



# Wallingford Area Local Cycling and Walking Infrastructure Plan (LCWIP)

Steering Group Meeting

Wednesday 12<sup>th</sup> February 2025

2:00-3:30pm



# Agenda

- Welcome and Introductions
- What is an LCWIP?
- Works completed so far
- Over to you:
  - Community Priorities for LCWIP
  - Deciding the Vision and Targets
  - End-to-End Routes
  - Further engagement & AOB



# Welcome and Introductions

- Rosie Lawrence, Transport Planner in Place Planning and Coordination for South & Vale, leading this project
- Jess Livesey, Assistant Transport Planner in Place Planning and Coordination for South & Vale, assisting with the project
- Over to the group!



# What is an LCWIP?

- Stands for '**Local Cycling and Walking Infrastructure Plan**'
- Aim to provide a long-term approach to developing local cycling and walking networks, usually over a 10-year period. They are intended to assist Local Authorities with the following
  - Identification of prioritised cycling and walking infrastructure improvements for future investment in the short, medium and long term;
  - Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies; and
  - Make the case for future funding for walking and cycling infrastructure.
- Department for Transport provide Technical Guidance on this, setting out the structure to follow and what to include. This will be explained later.
- Guidance is currently undergoing a 'refresh' which will see an emphasis on market towns and expanded methodologies for walking.

# National Policy Context

## ***Cycling and Walking Investment Strategy (2017)***

- Outlined the ambition to making cycling and walking the natural choice for shorter journeys, or as part of longer journeys, by 2040.
- Emphasis was placed on improving the safety of streets for cycling and supporting more school children to cycle.

## ***Gear Change (2020)***

- A plan which reinforced the value of cycling and walking for health and wellbeing, the environment and the economy.
- Set out targets for cycling and walking in England, including:
  - Cycling and walking becoming the natural first choice for shorter journeys with half of all journeys into towns and cities cycled or walked by 2030;
  - Providing everybody with the opportunity to cycle or walk;
  - To address inequalities; and
  - Creating safe streets where people feel confident to cycle.

## ***Local Transport Note (1/20)***

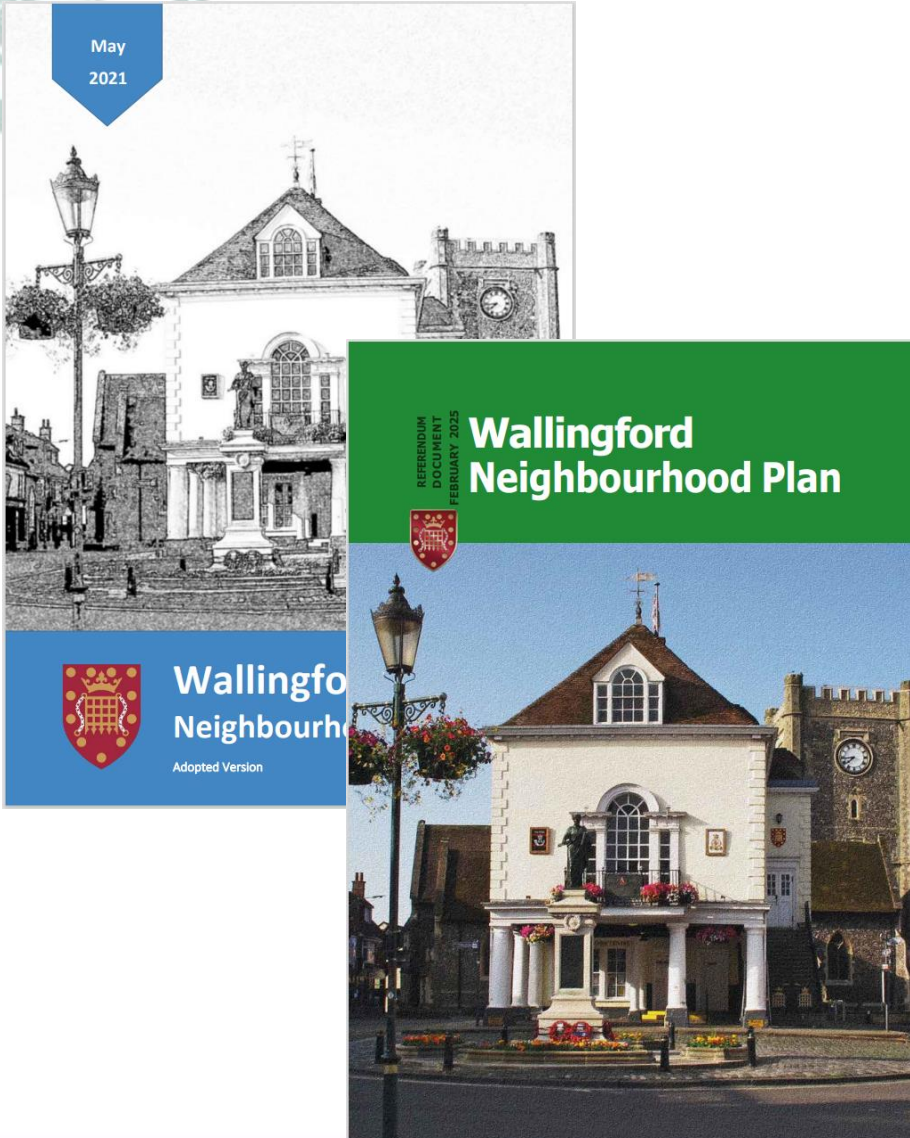
- Guidance provided by DfT to assist with the design and delivery of cycling infrastructure in urban areas.
- Key principles include being accessible for everyone, treating cycles as vehicles and providing separate space for cycling from people walking and from motor vehicles.
- All networks should aspire to be coherent, direct, safe, comfortable and attractive, as per this guidance.

# Local and Regional Policy Context

- Oxfordshire Local Transport and Connectivity Plan 2022-2050 and supporting strategies
  - Active Travel Strategy (2022)
  - Mobility Hub Strategy (2022)
  - Strategic Active Travel Network (2024)
- South Oxfordshire Local Plan 2035
- Draft Joint Local Plan 2041
- Neighbourhood Plans



# Wallingford Neighbourhood Plan (2024)



- Following a referendum which saw 93.8% voting in favour of the Plan, the Wallingford Neighbourhood Plan Review has become part of the Development Plan and carries full weight of in the determination of planning applications.
- Within the Strategy for Wallingford, the Vision details the aim to ensure that the town centre will continue to serve as the focal point for activities which strengthen the local economy and enhance a community sense of place.
- Strong focus on sustainable travel, as detailed in Chapter 8: Movement and Connectivity.
- Details a Vision for Wallingford where sustainable means of transport predominate, reimagining the town centre to focus more on pedestrians and having safe and attractive environments for people who walk, wheel and cycle.
- The LCWIP will align with all the Objectives set out in Chapter 8, especially MC03:
  - “Encourage people to travel by sustainable means of transport, including active travel such as cycling, walking and public transport and vehicles powered by renewable sources. To promote active travel, walking, cycling and public transport as first choice modes for all residents. To ensure that children and parents can choose to walk and cycle to school safely.”
- Multiple policies that ensure sustainable travel is prioritised at every opportunity, including:
  - Policy MC3: Cycling
  - Policy MC4: Safe Active Travel
  - Policy MC6: Cholsey and Wallingford Railway Corridor

# Benson Neighbourhood Plan (2023)



Benson Parish  
Neighbourhood Plan

Plan Revision 2022-2035



- Benson PC have a comprehensive understanding of the transport issues the village faces, as set out in their NDP which includes evidence gathering of speed limits, dangerous junctions and parking surveys.
- Objectives include to encourage walking and cycling to get around the village by providing a network of safe pedestrian and cyclist routes on the existing highway infrastructure.
- **Policy NP9 – Pedestrians and Cyclists:** “Major housing developments should provide on-site footways & pedestrian safety measures to facilitate pedestrian access to the village centre, to community facilities and to surrounding countryside and settlements. These footways should incorporate and link with existing footway networks and should be in accordance with principals H1-H6 of the Design Guidance.

# Cholsey Neighbourhood Plan (2022)

Cholsey Neighbourhood Plan

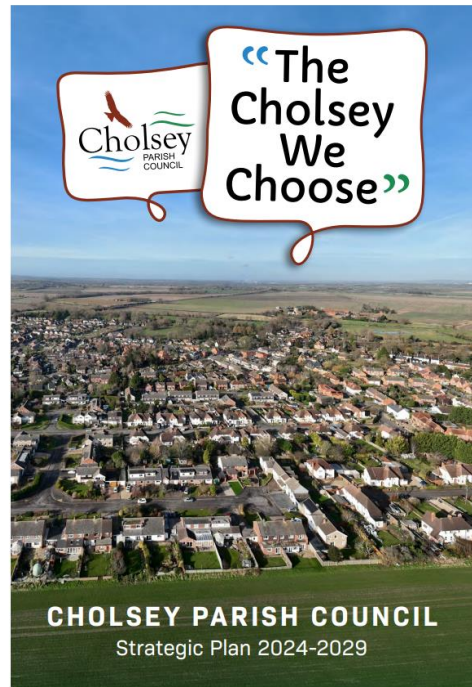


Plan Made – October 2022



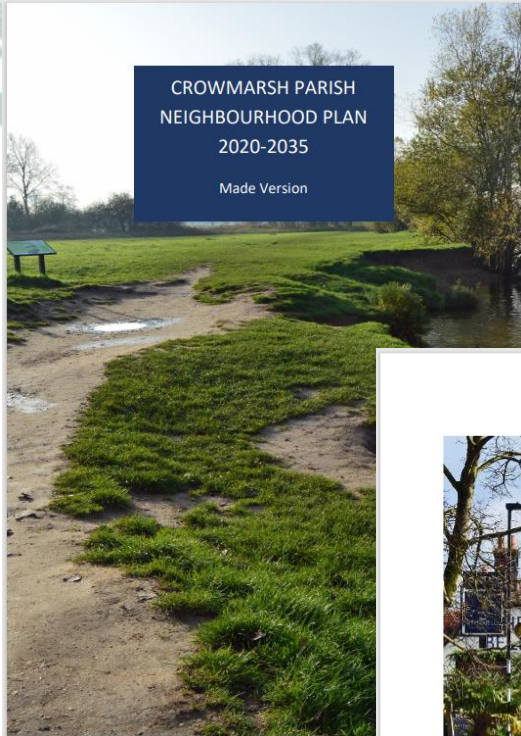
A neighbourhood plan that supports action to ensure Cholsey will continue to thrive, meeting changing needs of the community whilst preserving the distinctive character, landscape and the village that has evolved over nine centuries of history.

