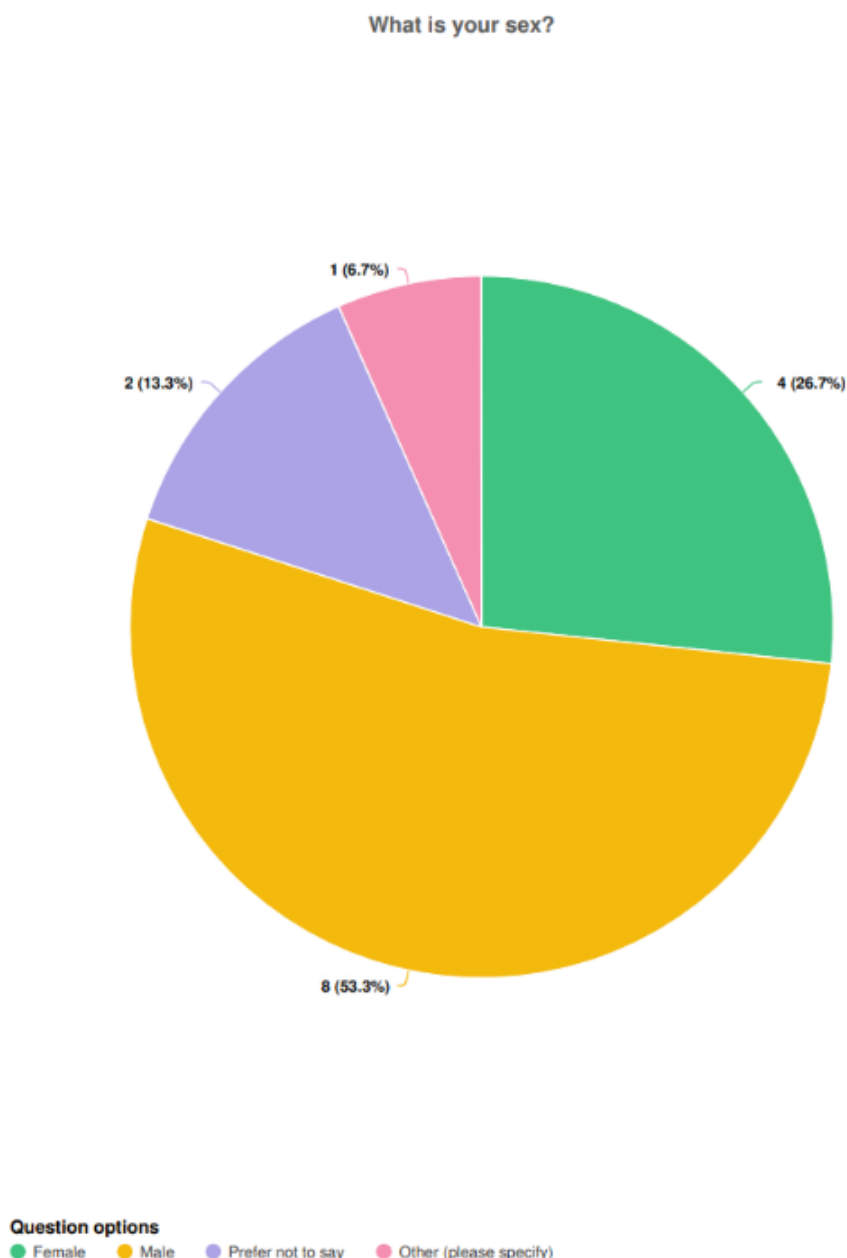


**Figure 2: Respondents' age**

In response to the question 'what is your age?' (of those who answered the question)

## Carterton and the surrounding area Local Cycling and Walking Infrastructure Plan – Consultation report

- 0% (0 people) of the respondents were aged under 25
- 13.3% (2 people) of respondents were in the age category 25-34
- 13.3% (2 people) of respondents were in the age category 35-44
- 20.0% (3 people) of respondents were in the age category 45-54
- 33.3% (5 people) of respondents were in the age category 55-64
- 13.3% (2 people) of respondents were in the age category 65-74
- 0% (0 people) of respondents were in the age category 75 or more
- 46.7% (1 person) of respondents preferred not to say what their age was.



**Figure 3: Respondents' sex**

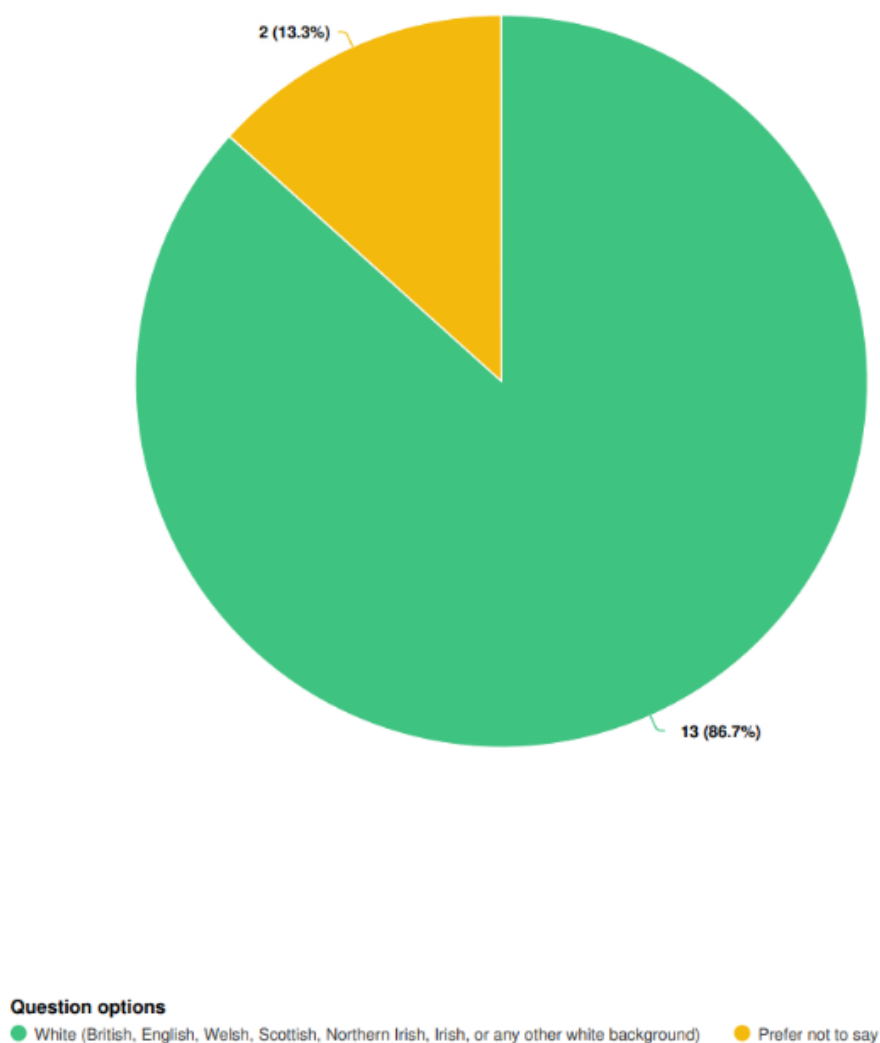
In response to the question 'what is your sex?' (of those who answered the question)



## Carterton and the surrounding area Local Cycling and Walking Infrastructure Plan – Consultation report

- 53.3% (8 people) of respondents said they were male
- 26.7% (4 people) of respondents said they were female
- 13.3% (2 people) of respondents said they would prefer not to say
- 6.7% (1 person) of respondents selected other

What is your ethnic background?



