

# Appendix A: Woodstock Area Local Cycling and Walking Infrastructure Plan

Background Report  
January 2025

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## 1. Policy Context Detail

Table 1 – Policy, Strategies and guidance detail

National	Key Points
Future of Mobility: Urban Strategy – Moving Britain Ahead (DfT, 2019)	<p>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:</p> <ul style="list-style-type: none"> <li>• ensuring cycling and walking are the first mode choice for short journeys;</li> <li>• promoting innovation to reduce congestion and more efficiently use road space, such as through ride sharing;</li> <li>• promoting transport modes that contribute to the zero-carbon emissions transition; and</li> <li>• creating an integrated transport system combining public, private and multiple modes.</li> </ul>
The Transport Investment Strategy: Moving Britain Ahead (2017)	<p>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.</p>
Inclusive Transport Strategy: Achieving equal access for disabled people (2018)	<p>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.</p>
Inclusive Mobility: A guide to best practice on access to pedestrian and transport infrastructure (DfT, 2021)	<p>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.</p>
Cycling and Walking Investment Strategy (DfT, 2017)	<p>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.</p>

<p>Gear Change: A bold vision for cycling and walking (DfT, 2020)</p>	<p>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:</p> <ul style="list-style-type: none"><li>• cycling and walking becoming the natural choice for short journeys, with half of all journeys in towns and cities cycled or walked by 2030.</li><li>• providing everybody with the opportunity to cycle or walk to address inequalities; and</li><li>• creating safe streets where people feel confident to cycle.</li></ul> <p>The following actions and design principles will help realise this ambition:</p> <ul style="list-style-type: none"><li>• cycle infrastructure should be accessible for everyone.</li><li>• cycle tracks that are physically separated from all other modes of travel on roads and at junctions.</li><li>• cyclists must be treated as vehicles, not pedestrians.</li><li>• cycling, walking and bus corridors created through low traffic neighbourhoods</li><li>• implement school streets.</li><li>• create zero-emission zones.</li><li>• removal of barriers on existing cycle routes</li><li>• infrastructure that caters for a high number of people cycling.</li><li>• connecting routes to produce a continuous, direct, logical and coherent network.</li><li>• increase cycle parking and locate it where it is needed.</li><li>• wayfinding to assist navigation of routes.</li><li>• promotion of cycling for freight.</li><li>• cycling and walking prescribed by GPs</li><li>• improved cycle training opportunities for everybody; and</li><li>• increased funding opportunities for local authorities for schemes that meet the strict criteria outlined in the plan.</li></ul>
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<p>Cycle Infrastructure Design, Local Transport Note 1/20 (DfT, 2020)</p>	<p>LTN 1/20 provides guidance for the design of cycle infrastructure. The key principles of the guidance include:</p> <ul style="list-style-type: none"><li>• ensuring cycle infrastructure is accessible for everyone.</li><li>• treating cycles as vehicles and providing space for people to cycle that is separate from people walking.</li><li>• physically separating people cycling from motor vehicles at junctions and on roads.</li><li>• designing cycle infrastructure for a high number of people cycling and for all types of cycles.</li><li>• considering the closure of side streets as an alternative to main road routes for people cycling.</li><li>• providing cycle parking in sufficient amounts at the places where people want to go; and</li><li>• consistent, logical, direct and comfortable routes must be provided. Cycle networks and routes should be designed so that they are:<ul style="list-style-type: none"><li>• coherent.</li><li>• direct.</li><li>• safe.</li><li>• comfortable; and</li><li>• attractive.</li></ul></li></ul> <p>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.</p>
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<p>Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities, (DfT, 2017)</p>	<p>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.</p>
<p>Decarbonising Transport: A Better, Greener Britain (DfT, 2021)</p>	<p>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:</p> <ul style="list-style-type: none"> <li>• half of all journeys in towns and cities will be cycled or walked by 2030</li> <li>• a world class cycling and walking network in England will be delivered by 2040</li> </ul> <p>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.</p>
<p><b>Regional and Local</b></p>	
<p>Oxfordshire County Council’s Local Transport and Connectivity Plan (LTCP) (2022) and accompanying Active Travel Strategy (2022)</p>	<p>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.</p> <p>Key policies (condensed for inclusion in this document) to achieve the above objectives include:</p>

	<p>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.</p> <p>Policy 02: Develop comprehensive walking and cycling networks</p> <p>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</p> <p>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</p> <p>Policy 08: Embed the Healthy Streets approach</p> <p>Policy 13: Develop 20-minute neighbourhood concept</p> <p>Policy 15: Adopt a vision zero approach, which seeks to eliminate all fatalities and severe injuries on Oxfordshire's roads and streets</p> <p>Policy 22: Consider multi-modal travel as a central option for transport planning</p> <p>Policy 27: Net-zero transport network by 2040</p> <p>Policy 33: Ensure the parkin requirements of all modes of transport are considered</p> <p><b>Active Travel Strategy</b> - 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.</p> <p>This document sets out how an increase in walking and cycling will be achieved through street and infrastructure design.</p>
<p>Oxfordshire Walking Design Standards, Oxfordshire County Council (2017)</p>	<p>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.</p>

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<p>Oxfordshire Cycling Design Standards, Oxfordshire County Council (2017)</p>	<p>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.</p>
<p>Climate Action Framework, Oxfordshire County Council (2020)</p>	<p>Objectives for Oxfordshire are identified in response to the climate crisis, these include:</p> <ul style="list-style-type: none"> <li>• normalising active travel and making this accessible to all;</li> <li>• reducing emissions by 50% by 2030; and</li> <li>• achieving net zero by 2050.</li> </ul>
<p>Oxfordshire Strategic Vision for Long-term Sustainable Development (2021)</p>	<p>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.</p>
<p>Oxfordshire Joint Health and Wellbeing Strategy (2018-2023) (2019)</p>	<p>Sets out how residents' health and wellbeing can be improved and includes the following objectives/ aims relevant to transport:</p> <ul style="list-style-type: none"> <li>• promoting physical activity including active; travel to prevent illness and improve health</li> <li>• tackling inequality, including by improving access to opportunities; and</li> <li>• promoting healthy place making.</li> </ul>
<p>West Oxfordshire Local Plan 2031 (2018)</p>	<p>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.</p> <p>This is supported by core objectives including:</p> <p>CO11: maximising the opportunity for walking, cycling and use of public transport.</p> <p>CO15: contributing to a reduction in the causes and adverse impacts of climate change.</p> <p>Key policies to achieve this vision include:</p> <p>Policy OS1: Presumption in favour of sustainable development</p> <p>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.</p> <p>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'.</p>

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	<p>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.</p> <p>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.</p>
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## 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 10<sup>th</sup> 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 10<sup>th</sup> decile.

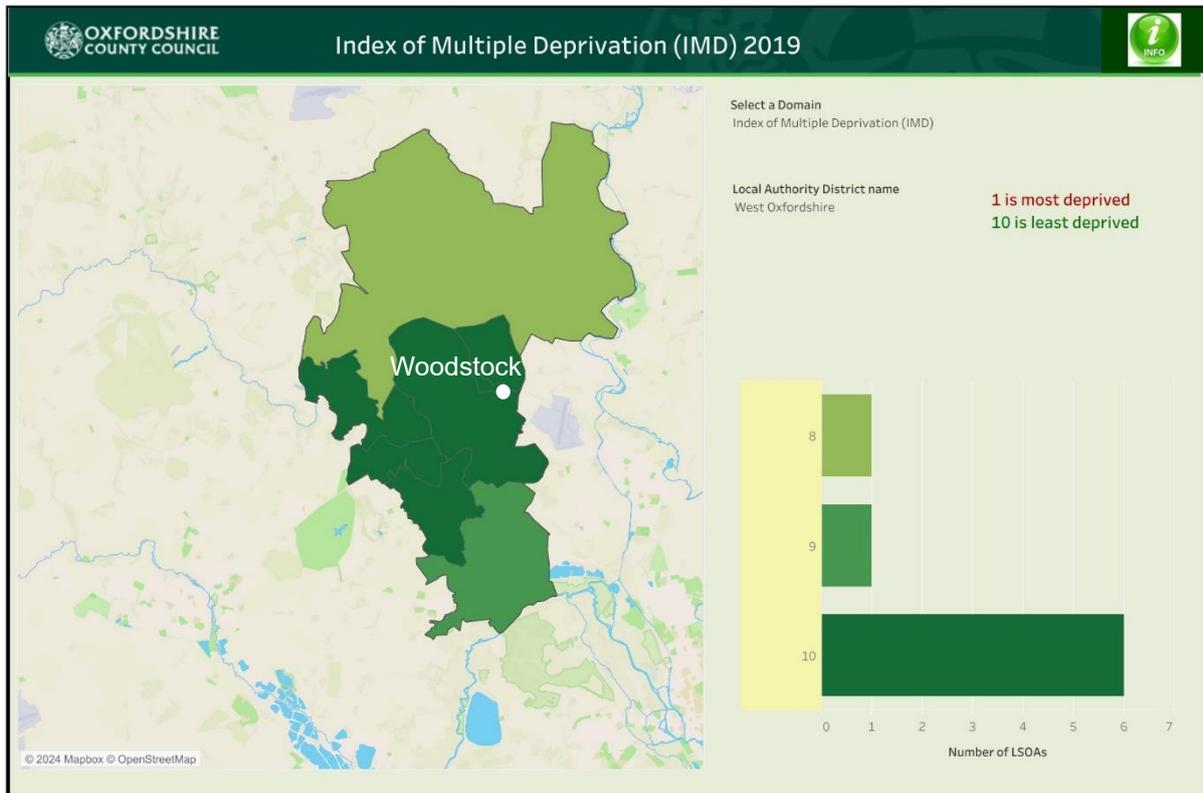


Figure 1 – IMD overall index [IMD 2019 Oxfordshire | Tableau Public](#)