Made version Cholsey Neighbourhood Plan.docx Page 1 of 99



- Cholsey PC understand the importance of reducing congestion and the impact this has on their natural environment as well as the attractiveness of these spaces for active travel.
- **Policy CNP1** – Development proposals should take account of the role Cholsey as a Larger Village in the District’s settlement hierarchy in general, and its natural, heritage and environmental characteristics in particular. Development proposals will be supported, as appropriate to their scale and nature, where they positively:
  - Minimise car travel, particularly congestion at peak times, discourteous parking, and speeding, which makes our roads less attractive for other users by making walking, cycling and public transport more attractive options for local journeys and ensuring new developments mitigate their impact by contributing to the network of routes available by adding new routes and making existing routes more attractive and practical. This may include new junction arrangements and pedestrian crossing facilities.
- **Strategic Plan (2024-2029)** which has three goals:
  - Goal 1: To protect our environment by taking action against climate change.
  - Goal 2: To support the health, wellbeing and safety of Cholsey residents.
  - Goal 3: To help build a more resilient community.

# Crowmarsh Gifford Neighbourhood Plan (2021)



- Made in 2021 but a revised version has been submitted in January 2025 with modifications.
- The review details community views, including those that express concern at with the current capabilities of sustaining present levels of traffic and the impact this has on the bus journey times. The response from the Parish is to promote alternative and sustainable forms of transport and thus demonstrates a focus from the community on the need for an LCWIP.
- Within each land-use policy there is detail to ensure that sustainable travel is considered when development comes forward,
  - e.g., within Policy CRP3: Land at Howberry Park, Benson Lane, subsection H) sets out that any development will be supported by a transport assessment that encourages and enables improvements to sustainable transport methods.

# Brightwell-cum-Sotwell Neighbourhood Plan (2023)



- The 2023 Review undertook a comprehensive look at the policies from 2017 and highlights the importance of maintaining the rurality of the village.
- Policy BCS15: Footpaths & Bridleways where any proposals to create new pedestrian and cycle links from adjoining development schemes to a public footpath or bridleway will be supported.

# Ewelme Neighbourhood Plan (2021)



**Ewelme**

**Neighbourhood Plan**



Made Plan

May 2021

11 PAGE

- Made and approved in 2021. Due to its Smaller Village status, it's not allocated land but provided policies to assist with decision making on any developments that may come forward.
- Within this, there's a strong focus on sustainable development and, whilst acknowledging the rurality of the village, proposals are expected to demonstrate that the development will be easily accessible by sustainable transport modes.
- Section 8.3.2. in Chapter 8: Infrastructure and Services, details the aspiration for footpath provisions along The Street due otherwise the Parish are content that all road users mix safely and happily.

# LCWIP Delivery

## Stage 1

### Determining the Scope

Sets the geographic scope of the LCWIP based on local context, stakeholder input and site visits.

## Stage 4

### Network Planning for Walking

Identify core walking zones and walking routes. Audit to identify design improvements.

## Stage 2

### Gathering Information

Data collection stage to identify and understand existing and potential demand for walking and cycling.

## Stage 5

### Prioritising Improvements

Prioritise improvements to enable development of phased programme for investment and delivery.

## Stage 3

### Network Planning for Cycling

Identify Origin-Destination points and cycle flows. Identify preferred cycling network and undertake audits of identified routes.

## Stage 6

### Integration and Application

Combine outputs into final LCWIP report with recommendations for policy integrations, to be taken to OCC Cabinet for formal approval.

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# First Impressions





# A closer look





# Works completed so far

As part of the Stage 1 and Stage 2 works, the team have completed a desktop study to determine the scope and begin gathering background information to inform the plan.

## Stage 1

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Sets the geographic scope of the LCWIP based on local context, stakeholder input and site visits.

## Stage 2

### Gathering Information

Data collection stage to identify and understand existing and potential demand for walking and cycling.

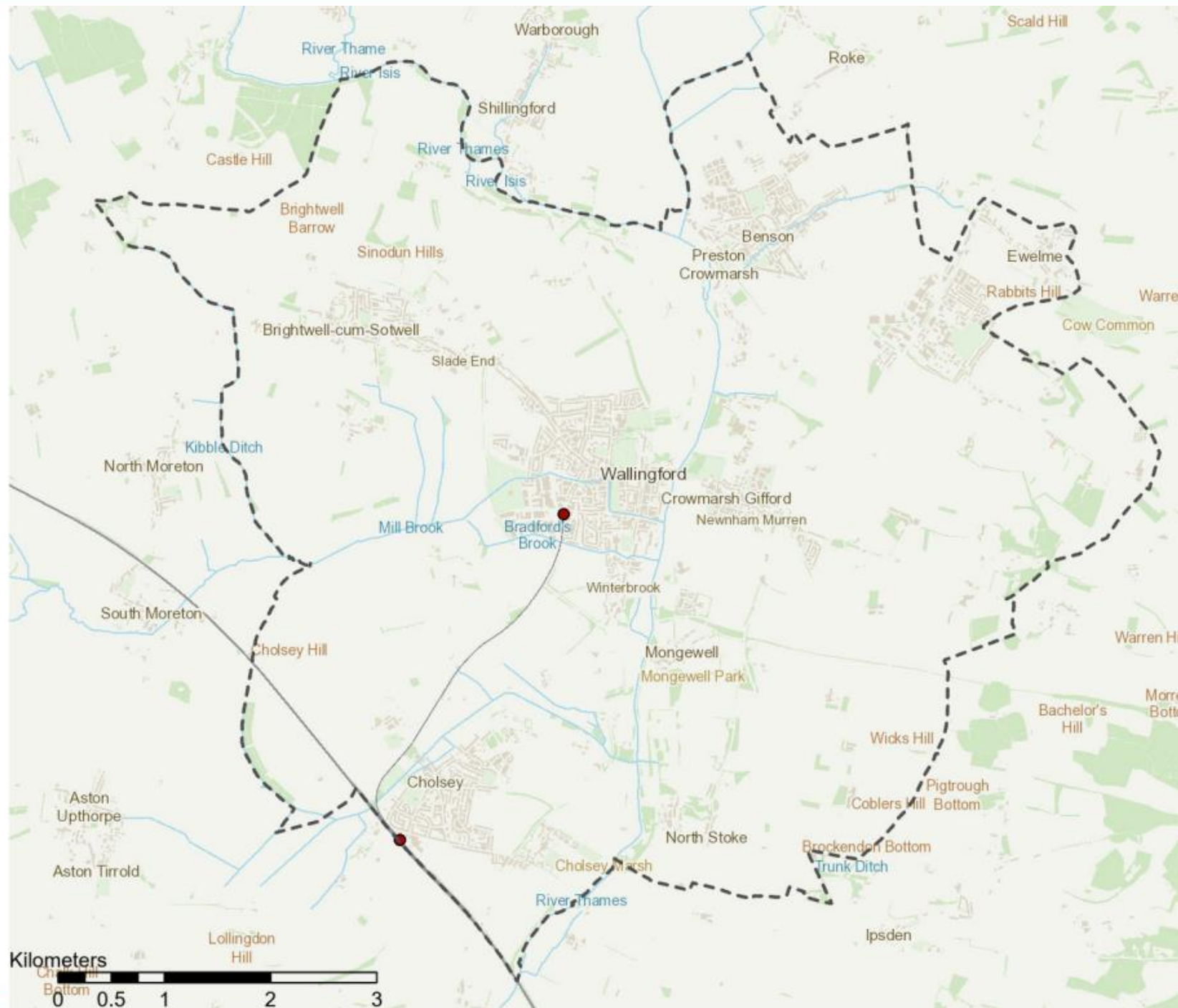


# Stage 1 – Determining the Scope

- A look on a map goes to show that Wallingford can't be looked at in isolation – Crowmarsh Gifford immediately east of the town centre, Cholsey and Benson only a few kilometres away and Brightwell-cum-Sotwell in the middle of two major towns.
- Dig a little deeper – there is one secondary school within this area, one major retail centre, one medical centre and one railway centre, most in Wallingford but not all.
- The clear dependencies these areas have on each other meant the LCWIP has taken an “area” approach to incorporate all settlements and ensure cohesion with any active travel improvements.



