# Draft Woodstock and Surrounding Areas Local Cycling and Walking Infrastructure Plan

January 2025

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

OXFORDSHIRE COUNTY COUNCIL

# Contents

# Figures

# Tables

# Contents of Appendices

## Appendix A: Background Information

1. Policy Context Detail
2. Deprivation
3. Health
4. Conservation Area
5. Air Quality
6. Flood Risk
7. Current Travel Patterns
8. Traffic Flows
9. Collision Statistics
10. Propensity to Cycle Tool
11. Trip Generators
12. Leisure Heat Maps
13. Future Development and Transport Schemes
14. Let's Talk Consultation Findings.

## Appendix B: Cycling Audit Report

## Appendix C: Walking Audit Report

# Acknowledgements

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

# Executive summary

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

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

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

The vision is by 2035 Woodstock and the surrounding area will have safe, convenient, and well-connected walking (including wheeling) and cycling networks that are accessible for people of all abilities, ages and backgrounds. These networks will connect people to where they want to go, including excellent routes to access public transport.

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

A network for cycling and a network for walking have been developed to link the places people travel to and from, now and in the future, – including schools, shops, places of work and medical centres. Where there is existing provision, networks have been audited to determine what improvements are needed to make cycling and walking a more coherent, direct, safe, comfortable, and attractive experience for everyone. These measures include the reviewing of opportunities and feasibility, lining strategy's, upgrades and improvements to existing bridleways and Public Rights of Way (PRoW) and upgrades to the street scape.

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

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

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

# 1. Introduction

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

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

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

## 1.2. Developing the LCWIP

This plan has been developed in consultation with local stakeholders to reflect local views. Department for Transport (DfT) technical guidance on producing LCWIPs has also been followed.[1] This approach ensures the plan aligns with national and local ambitions, as set out in DfT's Gear Change vision document and Oxfordshire County Council's (OCC) Local Transport and Connectivity Plan (LTCP) (2022).[2] [3] These aim to address the climate emergency and transform our streets by making cycling and walking the natural choice for short journeys or as part of longer journeys.

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

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

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

## 1.3. Department for Transport guidance

There are six stages to the development of an LCWIP, as set out by DfT in their technical guidance for writing LCWIPs.[4]

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

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

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

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

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

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

## 1.4. Steering Group

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

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

A steering group was formed with local stakeholders. Key aspects of the project, such as the geographic scope, network mapping and local issues, were discussed. Attendees were

[4] Department for Transport (see notation 1)

also given the opportunity to provide input and feedback regarding the improvements and connections identified by the audits carried out. The purpose of the steering was to ensue local concerns and ideas are reflected in the LCWIP.

## 1.5. Why is the LCWIP important to Woodstock and the surround area[5]

High car ownership (87%) in the Woodstock Area.

Key component of the wider local Area Travel Plan and LTCP.

Improve health and wellbeing of the population of Woodstock and the surrounding area.

Climate emergency.

Domestic transport formed 29% of the UK net greenhouse gas emissions in 2023, the largest contributor.

Compact size of Woodstock and the surrounding villages individually are suitable for cycling and walking. Connections in between the town and surrounding area, away form major road network, are needed for all types of journeys.

[5] 2023 UK greenhouse gas emissions, provisional figures

## 1.6. Why are walking and cycling important?[6]

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

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

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

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

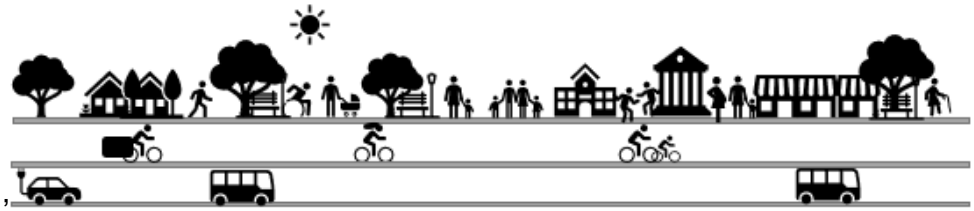
[6] Gear Change, A bold vision for cycling and walking, Department for Transport, 2020

## 1.7. Vision

**Vision for cycling and walking in the Woodstock Area:**

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

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



## 1.8. Targets

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

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

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

These targets reflect those in Oxfordshire's LTCP.

*Target 2 data was calculated from Sport England's 2015-17 Active Lives Survey, which is a national survey that asks people in England about their participation in physical activity.[7]

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

# 2. Background

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

## 2.1. Local geography

The majority of the area covered by this LCWIP falls with the Woodstock and Eynsham Sub-Area of West Oxfordshire, which is the third largest sub-area, covering around 14,000 hectares and accommodating a population of around 21,000 people.[8] The three main settlements are Eynsham, Long Hanborough and Woodstock. Woodstock and Bladon (with a population of over 4,560) is a service centre for the surrounding rural area (ONS, 2022).[9] This rural area includes the villages of Combe, Hanborough, Stonesfield, Tackley, and Wootton together with a population of nearly double that of Woodstock (ONS, 2022).[10]

Woodstock is bisected by the A44 from southeast to northwest. The A44 is part of the Primary Route Network running from Aberystwyth to Oxford. The A44 is also the main A Road to the surrounding villages within this LCWIP.

Woodstock and the surrounding areas are connected by frequent bus services to each other and further afield, such as into Oxford, Oxford Parkway and Kidlington.

| **Location** | **Bus Service** |
|---|---|
| Woodstock | S3, S7, 3, 9 |
| Tackley | S4, X4 |
| Stonesfield | S3, V26 |
| Long Hanborough | S7, 411, 411S, BP1 |
| Church Hanborough | 411, 411S |
| Bladon | S3, S7 |

[8] West Oxfordshire https://www.westoxon.gov.uk/media/vbelzw4f/eynsham-woodstock-sub-area.pdf

[9] ONS, Ward-level population estimates, 2022, https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/wardlevelmidyearpopulationestimatesexperimental

[10] ONS (see notation 8)

| | |
|---|---|
| Charlbury | X9, S3 |
| Combe | S3, V26 |
| Fawler | S3, V26 |
| Glympton | S3, 3, 9 |
| Wotton | S3, 3, 9 |

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

| **Location** | **Service Information** |
|---|---|
| Long Hanborough | Typical off-peak service is 1 train per hour to London Paddington and 1 train per hour to Worcester Foregate Street, with some continuing to Great Malvern and Hereford |
| Tackley | Off-peak service is one train every two hours in each direction between Didcot Parkway and Banbury, operated by Great Western Railway.<br><br>Additional services during the peak hours |
| Combe | This service is currently formed of the 08:13 train to Didcot Parkway and the 17:36 train to Moreton-in-Marsh which operate Monday-Friday only.<br><br>There are currently no weekend services at the station with a normal service running on most Bank Holidays |

## 2.2. LCWIP study area

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

- **Woodstock town** - including the existing built-up area and proposed and approved residential developments to the north, northeast and south of the town.
- **Bladon**

- **Blenheim Palace and Estate**
- **Hanborough**
- **Combe**
- **Stonesfield**
- **Fawler**
- **Wootton**
- **Tackley**
- **Begbroke**

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

Key cycle trip generators/routes include:

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

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

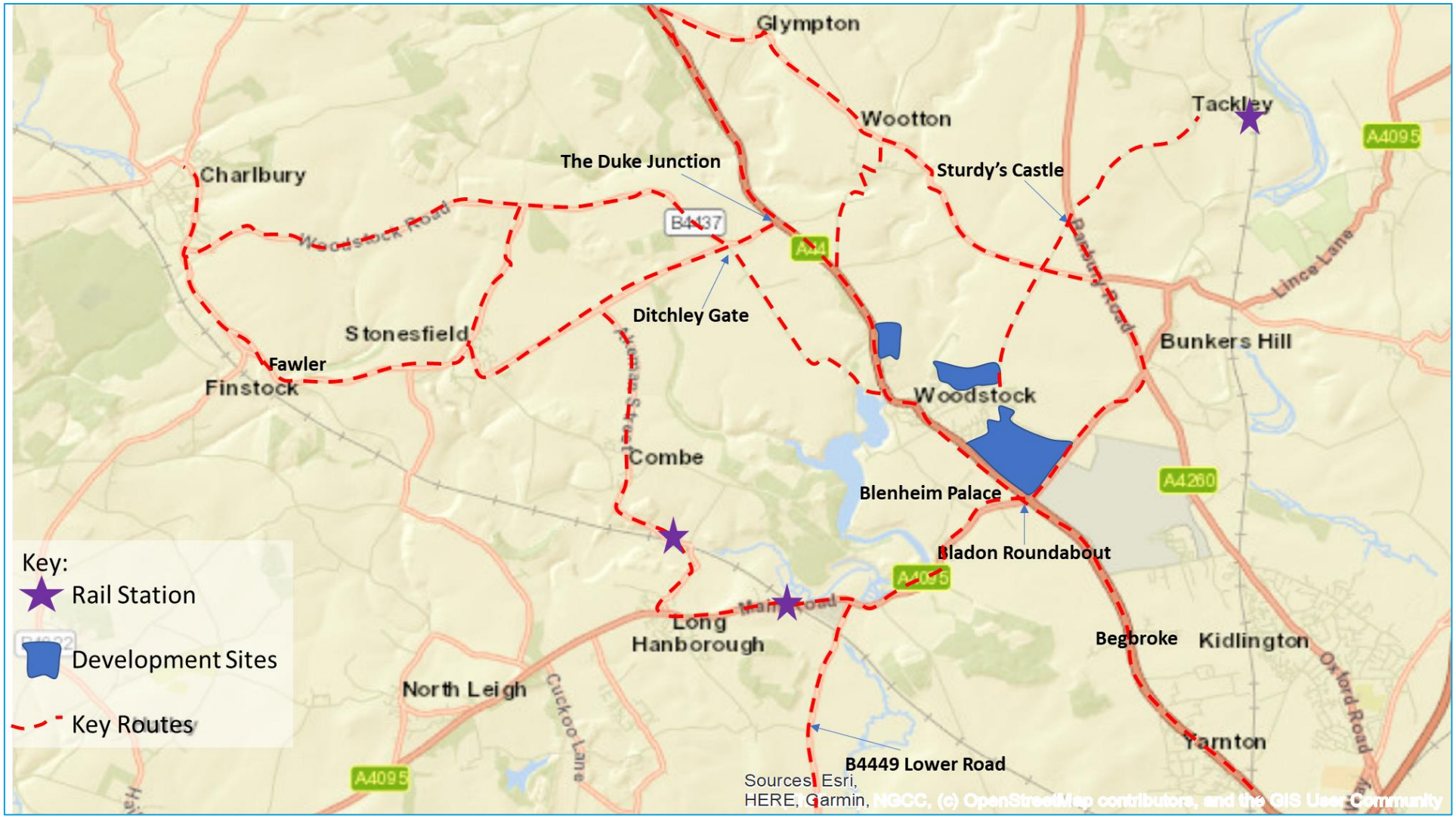



**Figure 1: Woodstock Area LCWIP geographic scope**

## 2.3. Policy context

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

**Table 1: Key policies, strategies, and guidance**

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

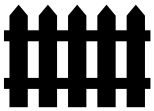
| | |
|---|---|
| | update to this plan - West Oxfordshire Local Plan 2041, which is currently in production. |
| Pathways to a zero carbon Oxfordshire, University of Oxford and Bioregional, (2021) | A report funded by a consortium of stakeholders including Oxfordshire County Council and all Oxfordshire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

## 2.4. Demographics

**Deprivation**

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

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



**Health**

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

## 2.5. Environment

**Conservation**

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

**Carbon Emissions and Air quality**

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

**Flooding**

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

**Rurality**

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

## 2.6. Travel and transport [11]

**Spatial Pattern**

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

**High car dependency**

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

**Congestion**

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

**Collisions**

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

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

### Existing cycling and walking networks

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

### Propensity to cycle

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

### Trip generators

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

### Future development and transport schemes

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

### Speed Limit

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

# 3. Network plan for cycling.

This chapter explains the methodology undertaken to develop the network plan for cycling and associated proposed improvements in the Woodstock and the surrounding area.

The development of the cycle network has been an iterative process, combining both the analysis of data collected, site audits and stakeholder engagement.

An understanding of where people want to travel was first established by identifying trip generators (places people go to and from) and desire lines (the routes people use) to connect people to these trip generators. Routes that were deemed important were then audited using the Route Selection Tool (RST) and local knowledge. Site audits were then undertaken for cycling in Woodstock and the surrounding area. The Audit Output Report can be found in **Appendix B**. This resulted in the identification of a network that was suitable for cycling, either currently or with improvements.