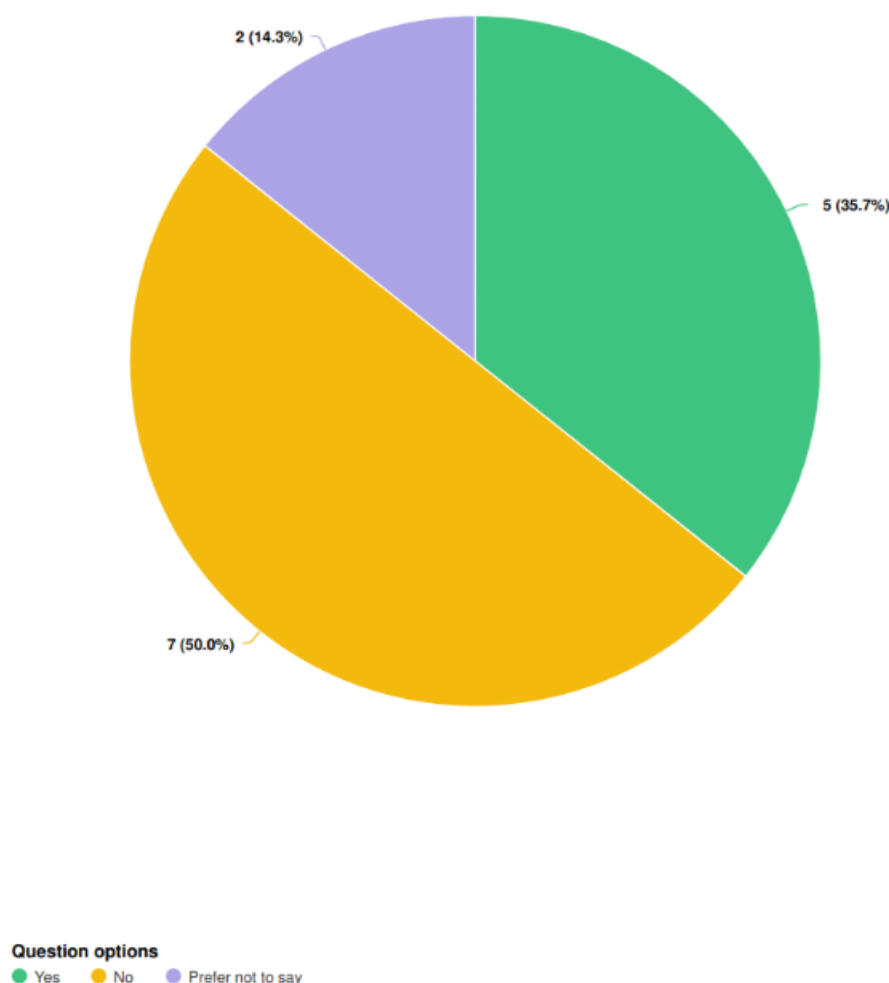
**Figure 4 – Respondents' ethnic background**

In response to the question 'what is your ethnic background?' (of those who answered the question)

## Carterton and the surrounding area Local Cycling and Walking Infrastructure Plan – Consultation report

- 86.7% (13 people) of respondents said they were white
- 13.3% (2 people) of respondents said they would prefer not to say

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

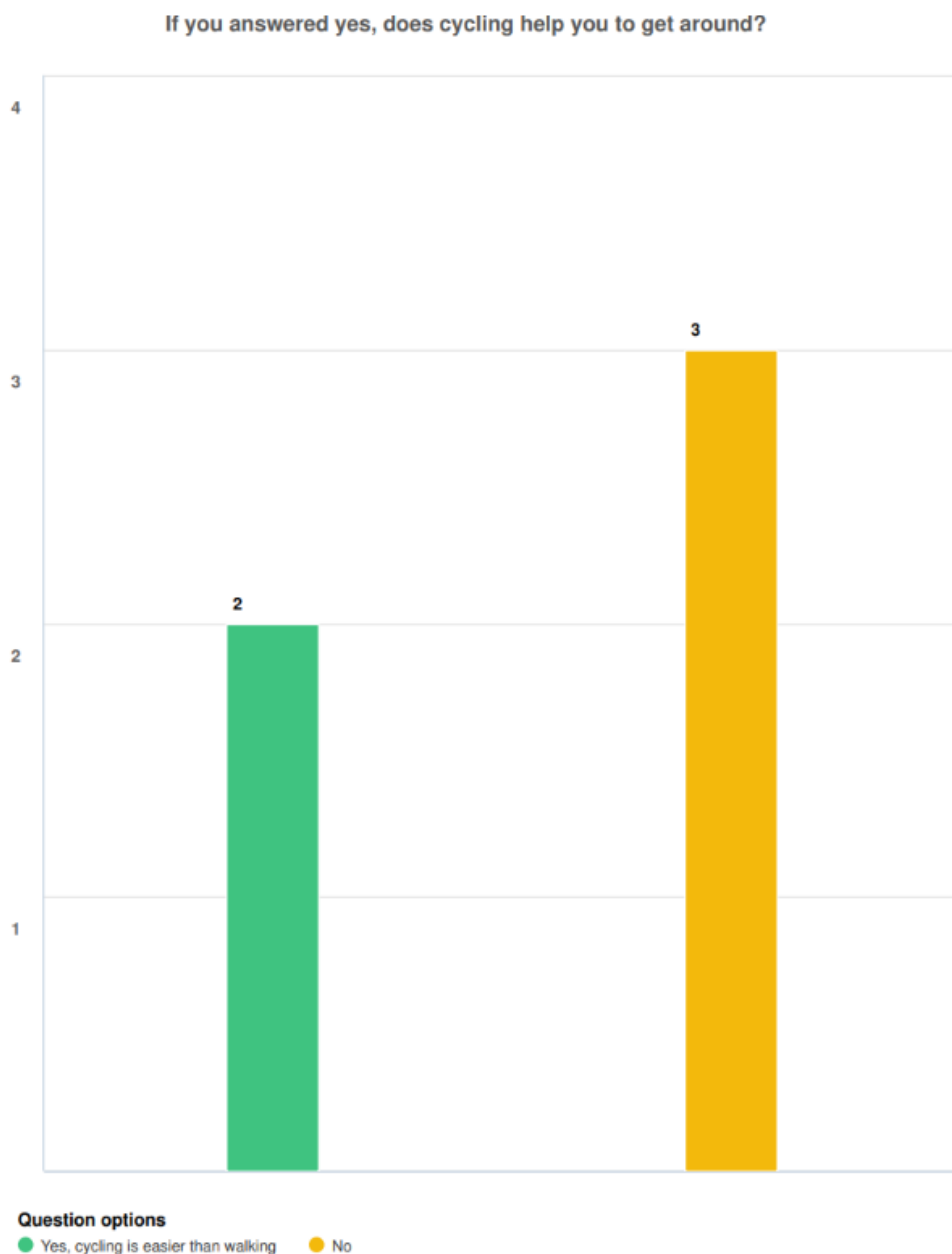


**Figure 5: Whether respondents are impacted by long-term illness, health problem or disability**

In response to the question 'are your day to day activities impacted because of long-term illness, health problem or disability that has lasted, or is expected to last, at least 12 months?' (of those who answered the question)

- 50.0% (7 people) of respondents answered no
- 35.7% (5 people) of respondents answered yes

- 14.3% (2 people) of respondents preferred not to say



**Figure 6: Whether cycling helps respondents with a long-term illness, health problem or disability to get around**

In response to the question 'if you answered yes (to the question 'are your day to day activities impacted because of long-term illness, health problem or disability that has lasted, or is expected to last, at least 12 months'), does cycling help you get around?'