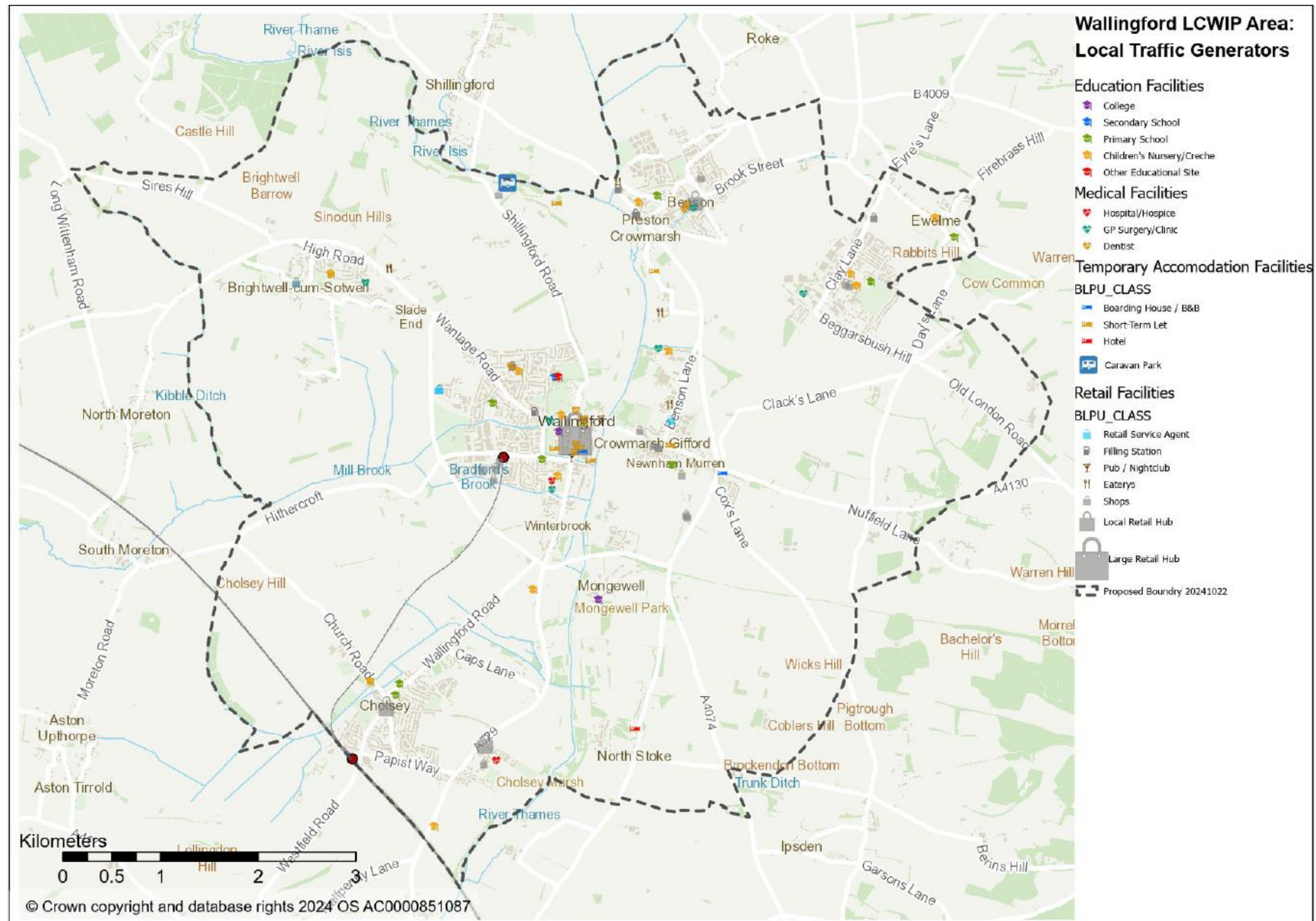
# Geographic Scope





# Local Context

LCWIP: Stage 1

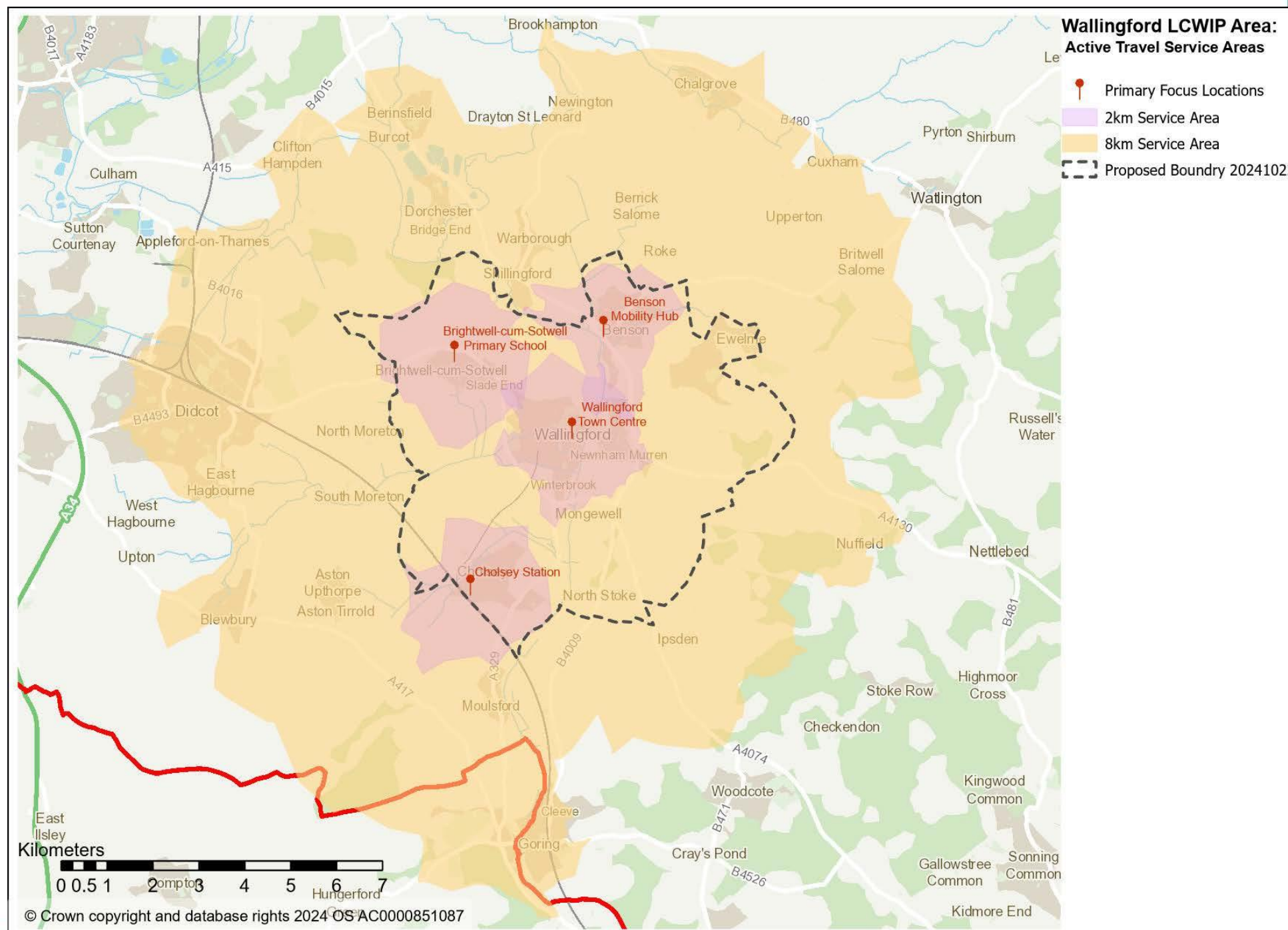






# Local Context: Active Travel Catchments

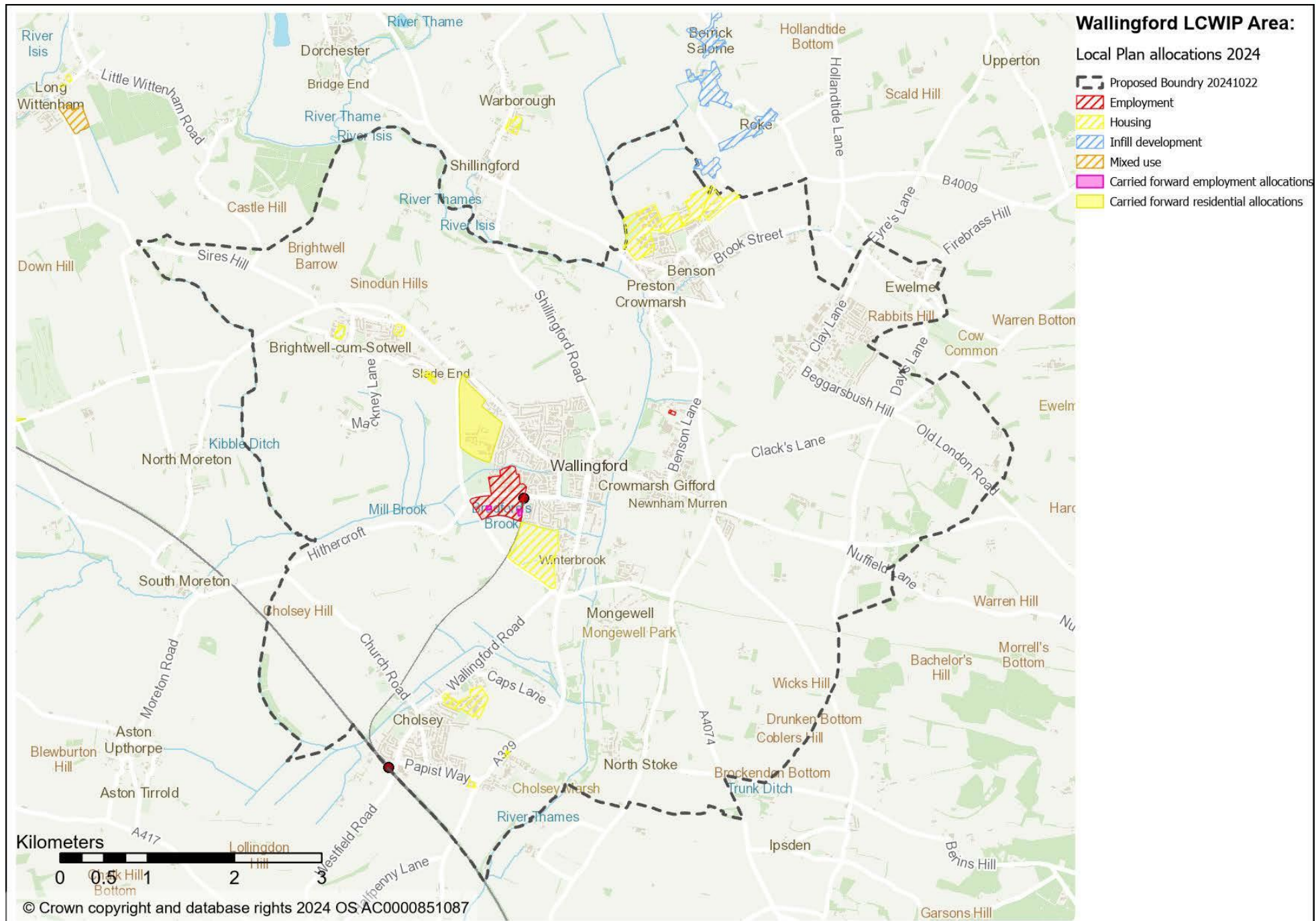
LCWIP: Stage 1





# Growth

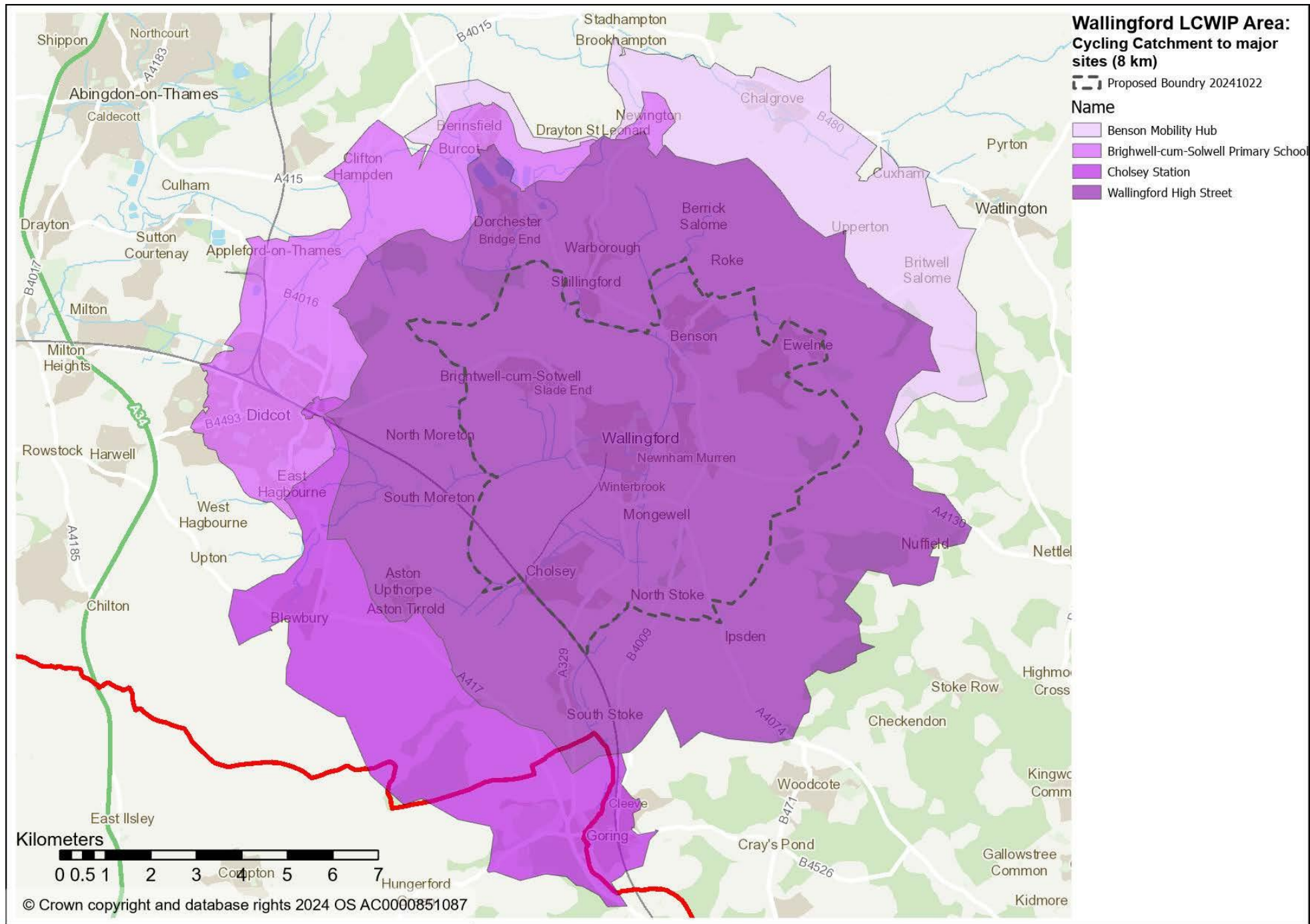
## LCWIP: Stage 1





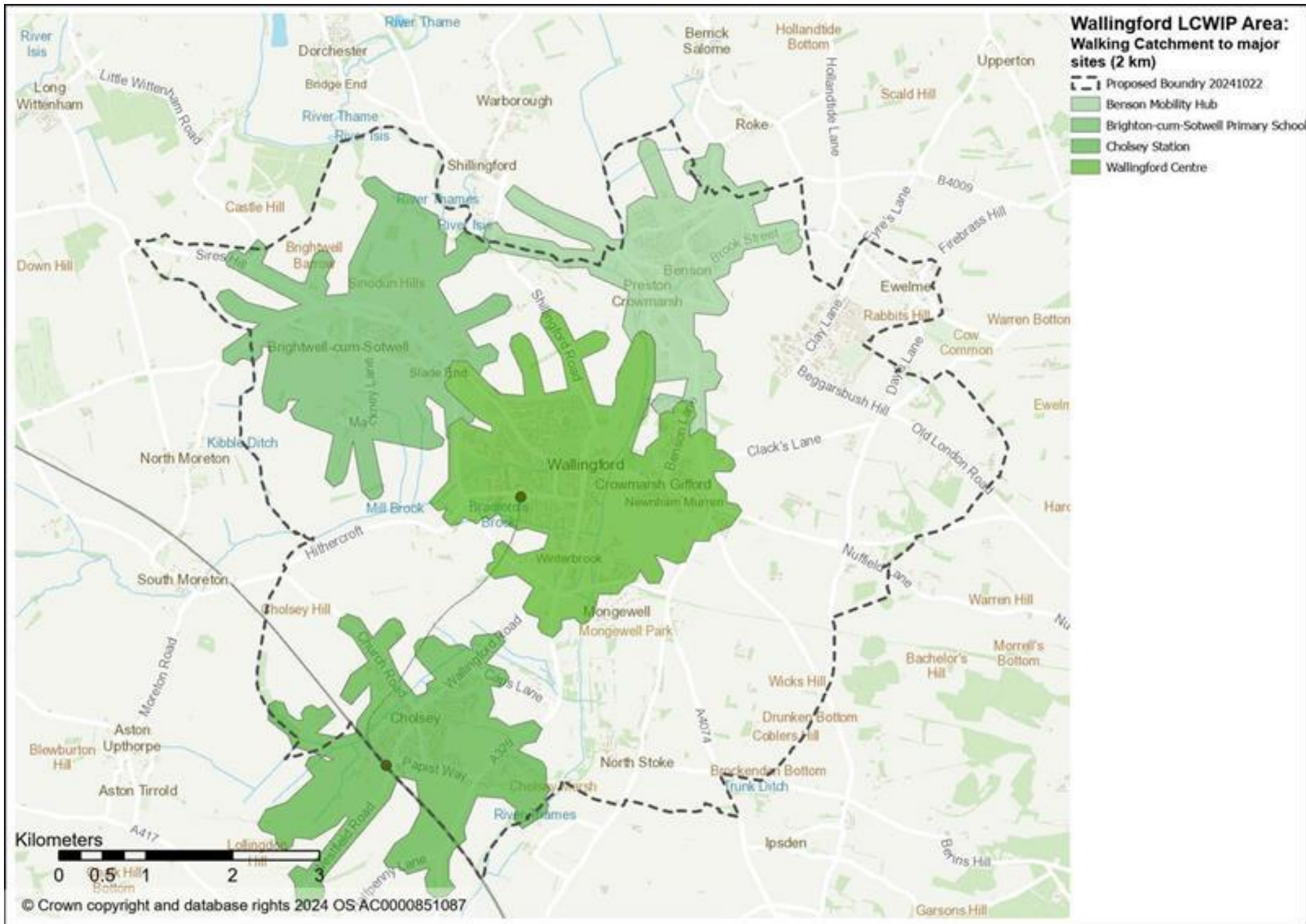
# Cycling Isochrone

LCWIP: Stage 1





# Walking Isochrone



LCWIP: Stage 1

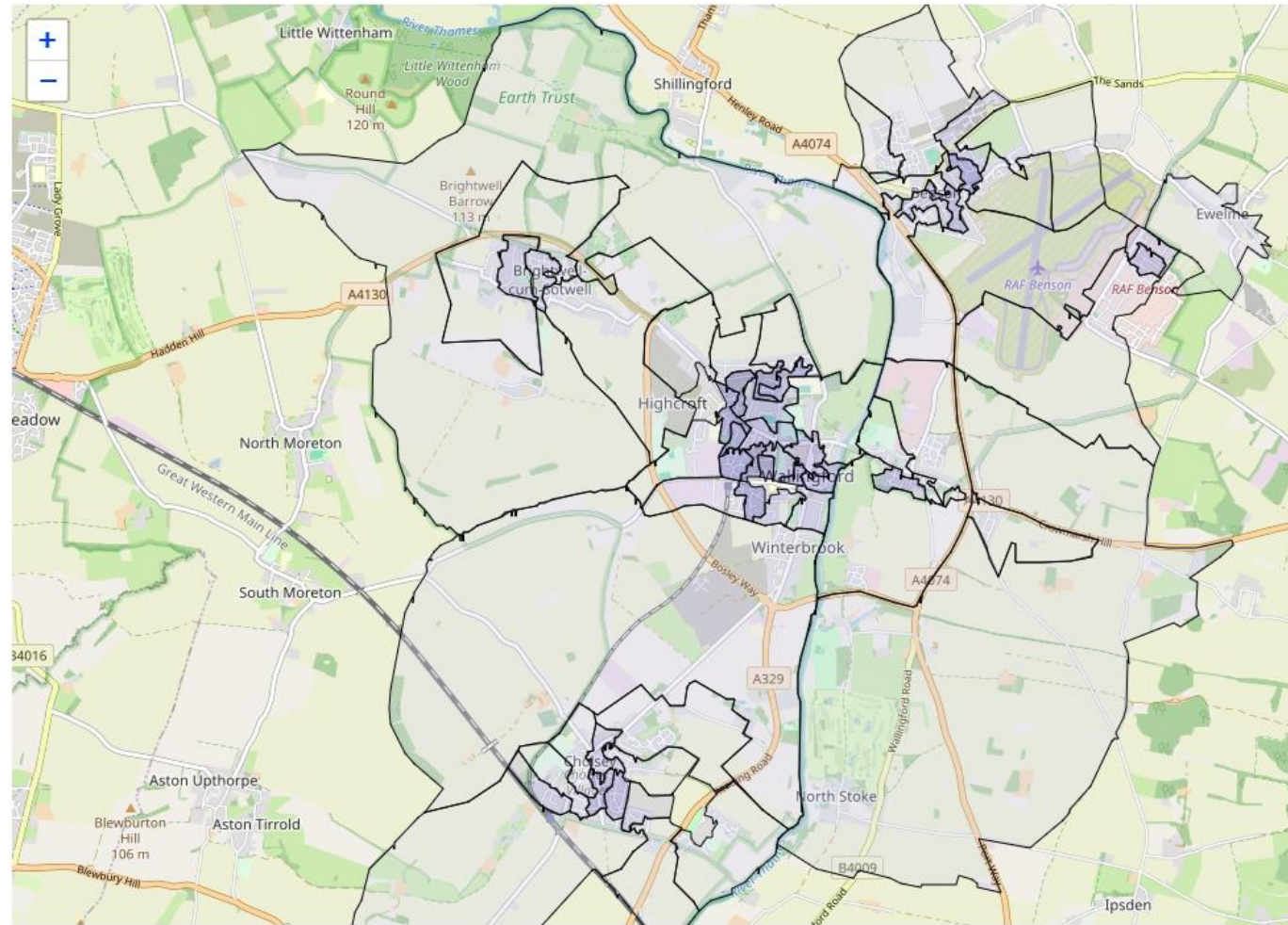


# Stage 2 – Gathering Information

- This includes a review of:
  - Sociodemographic data
  - Transport network
    - Including existing walking and cycling networks as well as synergies with other planned and proposed transport and land use schemes that could directly or indirectly impact on walking and cycling
  - Travel patterns
    - Including data about existing walking and cycling trips, and journeys that are currently made by other modes of transport, to identify where cycling and walking might be able to form all or part of a journey
  - Location of significant trip generators
  - Perception of existing facilities
    - Including people's concerns about making journeys on foot or by cycle. Completed as part of the early stages of the engagement.