## 3.1. Methodology

### Identifying trip generators

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

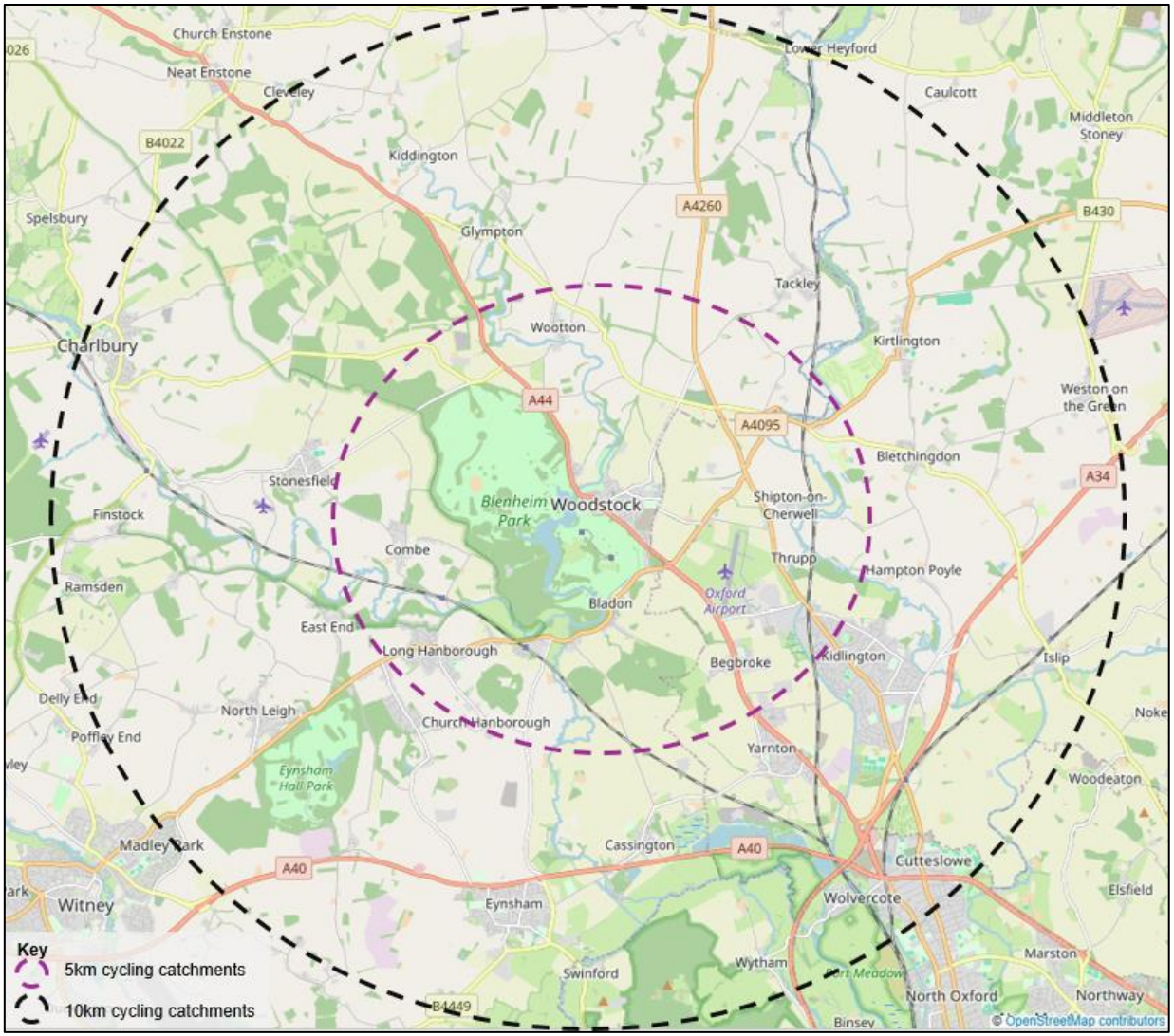



**Figure 2: 5km and 10km cycling catchments**

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

### Identifying cycle desire lines

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

The PCT classifies these routes as:

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

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

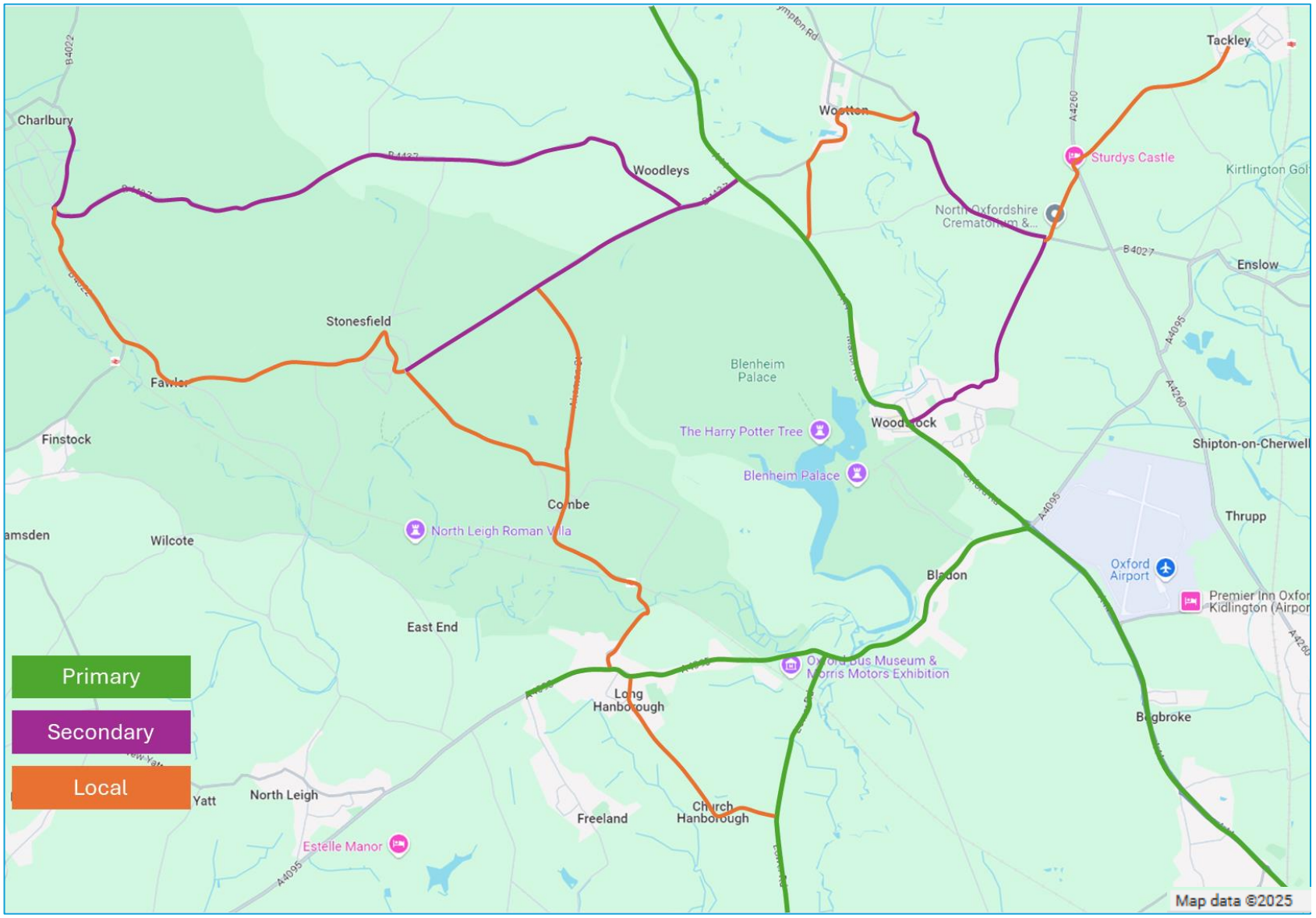



**Figure 3: Cycle Desire Lines - Woodstock and Surrounding Areas**

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

The suitability of these desire line routes for inclusion in the final cycle network is determined through the subsequent auditing process.

### Identifying cycling network improvements

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

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

They have been identified through the analysis of the data gathered from site visits with the Villages Travel Network (VTN) and OCC officers **(Section 3.3** Background **and Appendix B)** and stakeholder engagement including the Steering Group.

A Route Selection Tool (RST) assessment was carried out to assess the suitability of a route in its existing condition against the core design outcomes to identify where improvements need to be made. The RST scored each link between 5, being the highest, and 0, being the lowest against the directness, gradient, safety, connectivity and comfort. Attractiveness is not included within the assessment tool as it is not deemed to be a deciding factor between routes.

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

## 3.2. Complementary Schemes

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

This includes:

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

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

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

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

## Proposed Cycling Improvements

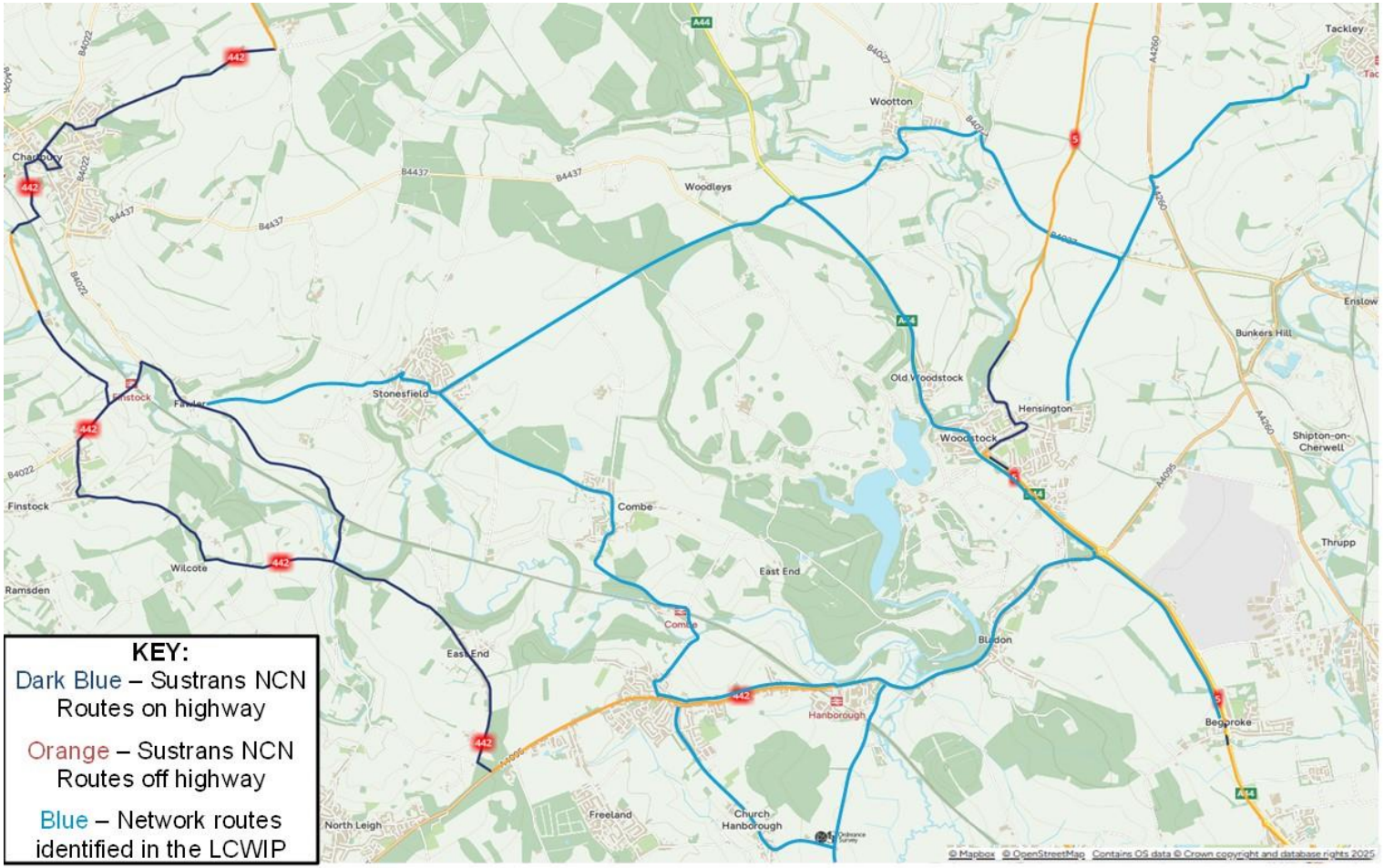



**Figure 4: The proposed cycle network including Sustrans NCN routes.**

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

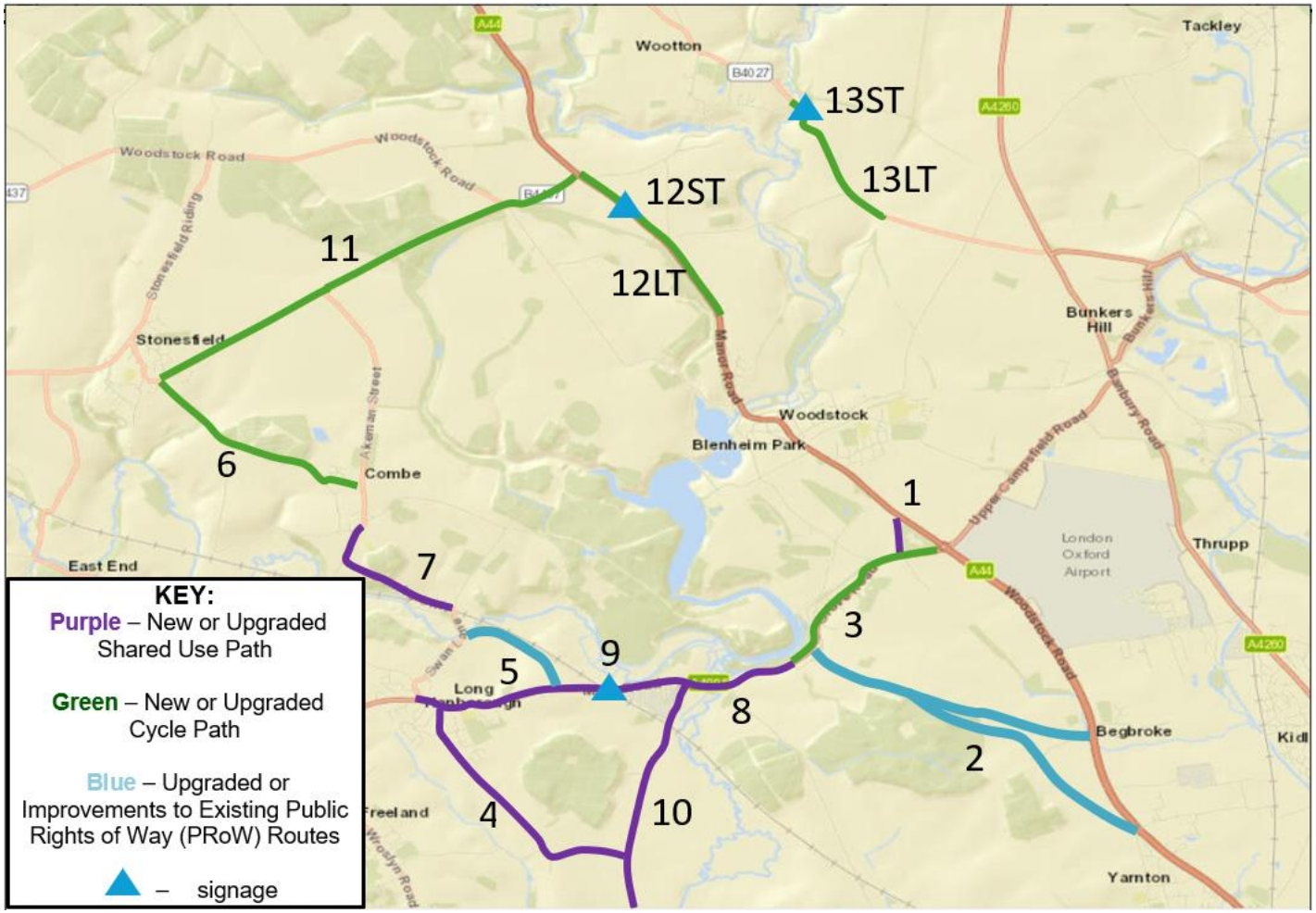



**Figure 5: The location and types of proposed cycling improvements. The reference numbers shown on the map refer to the measures described in Table 2.**

**Table 2: List of improvements for Cycling Network**

| Reference Number | Location | Description |
|---|---|---|
| 1 | Bladon – Bladon Chains | Shared use cycle way to extend NCN 5. Contra-flow to the existing one-way system to the A4095 junction. |
| 2 | Bladon and Begbroke – Bridleway upgrade for cycling and footpath upgrades. | Upgrade and improvement to the Bridleway and footpath between Bladon and Begbroke (PRoW 132/5/10 into 124/4/10) and (PRoW 132/4/10 into 124/5/10) |
| 3 | Bladon – Grove Road | On road cycle scheme LTN/120 compliant. |
| 4 | Church Hanborough – Church Road | Referred to locally as “Coffin Path”. Widening and surface improvements to provide a route for less confident cyclists to connect Hanborough and Eynsham. |
| 5 | Combe – Evenlode Bridge/Swan Lane | Upgrade to the existing bridleway (PRoW 238/14/10) between the Evenlode Bridge at the bottom of Swan Hill and Park Lane in Hanborough to create a new off-road cycle path for an improved connection between Combe and Hanborough (including between the stations). |
| 6 | Combe – Stonesfield Road/Combe Road | Cycle path along Stonesfield Road/Combe Road to enable better connection for cyclists between Combe and Stonesfield |

| | | |
|---|---|---|
| 7 | Combe – Train Station to Robin Hill | Cycle/pedestrian shared pathway provision from Robin Hill to Combe Halt Station. Road is currently National Speed Limit. |
| 8a | Hanborough – A4095 | Currently confusion over classification of the path. Shared use footway/cycleway. |
| 8b | A4095 | Review opportunities and feasibility to widen and improve the pathway, to give more clearance width from the highway. |
| 9 ST | Hanborough – A4095 bridge over railway line | Signage needed to warn vehicular traffic of cyclist's presence.<br><br>Pathway is too narrow for pedestrians to pass. No room for ped/cyclists or 2 cyclists. Key route to Hanborough Station. |
| 9LT | Hanborough – A4095 bridge over railway line | Widening of the existing bridge or a new bridge over railway. Refinement of possibilities at feasibility stage. |
| 10 | Hanborough – Lower Road | Segregated shared use pathway to link Hanborough to Eynsham and Blenheim Palace. |
| 11 | Stonesfield – Woodstock Road/B4437 | Cycle path along Woodstock Road into the B4437 for a better flat connection for cyclists between Combe and Stonesfield |
| 12ST | Wootton – A44 into Woodstock | Short term - Cycle path along A44 Hollyhock Walk |

| | | |
|---|---|---|
| | | past Field Barns. Including signage and maintenance. |
| 12LT | Wootton – A44 into Woodstock | Long term - Off road cycle path along the entirety of the A44 from the Duke into Woodstock, in the field next to A44. |
| 13ST | Wootton – B4027 from the Bridge Over the River Dorn to link into NCN 5 | Short term – signage for awareness of cyclists. |
| 13LT | Wootton – B4027 from the Bridge Over the River Dorn to link into NCN 5 | Long term – off road cycle path. |

# 4. Network Map for Walking

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

## 4.1. Methodology

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

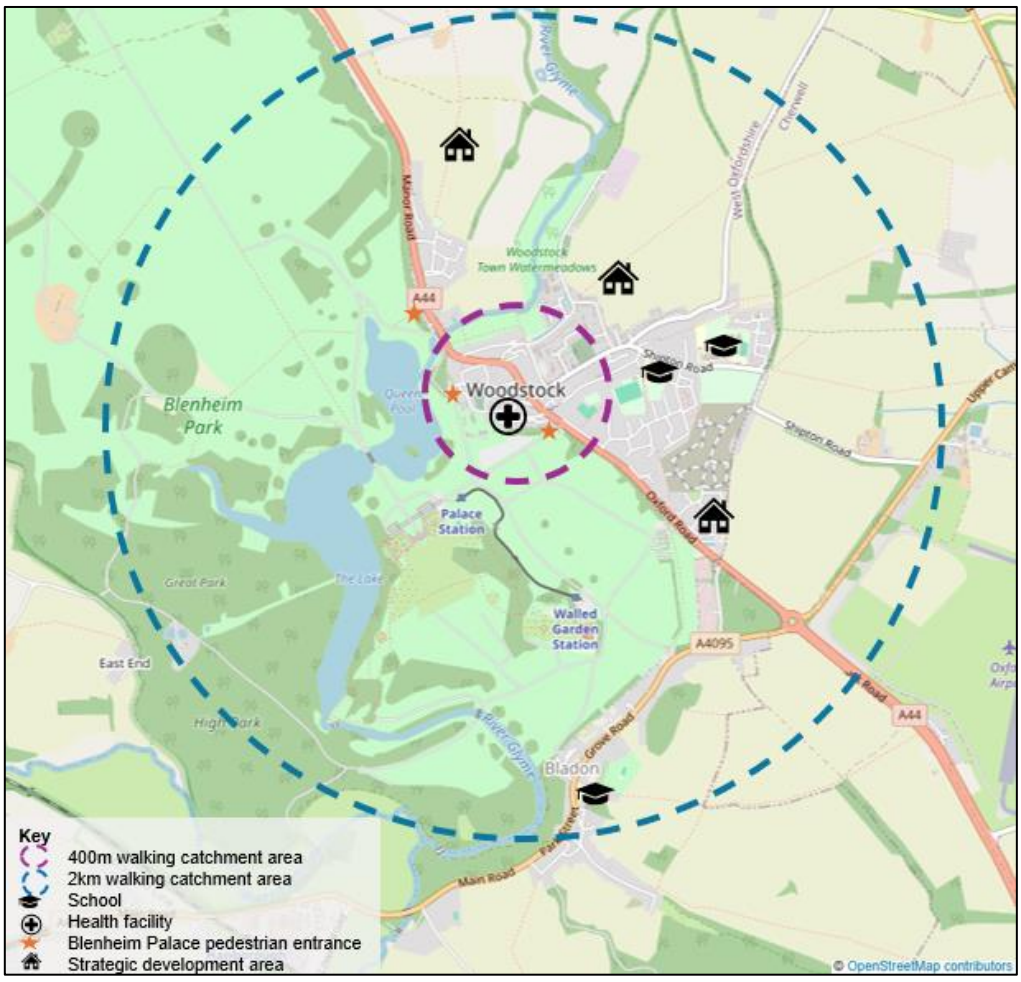



**Figure 6: 400m and 2km walking catchment area.**

On average people tend to walk up to 2km for a local trip. It should be noted that some people will walk further. Figure 6 shows a 400m and 2km walking catchment. It assumes Woodstock Market Place as its centre point and shows Woodstock Doctors Surgery, Blenheim Palace main entrance, local shops and residential areas are accessible within

400m, roughly a 5-minute walk. Further, Woodstock CofE Primary school and The Marlborough Secondary School are accessible within 2km which is roughly a 30-minute walk. Plus, all 3 new development sites and the nearby village of Bladon, including its Primary School.

### Identifying a hierarchy of walking routes

There are four main categories:

- Prestige/Primary Walking Routes: Very busy areas of town and main walking routes through the town centre such as High Street, Market Street/Place and Park Street with high footfall.
- Secondary Walking Routes: Medium usage routes through local areas feeding into primary routes and places such as A44 Oxford Street, Hensington Road and Shipton Road.
- Link Footways: Links to connect access footways through urban areas and busy rural footways.
- Local Access Footways: Footways associated with low usage, short estate roads to the main roads and cul-de-sacs.