- 40% (2 person) of respondents answered yes, cycling is easier than walking
- 60% (3 person) of respondents answered no

Overall, most respondents to the Let's Talk Oxfordshire consultation were not impacted by long-term illness, health problem or disability that has last, or is expected to last, at least 12

## Carterton and the surrounding area Local Cycling and Walking Infrastructure Plan – Consultation report

months. Of the people who said they were impacted, 40% said cycling made it easier for them to get around over walking and 60% said it did not.

A further 2 written responses (full responses included in Appendix C) were received to the consultation from the following groups/ organisations:

- Brize Norton Parish Council
- Carterton Town Council

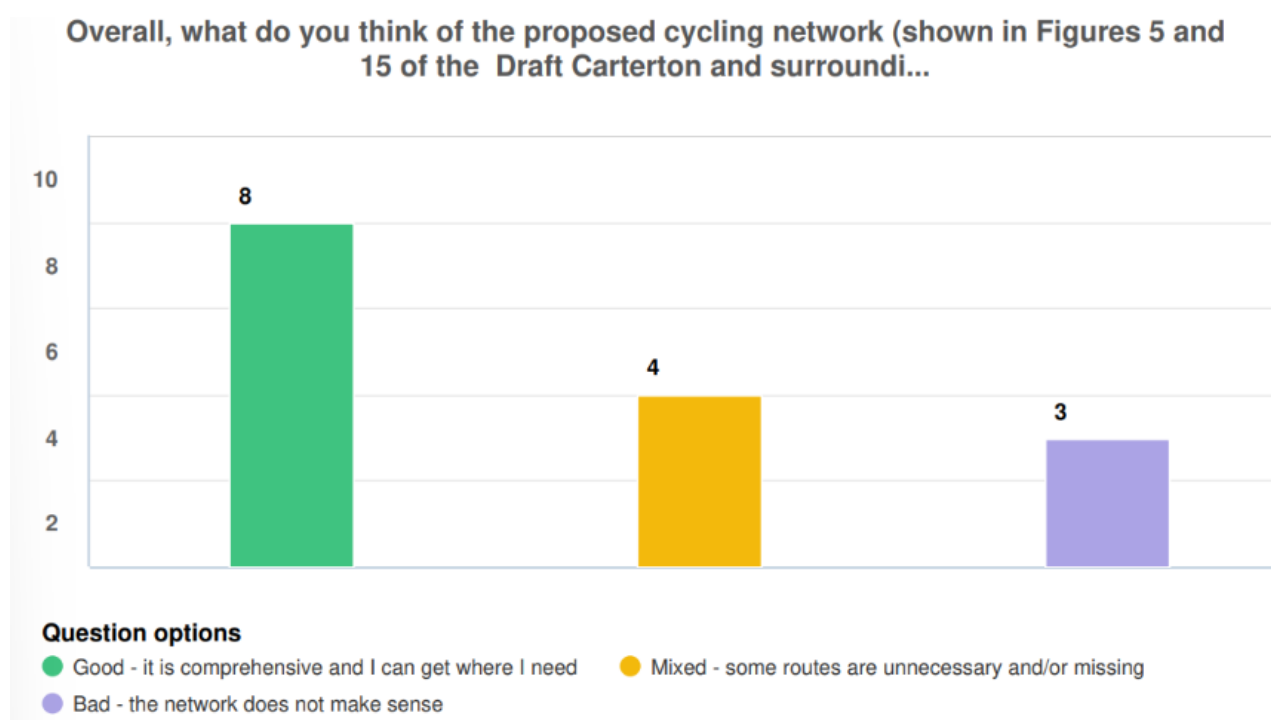
## 4. Findings

The consultation sought feedback on five key areas:

1. Cycling network
2. Cycling improvements
3. Walking network
4. Walking improvements
5. Prioritisation of improvements

### Cycling network

Overall, what do you think of the proposed cycling network (shown in figures 5 and 15)?



**Figure 7: Views on the cycle network**

A variety of views were received to the question about the proposed cycling network. Of those who answered the question:

- 53.6% (8 people) said that the cycle network was 'good – it is comprehensive and I can get where I need'
- 26.8% (4 people) said that the cycle network was 'mixed - some routes are unnecessary and/ or missing'
- 20.1% (3 people) of respondents said that the cycling network was 'bad - did not make sense'
- 0% gave 'other' views on the cycling network

This split of views indicates some changes need to be made to the cycling network, despite the majority in support.

**What changes, if any, would you make to the suggested cycling network? (free text question)**

Key points arising from consultation of the cycling network include concern about the use of 'mixed cycling and walking routes'. Such routes were deemed 'dangerous' and disregarded vulnerable users including 'older people, disabled people, and children'. It was suggested that people walking are at risk of conflict due to the behaviour of people cycling (who appear to have 'priority' on such routes).

Another concern expressed with developing cycle networks was the environmental impact. It was suggested that the 'principle of protecting hedgerows and local biodiversity' is at odds with implementing cycling routes on main roads, particularly where space is constrained. Clarity is sought on how environmental impact will be minimised and environmental policies met, whilst implementing cycling improvements.