# Population Density



[Reset view](#)

## About this data

### Population

All usual residents

### Units

Persons

### Population Density

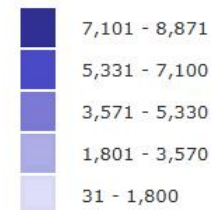
Usual residents per square kilometre

### Date

2021

Data

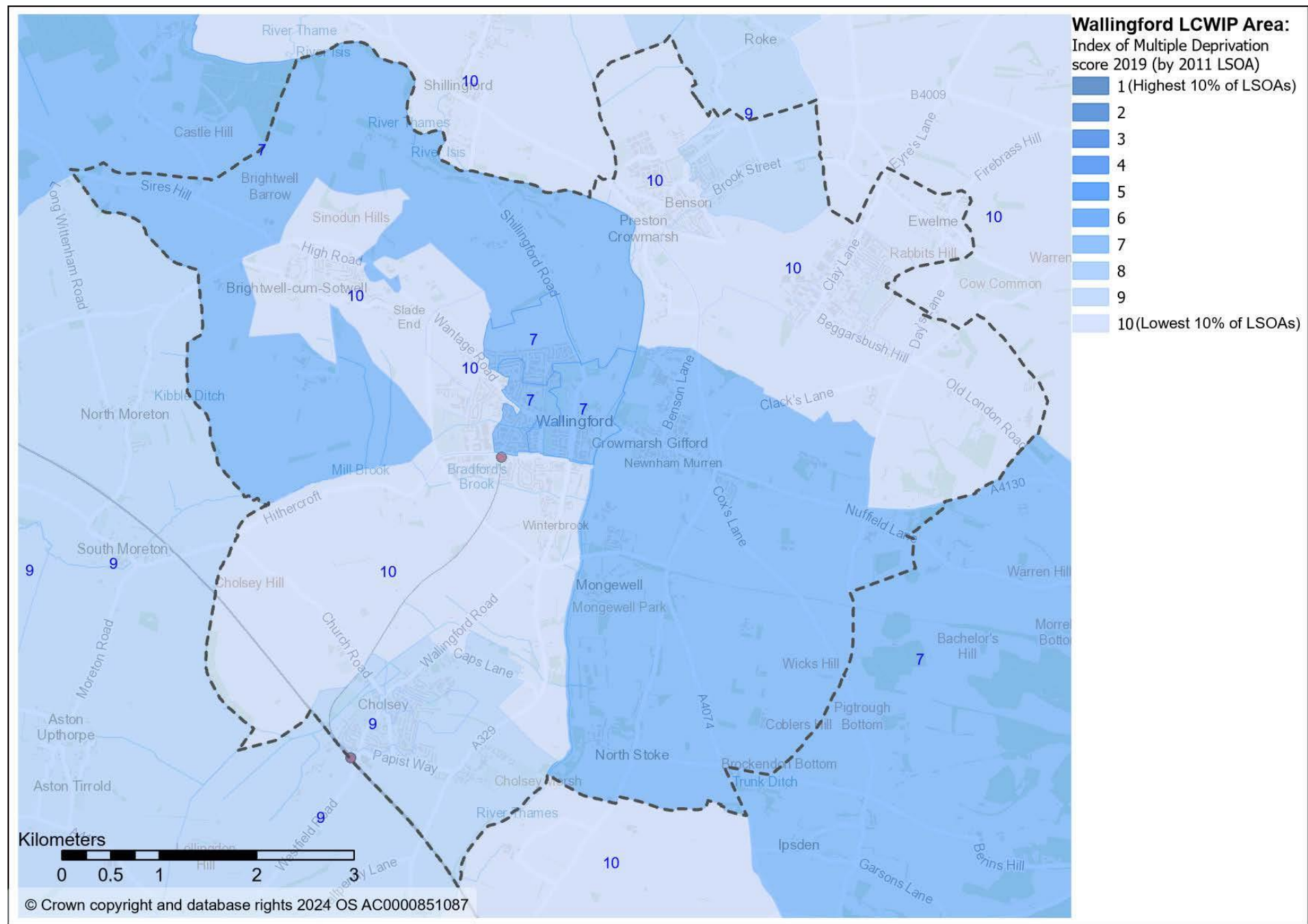
## Legend



**OXFORDSHIRE**  
**COUNTY COUNCIL**



# Deprivation





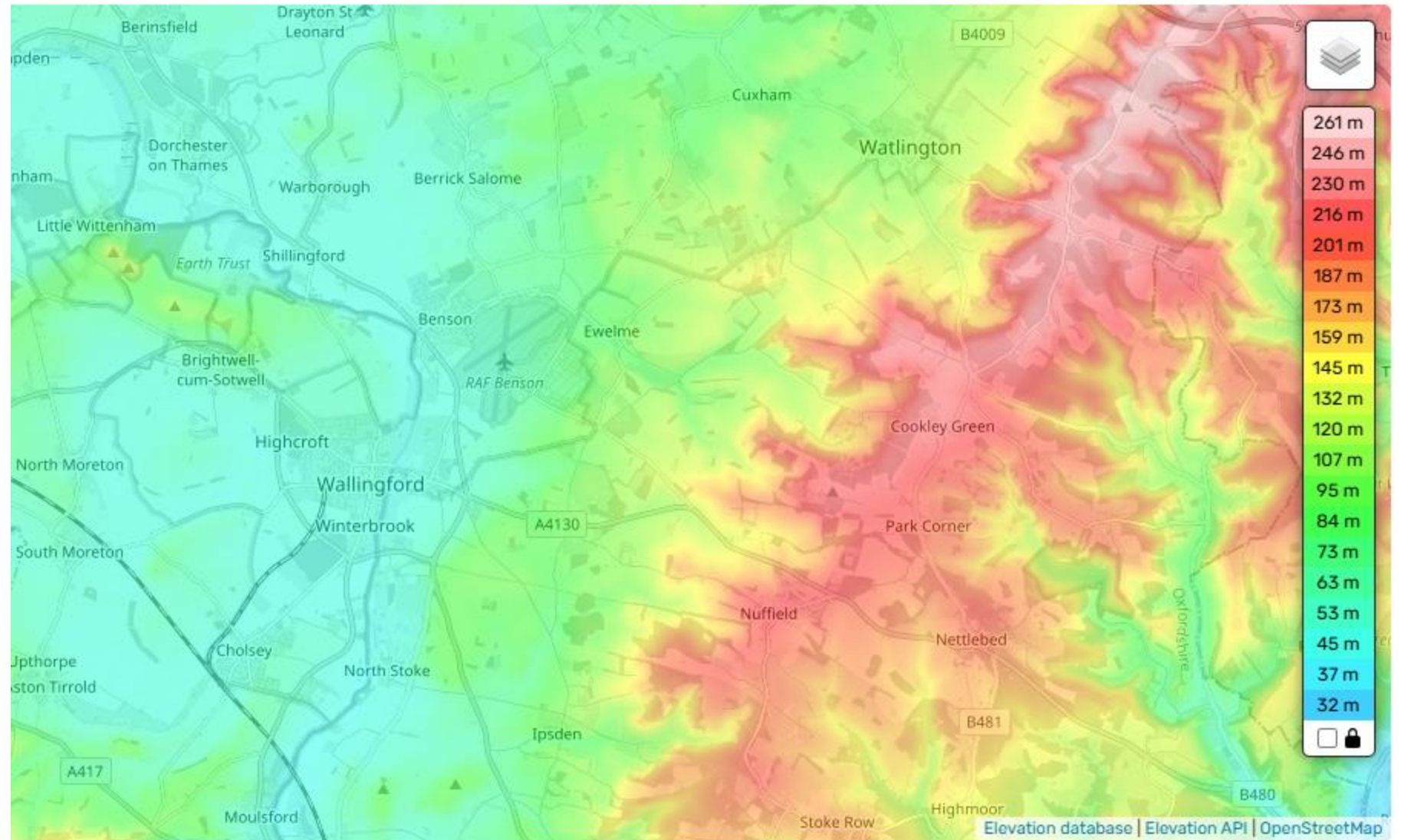
# Travel Behaviours – Method of Travel to Work (2011)

Method of Travel to Work	
Work mainly at or from home	5.49%
Underground, metro, light rail, tram	0.11%
Train	2.57%
Bus, minibus or coach	2.37%
Taxi	0.05%
Motorcycle, scooter or moped	0.56%
Driving a car or van	42.67%
Passenger in a car or van	2.58%
Bicycle	5.69%
On foot	11.97%
Other method of travel to work	0.38%
Not in employment	25.58%