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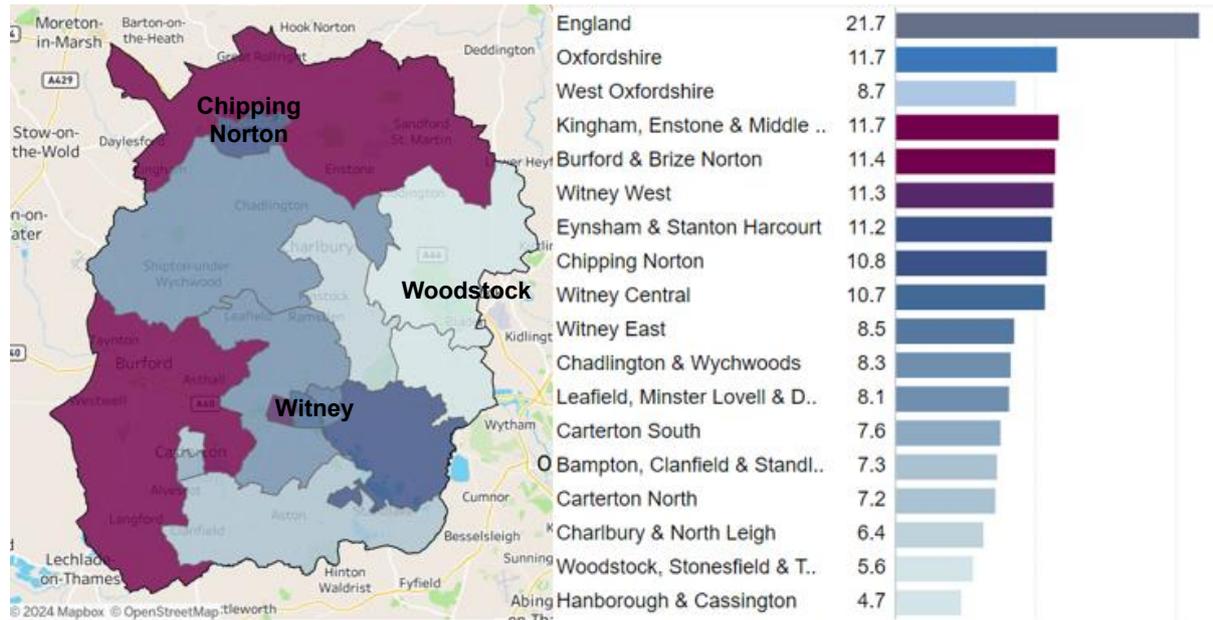


Figure 2 – IMD score comparison of wards within West Oxfordshire  
[Workbook: Oxfordshire Local Area Inequalities Dashboard \(tableau.com\)](#)

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 wards 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.

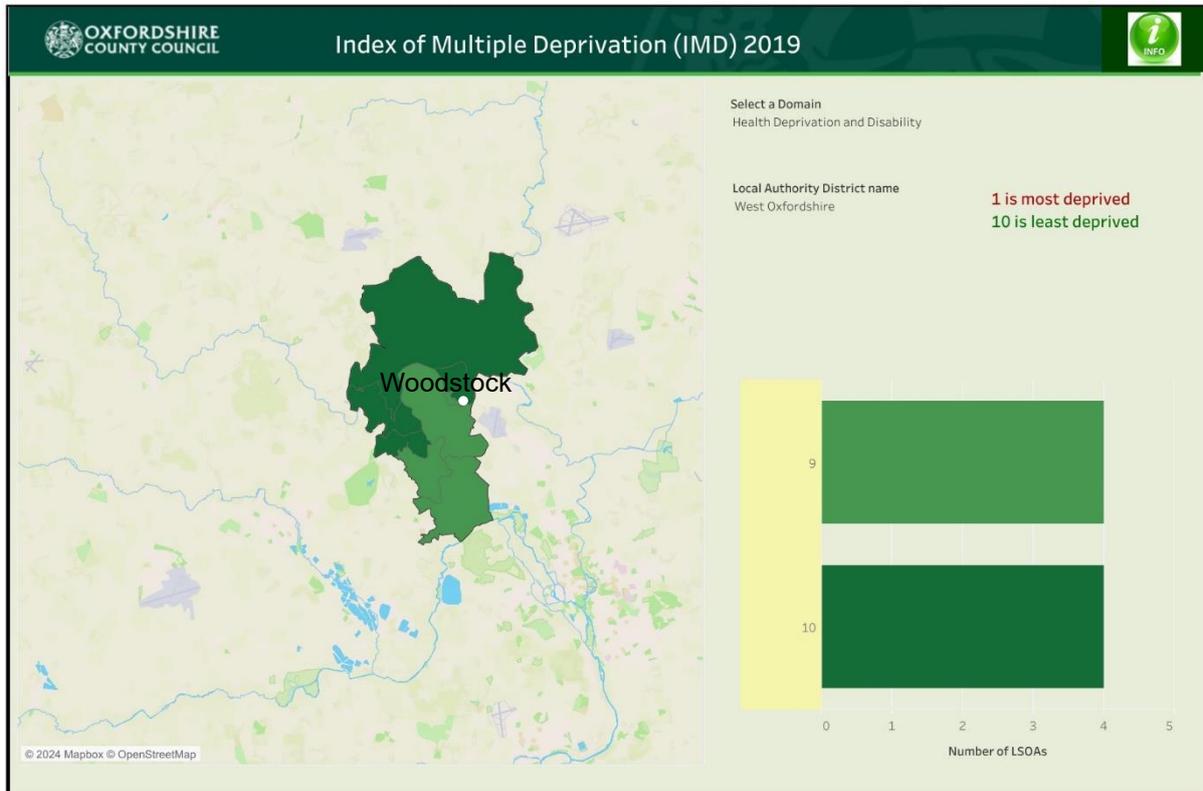


Figure 3 – IMD - Health Deprivation and Disability [IMD 2019 Oxfordshire | Tableau Public](#)

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

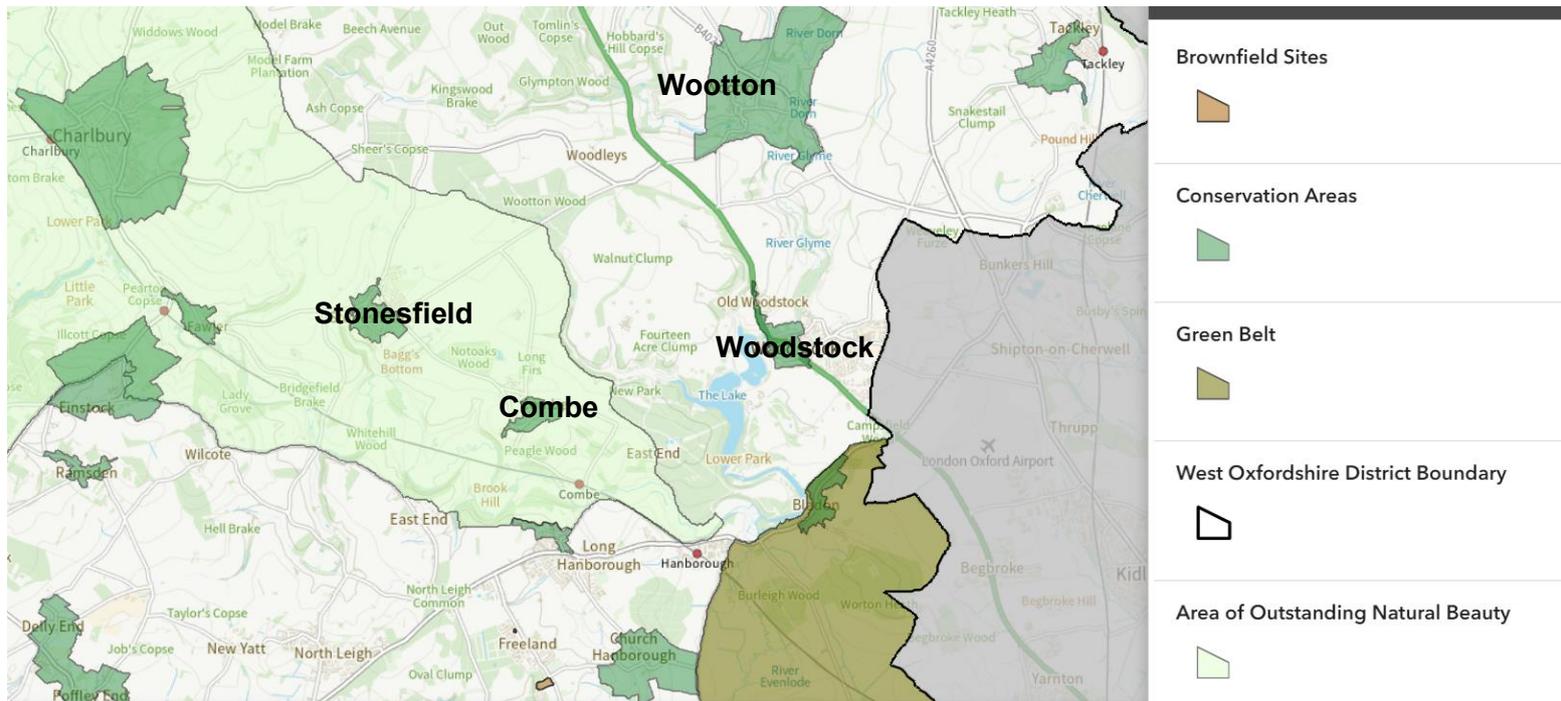


Figure 4 – Conservation Area  
[WODC Information Map \(arcgis.com\)](https://www.woodstock-tc.gov.uk/wodc-information-map/)

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://www.woodstock-tc.gov.uk/wp-content/uploads/2021/06/LGS-Analysis-Table.pdf>