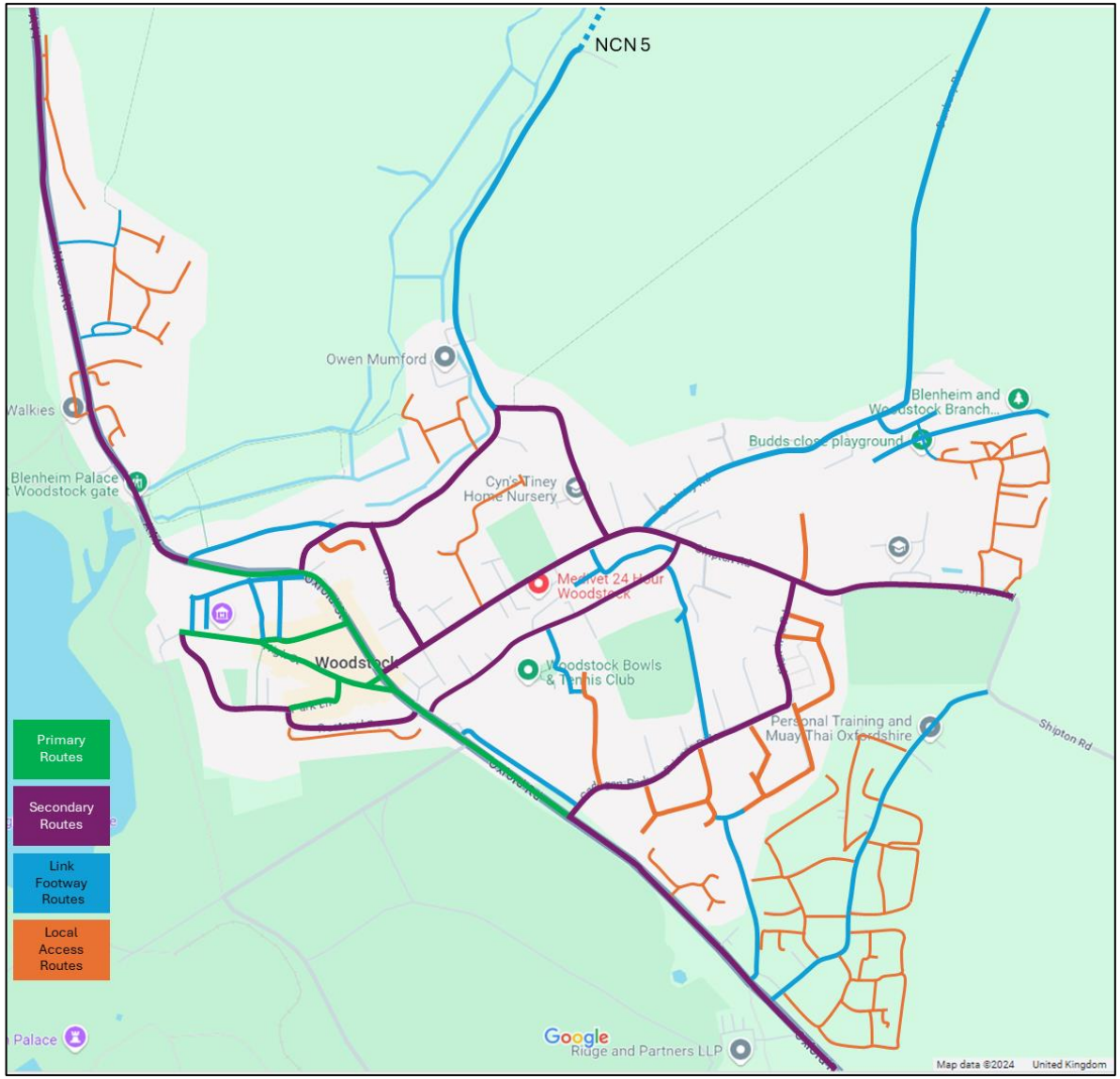



**Figure 7: Walking network map with route hierarchy.**

### Identifying walking network improvements

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

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

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

## 4.2. Proposed walking improvements

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

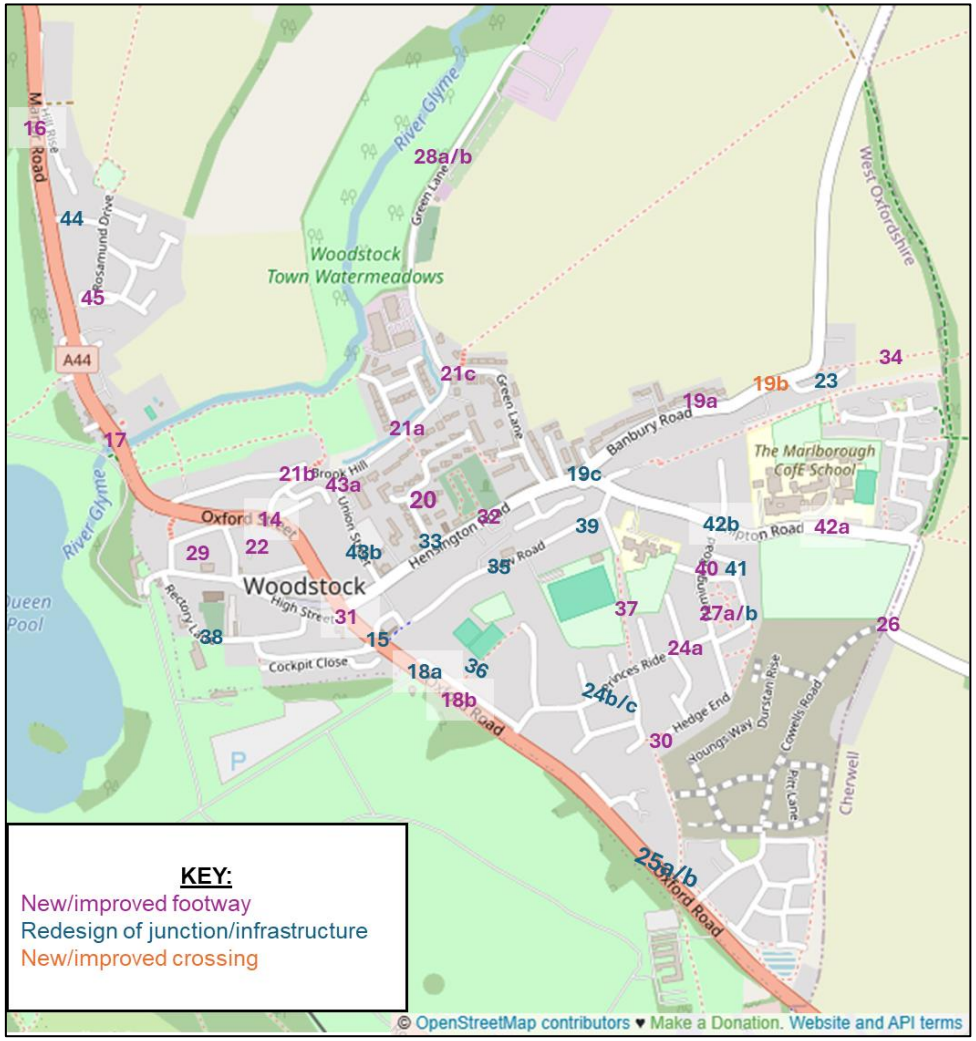



**Figure 8: Proposed walking improvements 1 - 45 – Woodstock**

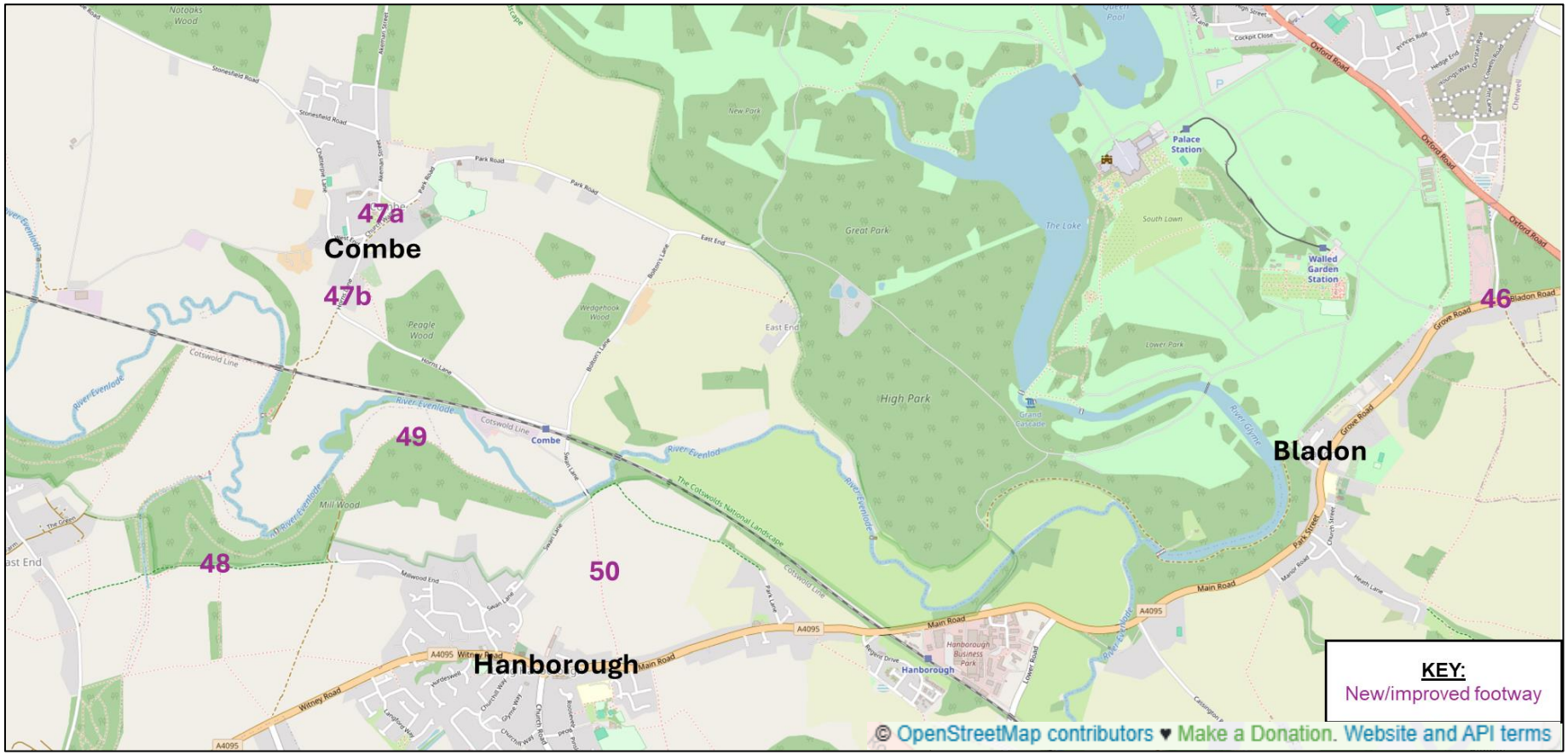



**Figure 9: Proposed walking improvements 46 - 50 – Bladon, Combe and Hanborough**

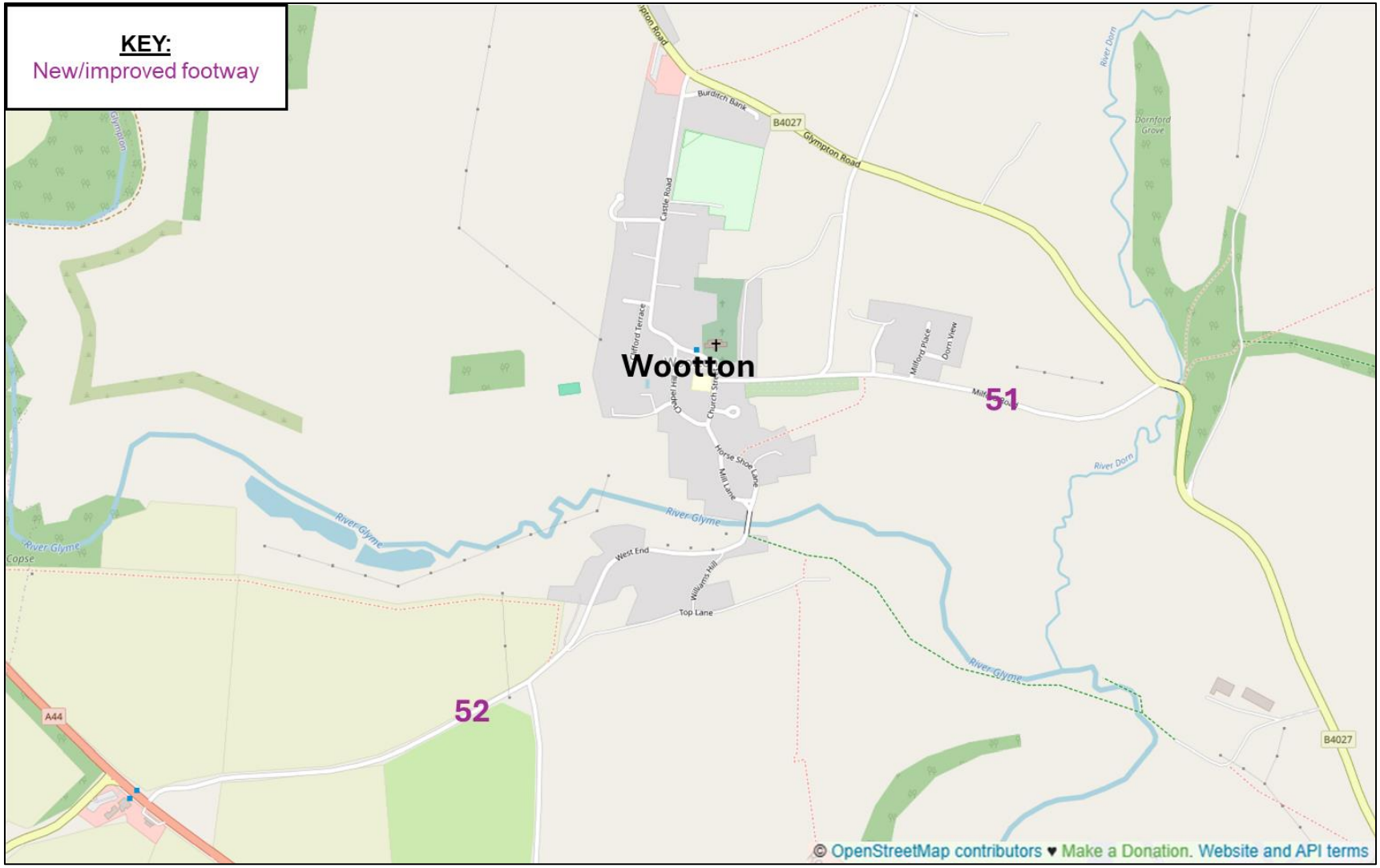



**Figure 10: Proposed walking improvements 51 & 52 – Wootton**

**Table 3: List of all proposed walking route improvements**

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

| | | |
|---|---|---|
| | Road/Shipton Road mini-roundabout | |
| 20 | Woodstock – Bear Close | Create a shared use space for pedestrians and traffic. The pavement is too narrow to be accessible. |
| 21a | Woodstock – Brook Hill | Continuation of pavement from existing provision which stops at give way. |
| 21b | Woodstock – Brook Hill West | Pavement where Brook Hill meets Upper Brook Hill, continuation of pavement from Upper Brook Hill into Union Street. Continuation of pavement from Care home to Brook Street junction. |
| 21c | Woodstock – Brook Hill East | Continuation of the pavement on Brook Hill, from Glyme Close to Green Lane. |
| 22 | Woodstock – Browns Lane/Oxford Street/Angel Yard | Resurface to be a more obvious shared use between pedestrian and traffic area. |
| 23 | Woodstock – Budds Close | Parking recesses to mitigate footway parking. |
| 24a | Woodstock – Cadogan Park/Princes Ride/Flemings Road | Provide tactiles and improve dropped kerbs. Or raised table across junction to show pedestrian priority |
| 24b | Woodstock - Cadogan Park | Experimental TRO to restrict parking and alleviate some current issues. |
| 24c | Woodstock – Cadogan Park | Provide SUDs to provide improved drainage services. |

