

**Divisions Affected – Chalgrove and Thame West, Thame**

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**9 OCTOBER 2025**

### **Thame Local Cycling and Walking Infrastructure Plan (LCWIP)**

#### **Report by Director for Environment and Highways**

## **RECOMMENDATION**

**The Cabinet Member is RECOMMENDED to:**

- a) Approve Thame Local Cycling and Walking Infrastructure Plan (LCWIP).**

## **Executive Summary**

1. A strategic Local Cycling and Walking Infrastructure Plan has been produced for Thame (see **Annex A**). This plan supports the delivery of Oxfordshire County Council's Local Transport and Connectivity Plan (LTCP) including Policy 1 – developing transport schemes that consider people walking and cycling first, Policy 2 – developing comprehensive walking and cycling networks, and Policy 3 – developing LCWIPs and delivering LCWIP proposals.
2. The LCWIP identifies a network of walking, wheeling and cycling routes in Thame. It also sets out high level proposals for improvements to the walking and cycling infrastructure that makes up this network. These improvements have been identified through public and stakeholder engagement, an audit process and refined through public consultation.
3. These infrastructure improvements are intended for development over a ten-year period to 2035. These will help to enable modal shift from private motor vehicle use to walking, wheeling and cycling for short journeys or as part of longer journeys.
4. Adopting Thame 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 Thame. Funding is likely to come from central government and through planning obligations from development sites within Thame.

## Introduction

5. Local Cycling and Walking Infrastructure Plans (LCWIPs) are a strategic, long-term approach to identifying walking, wheeling and cycling improvements required at the local level over a 10-year period. They also form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.
6. The development of LCWIPs by local authorities and stakeholders is promoted by Central Government as they 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) guiding developers and developer funding to invest in active travel measures.
7. Thame LCWIP was developed following Department for Transport (DfT) guidance on LCWIP production. This included identifying where residents and visitors would like to travel in Thame, developing networks for walking, wheeling and cycling to and between these destinations; proposing (largely) infrastructure improvements to these networks; and prioritising the improvements. A steering group made up of local stakeholders including Thame Town Council, Thame Green Living, Oxfordshire Cycling Network and both OCC and District Officers and Councillors supported the development of the LCWIP. Public engagement was also key to the development.
8. A draft of Thame LCWIP was publicly consulted on and further detail as to this consultation is set out in paragraph 31 of this report onwards. The proposed walking, wheeling and cycling networks were broadly supported. However, additional and modified network connections and improvements were suggested. The LCWIP was updated based on comments received from this consultation.
9. The LCWIP will guide 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.

## Local Policy

10. Production of Thame LCWIP supports delivery of Oxfordshire's Local Transport and Connectivity Plan, in particular 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<sup>1</sup>).
- 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:

- a) 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.
  - b) 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.
  - c) Support rural areas and smaller settlements to develop their own walking and cycling plans.
11. Once schemes in the LCWIP begin being delivered this will contribute to the following LTCP targets:

By 2030 our targets are to:

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<sup>1</sup> Local Transport and Connectivity Plan quoted 2022 publication date for Oxfordshire Walking and Cycle Design Standards, however publication is still pending.

- Replace or remove 1 out of every 4 current car trips in Oxfordshire
- Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week
- Reduce road fatalities or life changing 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:

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

## Corporate Policies and Priorities

12. 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. 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

13. 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, as demonstrated by the recent Active Travel Fund bid processes.
14. Development of any new schemes proposed in the LCWIP (except those 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.
15. Any new walking, wheeling and cycling 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:

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## Legal Implications

16. 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.<sup>2</sup>
17. Delivering the LCWIP is likely to require the County Council to exercise its powers to make traffic orders to regulate traffic in Thame. 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:

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## Staff Implications

18. Individual schemes within the LCWIP 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 by existing staff budgets with any staffing implications for scheme development and delivery will be included and covered from the project capital budget once allocated.

## Equality & Inclusion Implications

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<sup>2</sup> Department for Transport, Cycling and Walking Investment Strategy, 2017, [Cycling and Walking Investment Strategy](#)

19. An Equalities Impact Assessment (EqIA) is available in **Annex B**.
20. Development and implementation of LCWIPs for all the main urban settlements in Oxfordshire (LTCP Policy 3a) is one of Oxfordshire County 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"*.<sup>3</sup>
21. Whilst no negative equalities impacts have been identified which could arise as a direct result of approving the Thame LCWIP, there is a significant opportunity to tackle inequality.
22. Investment in cycling and walking measures improves travel choice and encourages active, healthy lifestyles. Once implemented, the Local Cycling and Walking Infrastructure Plan will make a positive contribution to improving connectivity throughout Thame by improving access to walking, wheeling and cycling infrastructure for all socio-economic groups and those with protected characteristics. Having the right infrastructure for cycling and walking in the right places, will enable greater take up of active travel and could help to reduce inequalities in health. Improved cycle and walking routes will help all to access key destinations in Thame.
23. 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 (using scheme-specific EqIA as appropriate) when the individual schemes promoted in the LCWIP are developed.