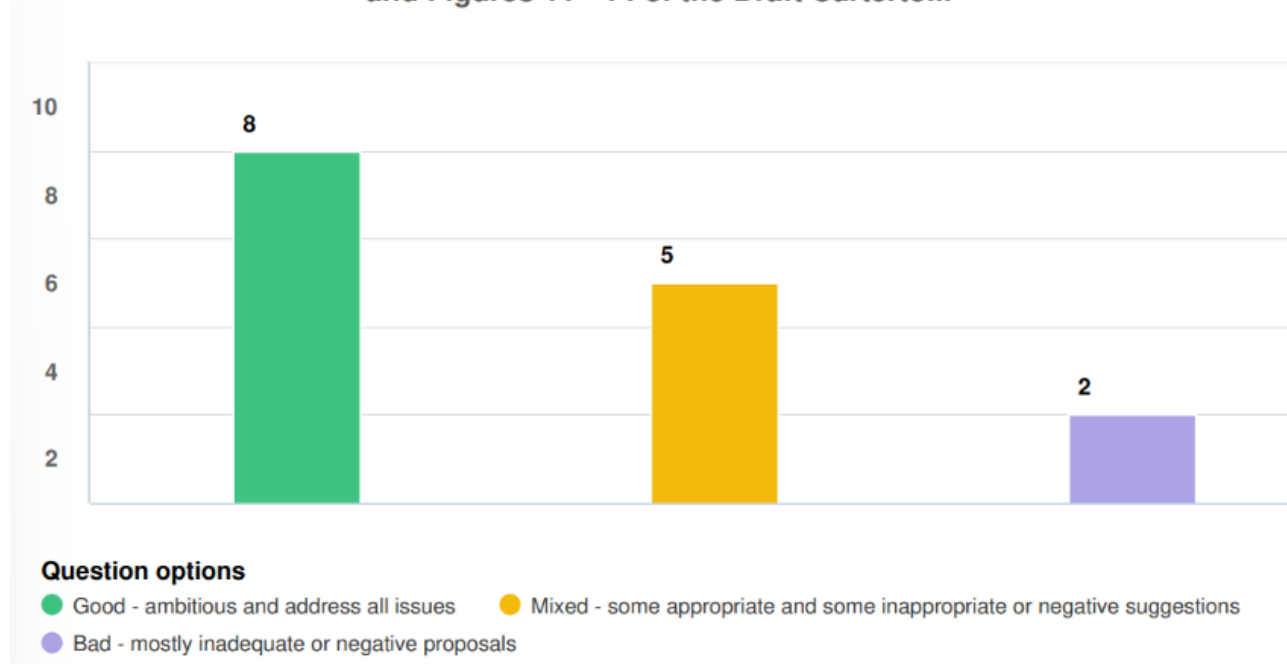
The importance of improving the existing network through maintenance was stated.

Specifically, the route between Carterton and Witney was discussed. Whilst the LCWIP presents two possible routes – route 25 via Witney Road and route 13 via the B4477, it was suggested that both routes are unnecessary. Instead, it was suggested that route 13 via the B4477 provides a better connection to the A40 cycle paths and that route 13 should join with the A40 junction rather than Minster Lovell.

## Cycling improvements

Overall, what do you think of the suggested cycling improvements shown in Table 3?

Overall, what do you think of the suggested cycling improvements shown in Table 3 and Figures 11 - 14 of the Draft Carterto...



**Figure 8: Views on the cycle network improvements**

A variety of views were received to the question about the proposed cycle network improvements. Of those who answered the question:

- 53.6% (8 people) of respondents said the proposed cycle network improvements were 'good – ambitious and address all issues'
- 33.5% (5 people) of respondents said the proposed cycle network improvements were 'mixed – some appropriate and some inappropriate or negative suggestions'
- 13.4% (2 people) of respondents said the proposed cycle network improvements were 'bad – mostly inadequate or negative proposals'
- 0% of respondents selected 'other'

**What changes, if any, would you make to the suggested cycling improvements? (free text question)**

Respondents provided a variety of comments when asked to consider changes to proposed cycling improvements. Support for improving the cycling network was expressed, but making improvements in a timely manner was emphasised as key to bringing about change.

Much like the comments regarding the cycling network, improvements that resulted in shared spaces for people walking and cycling were not supported by some, instead designated cycle lanes were sought.

The importance of a cycling connection between Carterton and Witney was stated by Oxfordshire Cycle Network. Contrary to other comments received, support for improvement 25.1 on Witney Road was expressed as ‘the most practical way to cycle between Carterton and Witney’. It was suggested that this improvement should be a high priority due to a recent cycle fatality on the route. The high cost of significant infrastructure improvements was acknowledged and instead the same result was deemed achievable ‘with a physical filter (bollard or gate) such as the ones on Cassington Road west of Eynsham or Chilton Road Southeast of Upton. Or ANPR as approved for the road through Marsh Baldon/Toot Baldon’.

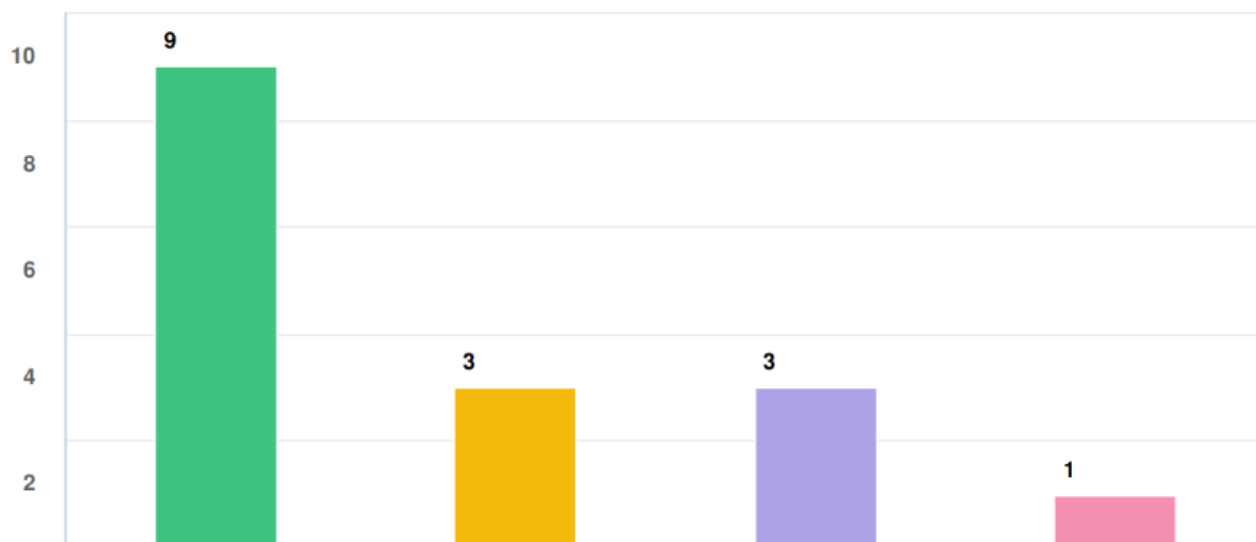
It is suggested that the LCWIP is biased towards RAF Brize Norton and existing cycle trips to this destination. Greater consideration of potential development to the east of Carterton and cycle connections and supporting infrastructure (including cycle parking) between the centre of Carterton to these developments and the amenities located within them is sought.



## Walking network

**Overall, what do you think of the proposed walking network (shown in figures 16 – 17)?**

Overall, what do you think of the proposed walking network (shown in Figures 16 - 17 of the Draft Carterton and surroundin...



### Question options

- Good - it is comprehensive and I can get where I need to go    ● Mixed - some routes are unnecessary and/ or missing  
● Bad - the network does not make sense    ● Other (please specify)

**Figure 9: Views on the walking network**

A variety of views were received to the question about the proposed walking network. Of those who answered the question:

- 56.25% (9 people) of respondents said that the walking network was 'good – it is comprehensive and I can get where I need to go'
- 18.75% (3 people) of respondents said that the walking network was 'mixed – some routes are unnecessary and/ or missing'
- 18.75% (3 people) of respondents said that the walking network was 'bad – the network does not make sense'
- 6.25% (1 person) of respondents selected 'other'

The necessity of a car for some people with disabilities to access key services and amenities, and the potential for significant negative impact if measures are implemented that limit access is stated as an 'other' comment.