## 5. Air Quality

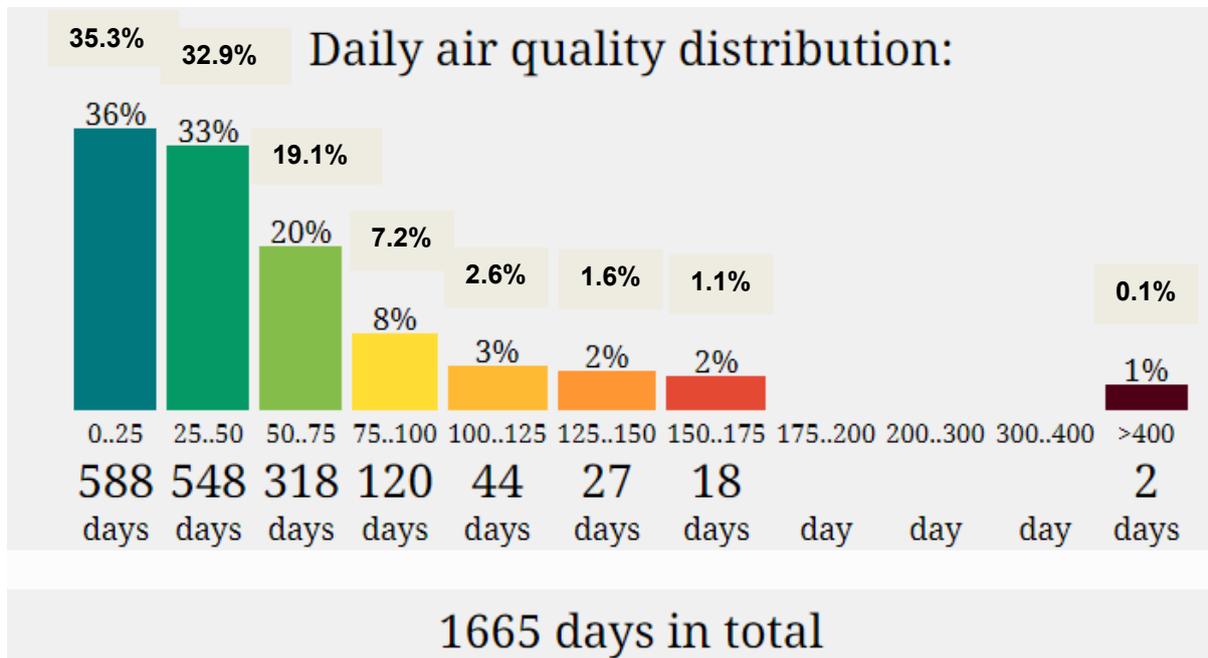


Figure 5 – Air Quality in Woodstock Town Centre  
[Oxford Street, West Oxfordshire, United Kingdom Air Pollution: Real-time Air Quality Index \(AQI\) \(aqicn.org\)](https://aqicn.org)

Since this sensor in Woodstock Town Centre was implemented on 10<sup>th</sup> 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.

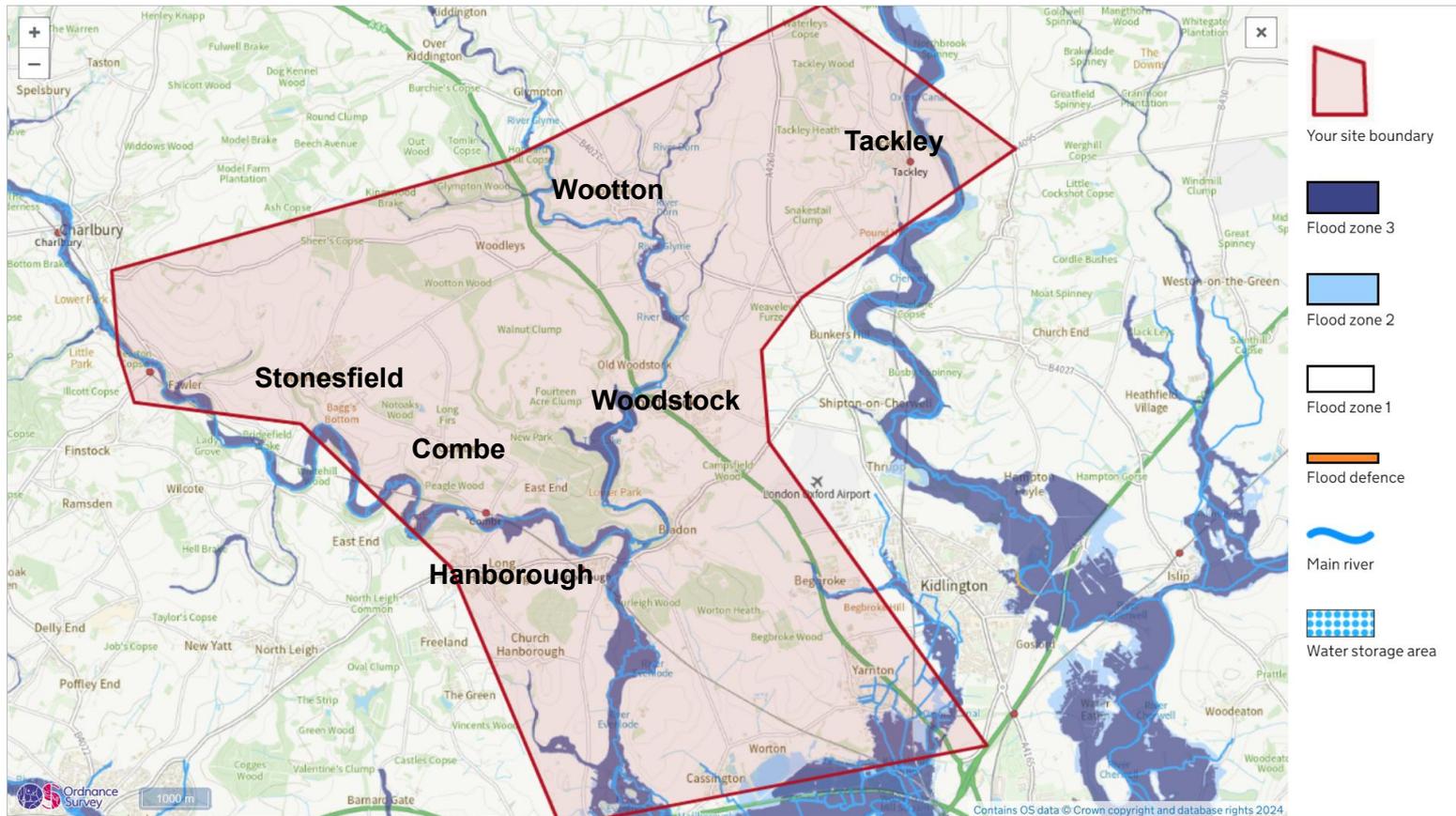


Figure 6 – Risk of Flooding in Woodstock and Surrounding Areas LCWIP

Source: Ordnance Survey, 2024

[Flood risk information for this location - Flood map for planning - GOV.UK \(flood-map-for-planning.service.gov.uk\)](https://www.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 sustainable 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%.

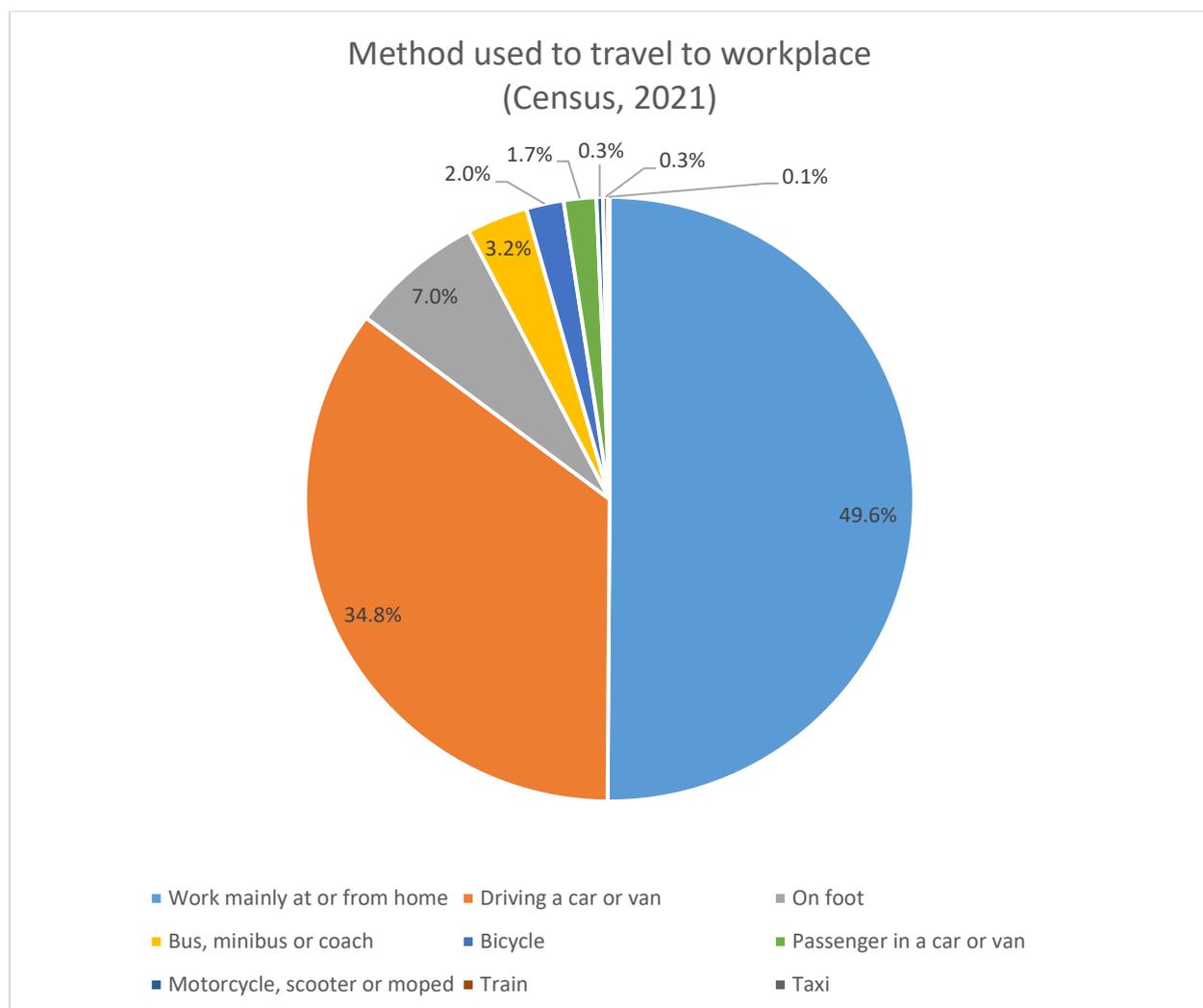
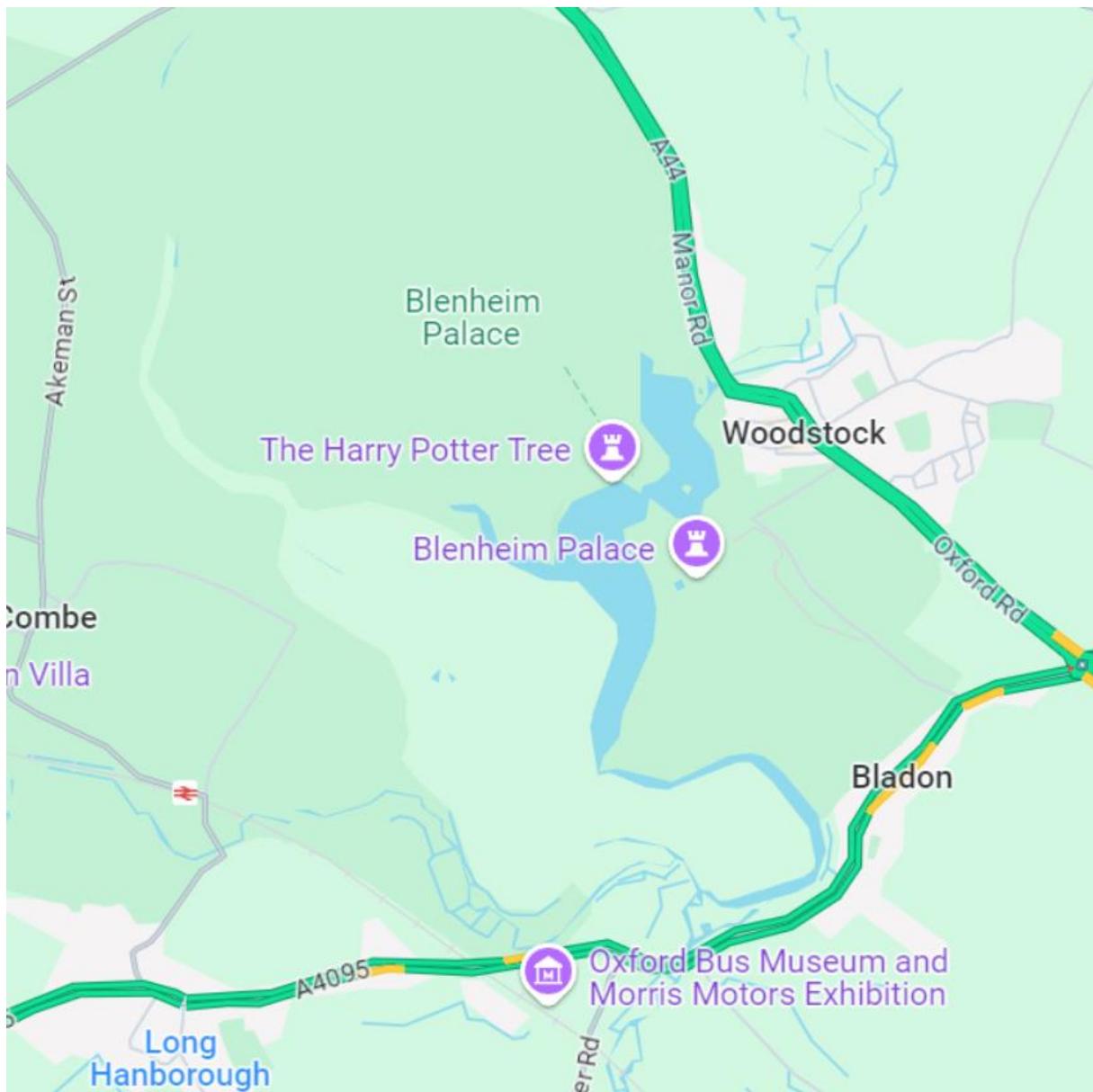