| | | |
|---|---|---|
| 25a | Woodstock – Churchill Gate | Raised table layout at junction with the A44. |
| 25b | Woodstock – Churchill Gate | Formalisation of on-street parking bays and implement a TRO to restrict parking not in these bays. |
| 26 | Woodstock – Colwells Road | Footway from Park View Estate to Marlborough School. |
| 27a | Woodstock – Flemings Road | Widen pedestrian footway and reposition lampposts to increase clearance width. |
| 27b | Woodstock – Flemings Road | Modal filters at Princes Ride/Flemings Road junction. |
| 28a | Woodstock – Green Lane South | Designated space for pedestrians/cyclists on Green Lane from Churchill Close to Brook Hill/Green Lane junction, this is part of NCN5. Depending on highway space, a pavement or lineage could be more appropriate. |
| 28b | Woodstock – Green Lane North | Pavement from Green Lane junction to Owen Mumford employment site. This is part of NCN5. |
| 29 | Woodstock – Harrison's Lane/Chaucer's Lane | Resurface to be a more obvious shared use between pedestrian and traffic area. |
| 30 | Woodstock – Hedge End Shared Path | Widen and surface with all weather material Northern section. Once surfaced, lining strategy to segregate pedestrians and cyclists. |

| | | |
|---|---|---|
| 31 | Woodstock - Hensington Road from Union Street Junction to A44 | Maintenance of shared space and lineage to reinforce traffic and pedestrian safety. |
| 32 | Woodstock – Hensington Road | Resurfacing and prioritisation via signage, of the west side. Include formalising paths to benches for accessibility. |
| 33 | Woodstock- Hensington Road | Raised tables at all side road entries. |
| 34 | Woodstock – Nature Reserve/Budds Close Cut through | Widen pathway into verge and create a formal all weather all year path. |
| 35 | Woodstock – New Road NCN5 | Raised table and resurfacing for a continuous footway across side entry road. |
| 36 | Woodstock – Path to Bowls and Tennis Club between 51 and 53 New Road | Designate as a Public Right of Way from New Road to Cadogan Park. |
| 37 | Woodstock – PRoW 412/8/20 between Recreation Road and Princes Ride | Resurface and widen route with an all-weather surface. Key direct school route. |
| 38 | Woodstock – Rectory Lane/Park Lane | Lining strategy – formalisation of pedestrian walkway and reinforcement of yellow parking lines. |
| 39 | Woodstock – Recreation Road | Implement a school zone at the side entry gate area.<br><br>Implement TRO for access only/parking restriction. |
| 40 | Woodstock – Rye Grass/Plane Tree Way/Hensington Walk | Widen Plane Tree Way footways. |

| | | |
|---|---|---|
| 41 | Woodstock – Rye Grass/Plane Tree Way/Hensington Walk | TRO – prevent cars parking on the junction and make Plane Tree Way a one-way system. |
| 42a | Woodstock – Shipton Road | Lining strategy to implement lines and increase the places for cars to pull over and let cars travelling in the opposite direction pass and thus reducing speeding. |
| 42b | Woodstock – Shipton Road | Consider school zone approach to protect vehicles from driving on the footway. Widen footway into the verge. |
| 43a | Woodstock – Union Street Northern End | Continuation of pavement from Brook Hill at the bottom of Union Street. Possibility for shared street surface including signage. |
| 43b | Woodstock – Union Street | TRO for road to become access only including entry gateway features. |
| 44 | Woodstock – Vermont Drive | Removal of unused bus stop. |
| 45 | Woodstock – Westland Way | Lining strategy – yellow lining around the green to restrict parking, particularly footway parking. |
| 46 | Bladon – Bladon Chains junction on A4095 | Connect Bladon Chains to the pathway to the East and Bladon Roundabout with a shared use footway and cycleway. Currently pedestrians must cross the A4095 or walk over thick, uneven grass. |
| 47a | Combe – Primary School entrance junction | Resurfacing to make it obvious that it is a shared space outside of the |

| | | |
|---|---|---|
| | | Primary School for clarity and awareness of children walking. In conjunction with clear lineage outside of school. |
| 47b | Combe – Robin Hill | Designated pavements and footpaths in the village. Particularly where no provision is provided, on Robin Hill to join up with existing provision at Church Walk. This could be physical or shown by lineage, depending on highway space. |
| 48 | Hanborough – Bridleway (238/16/10) from Millwood End following the footpath to Grintley Hill Bridge | Narrow road with 30mph speed limit. Attractive countryside route towards Combe. Improvements and upgrades to existing bridleway for easier walking. |
| 49 | Hanborough – Footpath (238/7/10 and 238/7/20) Millwood End, crossing Combe Bridge and past the station | Footway ends. Narrow and winding with derestricted traffic speed. Upgrades to the existing route to make it more accessible for people walking. |
| 50 | Hanborough – Footpath (238/13/10) Down Daggers Hill to Combe Bridge/Swan Lane | Footway ends. Narrow and winding with derestricted traffic speed. Upgrades to the existing route to make it more accessible for people walking. |
| 51 | Wootton - Through West End, from the bridge to village edge | Assessment for footpath opportunities from A44 junction through West End to the village. |
| 52 | Wootton – A44 junction into Woodstock | Improvement to existing path facilities. Where possible, segregate from A44 carriageway. |