**What changes, if any, would you make to the suggested walking network?** (free text question)

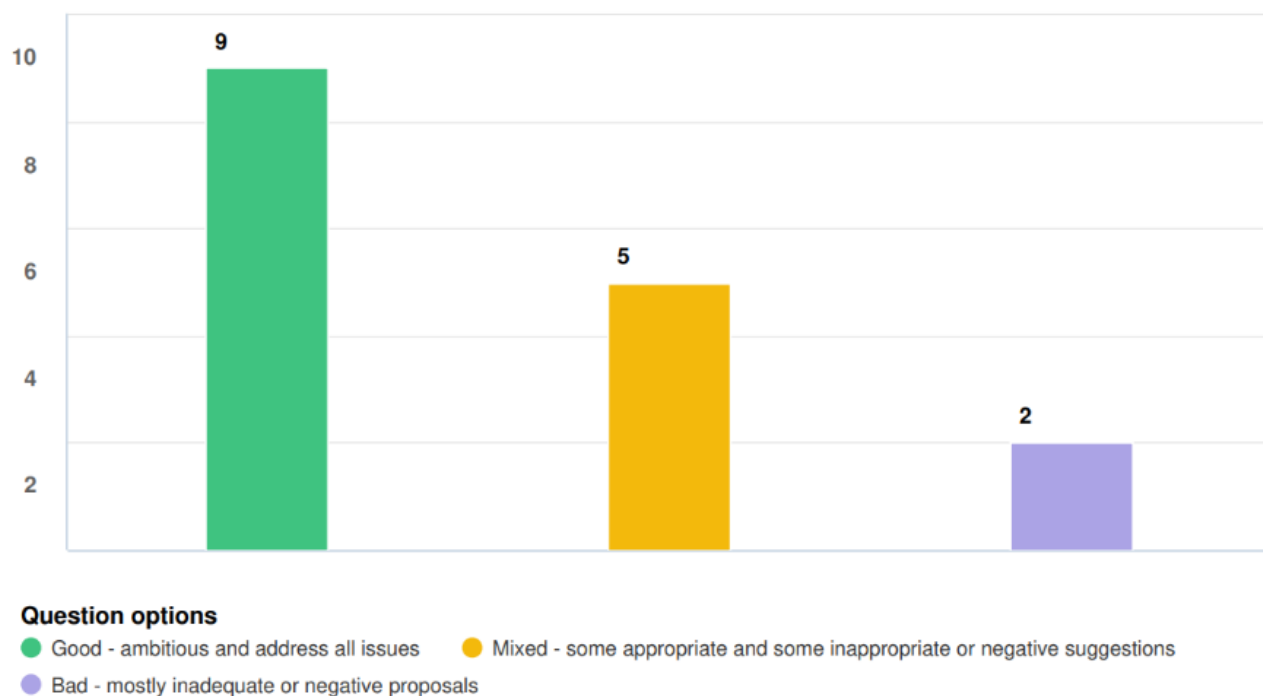
There was a low response rate to the question asking for suggested changes to the walking network. Some respondents supported making improvements and stated the importance of delivering safe routes, particularly those that are shared and 'close to main roads'. Other respondents did not see the value of improving the walking network and considered it a 'waste of taxpayers' money'.

Of those who did respond, some proposals were deemed unfeasible due to limited space, for example 'the road from Carterton to Burford through Shilton dip and past the Blue Cross animal centre is far too narrow to incorporate a walking/cycle path'.

## Walking improvements

Overall, what do you think of the suggested walking improvements shown in Table 5?

Overall, what do you think of the proposed walking improvements shown in Table 5 of the Draft Carterton and surrounding are...



**Figure 10: Views on the walking network improvements**

A variety of views were received to the question about the proposed walking network improvements. Of those who answered the question:

- 56.25% (9 people) of respondents said that the walking network improvements were 'good – ambitious and address all issues'
- 31.25% (5 people) of respondents said that the walking network improvements were 'mixed – some appropriate and some inappropriate or negative suggestions'
- 12.5% (2 people) of respondents said that the walking network improvements were 'bad – mostly inadequate or negative proposals'
- 0% of respondents selected 'other'

**What changes, if any, would you make to the suggested walking improvements?** (free text question)

A recurring comment from respondents suggesting walking improvements was that addressing potholes should be a greater priority than improving walking and cycling routes and that these improvements are not value for more.

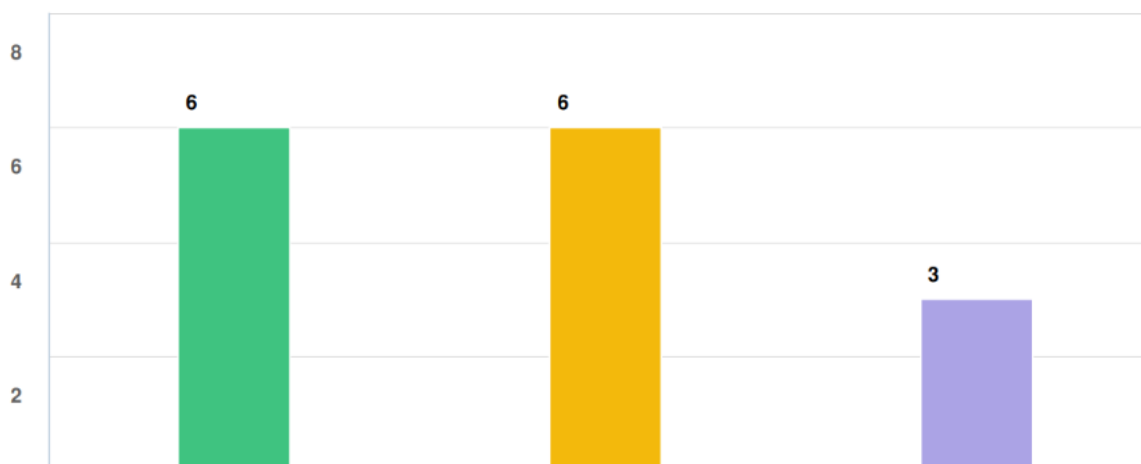
Connections beyond Carterton to surrounding settlements including Burford, Minster Lovell and Witney are supported. Creating a traffic free route on Witney Road as suggested by respondents considering the walking network, is highlighted as having benefits not just for people cycling but also people walking.

The need to further consider junctions on Burford Road and Shilton Road to make them safer for people walking was stated. Junctions, particularly Selwood Drive and Shillbrook Avenue are considered too wide and people walking must 'walk into the road to be able to see oncoming cars'.

## Route Prioritisation

**Overall, what do you think of the list of prioritised routes for improvement in Table 7 of the draft Carterton and the surrounding area LCWIP?**

Overall, what do you think of the list of prioritised routes for improvement in Table 7 of the Draft Carterton and surround...