Figure 7 – Primary modes of transport for travel to work  
Source: Census, 2021

## 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.



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

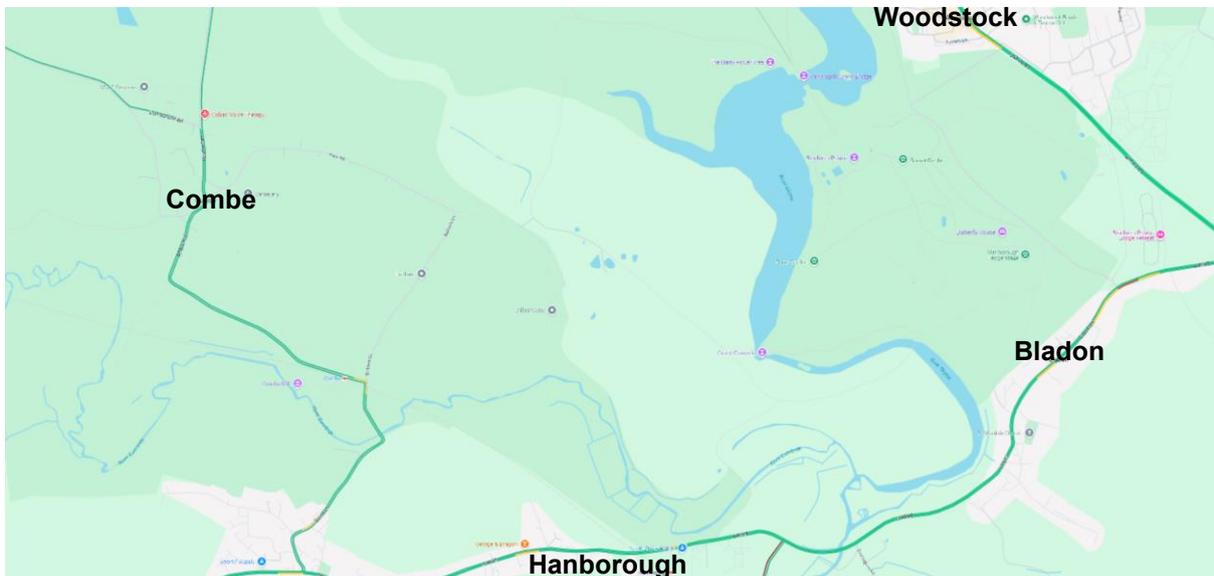


Figure 9 – Example congestion map, Bladon Village, Combe and Hanborough – weekday PM peak (17:15pm)

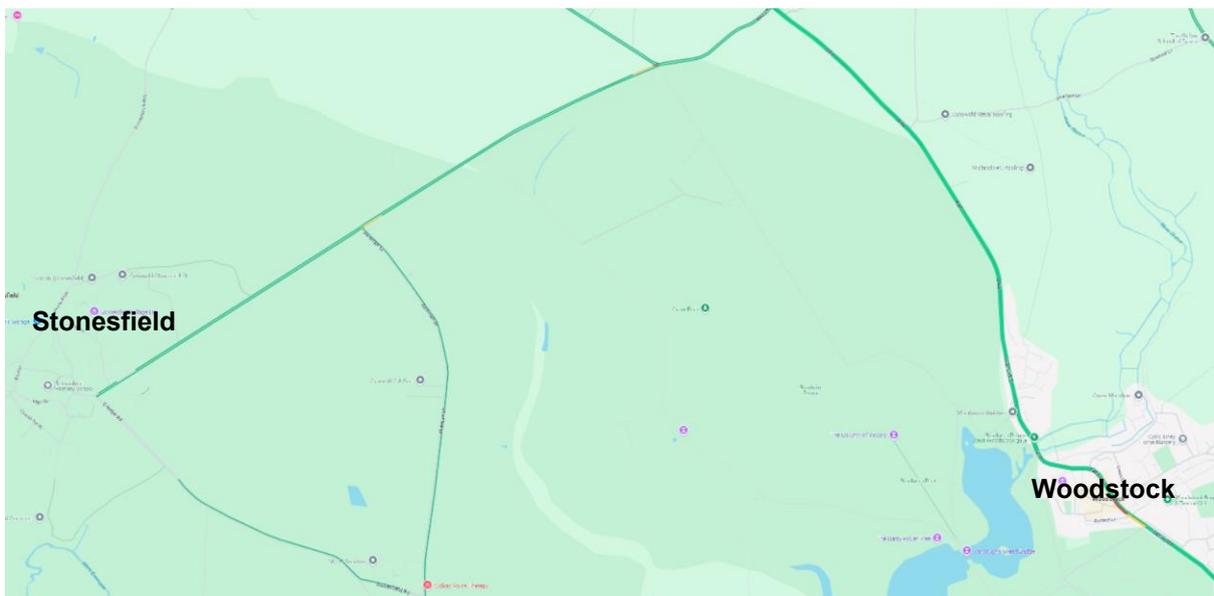


Figure 10 – Example congestion map, Woodstock North, A44 and Stonesfield – weekday PM peak (17:15pm)