## 4.3. Proposed infrastructure Improvements

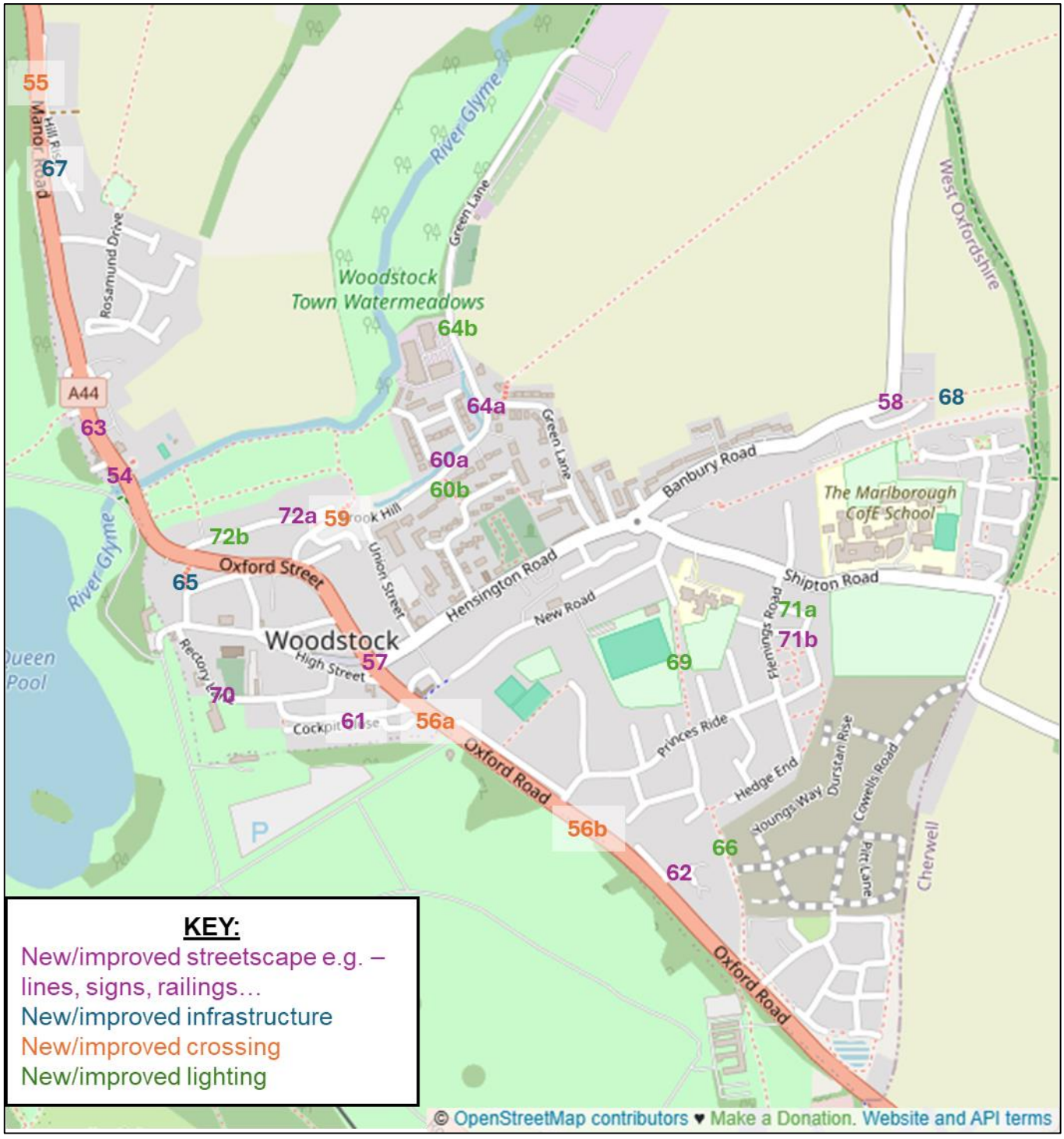



**Figure 11:** Proposed infrastructure Improvements 53 - 72 – Woodstock

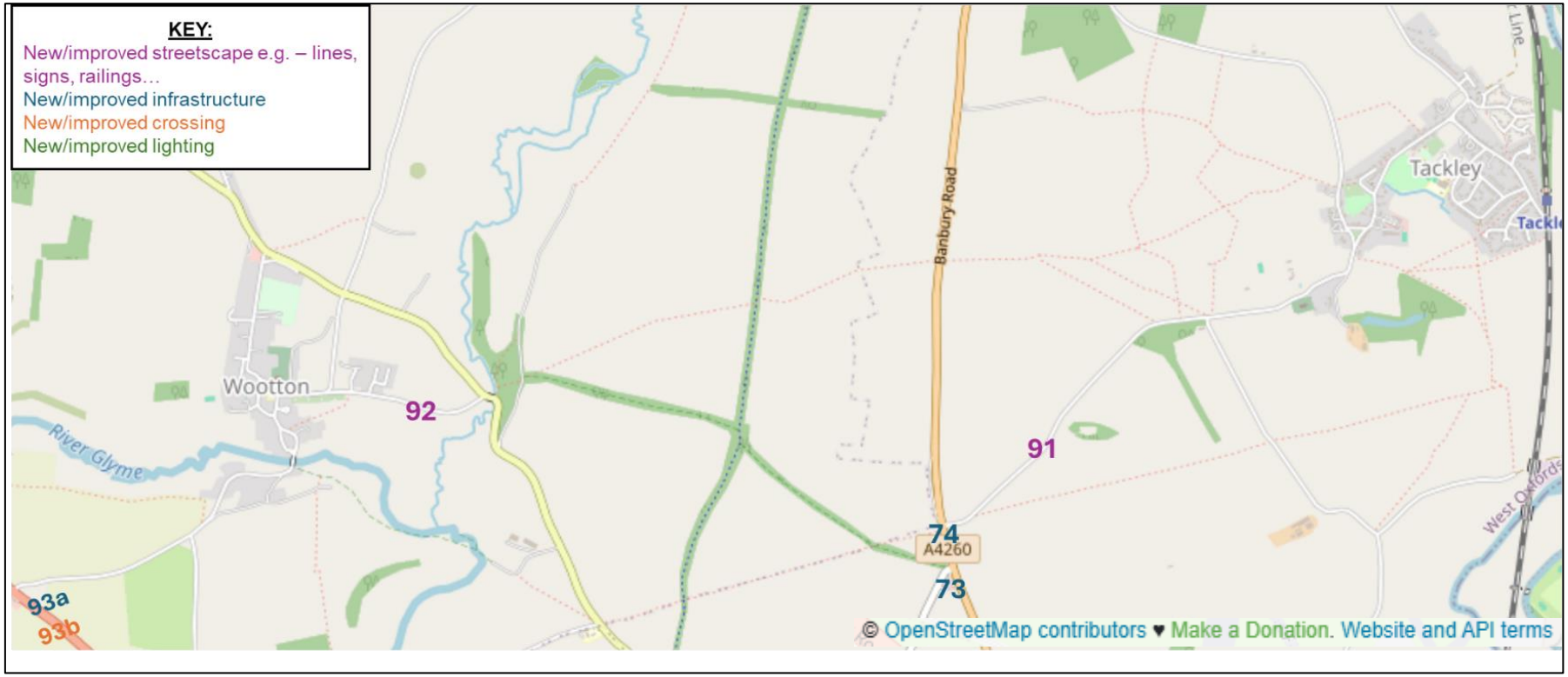



**Figure 12:** Proposed infrastructure improvements 73, 74 and 90 - 93 - Tackley and Wootton

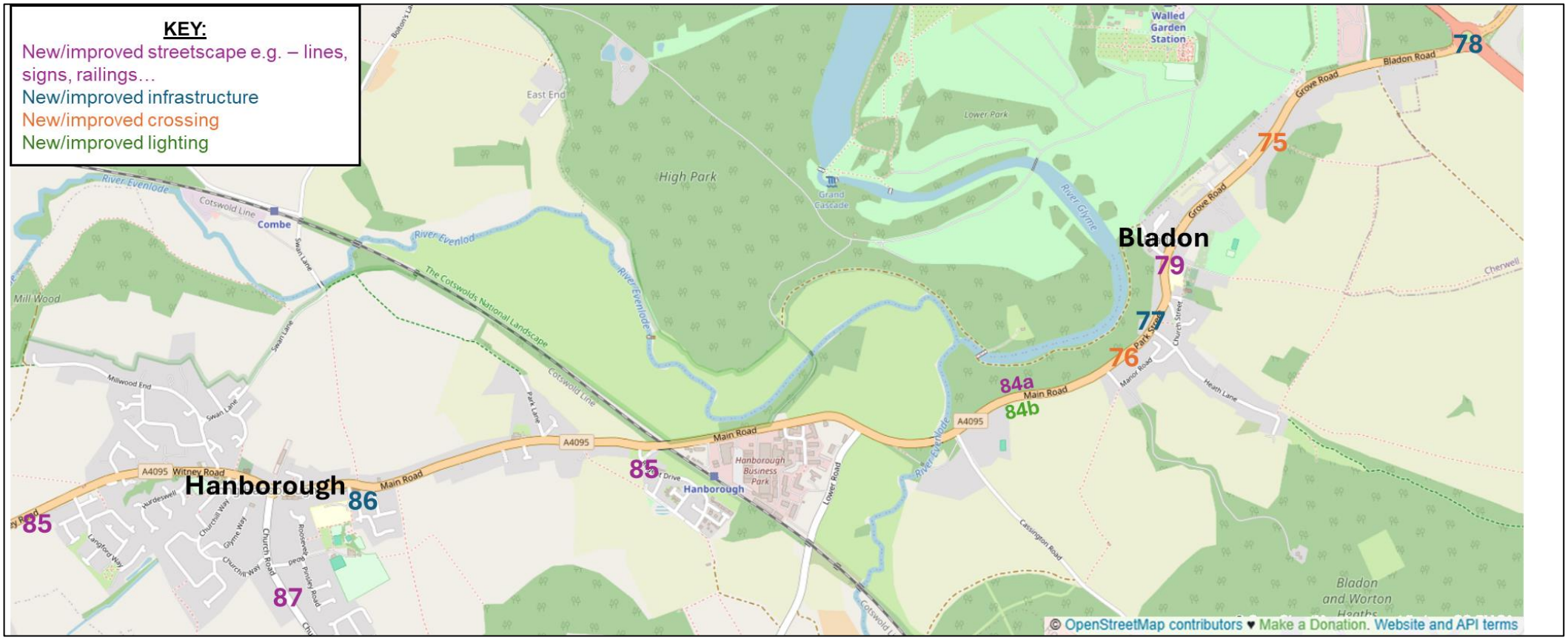



**Figure 13:** Proposed infrastructure improvements 75 - 79 and 84 - 87 - Bladon and Hanborough


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

**Table 4:** List of all proposed infrastructure improvements

| Reference Number | Location | Description |
|---|---|---|
| 53 | Wayfinding project within Woodstock | Nature Reserve/Budds Close Cut through - including timings and distances.<br><br>Watermeadows Nature Reserve<br><br>Hesington Walk<br><br>Flemings road – footpath entrance<br><br>Hedge End Shared Path<br><br>Boundary Close<br><br>Crecy Walk<br><br>Hensington Close<br><br>Lewisfield Way<br><br>Orchard Walk<br><br>Vermont Drive/Rosamund Drive/Vanbrugh Close – playground and PRoW access<br><br>Shipton Road – Schools<br><br>Randolph Avenue<br><br>Glyme Close – entrance to Watermeadows Nature Reserve |
| 54 | Woodstock – A44 Black Prince pub | Exploration of appropriate measures to provide pedestrians protection from traffic and potential collisions. This could be the replacement of the existing pedestrian guardrail. |

| | | |
|---|---|---|
| 55 | Woodstock – A44 Manor Road/Hill Rise | Formal crossing point needed in the vicinity of Hill Rise. |
| 56a | Woodstock – A44 Oxford Road between Blenheim Palace Entrance and Ashford Close | Crossing point with refuge island, dropped kerbs and tactile paving between Blenheim Palace entrance and Ashford Close |
| 56b | Woodstock – A44 Oxford Road between Blenheim Palace entrance and Churchill Gate | Crossing point with refuge island, dropped kerbs and tactile paving between Blenheim Palace entrance and Churchill Gate |
| 57 | Woodstock – A44 Oxford Street/ Hensington Road/ High Street 'crossroads' | Lining – repaint/reimplement the yellow box at the 'crossroads. This will make movements for cyclists easier when the signalised crossing is on red for traffic. |
| 58 | Woodstock – Banbury Road | Traffic calming measures and entry gateway feature north of Budds Close to slow traffic when entering the residential area. |
| 59 | Woodstock – Brook Hill | Crossing point with dropped kerbs and tactiles at the bottom of the steps and opposite. |
| 60a | Woodstock – Brook Hill/Bear Close cut through | Replace the guard rail at the Bear Close cut through and install a handrail, to help accessibility due to the gradient. |
| 60b | Woodstock – Brook Hill/Bear Close cut through | Pavement maintenance and introduction of lighting. |
| 61 | Woodstock – Caroline Court | Decluttering of the streetscape strategy. |
| 62 | Woodstock – Churchill Gate | Install signage to indicate shared use between |

| | | |
|---|---|---|
| | | pedestrians, cyclists and vehicular traffic. |
| 63 | Woodstock – Farm End | Upgrade street name sign. |
| 64a | Woodstock – Green Lane junction | Warning signage for low visibility/sharp bend. |
| 64b | Woodstock – Green Lane NCN5 | Increased lighting, thinking about natural surveillance and safety. |
| 65 | Woodstock – Harrison's Lane to A44 (SP4416) | Install handrail to improve accessibility. |
| 66 | Woodstock – Hedge End Shared Path | Provide bins and increase lighting towards Northern section. |
| 67 | Woodstock – Hill Rise | Removal and replacement of the bus shelter or upgrade the existing bus shelter to OCC standard. |
| 68 | Woodstock – Nature Reserve/Budds Close Cut through | Remove wooden bollard at access gate to nature reserve to increase accessibility, along with dropped kerbs and tactile paving. |
| 69 | Woodstock – Path to Bowls and Tenns Club between 51 and 53 New Road | Provide lighting particularly at the Northern End. |
| 70 | Woodstock – Rectory Lane/Park Lane | Visible signage to warn pedestrians of HGV/Delivery traffic. |
| 71a | Woodstock – Rye Grass/Palne Tree Way/Hensington Walk | Install lighting on Hensington Walk |
| 71b | Woodstock – Rye Grass/Palne Tree Way/Hensington Walk | Decluttering strategy – Designated space for bin storage. Relocation of lampposts. |

| | | |
|---|---|---|
| 72a | Woodstock – Upper Brook Hill | Traffic mirror to improve visibility for crossing to Brook Hill. |
| 72b | Woodstock – Upper Brook Hill | Increased lighting opportunities. |
| 73 | A4260 – Duke of Marlborough | Bus stop provision to provide an opportunity for onward travel to/from nearby villages. Secure bike racks needed. |
| 74 | A4260 – Tackley Crossroads/Sturdy's Castle junction | Traffic islands at either end of turning zone to provide some protection for cyclists. |
| 75 | Bladon – Grove Road | Signalised crossing towards Bladon Roundabout and in the vicinity of Bladon Pitts which will enable safer access for pedestrian routes to and from Woodstock and Oxford. |
| 76 | Bladon – Lamb Lane | Formal pedestrian crossing in the vicinity of Lamb Lane. |
| 77 | Bladon – Park Street | Priority passing system at Park Street pinch point. |
| 78 | Bladon Roundabout | Safe 2 stage crossing points with refuge islands on all arms of the Bladon Roundabout, with dropped kerbs, tactile paving and appropriate infrastructure. Also consider, toucan crossings. |
| 79 | Bladon – White Horse | Resurfacing to speed limit termination point to indicate shared surface for ped/cycle/traffic |
| 80 | Combe | Directional signage in keeping with the village aesthetic. Particularly in the |

| | | |
|---|---|---|
| | | vicinity of the Pre-school on Park Road and The Green. |
| 81a | Fawler | Entry feature “Gateways” |
| 81b | Fawler | Provision of planters and benches as traffic calming measures. |
| 82a | Fawler | Give way road markings at narrow carriageways. |
| 82b | Fawler | Where new footways are not possible, possibility for lining strategy and signage to be provided to create “virtual refuges”. |
| 83 | Fawler | Provision of kerbing to protect carriageway edge. |
| 84a | Hanborough to Baldon – A4095 | Reduce the speed limit between Bladon and just beyond Lower Road. This would reduce the danger to cyclists/pedestrians. |
| 84b | Hanborough to Baldon – A4095 | Install lighting in the unlit area outside of 30mph area. |
| 85 | Hanborough | Directional signage and wayfinding with timings, especially at the new developments on the outskirts of Long Hanborough. |
| 86 | Hanborough | Bike racks at strategic locations – new developments. Local shop centre. |
| 87 | Church Hanborough | Traffic calming measures including signage for awareness to improve pedestrian and cycle safety. |

| | | |
|---|---|---|
| 88 | Stonesfield – B4437/A44 junction to Woodstock Road | Holistic review of junction arrangements needed. To include: appropriate cyclist awareness signage and lineage, and with the possibility of reducing the speed limit in the future. |
| 89 | Stonesfield – Combe Road | Provide additional SLOW signage. |
| 90 | Stonesfield – Laughton Hill | Change of 'Give Way' from broken white lines to solid white lines. Giving priority to vehicles going up the hill. |
| 91 | Tackley – Sturdy's Castle junction to Tackley Village | Lines and signs to warn of cyclists and the rural speed limit. Possible future reduction of speed limit to meet an acceptable change to/from the 20mph zone in Tackley village. |
| 92 | Wootton – From the village centre to Wootton Bridge | Traffic calming measures to be introduced, particularly in the 20mph area, including lineage and signage. |
| 93a | Wootton – 1st Turn | Traffic islands at either end of turning zone to provide some protection for cyclists. |
| 93b | Wootton – 1st Turn | Safe crossing point, including refuge islands where applicable, in the vicinity of Wootton 1st turn. |

## 4.4. Complementary measures

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

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

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

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

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

# 5. Prioritisation of improvements

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

## 5.1. Prioritisation of improvements

Table 7 shows a prioritisation score/rank for each measure. The process for determining the prioritisation score/rank is separate to how the delivery timescale has been determined. Therefore, the delivery timescale has not influenced the prioritisation score/rank.