### Question options

- Route priorities make sense and reflect local challenges, opportunities and aspirations
- Some route priorities make sense and others do not reflect local challenges, opportunities and aspirations
- Route priorities do not make sense and do not reflect local challenges, opportunities and aspirations

**Figure 11 - Views on prioritised routes**

Of those who answered the question 'Overall, what do you think of the list of prioritised routes for improvement in Table 7 of the draft Carterton and the surrounding area LCWIP?':

- 40.2% (6 people) of respondents said that the walking network improvements were 'good – ambitious and address all issues'
- 40.2% (6 people) of respondents said that the walking network improvements were 'mixed – some appropriate and some inappropriate or negative suggestions'
- 20.1% (3 people) of respondents said that the walking network improvements were 'bad – mostly inadequate or negative proposals'
- 0% of respondents selected 'other'

**What changes, if any, would you make to the list of prioritised routes improvements?**  
(free text question)

There was a low response rate to the question asking for suggested changes to the prioritised list of route improvements. Whilst some respondents did not support the aspiration to improve walking and cycling provision in Carterton altogether, others did not think the LCWIP went far enough. Consideration of longer routes beyond Carterton was requested.

It was also suggested that the route between Shilton Park and the town centre should increase in priority, due to the perceived short distance on foot but the high level of journeys made by car between Shilton Park and the town centre.

## 5. Written responses

**Table 1: Written responses to the consultation**

| Stakeholder                 | Response summary  | OCC officer response   |
|-----------------------------|---|--|
| Brize Norton Parish Council | Brize Norton Parish Council have suggested a number of additional improvements that should be included in the LCWIP to reflect development occurring in Brize Norton Parish, in particular that associated with Brize Meadow. Measures to address existing issues in Brize Norton village to make it safer for people to walk were also suggested.  | The LCWIP will be updated to include the improvements proposed by Brize Norton Parish Council where they are relevant to the LCWIP, which will address long-term issues and those associated with new development.   |
| Carterton Town Council      | <p>Carterton Town Council supported improvements for walking and cycling and the long-term benefits this would bring. However, there was concern that the LCWIP does not reflect the scale of anticipated future development in and around Carterton. Connectivity between existing Carterton and future development was considered crucial.</p> <p>Carterton Town Council consider road safety to be the highest priority in the LCWIP, in particular for school journeys.</p> <p>The importance of maintaining and fixing issues with existing infrastructure and roads is also considered an important element of the strategy and something that should be addressed alongside future improvements.</p> | <p>The LCWIP can only address current and confirmed (in the Local Plan) developments and not speculative and potential future developments that have not been clearly defined and set in policy. The LCWIP is a live document and as further development is confirmed, including through the update of West Oxfordshire's Local Plan, the LCWIP will be updated to reflect this and ensure connectivity by walking and cycling.</p> <p>Underpinning all proposed improvements in the LCWIP is the aim of making it safer for people to walk and cycle. OCC have developed a standardised prioritisation criterion for LCWIP schemes. This guides the order in which schemes are implemented, but implementation is largely dictated by funding. The importance of safe routes to school is noted, supported by Oxfordshire's own Sustainable School Travel Strategy, and where possible funding for improvements will be directed accordingly.</p> <p>Whilst the LCWIP does not directly deal with maintenance, the importance of maintaining existing infrastructure is acknowledged.</p> |

Carterton and the surrounding area Local Cycling and Walking Infrastructure Plan –  
Consultation report

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|  |  | Officers involved in the development of the LCWIP share maintenance findings with OCC's maintenance team to add to their programme of work (which is subject to funding and resources). |
|--|--|---|



## 6. Conclusion

Overall, there has been a broadly positive response to the draft Carterton LCWIP. Most respondents support the walking network and improvements suggested. Additional network connections and improvements for walking have been proposed through the consultation, including links to school and the surrounding community.

The proposed cycle network and improvements also received broadly positive responses, with over 50% of respondents supporting the LCWIP. There were some mixed views/ concerns/ suggested changes, which will be addressed in the LCWIP where possible and is outlined in further detail elsewhere in the report.

The key themes and points emerging from the consultation and OCC officer responses to these are summarised in Table 2.

**Table 2: Key themes and points from the consultation**

| <b>Key themes and points from the consultation</b>                                  | <b>OCC officer response</b>   |
|---|---|
| Use of shared space and the conflict this could create                              | It is acknowledged that shared use paths can reduce comfort for people using the path. Shared use routes will only be implemented where there is not enough space to physically separate people walking and cycling. National guidance (including Local Transport Note 1/20 and Active Travel England shared use guidance) will be followed when implementing shared use spaces, which includes detail on the minimum width of the path, the number of people walking and cycling that can be accommodated, and the design of the path. Should a shared use proposal be taken forward for further design and delivery, engagement with stakeholders, including those with additional needs, will take place to inform the design. |
| Environmental impact of implementing walking and cycling schemes                    | Any scheme that is taken forward for further design will be subject to a Climate Impact Assessment, which will consider the climate impact of the scheme and necessary measures to mitigate this. Schemes taken forward for further detailed design and delivery will also be subject to a Biodiversity Net Gain assessment. As a rule, all schemes will aim to minimise environmental impact e.g. removal of hedgerows.  |
| Improvements to walking and cycling routes are needed now                           | The LCWIP is an important tool for identifying where improvements to walking and cycling infrastructure are needed now. The delivery of schemes in the LCWIP is subject to funding. The LCWIP will support funding bids and developer funding requests by demonstrating an evidence-based need for the improvement.   |
| The LCWIP does not deal with potential future developments and connections to these | The LCWIP can only address current and confirmed (in the Local Plan) developments and not speculative and potential future developments that have not been clearly defined and set in policy. The LCWIP is a live document  |

Carterton and the surrounding area Local Cycling and Walking Infrastructure Plan – Consultation report

|   |   |
|---|---|
|   | and as further development is confirmed, including through the update of West Oxfordshire's Local Plan, the LCWIP will be updated to reflect this and ensure connectivity by walking and cycling.   |
| Maintenance of existing infrastructure is important       | Whilst the LCWIP does not directly deal with maintenance, the importance of maintaining existing infrastructure is acknowledged. Officers involved in the development of the LCWIP share maintenance findings with OCC's maintenance team to add to their programme of work (which is subject to funding and resources).  |
| Car journeys are still a necessity for some               | The LCWIP, in line with OCC's Local Transport and Connectivity Plan (LTCP), does not aim to prevent people travelling by car. The aim is to provide people with more and safer travel choices.  |
| Some proposals appear unfeasible due to limited space     | The LCWIP identifies where improvements are needed and sets out the intent to make improvements and an aspiration for a route or area. Following the development of the LCWIP, funding will be sought to develop proposals further and determine what is feasible, at this point proposals can be modified. The LCWIP does not go into feasibility detail.  |
| Longer routes beyond Carterton should be included         | The scope of the LCWIP was determined in collaboration with the steering group. Broadly, the LCWIP considers locations within a 2km walk and 10km cycle of Carterton town centre – distances people will typically walk and cycle for journeys (excluding leisure). Identification of trip generators informed the scope also. Oxfordshire County Council has developed a Strategic Active Travel Network that addresses longer and inter-settlement connections and Carterton LCWIP links into this. Where longer connections have been included in the LCWIP e.g. Witney to Carterton, this is due to an identified demand. |
| Footway parking causing an obstruction for people walking | Reports of footway parking and parking on crossings have been passed on to OCC's civil enforcement team for further investigation. Complete obstructions can be reported to the police.   |

## Appendix 1 – Let's Talk Oxfordshire consultation questions

### Carterton and the surrounding area Local Cycling and Walking Infrastructure Plan (LCWIP)

Let's Talk Oxfordshire Survey

#### What are your views of Carterton and the surrounding area Local Cycling and Walking Infrastructure Plan?

This survey asks for your views on the draft Carterton and surrounding area Local Cycling and Walking Infrastructure Plan (LCWIP). The information we receive will help us to modify the LCWIP to ensure it is accurate and reflective of local issues and opportunities.