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Table 2 – Traffic flows

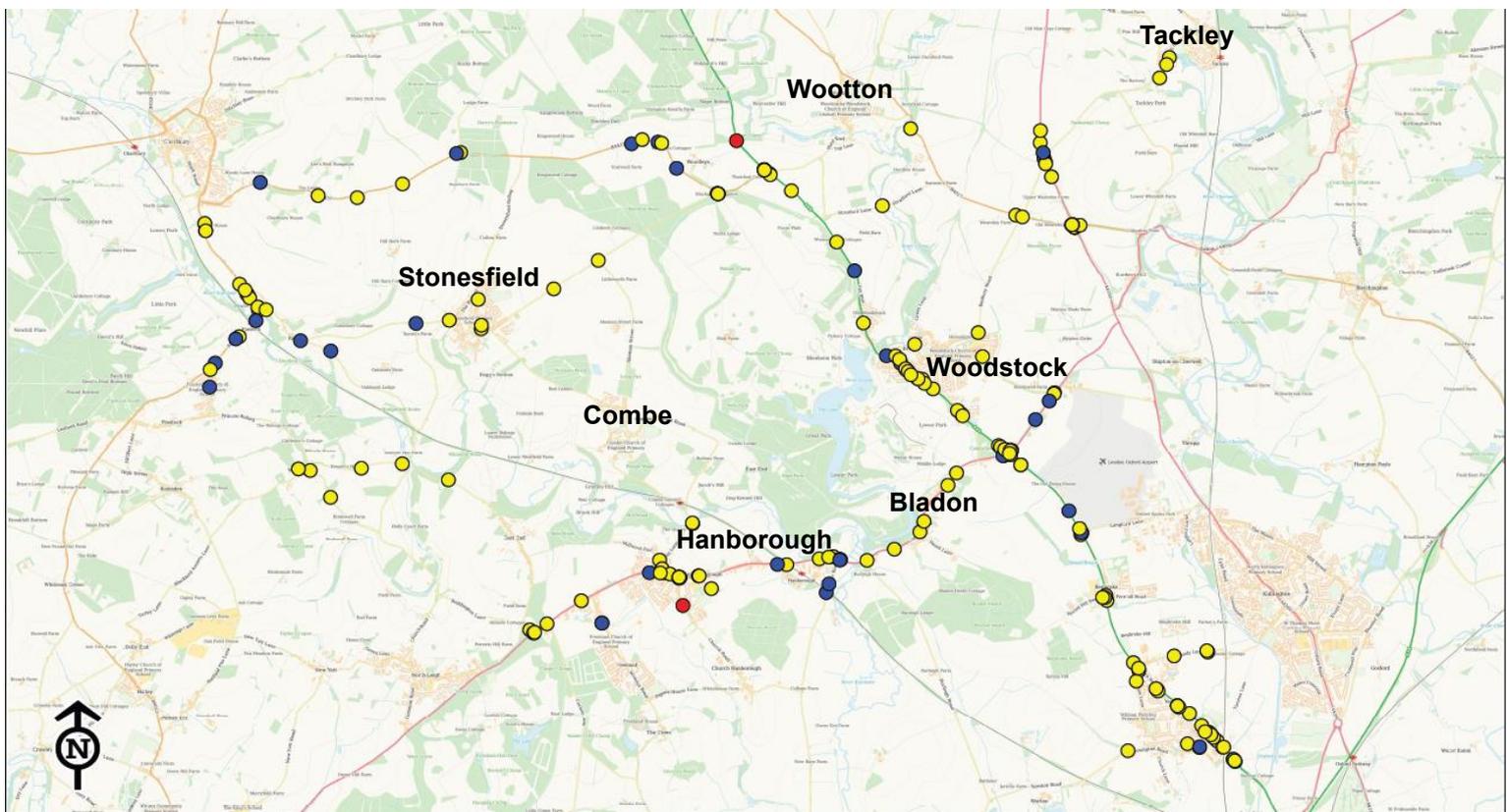
<b>Link</b>	<b>Survey Type</b>	<b>Year of Most Recent Data</b>	<b>24 Hour Flow (7-day average)</b>	<b>7am – 7pm Flow (7-day average)</b>
A44 South of Woodstock	ATC	2024	14930	12612
A44 North of Woodstock	ATC	2024	9139	7513
A44 South of B4027	ATC	2024	3685	3111
B4437 South-West of A44	ATC	2024	2082	1783
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



 <b>OXFORDSHIRE COUNTY COUNCIL</b>	Woodstock RTC 2016 - 2024	<b>Colour-coding by SEVERITY</b> Total Accidents (212) ● Fatal (5) ● Serious (43) ● Slight (164)	<b>Total Casualties (296)</b> Fatal (5) Serious (50) Slight (241)	SCALE	1 : 65000
	© Crown copyright. All rights reserved Oxfordshire County Council Licence No. 0100023343 2024			DATE	06/09/2024
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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

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- A4095 Long Hanborough mini roundabout
- A44 The Turnpike

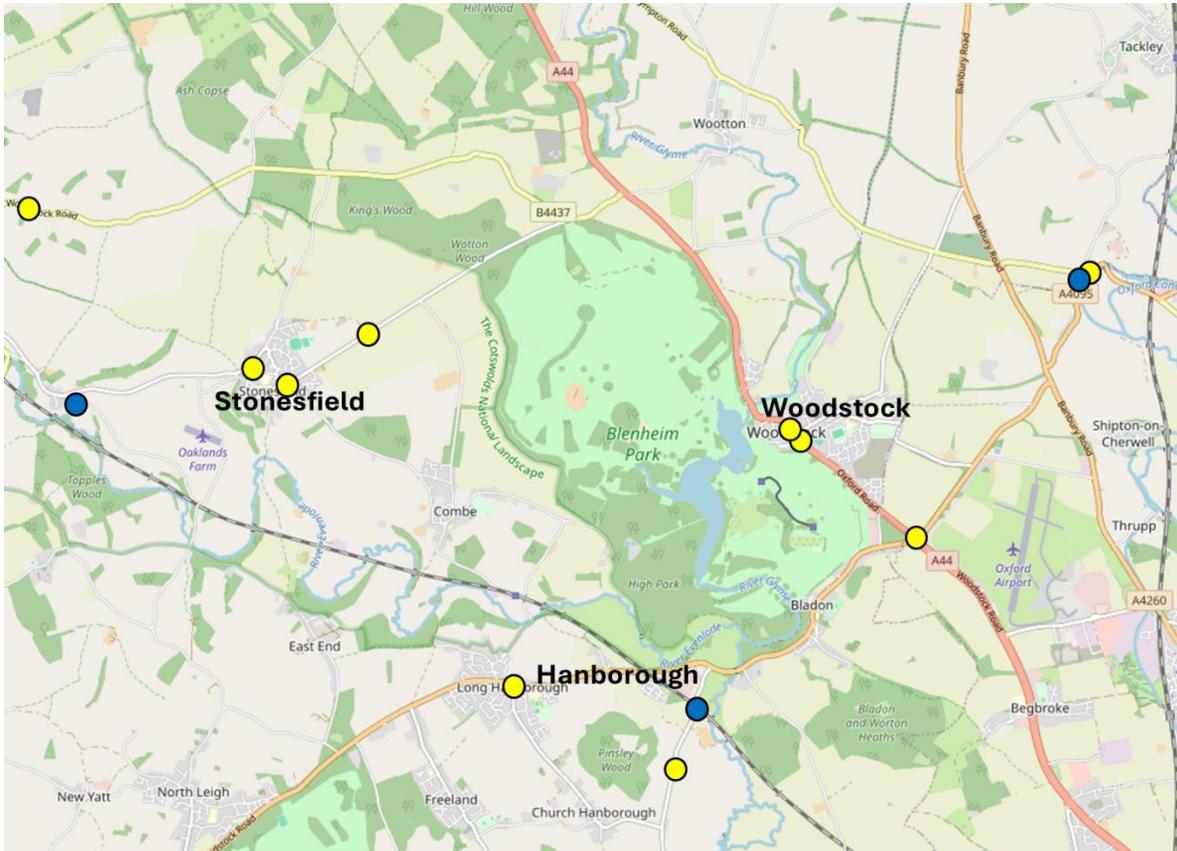


Figure 12 – Cycle collision locations 2019 - 2023

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

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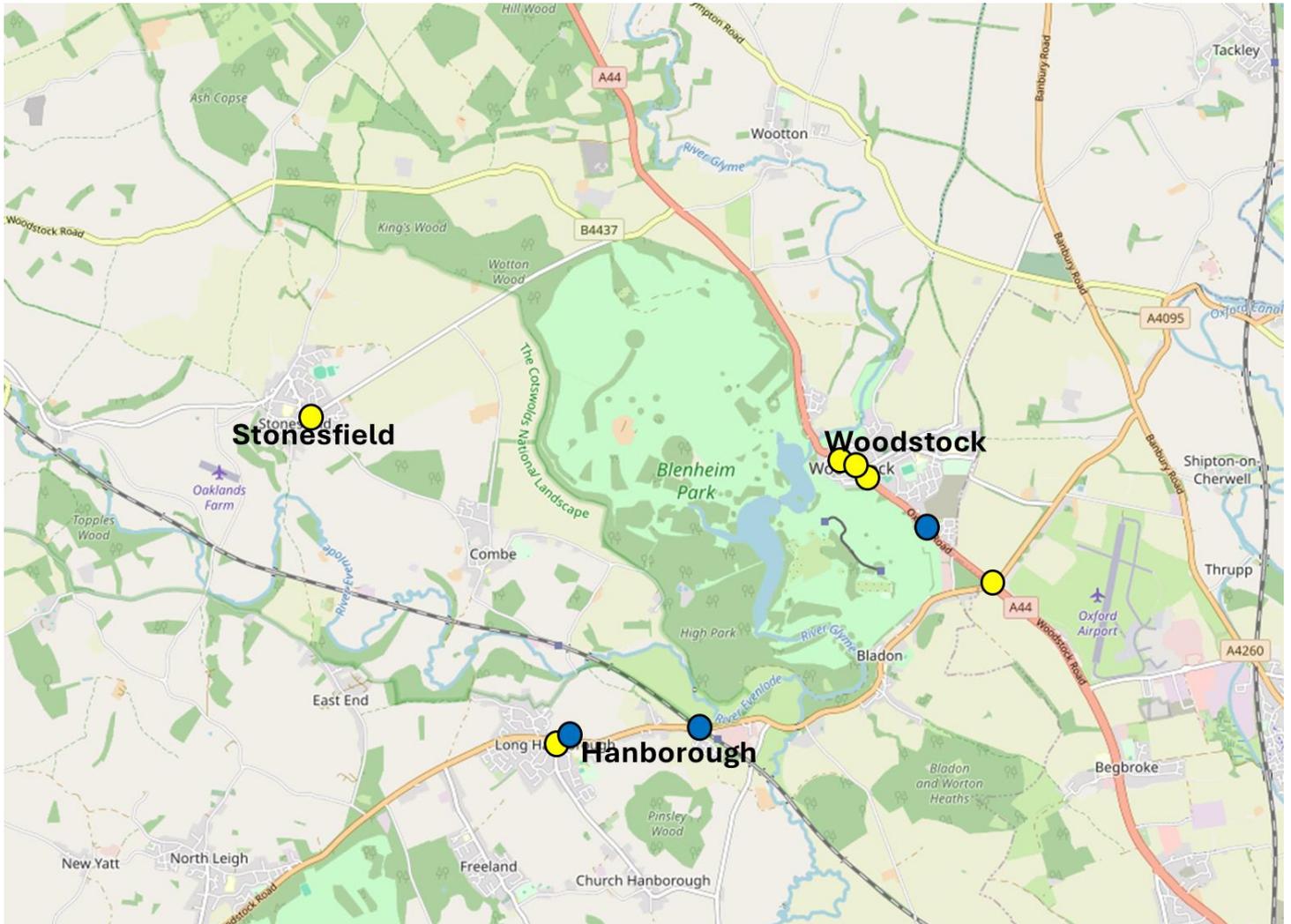