To establish the prioritisation score/rank order of the improvements proposed for cycling, walking and infrastructure, they have been assessed against the following criteria:

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

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

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

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

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

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

**Table 5:** Prioritised improvements in ranked order

| Ref No. | Location | Description | Prioritisation Score | Ranking |
|---|---|---|---|---|
| 84a | Hanborough to Baldon – A4095 | Reduce the speed limit between Bladon and just beyond Lower Road. This would reduce the danger to cyclists/ pedestrians. | 18 | 1 |
| 8a | Hanborough – A4095 | Shared use footway/cycleway classification. | 17 | =2 |
| 10 | Hanborough – Lower Road | Segregated shared use pathway to link Hanborough to Eynsham and Blenheim Palace. | 17 | =2 |
| 46 | Bladon – Bladon Chains junction on A4095 | Connect Bladon Chains to the pathway to the East and Bladon Roundabout with a shared use footway and cycleway. Currently pedestrians must cross the A4095 or walk over thick, uneven grass. | 17 | =2 |
| 56a | Woodstock – A44 Oxford Road between Blenheim Palace Entrance and Ashford Close | Crossing point with refuge island, dropped kerbs and tactile paving between Blenheim Palace entrance and Ashford Close | 17 | =2 |
| 56b | Woodstock – A44 Oxford Road between Blenheim Palace entrance and Churchill Gate | Crossing point with refuge island, dropped kerbs and tactile paving between Blenheim Palace entrance and Churchill Gate. | 17 | =2 |
| 78 | Bladon Roundabout | Safe 2 stage crossing points with refuge islands on all arms of the Bladon Roundabout, with dropped kerbs, tactile paving and appropriate infrastructure. Also consider, toucan crossings. | 17 | =2 |

| | | | | |
|---|---|---|---|---|
| 67 | Woodstock – Hill Rise | Removal and replacement of the bus shelter or upgrade the existing bus shelter to OCC standard. | 16 | 8 |
| 1 | Bladon - Bladon Chains | Shared use cycle way to extend NCN 5. Contra-flow to the existing one-way system to the A4095 junction. | 15 | = 9 |
| 3 | Bladon – Grove Road | On road cycle scheme LTN/120 compliant. | 15 | = 9 |
| 8b | A4095 | Review opportunities and feasibility to widen and improve the pathway, to give more clearance width from the highway. | 15 | = 9 |
| 9ST | Hanborough – A4095 bridge over the railway line | Signage needed to warn vehicular traffic of cyclist's presence. | 15 | = 9 |
| 18b | Woodstock – A44 Oxford Road | Widening of footway to accommodate the high footfall. | 15 | = 9 |
| 54 | Woodstock – A44 Black Prince Pub | Exploration of appropriate measures to provide pedestrians protection from traffic and potential collisions. This could be the replacement of the existing pedestrian guardrail. | 15 | = 9 |
| 57 | Woodstock – A44 Oxford Street/ Hensington Road/ High Street 'crossroads' | Lining – repaint/reimplement the yellow box at the 'crossroads. This will make movements for cyclists easier when the signalised crossing is on red for traffic. | 15 | = 9 |
| 58 | Woodstock – Banbury Road | Traffic calming measures and entry gateway feature north of Budds Close to slow traffic when entering the residential area. | 15 | = 9 |

| | | | | |
|---|---|---|---|---|
| 73 | A4260 – Duke of Marlborough | Bus stop provision to provide an opportunity for onward travel to/from nearby villages. Secure bike racks needed. | 15 | = 9 |
| 75 | Bladon – Grove Road | Signalised crossing towards Bladon Roundabout and in the vicinity of Bladon Pitts which will enable safer access for pedestrian routes to and from Woodstock and Oxford. | 15 | = 9 |
| 79 | Bladon – White Horse | Resurfacing to speed limit termination point to indicate shared surface for ped/cycle/traffic | 15 | = 9 |
| 2 | Bladon and Begbroke – Bridleway upgrade for cycling and footpath upgrades. | Upgrade and improvement to the Bridleway and footpath between Bladon and Begbroke (PRoW 132/5/10 into 124/4/10) and (PRoW 132/4/10 into 124/5/10) | 14 | = 20 |
| 7 | Combe – Train Station to Robin Hill | Cycle/pedestrian shared pathway provision from Robin Hill to Combe Halt Station. Road is currently National Speed Limit. | 14 | = 20 |
| 9LT | Hanborough – A4095 bridge over railway line | Widening of the existing bridge or a new bridge over railway. Refinement of possibilities at feasibility stage. | 14 | = 20 |
| 12LT | Wootton – A44 into Woodstock | Long term - Off road cycle path along the entirety of the A44 from the Duke into Woodstock, in the field next to A44. | 14 | = 20 |
| 14 | Woodstock – A44 Brook Hill to Rectory Lane Junction | Resurface or match up as one type of paving, to prevent trip hazards. | 14 | = 20 |
| 16 | Woodstock – A44 Manor Road | Widen existing pavement to form a larger clearance width from traffic. | 14 | = 20 |

| | | | | |
|---|---|---|---|---|
| 17 | Woodstock – A44 Northbound at River Glyme and Manor Road Junction | Narrow pavement unsafe for walking. | 14 | = 20 |
| 19a | Woodstock – Banbury Road | Widening of pavement into the verge where possible. Also, continuation of pavement into the area currently used as an 'informal car park'. | 14 | = 20 |
| 28b | Woodstock – Green Lane North | Pavement from Green Lane junction to Owen Mumford employment site. This is part of NCN5. | 14 | = 20 |
| 31 | Woodstock - Hensington Road from Union Street Junction to A44 | Maintenance of shared space and lineage to reinforce traffic and pedestrian safety. | 14 | = 20 |
| 43b | Woodstock – Union Street | TRO for road to become access only including entry gateway features. | 14 | = 20 |
| 53 | Woodstock | Wayfinding project within Woodstock | 14 | = 20 |
| 55 | Woodstock – A44 Manor Road/Hill Rise | Formal crossing point needed in the vicinity of Hill Rise. | 14 | = 20 |
| 68 | Woodstock – Nature Reserve/Budds Close Cut through | Remove wooden bollard at access gate to nature reserve to increase accessibility, along with dropped kerbs and tactile paving. | 14 | = 20 |
| 86 | Hanborough | Bike racks at strategic locations – new developments. Local shop centre. | 14 | = 20 |
| 4 | Church Hanborough – Church Road | Referred to locally as "Coffin Path". Widening and surface improvements to provide a route for less confident cyclists to connect Hanborough and Eynsham. | 13 | = 35 |

| | | | | |
|---|---|---|---|---|
| 15 | Woodstock – A44/High Street/Hensington Road | Remodelling of junction/crossroads to provide easier pedestrian and vehicular movements. | 13 | = 35 |
| 18a | Woodstock – A44 Oxford Road Blenheim Palace Entrance. | Redesign of Blenheim Palace entrance to reduce width and thus improve pedestrian access. | 13 | = 35 |
| 19b | Woodstock – Banbury Road PRoW 413/4/10 into Marlborough School/Budds Close Playground Cut | Connection to PRoW 413/4/10, facilitated by new crossing near Budds Close that would also allow peds to access Buds Close | 13 | = 35 |
| 19c | Woodstock – Banbury Road/Hensington Road/Shipton Road mini-roundabout | Build out or raised table at all 3 junctions to reflect pedestrian priority. | 13 | = 35 |
| 28a | Woodstock – Green Lane South | Designated space for pedestrians/cyclists on Green Lane from Churchill Close to Brook Hill/Green Lane junction, this is part of NCN5. Depending on highway space, a pavement or lineage could be more appropriate. | 13 | = 35 |
| 30 | Woodstock – Hedge End Shared Path | Widen and surface with all-weather material Northern section. Once surfaced, lining strategy to segregate pedestrians and cyclists. | 13 | = 35 |
| 48 | Hanborough – Bridleway (238/16/10) from Millwood End following the footpath to Grintley Hill Bridge | Narrow road with 30mph speed limit. Attractive countryside route towards Combe. Improvements and upgrades to existing bridleway for easier walking. | 13 | = 35 |
| 49 | Hanborough – Footpath (238/7/10) | Footway ends. Narrow and winding with derestricted traffic | 13 | = 35 |

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

| | | | | |
|---|---|---|---|---|
| | Over the River Dorn to link into NCN 5 | | | |
| 13LT | Wootton – B4027 from the Bridge Over the River Dorn to link into NCN 5 | Long term – off road cycle path. | 12 | = 49 |
| 24a | Woodstock – Cadogan Park/Princes Ride/Flemings Road | Provide tactiles and improve dropped kerbs. Or raised table across junction to show pedestrian priority | 12 | = 49 |
| 24b | Woodstock - Cadogan Park | Experimental TRO to restrict parking and alleviate some current issues. | 12 | = 49 |
| 24c | Woodstock – Cadogan Park | Provide SUDs to provide improved drainage services. | 12 | = 49 |
| 25a | Woodstock – Churchill Gate | Raised table layout at junction with the A44. | 12 | = 49 |
| 25b | Woodstock – Churchill Gate | Formalisation of on-street parking bays and implement a TRO to restrict parking not in these bays. | 12 | = 49 |
| 26 | Woodstock – Colwells Road | Footway from Park View Estate to Marlborough School. | 12 | = 49 |
| 32 | Woodstock – Hensington Road | Resurfacing and prioritisation via signage, of the west side. Include formalising paths to benches for accessibility. | 12 | = 49 |
| 36 | Woodstock – Path to Bowls and Tenns Club between 51 and 53 New Road | Designate as a Public Right of Way from New Road to Cadogan Park. | 12 | = 49 |
| 39 | Woodstock – Recreation Road | Implement a school zone at the side entry gate area.<br><br>Implement TRO for access only/parking restriction. | 12 | = 49 |

| | | | | |
|---|---|---|---|---|
| 45 | Woodstock – Westland Way | Lining strategy – yellow lining around the green to restrict parking, particularly footway parking. | 12 | = 49 |
| 60a | Woodstock – Brook Hill/Bear Close cut through | Replace the guard rail at the Bear Close cut through and install a handrail, to help accessibility due to the gradient. | 12 | = 49 |
| 62 | Woodstock – Churchill Gate | Install signage to indicate shared use between pedestrians, cyclists and vehicular traffic. | 12 | = 49 |
| 76 | Bladon – Lamb Lane | Formal pedestrian crossing in the vicinity of Lamb Lane. | 12 | = 49 |
| 81b | Fawler | Provision of planters and benches as traffic calming measures. | 12 | = 49 |
| 82b | Fawler | Where new footways are not possible, possibility for lining strategy and signage to be provided to create “virtual refuges”. | 12 | = 49 |
| 85 | Hanborough | Directional signage and wayfinding with timings, especially at the new developments on the outskirts of Long Hanborough. | 12 | = 49 |
| 88 | Stonesfield – B4437/A44 junction to Woodstock Road | Holistic review of junction arrangements needed. To include: appropriate cyclist awareness signage and lineage, and with the possibility of reducing the speed limit in the future. | 12 | = 49 |
| 93a | Wootton – 1st Turn | Traffic islands at either end of turning zone to provide some protection for cyclists. | 12 | = 49 |
| 93b | Wootton – 1st Turn | Safe crossing point, including refuge islands where | 12 | = 49 |

| | | | | |
|---|---|---|---|---|
| | | applicable, in the vicinity of Wootton 1st turn. | | |
| 6 | Combe – Stonesfield Road/Combe Road | Cycle path along Stonesfield Road/Combe Road to enable better connection for cyclists between Combe and Stonesfield | 11 | = 73 |
| 21a | Woodstock – Brook Hill | Continuation of pavement from existing provision which stops at give way. | 11 | = 73 |
| 21b | Woodstock – Brook Hill West | Pavement where Brook Hill meets Upper Brook Hill, continuation of pavement from Upper Brook Hill into Union Street. Continuation of pavement from Care home to Brook Street junction. | 11 | = 73 |
| 21c | Woodstock – Brook Hill East | Continuation of the pavement on Brook Hill, from Glyme Close to Green Lane. | 11 | = 73 |
| 29 | Woodstock – Harrison's Lane/Chaucer's Lane | Resurface to be a more obvious shared use between pedestrian and traffic area. | 11 | = 73 |
| 35 | Woodstock – New Road NCN5 | Raised table and resurfacing for a continuous footway across side entry road. | 11 | = 73 |
| 37 | Woodstock – PRoW 412/8/20 between Recreation Road and Princes Ride | Resurface and widen route with an all-weather surface. Key direct school route. | 11 | = 73 |
| 42b | Woodstock – Shipton Road | Consider school zone approach to protect vehicles from driving on the footway. Widen footway into the verge. | 11 | = 73 |
| 43a | Woodstock – Union Street Northern End | Continuation of pavement from Brook Hill at the bottom of Union Street. Possibility for | 11 | = 73 |

| | | | | |
|---|---|---|---|---|
| | | shared street surface including signage. | | |
| 47a | Combe – Primary School entrance junction | Resurfacing to make it obvious that it is a shared space outside of the Primary School for clarity and awareness of children walking. In conjunction with clear lineage outside of school. | 11 | = 73 |
| 60b | Woodstock – Brook Hill/Bear Close cut through | Pavement maintenance and introduction of lighting. | 11 | = 73 |
| 64b | Woodstock – Green Lane NCN5 | Increased lighting, thinking about natural surveillance and safety. | 11 | = 73 |
| 81a | Fawler | Entry feature “Gateways” | 11 | = 73 |
| 82a | Fawler | Give way road markings at narrow carriageways. | 11 | = 73 |
| 83 | Fawler | Provision of kerbing to protect carriageway edge. | 11 | = 73 |
| 87 | Church Hanborough | Traffic calming measures including signage for awareness to improve pedestrian and cycle safety. | 11 | = 73 |
| 89 | Stonesfield – Combe Road | Provide additional SLOW signage. | 11 | = 73 |
| 91 | Tackley – Sturdy’s Castle junction to Tackley Village | Lines and signs to warn of cyclists and the rural speed limit. Possible future reduction of speed limit to meet an acceptable change to/from the 20mph zone in Tackley village. | 11 | = 73 |
| 92 | Wootton – From the village centre to Wootton Bridge | Traffic calming measures to be introduced, particularly in the 20mph area, including lineage and signage. | 11 | = 73 |

