

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

Cycling Audit Report  
January 2025

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## 1. Woodstock to/from Bladon and Hanborough

### *Route Description –*

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

### *Route Sections –*

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

### *RST scores -*

|              |      |
|--------------|------|
| Directness   | 5    |
| Gradient     | 1.84 |
| Safety       | 0.71 |
| Connectivity | 1.89 |
| Comfort      | 0.43 |

### *Comments –*

This route is an essential part of the rural active travel network, it is already well established on the A4095 between Witney and Hanborough Station. The NCN route 5 is also well established between Woodstock and Oxford. Where the route runs from Woodstock to Bladon roundabout is satisfactory. The most serious issues for cycling are through Bladon from the roundabout to the station. To overcome this, a shared cycle footway through the village is recommended where space allows. Within the 20mph zone of the village a shared use path may not be possible, if that is the case measures need to be put in place to ensure vehicular traffic is fully aware so that they can anticipate the presence of cyclists.

From Bladon to Hanborough the existing footway is used as a shared use footway, however there are significant pinch points and maintenance issues that stop the full potential of the connection.

Blenheim encourages visitors to arrive by public transport to Hanborough Station and they have bike hire available at the station.

## 2. Woodstock to/from Wootton

### *Route description –*

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

### *Route Sections –*

A44 Woodstock to 1<sup>st</sup> Wootton Turn (1km)

1<sup>st</sup> Wootton Turn to Wootton Village (1km)

Wootton Village (0.2 km)

### *RST Scores –*

|              |      |
|--------------|------|
| Directness   | 5    |
| Gradient     | 1.82 |
| Safety       | 0.73 |
| Connectivity | 1.82 |
| Comfort      | 0    |

### *Comments –*

Improvements to the route are imperative to connecting Wootton with Woodstock, Charlbury and Stonesfield. The route requires safe crossing points for pedestrians and cyclists at the 1<sup>st</sup> Wootton Turn. From the turn to Wootton Village, the carriageway is reasonable for cycling and walking with the addition of warning lines and signs, particularly on the steep narrow hill of West End.

Better facilities including bus shelters and secure bike storage at the Duke of Marlborough A44/B4437 crossroads, are required, so that the interchange point between active travel and the bus service is accessible.

### 3. Woodstock to/from Oxford via Begbroke

*Route Description –*

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

*Route Sections –*

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

*RST Scores –*

|              |      |
|--------------|------|
| Directness   | 5    |
| Gradient     | 2.75 |
| Safety       | 5    |
| Connectivity | 1.75 |
| Comfort      | 1    |

*Comments –*

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

## 4. Woodstock to/from Tackley

### *Route Description –*

The route between Woodstock and Tackley is mainly on unclassified roads which are of reasonable width and alignment. There is a steep hill by St Nicholas Church in Tackley. The particular difficulty discouraging active travel is the crossing of the A4260 at Sturdy's Castle, which is highly dangerous. Moderate Propensity to Cycle.

### *Route Sections –*

Woodstock Town to Hensington Road (0.5km)

Hensington Road to Banbury Road B4027 (2km)

Banbury Road B4027 to Sturdy's Castle (0.7km)

A4260 Crossing Sturdy's Castle to A4260 Crossing Tackley (0.2km)

A4260 Crossing Tackley to Tackley Village (1.8km)

### *RST Scores –*

|              |      |
|--------------|------|
| Directness   | 5    |
| Gradient     | 4.06 |
| Safety       | 0.79 |
| Connectivity | 1.59 |
| Comfort      | 0    |

### *Comments –*

Woodstock is the nearest service centre for schools and local amenities. Residents are dissuaded from active travel by the dangerous crossing on the A4260. The speed limit on the A4260 is national speed limit.

Tackley Rail Station attracts some commuters as it serves Banbury, Coventry and Birmingham as well as Oxford and London.

## 5. Woodstock to/from Stonesfield and Combe

### *Route Description –*

A44 from Woodstock to the B4437 junction, following the B4027 to the unclassified road known locally as Woodstock Road.

Combe – The route then follows an unclassified road into Combe, which is quieter but narrower.

Stonesfield – Continue along Woodstock Road into Dorneld.

Moderate Propensity to Cycle.

### *Route Sections –*

A44 Woodstock to B4437 The Duke (1.7km)

B4437 The Duke to Ditchley Gate (0.6km)

Ditchley Gate to Stonesfield (3km)

Akeman Street to Combe (1.8km)

### *RST Scores –*

|              |      |
|--------------|------|
| Directness   | 0    |
| Gradient     | 2.78 |
| Safety       | 1.28 |
| Connectivity | 1.44 |
| Comfort      | 0    |

### *Comments –*

There is a strong link between Stonesfield and Combe to Woodstock as it is the most local service centre. There is secondary connectivity to Wootton and Charlbury, suggest improvements to active travel infrastructure will increase the occurrence of active travel.