Figure 13 – Locations of collisions involving people walking 2019 - 2023

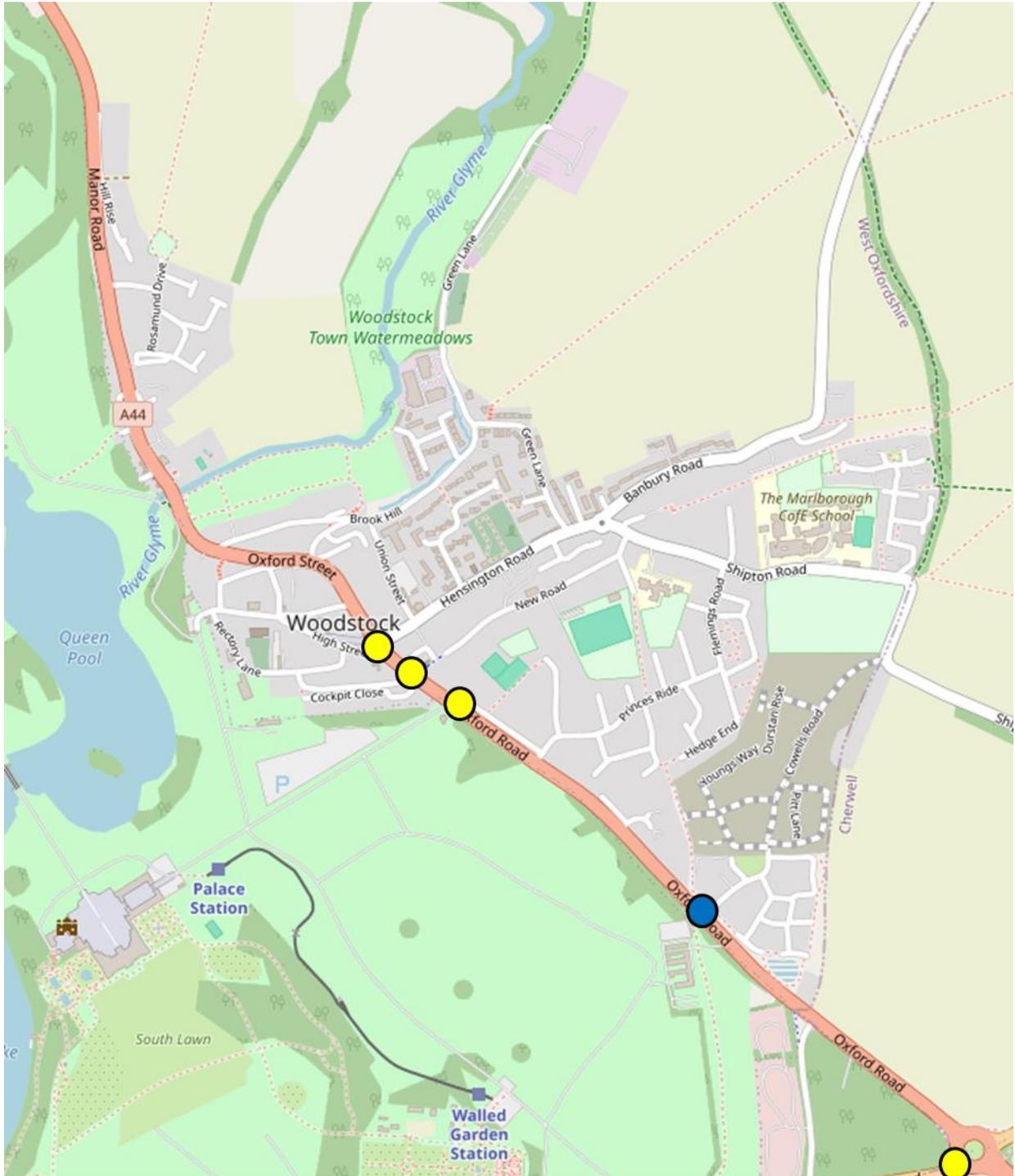


Figure 14 – Location of collisions involving people walking in Woodstock 2019 - 2023

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 tool 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.

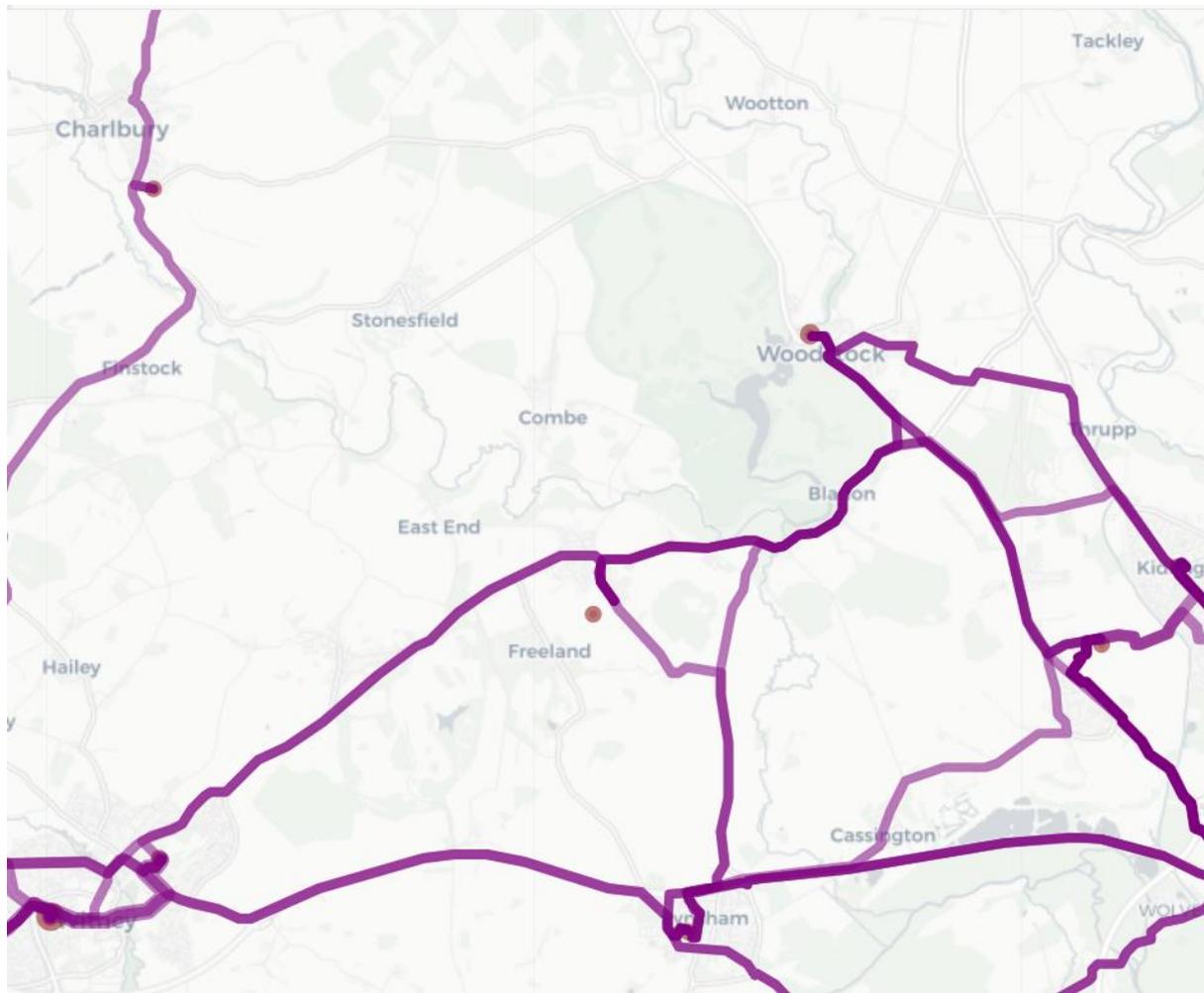


Figure 16 – Propensity to Cycle – Government Target (equality) Scenario, Fast Routes

- 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.

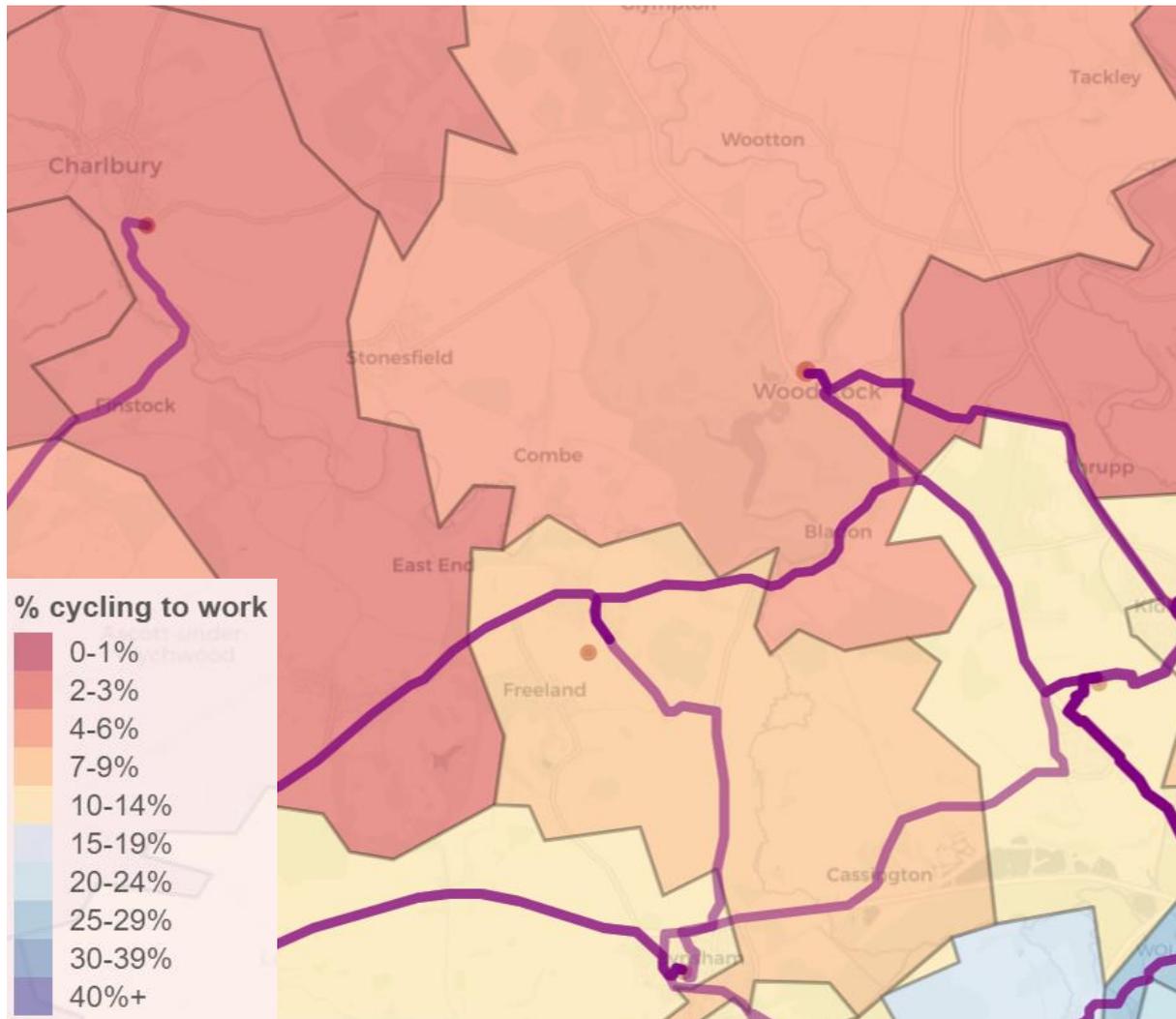


Figure 17 – Propensity to Cycle – Gender Equality Scenario, Fast Routes

- 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.