If completing a paper survey, you can post your completed survey to us for free (no stamp required) by writing this address in the middle of the envelope: **Freepost OXFORDSHIRE COUNTY COUNCIL**. Please also write 'Carterton LCWIP' on the top left corner of the envelope so we can easily identify what is inside.

#### Cycling

These questions ask for your views on the proposed cycling network made up of existing and new routes and improvements to this in Carterton.

**Overall, what do you think of the proposed cycling network (shown in Figures 5 and 15 of the draft Carterton and the surrounding area LCWIP)?** (Choose any 1 option)

- ☐ 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)

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

*Note: e.g. adding certain routes, re-routing existing routes, dropping unnecessary links*

2. **Overall, what do you think of the suggested cycling improvements shown in Table 3 and Figures 11 - 14 of the draft Carterton and the surrounding area LCWIP)?** (Choose any 1 option)

- ☐ Good - ambitious and address all issues

- Mixed - some appropriate and some inappropriate or negative suggestions
- Bad - mostly inadequate or negative proposals
- Other (please specify)

**3. What changes, if any, would you make to the suggested cycling improvements?**

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### **Walking**

These questions ask for your views on the proposed walking network made up of existing and new routes and improvements to this in Carterton.

**Overall, what do you think of the proposed walking network (shown in Figures 16 – 17 of the draft Carterton and the surrounding area LCWIP)?** (Choose any 1 option)

- Good - it is comprehensive and I can get where I need to go
- Mixed - some routes are unnecessary and/or missing
- Bad - the network does not make sense
- Other (please specify)

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

*Note: e.g. adding certain routes, re-routing existing routes, dropping unnecessary links*

**Overall, what do you think of the proposed walking improvements shown in Table 5 of the draft Carterton and the surrounding area LCWIP?** (Choose any 1 option)

- Good - ambitious and address all issues
- Mixed - some appropriate and some inappropriate or negative suggestions
- Bad - mostly inadequate or negative proposals
- Other (please specify)

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

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### Route prioritisation

**Overall, what do you think of the list of prioritised routes for improvement in Table 7 of the draft Carterton and the surrounding area LCWIP? (Choose any 1 option)**

- Route priorities make sense and reflect local challenges, opportunities and aspirations
- Some route priorities make sense and others do not reflect local challenges, opportunities and aspirations
- Route priorities do not make sense and do not reflect local challenges, opportunities and aspirations

**What changes, if any, would you make to the list of prioritised routes improvements?**

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### About You

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

- Facebook
- Twitter
- Instagram
- LinkedIn
- NextDoor
- Oxfordshire.gov.uk website
- Email from Oxfordshire County Council
- Local news
- Oxfordshire County Councillor
- District Councillor
- Town/Parish Councillor
- Local community group/organisation

Carterton and the surrounding area Local Cycling and Walking Infrastructure Plan – Consultation report

- Friend/relative
- Other (please specify)

**What is your age?** (Choose any one option)

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

**What is your sex?** (Choose any one option)

- Female
- Male
- Prefer not to say
- Other (please specify)

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

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

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

- Yes
- No
- Prefer not to say

**If you answered yes, does cycling help you to get around?** (Choose all that apply)

- Yes, cycling is easier than walking

- No

**Would you like to find out more about what's happening in Oxfordshire?**

We'd like to invite you to receive email updates on news, events and developments across Oxfordshire and opportunities to have your say.

The email contact details you provide will be separated from the feedback you have shared in this survey.

Would you like to sign up to any of the following? (Please tick all that apply)

- ☐ Your Oxfordshire – our residents e-newsletter
- ☐ Consultations e-newsletter - with opportunities to have your say and updates on our response to residents' feedback
- ☐ Updates specifically about this consultation
- ☐ No thanks

**Please provide your email address:**

## Appendix 2 – 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?      | Very bad and dangerous idea to have mixed cycling and walking routes. What about older people, disabled people and children walking and having to dodge cyclists, or risk cyclist crashing into them. There is no doubt cyclists would consider themselves a priority on these routes.  |
|   | While I fully support the ambition to improve cycling infrastructure, I have concerns about how this can be realistically achieved along major roads in our area without compromising the principle of protecting hedgerows and local biodiversity. These natural features are vital to our rural landscape and ecosystem. I would welcome more detail on how the plan intends to reconcile these priorities, particularly in areas where space is limited and environmental impact could be significant. |
|   | Nothing wrong with what we have other than the poor state of the roads  |
|   | I think that route 13 would mostly make route 25 unnecessary, although slightly longer route to Witney, it connects better with the A40 cycle route. I also think the speed through minster means route 13 mainly needs to join with the A40 junction.  |
|   | None  |
|   | Ensure all cyclists actually use provided paths and don't cycle on the road instead.  |
| What changes, if any, would you make to the suggested cycling improvements? | In the interests of safety for all walkers, there should only be designated cycle lanes.  |
|   | make it happen in our generation so that future generations will benefit.   |
|   | On improvement 25.1, this should be a high priority as a person cycling was killed by a driver here recently, yet it is the most practical way to cycle between Carterton and Witney. However, costs of £4m-£8m make it unlikely to happen soon.  |
|   | But it could be achieved for only a few £10k rather than millions with a physical filter (bollard or gate) such as the ones on Cassington Road west of Eynsham or Chilton Road Southeast of Upton. Or ANPR as approved for the road through Marsh Baldon/Toot Baldon. So we propose this 'safe road option' is added as an 'Option C'.  |
|   | I think there is a heavy focus on Brize Norton RAF base. Which while this is where the current cycling traffic is. With the expansion of Carterton I think more focus needs to be I. The link between central Carterton and the expansion to the east of Carterton if more shops and amenities are to be built over there. With the addition of bike parking.   |
|   | None 90% of cyclists use the roads.   |
| Overall, what do you think of the proposed walking network?                 | Ensure that current roads are not compromised   |
|   | I am Disabled and require my car to get I to town as I can only walk approximately 15M, any change in access would impact me significantly in being able to get to the shops with my carer, the hairdressers and many other places I visit within the town.   |