# Terrain

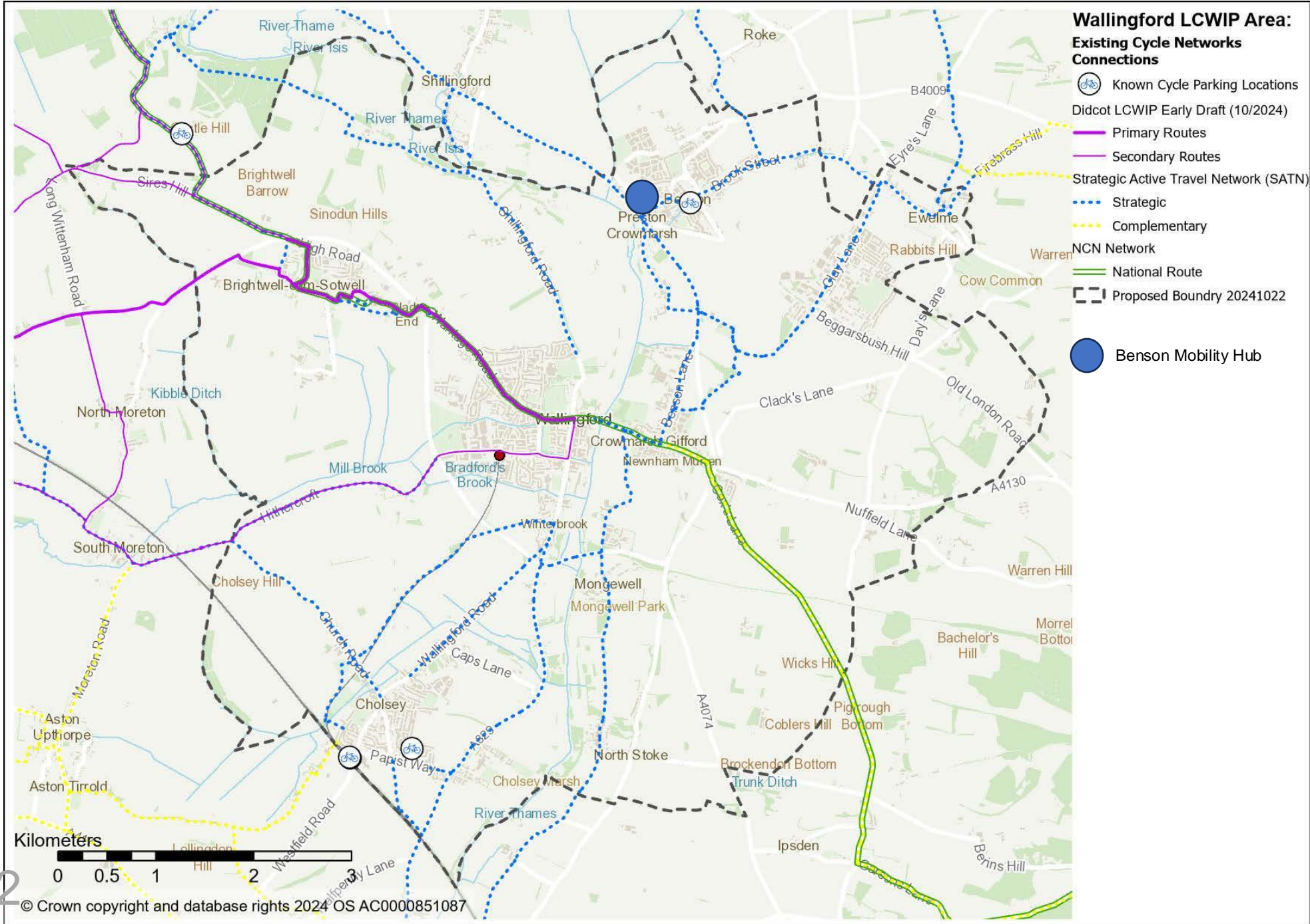






# Active Travel Network

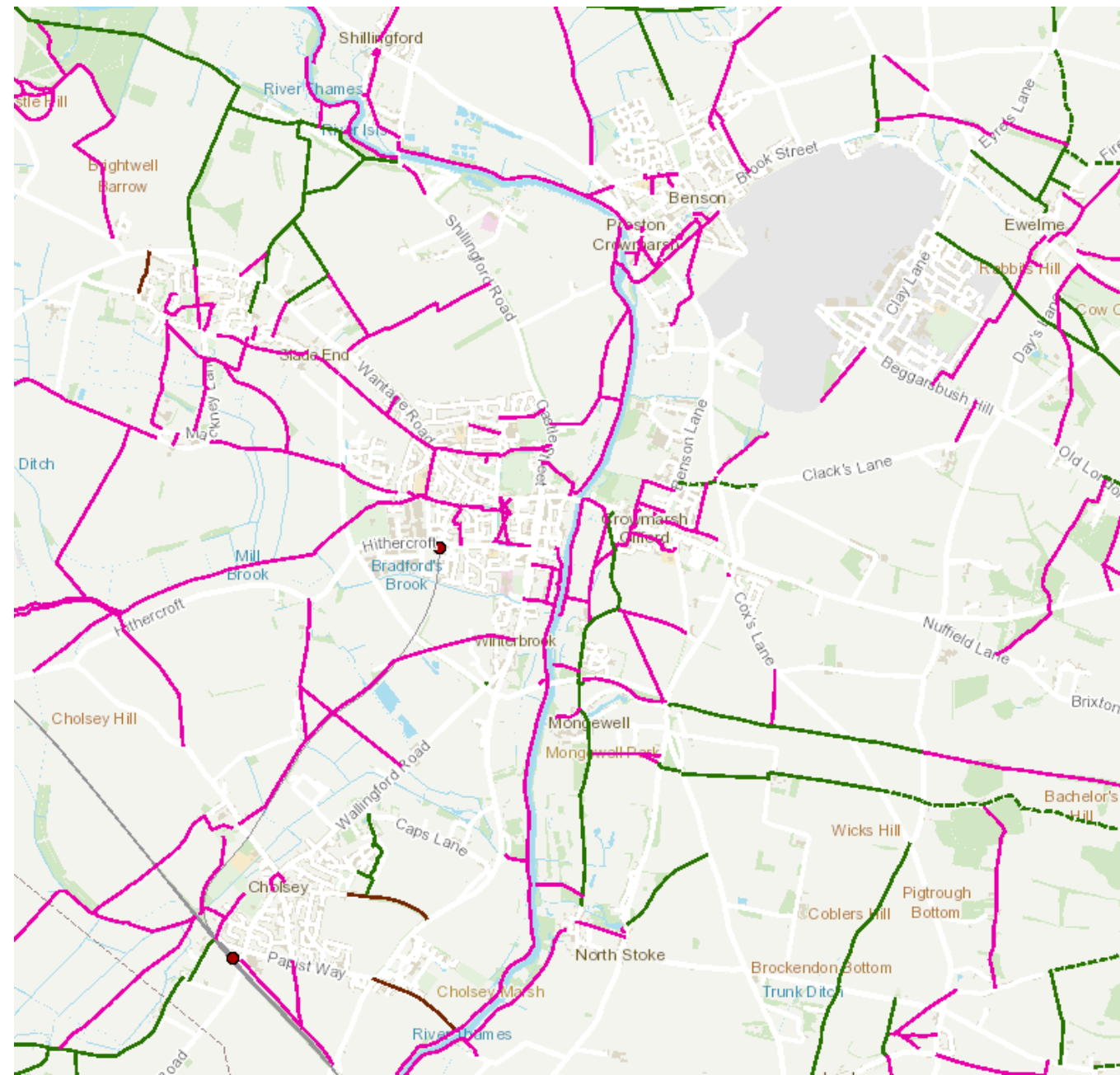
LCWIP: Stage 2





# Public Right of Way Network

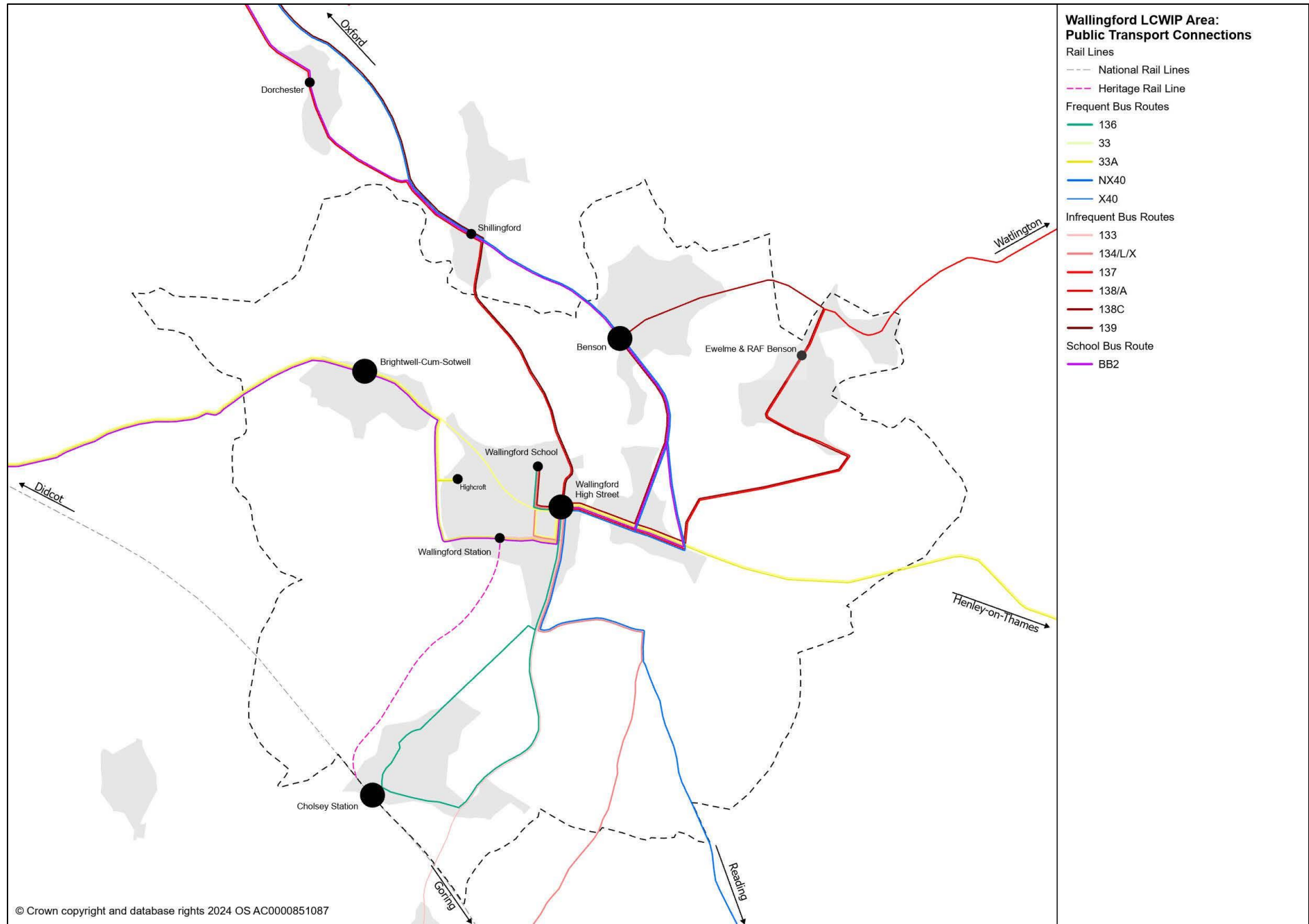
- OCC Public Rights of Way
- OCC PRoW
  - Public Footpath
  - Public Bridleway
  - Restricted Byway
  - Byway Open to all Traffic