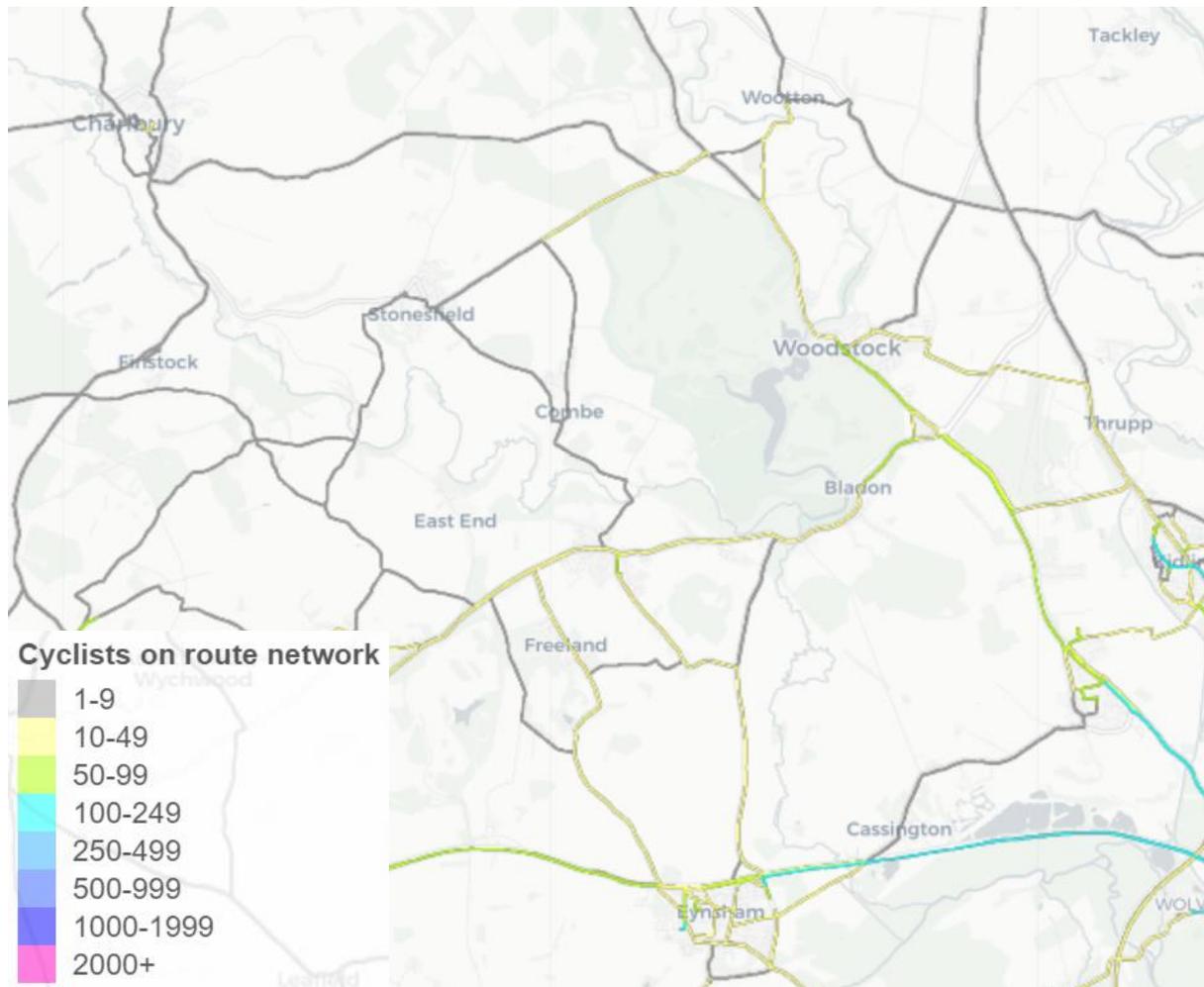


Figure 18 - Propensity to Cycle – Gender Equality Scenario, Route Network

- 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.

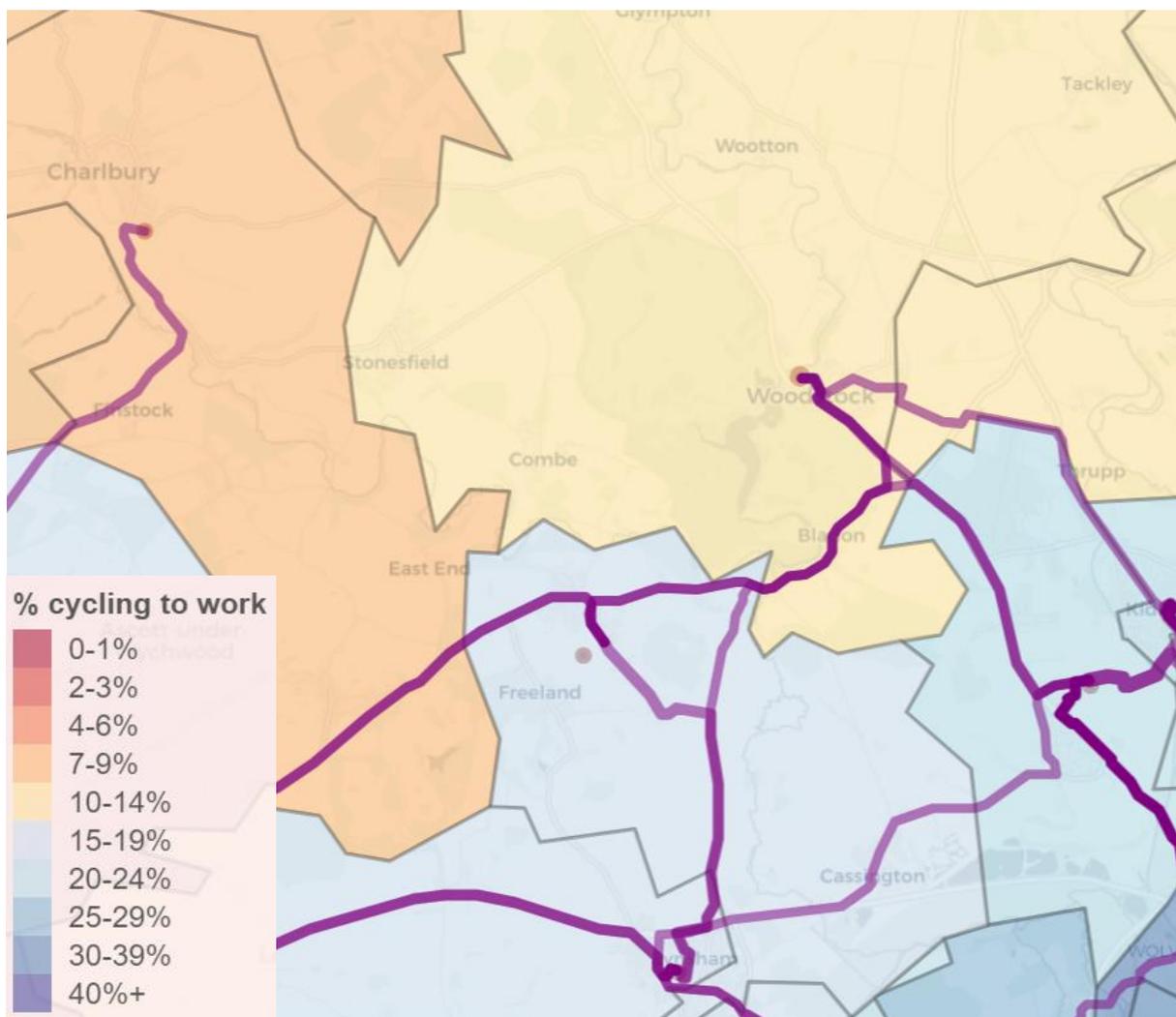


Figure 19 – Propensity to Cycle – Go Dutch Scenario, Fast Routes

- 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.