## Sustainability Implications

24. 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"*.
25. A Climate Impact Assessment (CIA) is available in **Annex C**. The CIA for the plan is overwhelmingly positive, recognising the significant potential for improvements across the following climate impact categories:
  - a) Transport and Connectivity (by supporting a shift to active travel)
  - b) Buildings (by promoting sustainable development)
  - c) Procurement and Investment (by investing in climate action)
  - d) People and Organization (by driving behaviour change with enabling infrastructure)

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<sup>3</sup> Oxfordshire County Council, Local Transport and Connectivity Plan, July 2022, p5, available at: <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/LocalTransportandConnectivityPlan.pdf>

- e) Just Transition (by promoting health and wellbeing through active travel, promoting engagement and coproduction, and reducing inequality).

## **Risk Management**

- 26. No significant risks arising from adopting the LCWIP have been identified.
- 27. Risks of negative side effects associated with individual schemes that are promoted in the LCWIP may arise in future as and when those schemes are funded and progressed.
- 28. These scheme-specific risks will be identified in the relevant scheme's risk register during the early stages of that scheme's development, to ensure that an informed decision can be made on each scheme.
- 29. There are several risks associated with a decision not to approve Thame LCWIP:
  - (a) Risk of failure to achieve the goal set out in LTCP Policy 3 due both to the resulting delay to the Thame 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 Thame 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**

- 30. A steering group made up of local stakeholders including Thame Town Council, Thame Green Living, Oxfordshire Cycling Network and both OCC and District Officers and Councillors, was set up at the beginning of the project and informed the development of the project.
- 31. The steering groups held provided attendee's the opportunity to feed their local knowledge into the walking, wheeling and cycling audits for the LCWIP.
- 32. The public informed the development of the LCWIP at two stages, first during an initial information gathering exercise via Let's Talk where details on issues and potential improvements to the walking, wheeling and cycling network were sought. The public were also able to comment on the LCWIP through the formal consultation process of the draft.

33. The Draft Thame LCWIP was consulted on via Let's Talk Oxfordshire from Tuesday 1<sup>st</sup> July to Tuesday 29<sup>th</sup> July 2025. A consultation report is available in **Annex D**.
34. A total of 32 complete responses were received to the online questionnaire and a further 2 written responses were received in writing (by email).
35. With regards to cycling, of those who completed the questionnaire 41.94% of people said the cycling network was comprehensive, 29.03% said they had a 'mixed' view of the cycle network with some 'unnecessary or missing routes', and only 6.45% said that the cycling network did not make sense. In addition, 37.5% said the proposed improvements were 'ambitious and addressed all issues', 25% of people had a 'mixed' view of the proposed cycle improvements, 15.63% said that the proposed cycle improvements were 'bad'.
36. With regards to walking, of those who completed the questionnaire 50% of people said the walking network was 'good', a further 21.88% had 'mixed' reviews on the walking network, 3.13% said the network was 'bad'. In addition, 45.16% stated that the proposed improvements were 'good', 32.26% had 'mixed' views and only 3.23% stated the improvements were 'inadequate and negative'.
37. The plan and its aims are supported by Thame Town Council.
38. The Thame LCWIP has been amended where possible based on the comments received through the consultation to ensure the LCWIP reflects residents/visitors and stakeholder views, this includes an update to the proposed network - this is documented within annex D. The improvements included are suggestions and further assessments including feasibility design and consultation will be required to deliver improvements. The LCWIP is a live document that will be updated regular intervals to ensure it remains relevant and addresses local issues and developments.

Paul Fermer  
Director of Environment and Highways

Annex:

- Annex A. Thame LCWIP and Appendix A



07946\_Thame  
LCWIP\_Final Report



07946\_Thame  
LCWIP\_Appendix A.1

- Annex B. Equalities Impact Assessment





Thame EIA.docx

- Annex C. Climate Impact Assessment
- Annex D. Thame LCWIP Consultation Report



07946\_TN\_01\_A\_Consultation Feedback

Background papers:  
Nil

Other Documents:

[Department for Transport, Local Cycling and Walking Infrastructure Plans Technical Guidance for Local Authorities, 2017](#)

[Oxfordshire County Council. Local Transport and Connectivity Plan 2022 - 2050, 2022](#)

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