# Public Transport Network: Bus and Rail

LCWIP: Stage 2

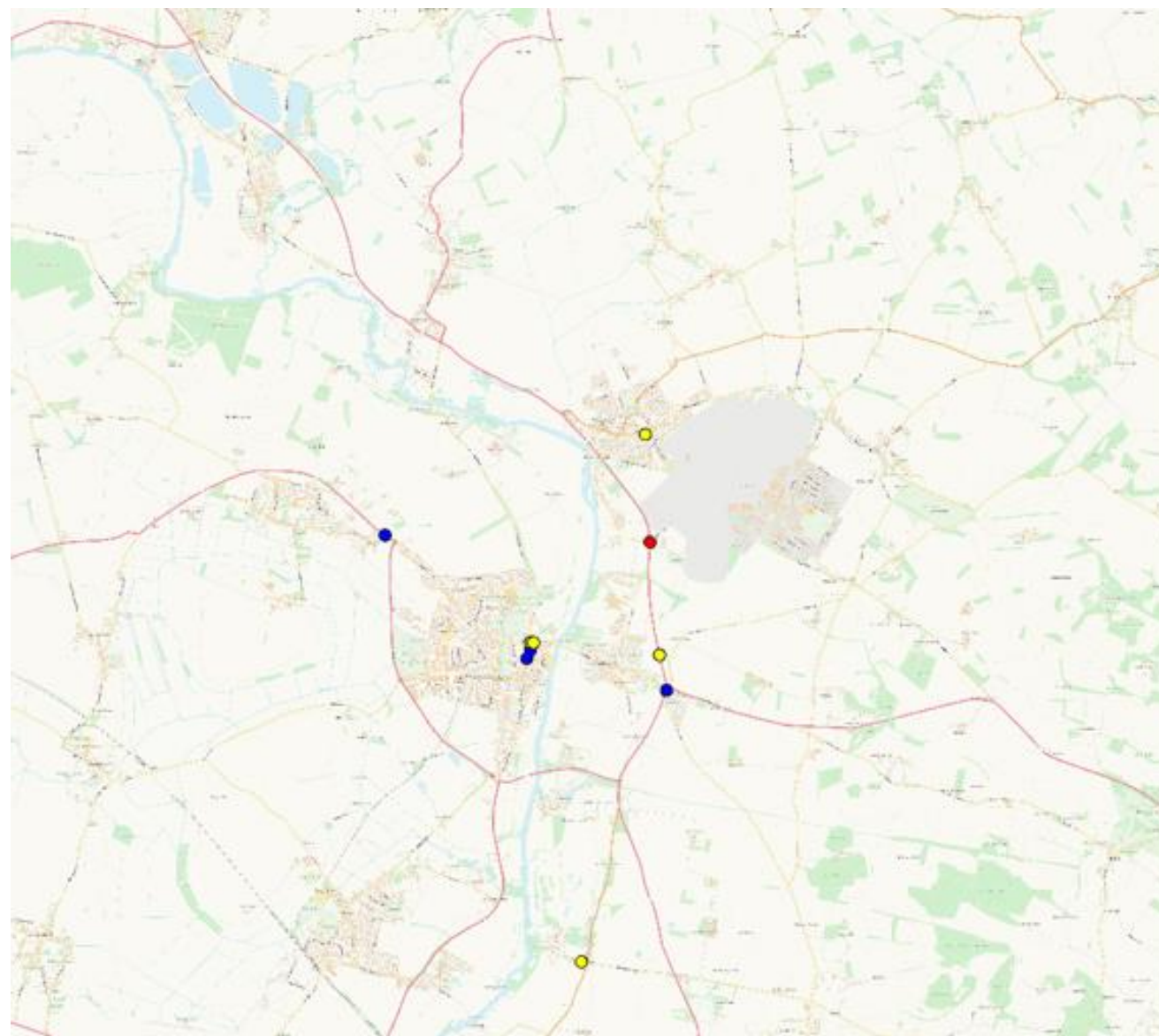




# Collision Data 2019-2023

## Pedestrian Casualties

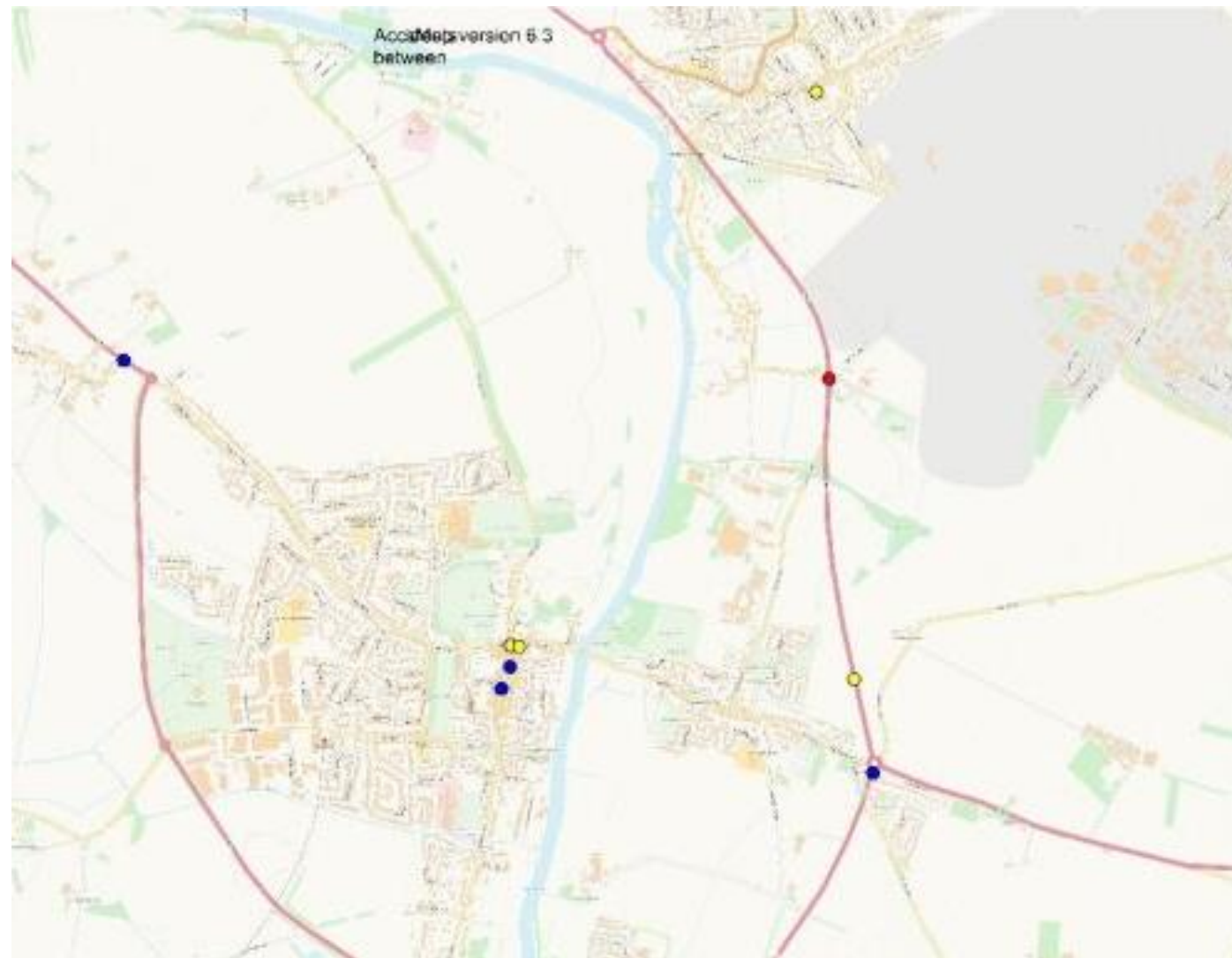
Yellow: Slight  
Blue: Serious  
Red: Fatal