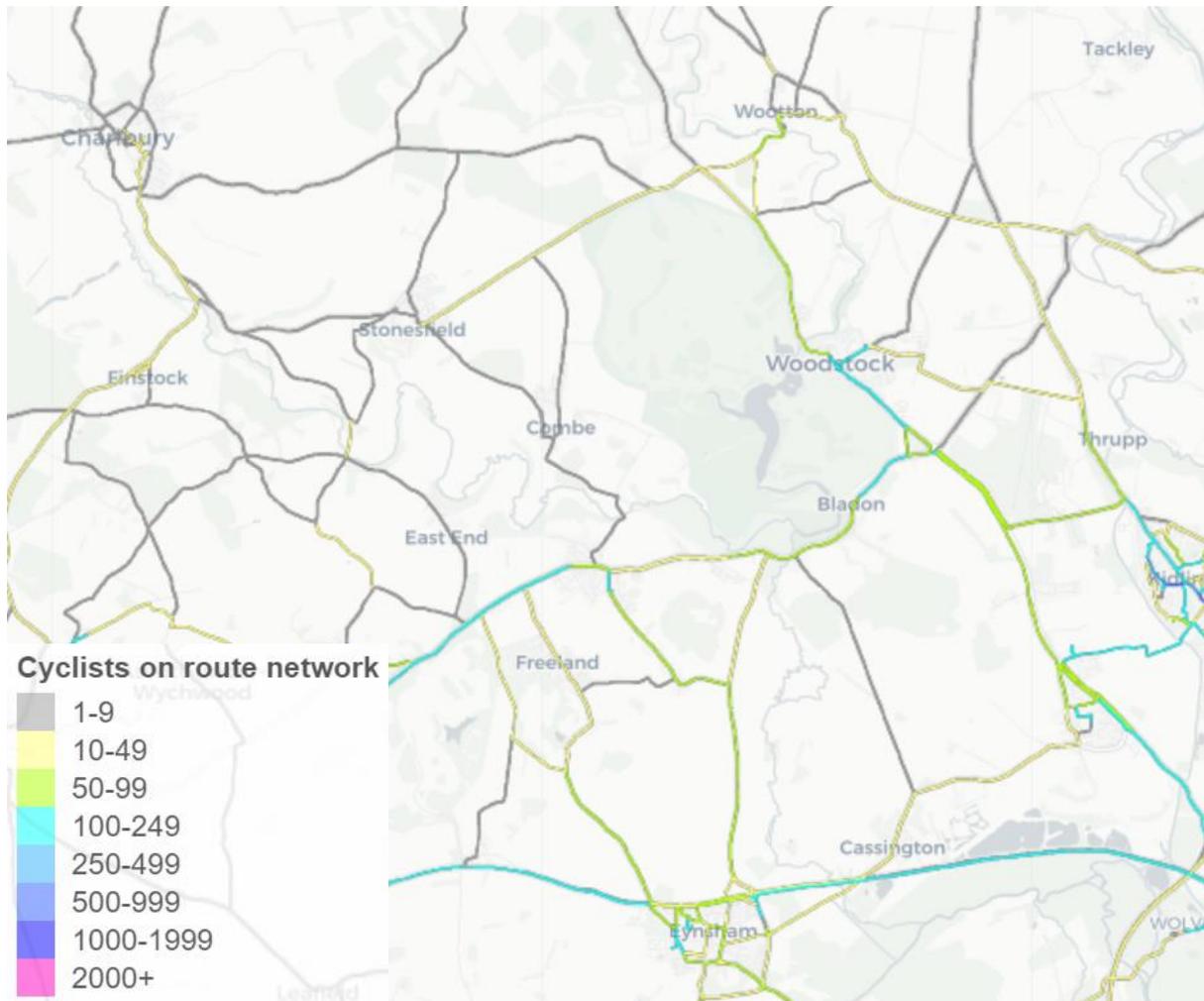


Figure 20 – Propensity to Cycle – Go Dutch Scenario, Route Network

- 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.

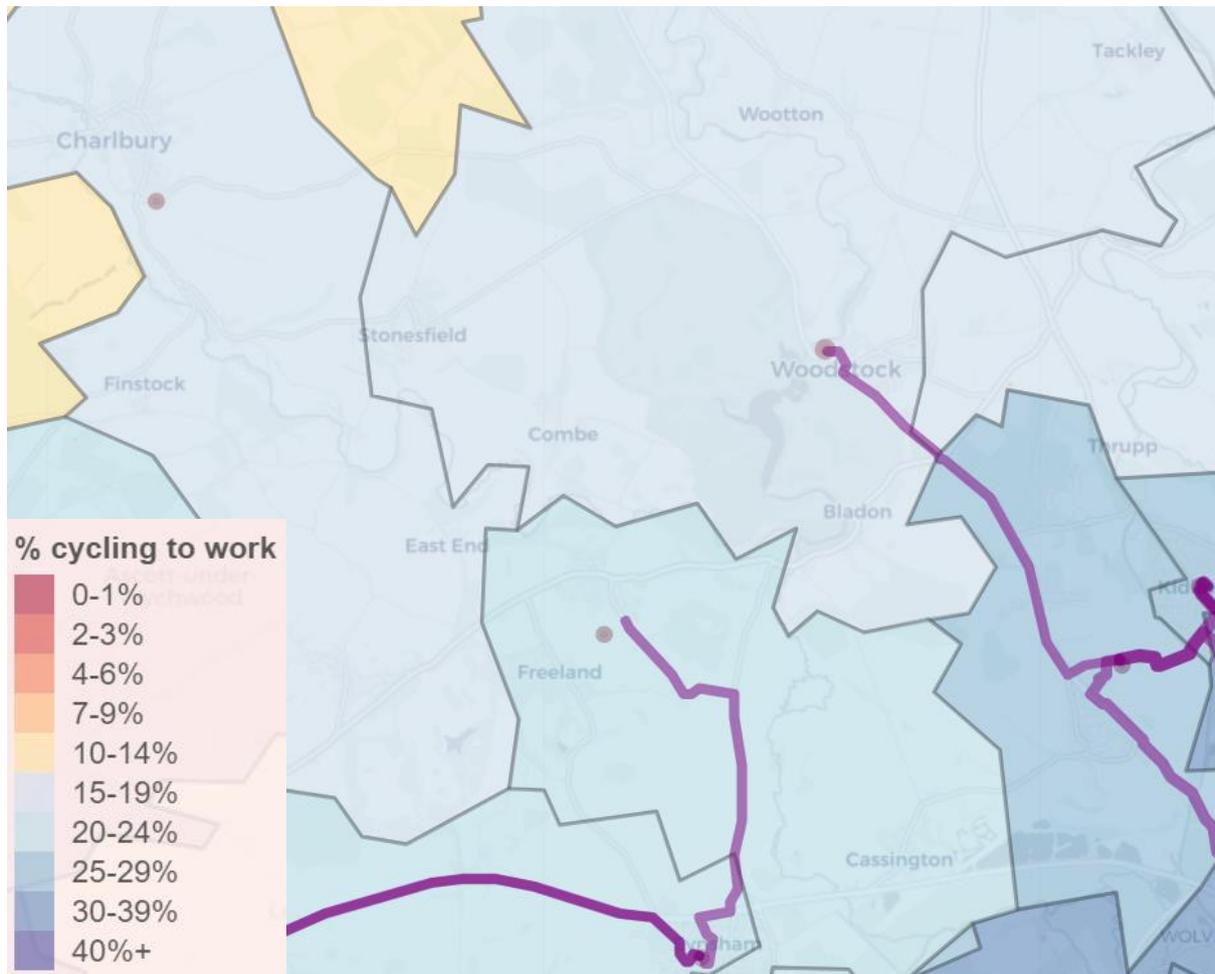


Figure 21 – Propensity to Cycle – Ebikes Scenario, Fast Routes

- 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.

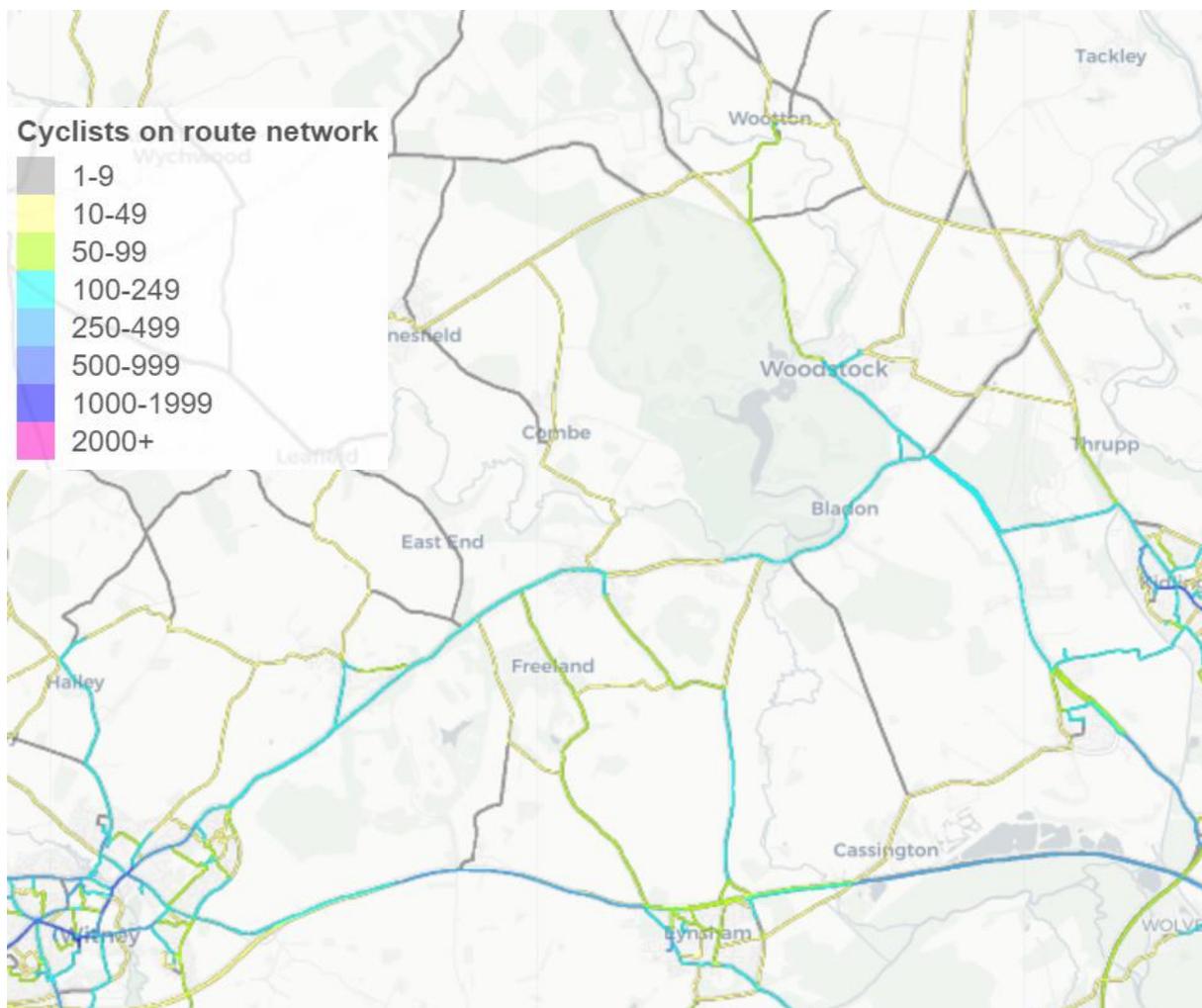


Figure 22 – Propensity to Cycle – Ebikes Scenario, Route Network



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. Let's Talk Consultation Findings**