| | | | | |
|---|---|---|---|---|
| 20 | Woodstock – Bear Close | Create a shared use space for pedestrians and traffic. The pavement is too narrow to be accessible. | 10 | = 92 |
| 22 | Woodstock – Browns Lane/Oxford Street/Angel Yard | Resurface to be a more obvious shared use between pedestrian and traffic area. | 10 | = 92 |
| 33 | Woodstock-Hensington Road | Raised tables at all side road entries. | 10 | = 92 |
| 34 | Woodstock – Nature Reserve/Budds Close Cut through | Widen pathway into verge and create a formal all weather all year path. | 10 | = 92 |
| 38 | Woodstock – Rectory Lane/Park Lane | Lining strategy – formalisation of pedestrian walkway and reinforcement of yellow parking lines. | 10 | = 92 |
| 40 | Woodstock – Rye Grass/Plane Tree Way/Hensington Walk | Widen Plane Tree Way footways. | 10 | = 92 |
| 41 | Woodstock – Rye Grass/Plane Tree Way/Hensington Walk | TRO – prevent cars parking on the junction and make Plane Tree Way a one-way system. | 10 | = 92 |
| 42a | Woodstock – Shipton Road | Lining strategy to implement lines and increase the places for cars to pull over and let cars travelling in the opposite direction pass and thus reducing speeding. | 10 | = 92 |
| 44 | Woodstock – Vermont Drive | Removal of unused bus stop. | 10 | = 92 |
| 47b | Combe – Robin Hill | Designated pavements and footpaths in the village. Particularly where no provision is provided, on Robin Hill to join up with existing provision at Church Walk. This could be | 10 | = 92 |

| | | | | |
|---|---|---|---|---|
| | | physical or shown by lineage, depending on highway space. | | |
| 51 | Wootton - Through West End, from the bridge to village edge | Assessment for footpath opportunities from A44 junction through West End to the village. | 10 | = 92 |
| 59 | Woodstock – Brook Hill | Crossing point with dropped kerbs and tactiles at the bottom of the steps and opposite. | 10 | = 92 |
| 61 | Woodstock – Caroline Court | Decluttering of the streetscape strategy. | 10 | = 92 |
| 70 | Woodstock – Rectory Lane/Park Lane | Visible signage to warn pedestrians of HGV/Delivery traffic. | 10 | = 92 |
| 71b | Woodstock – Rye Grass/Palne Tree Way/Hensington Walk | Decluttering strategy – Designated space for bin storage. Relocation of lampposts. | 10 | = 92 |
| 80 | Combe | Directional signage in keeping with the village aesthetic. Particularly in the vicinity of the Pre-school on Park Road and The Green. | 10 | = 92 |
| 90 | Stonesfield – Laughton Hill | Change of ‘Give Way’ from broken white lines to solid white lines. Giving priority to vehicles going up the hill. | 10 | = 92 |
| 27a | Woodstock – Flemings Road | Widen pedestrian footway and reposition lampposts to increase clearance width. | 9 | = 109 |
| 27b | Woodstock – Flemings Road | Modal filters at Princes Ride/Flemings Road junction. | 9 | = 109 |
| 52 | Wootton – A44 junction into Woodstock | Improvement to existing path facilities. Where possible, segregate from A44 carriageway. | 9 | = 109 |

| | | | | |
|---|---|---|---|---|
| 63 | Woodstock – Farm End | Upgrade street name sign. | 9 | = 109 |
| 65 | Woodstock – Harrison's Lane to A44 (SP4416) | Install handrail to improve accessibility. | 9 | = 109 |
| 69 | Woodstock – Path to Bowls and Tenns Club between 51 and 53 New Road | Provide lighting particularly at the Northern End. | 9 | = 109 |
| 71a | Woodstock – Rye Grass/Palne Tree Way/Hensington Walk | Install lighting on Hensington Walk | 9 | = 109 |
| 23 | Woodstock – Budds Close | Parking recesses to mitigate footway parking. | 8 | =116 |
| 66 | Woodstock – Hedge End Shared Path | Provide bins and increase lighting towards Northern section. | 8 | =116 |
| 72a | Woodstock – Upper Brook Hill | Traffic mirror to improve visibility for crossing to Brook Hill. | 8 | =116 |
| 72b | Woodstock – Upper Brook Hill | Increased lighting opportunities. | 8 | =116 |

.

# 6. Integration and Application

## 6.1. Embedding the Woodstock and Surrounding Areas LCWIP

### The Oxfordshire Local Transport and Connectivity Plan

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

### Future Developments

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

### Funding Bids

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

### Initiatives to Support Infrastructure Improvements

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

## 6.2. Reviewing the LCWIP

This LCWIP will be regularly reviewed to ensure that progress is being made in achieving the vision for cycling and walking in Woodstock and the Surrounding Areas, and that the improvements reflect the needs of the community.

Understanding changes in the number of people cycling and walking in association with the implementation of improvements, will be important in showing whether this LCWIP is effective. OCC have permanent cycle counters installed on the A4095 in Long Hanborough, which provide daily counts of people cycling at that location. This is an area where the level of cycling can be well compared over time. There are a range of methods for counting the number of people walking. These are often ad hoc surveys that are commissioned over a specified period e.g., one week, and make use of CCTV cameras.

**Stages of monitoring and review**

1. A baseline level of the current number of people cycling and walking will be established by using the permanent cycle counters and conducting walking surveys.

2. The LCWIP will be reviewed every 3 - 5 years. A supplementary document will be produced. This will include a review of progress against the LCWIP targets and local monitoring data for levels of cycling and walking and the level of change recorded in association with implemented improvements.

3. The LCWIP will be updated and re-issued, if necessary, to reflect the current situation and aspirations.

# 7. Glossary

| | |
|---|---|
| **Active travel** | 'Making journeys in physically active ways – like walking, wheeling (using a wheelchair or mobility aid), cycling, or scooting'.[12] |
| **Air Quality Management Area (AQMA)** | Areas where air pollution levels exceed the accepted national air quality objectives. |
| **All bike types** | Refers to all forms of bicycle including standard bikes, cargo bikes, tandem bikes, and tricycles etc. |
| **Appraisal** | An assessment |
| **Areas of deprivation** | Areas that do not have something that is essential for day-to-day life and where there are less opportunities compared to other areas |
| **At-grade controlled crossing** | A signalised (traffic light) crossing across a road |
| **Audit** | The examination of something against set criteria |
| **Boardwalk** | An elevated path often made of wood |
| **Bridleway** | A path or track where horse riders have right of way which can also be used for walking and cycling |
| **Conservation Area** | An area of historic, architectural or rural significance that has been designated for protection. This places restrictions on the changes that can be made in the area. |
| **Contraflow cycle lane** | A cycle lane which allows people cycling to travel in the opposite direction to other traffic. Often used on one-way roads to allow people cycling a direct passage along the road.[13] |
| **Department for Transport (DfT)** | The government department responsible for the English transport network |
| **Desire lines** | The most direct route for people cycling or walking to travel; this may not be a formal path |
| **Dropped kerbs** | Features to facilitate non-stepped access to allow wheelchair/mobility aid users and people with pushchairs to cross the road unimpeded. |

[12] Paths for all, *About Active Travel*, https://www.pathsforall.org.uk/about-active-travel

[13] Photo credit: TSRGD 2016, Diagram 960.2

| | |
|---|---|
| **Dutch-style roundabout** | As the name suggests, this type of roundabout has been inspired by the Dutch, providing a protected space for cycling with a priority lane for people cycling around the outside of the roundabout and controlled crossings on each arm of the junction for people walking. Controlled, zebra crossings are on each arm of the junction, providing benefits for people walking. Vehicles are expected to give way to people cycling and walking crossing at the entry / exit arms of the roundabout. |
| **Feasibility** | How easy something is to do |
| **Footway buildout** | Widenings of footways that run beside a carriageway to provide greater space for people walking to wait, to reduce the crossing distances or to improve the visibility between people walking and other road users. |
| **Formal pedestrian crossing** | A signal-controlled crossing for people walking across a road |
| **Highway boundary** | The extent of the highway and land owned, managed or controlled by the highway authority |
| **Isochrone** | A line on a map or diagram that connects places that take the same time to travel to from a specified point |
| **Killed or seriously injured (KSI)** | Standard metric used to measure road safety |
| **Kissing gate** | A gate that allows people but not livestock to pass through and has a standard gate and half-round or V-shape feature |
| **Land take** | An area of land required for infrastructure |
| **Link footway** | Linking local access footways through urban areas and busy rural footways |
| **Local access footways** | Footways associated with low usage, short estate roads to the main roads and cul-de-sacs |
| **Local cycling and walking infrastructure plan (LCWIP)** | Strategic policy documents that identify improvements to active travel infrastructure at the local level |
| **Local cycle connection** | Cycle route where lower flows of people cycling are forecast along desire lines that cater for local cycle trips, often providing links to primary or secondary desire lines |
| **Local Enterprise Partnership (LEP)** | Voluntary partnerships between local authorities and businesses |
| **Local Transport and Connectivity Plan (LTCP)** | Oxfordshire County Council's new Local Transport Plan (2022) |

| | |
|---|---|
| **Long term** | Typically > 5 years – more aspirational improvements or those awaiting a defined solution |
| **Lower Super Output Area (LSOA)** | A geographic area that has a population of approximately 1,500 and is based on Census data |
| **Medium term** | Typically <5 years – improvements where there is a clear intention to act, but delivery is dependent on further funding availability or other issues. |
| **Network plan** | A map showing routes for cycling and walking and how these connect together between origins and destinations |
| **Non-committed** | Used to describe a proposed development site which does not yet have planning permission approved. |
| **Pelican crossing** | A type of controlled pedestrian crossing. These are signalised (traffic light) crossings and require people walking to press the button and wait for the green man to appear before crossing the road. |
| **Permanent cycle counters** | OCC owned counters on roads that continuously count how many people are cycling at that location. This data is projected onto an online platform that can then be analysed. |
| **Place shaping** | Multi-faceted approach to creating public places that support health, well-being and happiness and increase people's connection to the place, thereby maximising the shared value of public places. |
| **Prestige/ primary walking route** | Very busy areas of town, with high public space and street scene contribution and main walking routes |
| **Primary cycle connection** | High flows of people cycling are forecast along desire lines that link large residential areas to trip attractors such as town centre |
| **Propensity to Cycle Tool (PCT)** | A tool that shows routes where cycling is currently common and routes where there is the potential for cycling to increase |
| **Public Rights of Way (PRoW)** | Network of routes where public use is legally protected |
| **Public transport** | Transport that is available to the public for a set fare and includes buses and trains |
| **Puffin crossing** | A type of controlled pedestrian crossing. These are signalised (traffic light) crossings similar to Pelican crossings in that they require people walking to press the button. However, they are more advanced than Pelican crossings as they can detect people walking in the waiting area and also whilst they are crossing the road. |

| | |
|---|---|
| **Raised table** | A raised table is a form of traffic calming which aims to slow the speed of vehicles and to emphasise features such as crossing points. They are sometimes used at the entry of a side road to provide a level surface for people walking to cross the road without the need for dropped kerbs. |
| **Refuge island** | A small area of footway in the centre of the road to allow people walking to cross in two stages. Refuge islands are usually found on roads with higher speeds and greater numbers of vehicles where crossing in a single movement is more difficult. |
| **Route Selection Tool (RST)** | A tool for assessing the suitability of a route in its existing condition against the core design outcomes to identify where improvements need to be made |
| **Rural hinterland** | The rural area surrounding a town or city |
| **Secondary cycle connection** | Medium flows of people cycling are forecast along desire lines that link to trip attractors such as schools, colleges and employment sites |
| **Secondary walking route** | Medium, usage routes through local areas feeding into primary routes, local shopping centres, etc |
| **Service centre** | A place that provides a range of everyday services such as shops, schooling and medical to many people living both in the immediate area and further afield who lack services where they live |
| **Service road** | A road that runs parallel to the main road and provides access to properties |
| **Segregated cycle track** | A cycle facility physically segregated from vehicles and people walking |
| **Segregated shared footway/ cycleway** | A footway that legally allows cycling, with separate spaces for people walking and cycling. Segregation is usually light and consists of signage and markings. |
| **Shared use footway/ cycleway** | Shared use paths allow people cycling and walking to share the space, although people walking have priority. These paths are identified by a blue circle with a white symbol of people walking and a bike.[14] |
| **Sheffield cycle stand** | A metal cycle stand that is inverted U shaped |
| **Short term** | Typically < 3 years – improvements which can be implemented quickly or are under development |

[14] Photo credit: TSRGD 2016, Diagram 956

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

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

| | |
|---|---|
| **Zebra crossing** | A type of controlled pedestrian crossing. These crossings are marked out by black and white stripes across the road with flashing beacons and zig zag markings. |