The road from the A44 to Stonesfield is straight so naturally encourages high speeds. The use of the road would become reasonable with appropriate signage and lines. And a reduction in speed if possible.

There is currently a permissive route through Blenheim Estate used by students to/from the Marlborough Secondary School in Woodstock.

## 6. Woodstock to/from Charlbury

### *Route Description –*

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

### *Route Sections –*

A44 Woodstock to B4437 The Duke (1.7km)

B4437 The Duke via Ditchley Gate to Woodleys (0.9km)

B4437 Woodleys to B4437 into Charlbury (5.4km)

B4437 into Charlbury to Charlbury Village (0.7km)

### *RST Scores –*

|              |      |
|--------------|------|
| Directness   | 5    |
| Gradient     | 2    |
| Safety       | 1.64 |
| Connectivity | 2.75 |
| Comfort      | 0    |

### *Comments –*

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

## 7. Hanborough to/from Witney

This route is covered in the Witney LCWIP.



## 8. Hanborough to Eynsham

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

*Route Sections -*

A4095 Roundabout to Church Hanborough (1km)  
Church Hanborough to Lower Road (1.3km)  
Lower Road Eynsham Roundabout (4.4km)  
Eynsham Roundabout to B449 Roundabout (1km)

Or

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

*RST Scores –*

|              |      |
|--------------|------|
| Directness   | 5    |
| Gradient     | 1.21 |
| Safety       | 0.93 |
| Connectivity | 2.60 |
| Comfort      | 0.07 |

*Comments –*

The future Propensity to Cycle is very high as a result of the expected growth of Hanborough Station as a significant rail hub, the development of Salt Cross at Eynsham, and the new Park and Ride at Eynsham. It is essential that a fully segregated cycle footway follows the entirety of Lower Road. The road at present has a 60mph speed limit with a high volume of HGVs and commercial traffic, and also a significantly narrow carriageway under the railway bridge, this means at present this key road is dangerous for any active travel.

The other route via Church Hanborough carries less traffic but requires some traffic calming and cycle safety improvements. The existing route is known locally as “Coffin Path” between Church Road, Hanborough and the A4095 could be widened, and surface improvements would make the route more comfortable.

## 9. Hanborough to/from Combe and Stonesfield

### Route Description –

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

### Route Sections –

Long Hanborough/Combe junction to Combe Halt station (1km)

Combe Halt station to Combe Village (1km)

Combe Village to Combe Village (1km)

Combe Village to Stonesfield (1.6km)

### RST Scores –

|              |      |
|--------------|------|
| Directness   | 5    |
| Gradient     | 0    |
| Safety       | 2.50 |
| Connectivity | 2.25 |
| Comfort      | 0    |

### Comments –

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

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

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

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

## 10. Stonesfield to/from Fawler

Route Description –

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

Route Sections –

Stonesfield Road to Fawler Village (1.8km)

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

RST Scores –

|              |     |
|--------------|-----|
| Directness   | 5   |
| Gradient     | 0   |
| Safety       | 2   |
| Connectivity | 1.5 |
| Comfort      | 0   |

Comments –

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

## 11. Wootton to/from Tackley

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

*Route Sections* –

Wootton Village to B4027 Junction Bridge (0.8km)

B4027 Bridge to B4027 Banbury Road Junction (1km)

Banbury Rd B4027 to Sturdy's Castle (0.7km)

A4260 Crossing Sturdy's Castle to A4260 Crossing Tackley (0.2km)

A4260 Crossing Tackley to Tackley Village (1.8km)

RST Scores –

|              |      |
|--------------|------|
| Directness   | 5    |
| Gradient     | 2.59 |
| Safety       | 1.16 |
| Connectivity | 2.16 |
| Comfort      | 0    |

*Comments* –

Active travel on the B4027 is unsafe and uncomfortable. Vehicular speeds are high and there is a steep incline from Milford Bridge.

The crossing of the A4260, as covered in the Woodstock to Tackley route, is a high speed, dangerous crossing.

The onward route to Tackley is a reasonable active travel route, although requires lines and signs with consideration of the rural speed limit.  
Tackley Village itself is a safe 20mph speed limit zone.

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

## **12. Wootton to/from Glympton**

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

## **13. Begbroke to/from Kidlington**

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

*Route Sections* –

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

*RST Scores* –

|              |      |
|--------------|------|
| Directness   | 5    |
| Gradient     | 1.91 |
| Safety       | 3.17 |
| Connectivity | 3.09 |
| Comfort      | 1    |

*Comments* –

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

There is a possibility to improve the bridleway between Bladon and Begbroke but would need further investigation.