Carterton and the surrounding area Local Cycling and Walking Infrastructure Plan – Consultation report

|   |   |
|---|---|
| What changes, if any, would you make to the suggested walking network?                  | The road from Carterton to Burford through Shilton dip and past the Blue Cross animal centre is far too narrow to incorporate a walking/cycle path.   |
|   | Total waste of taxpayers money  |
|   | None  |
|   | Ensure they are safe, particularly shared cycle ways and paths that are close to main roads   |
| What changes, if any, would you make to the suggested walking improvements?             |   |
|   | How have we coped for so long if it's that bad!?  |
|   | Burford and minster paths would be great . But filling potholes would be money better spent   |
|   | The change suggested to 25.1 on the previous page also benefits walkers.  |
|   | I think some more of the junctions on burford/shilton road need looking at. They are too wide at the mouth of the junction meaning pedestrians need to walk into the road, to be able to see if oncoming cars are coming from the side road. As from the footpath crossing the road is not visible. Particularly sellwood drive and shillbrook avenue |
|   | Footway needed north of Saffron Crescent (south of the green area) on the desire line towards town.   |
|   | Footways need widening on Northwood Crescent. A direct desire line route across the adjacent green area would be beneficial.  |
|   | Footway needed on western side of the northern end of Brize Norton Road (MOD land but that is always a poor excuse for not providing safe infrastructure).  |
| What changes, if any, would you make to the list of prioritised routes for improvement? | Multiple pedestrian crossing points across Shilton park are routinely blocked by parked cars - examples on Saffron Crescent (next to junction with Stocks Green) and Elmhurst Way (near to junction with Briary Way).   |
|   | Footway parking ban desperately needed on Shilton Park.   |
|   | None  |
|   |   |
|   | The biggest change would be to scrap this walking /cycling scheme totally, and use the money saved to resurface all roads in Carterton, Black Bourton road already has a mixed cycling/walking pavement. The only cyclists I have seen here are cycling in the road, not on the cycle path!   |
|   | I just can't see how you will be able to make the route from Carterton to Bampton or even the off-road route from Carterton to Witney work - but it would be fab if you are able to do this.  |
|   | Penalising drivers is not the way forward   |
|   | Again there is a large focus around the RAF base. And shorter routes. which while they may provide and easy win. I feel a better mix between long and short routes would be better  |
|   | Shilton Park south to the town centre should be a priority. So many people drive, not appreciating how close the town centre is by foot.  |
|   | None  |

## Appendix 3 – Written responses in full

| Respondent                  | Response  |
|-----------------------------|---|
| Brize Norton Parish Council | <p><i>A summary of meeting notes from Brize Norton Parish Council site visit and Teams call to discuss Carterton and the surrounding area LCWIP. Comments agreed by Brize Norton Parish Council and OCC.</i></p> <ol style="list-style-type: none"> <li>1. Parish Council are seeking a safe connection between school on Brize Meadow site and the village. Parish Council is proposing OCC seek to deliver a 3m wide footway/cycleway from/across the Brize Norton Recreation Ground across the waterway and north to Carterton Road. Suggest this path is flexi-pave. A zebra crossing is needed on Carterton Road.</li> <li>2. A hoggin surfaced ped/cycle route will be delivered by Bloor parallel to Carterton Road around the edge of Brize Meadow and continue through Mary Ellis Path.</li> <li>3. Station Road in Brize Norton - current traffic calming is worn and not working as well as it could be, and narrow footway widths are not addressed. Accessibility to Brize Norton Recreation Ground / Humble Bumble Café/parish Council office / Elder bank hall etc needs reworking. There is limited safe pedestrian access and motorised access is marred by the chicanes - consider relocation of chicane south. Redacted.</li> <li>4. Measures to deter HGVs from travelling through the village are sought.</li> <li>5. Speed limit change 20mph/40mph on Carterton Road has surface rondels but is some distance from the chicane, not related to character change in street scene, so likely to be flouted. But is well placed if a zebra crossing is installed, which would help change the character to reduce speeding. A VAS may help, but no obvious pole to attach it to.</li> <li>6. Currently no crossing proposed between two bus stops on Carterton Road.</li> <li>7. A crossing is sought between the two country parks on Monahan Way.</li> <li>8. Currently footway provision stops on Monahan Way north of the junction with Teasel Way and south of the junction with Burford Road.</li> <li>9. Dropped kerbs and tactile paving need realigning at Sports Pavillion junction (alongside junction narrowing and continuous footway provision).</li> </ol> |

|                   |      |   |
|-------------------|------|---|
|                   |      | <p>10. Barriers requested on walking and cycling link between Brize Meadow and Carterton Road. Dropped kerbs required for accessible access from Greenway, across TW entrance into SPS, and onto the foot/cycle path which will run across southern area of the Mary Ellis Country Park.</p> <p>11. Parish do not support planning application for Kilkenny Farm – concern about coalesce of Brize Norton Parish and Carterton. In particular do not support the proposals for a path north-south across Kilkenny Country Park.</p> <p>12. Issues with capacity at the Thames Water Pumping station to the south of the parish results in periods when large numbers of tankers are using Station Road through the village to take water to a facility at Witney.</p> <p>13. Redacted.</p> <p>14. Archer Road, Brize Meadow - streetscape between the school and play area seems traffic dominated.</p> <p>15. Campaign for Monahan Way to be 30mph.</p> <p>16. Foot/cycle path missing between Monahan Way and Crocodiles of the World and speed of road too fast along Burford Road.</p> <p>17. Consider reducing the speed limit on Carterton Road from 40mph down to 30mph. It is very daunting to walk along this road when cars, buses, and HGVs are passing pedestrians at 40mph when you are so close to the road. Also, there will be two new bus stops adjacent to the Greenway entrance.</p> |
| Carterton Council | Town | <p>Carterton Town Council welcomes the opportunity to comment on the draft Local Cycling and Walking Infrastructure Plan (LCWIP). Members discussed the proposals and agreed that, in principle, improvements to our roads, footpaths, and cycleways are likely to be of long-term benefit to the town.</p> <p>There is, however, concern that the current plan may not fully reflect the scale of future development in and around Carterton. Significant housing growth is anticipated over the coming years, and it will be essential that new estates are well connected to the town centre, schools, and local services via safe and accessible active travel routes.</p> <p>That said, members recognised that planning must often take place in the context of uncertainty. Development is ongoing, and infrastructure strategies must sometimes be implemented before all</p>   |

details of future growth are known. The Council acknowledges that the LCWIP is an aspirational framework, and that its successful delivery will depend on securing additional external funding. Nevertheless, having a clearly defined plan in place is important to ensure readiness when funding opportunities arise, and to guide future infrastructure improvements.

The Council strongly emphasised that road safety must be the highest priority throughout the LCWIP. In particular, ensuring safe walking and cycling routes for children and young people to access schools is a matter of critical importance. The plan should consider existing safety concerns and ensure that new proposals address known problem areas.

Councillors also expressed the view that, alongside future ambitions, attention must be paid to fixing current issues with the local road network and footpath infrastructure. Ongoing maintenance and addressing existing hazards should be a fundamental component of any strategy.

**Summary of Key Points:**

- The Town Council supports the principle of improving local walking and cycling infrastructure.
- Ensuring that new developments are well connected to the town centre and services must be a priority.
- Road safety is paramount, especially for school routes and young people.
- The Council acknowledges the aspirational nature of the LCWIP and the need for external funding to deliver many of the proposals.
- Fixing existing road and path issues should be considered a necessary foundation for future improvements.

Carterton Town Council looks forward to ongoing engagement with Oxfordshire County Council on this important initiative and would welcome further dialogue to ensure that the town's needs are fully reflected in the final LCWIP.