# Collision Data 2019-2023 *Cluster Site* Pedestrian Casualties

Yellow: Slight  
Blue: Serious  
Red: Fatal

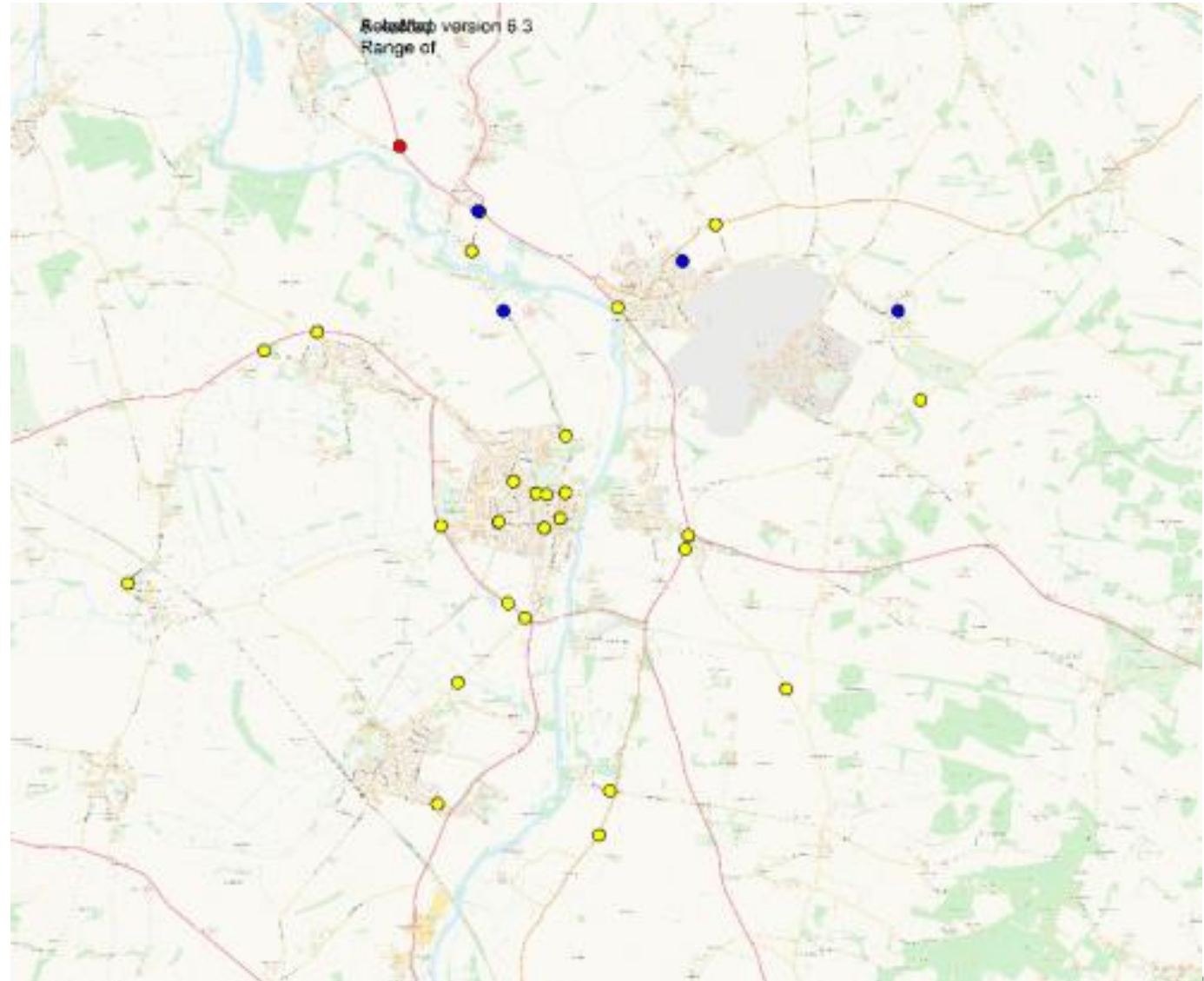




# Collision Data 2019-2023

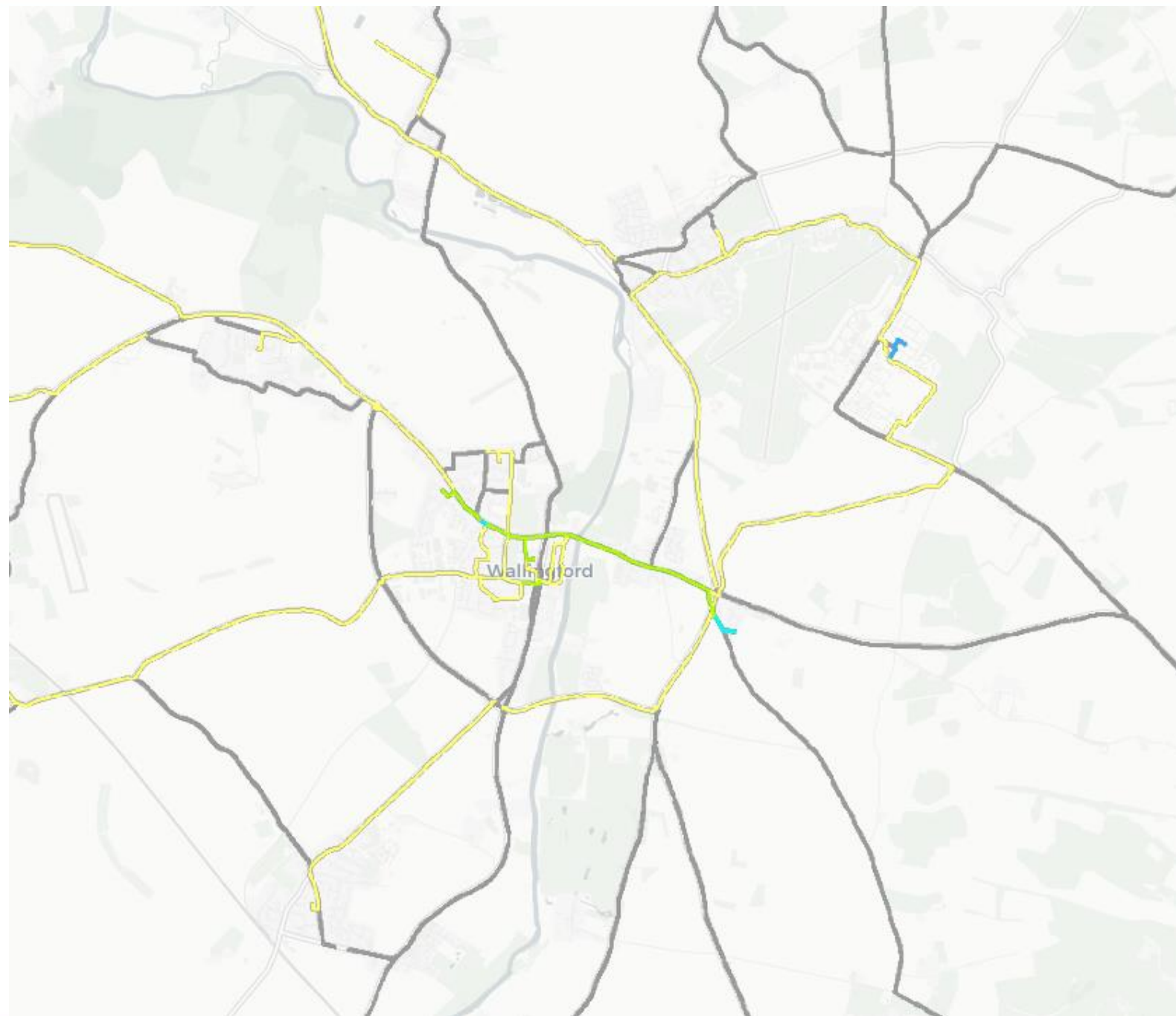
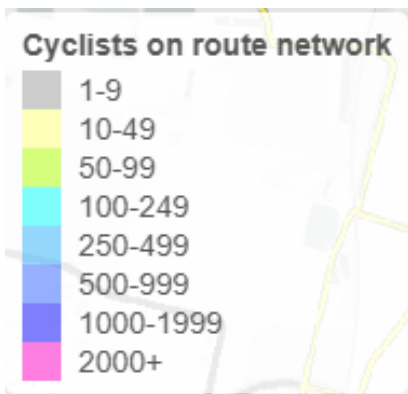
## Cyclist Casualties

Yellow: Slight  
Blue: Serious  
Red: Fatal





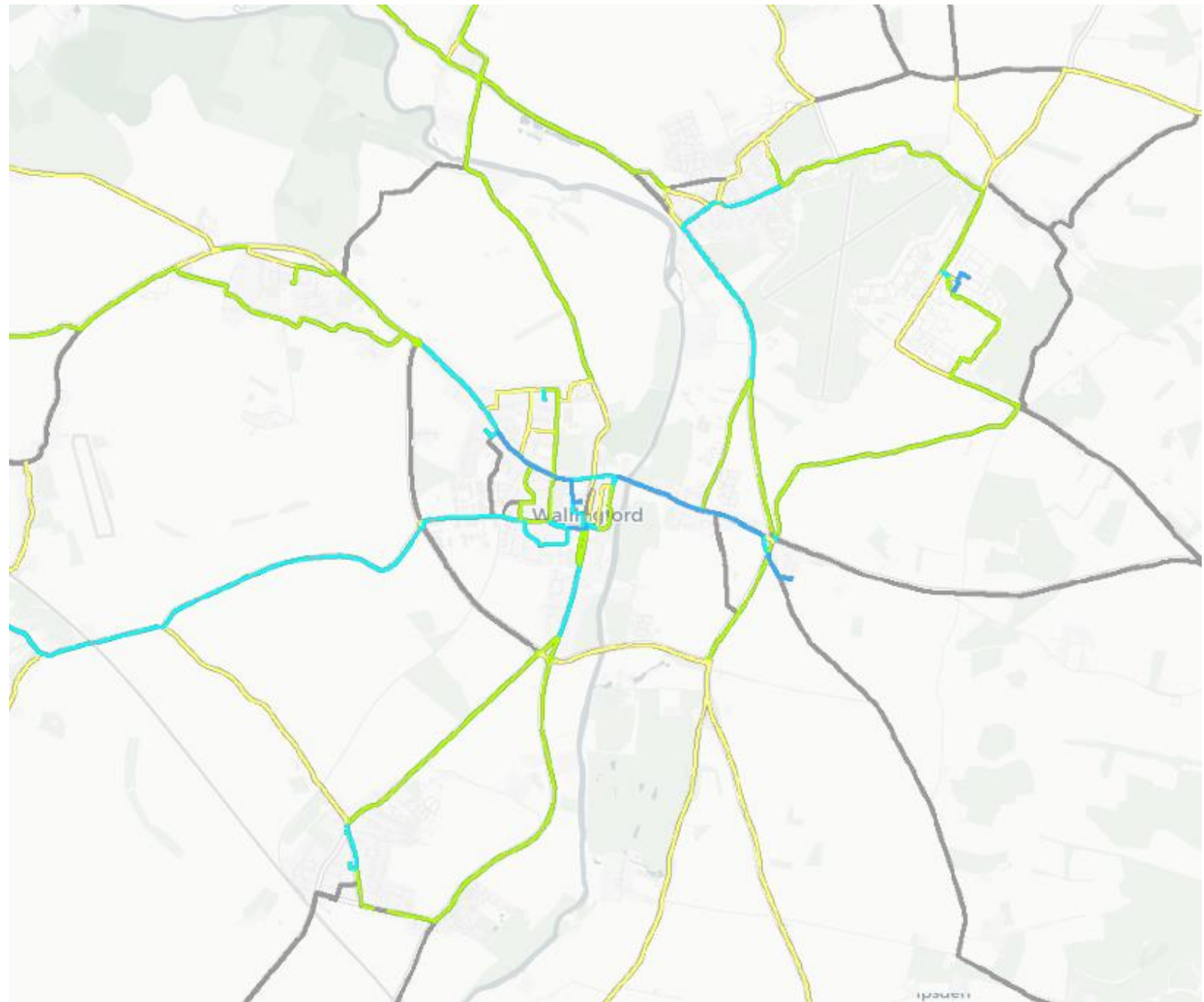
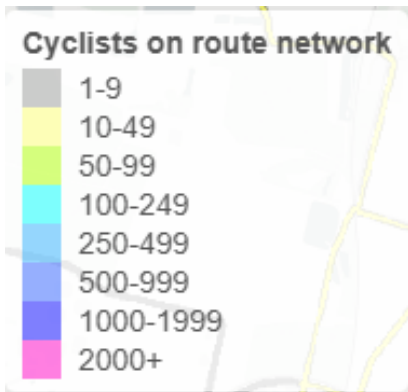
# Propensity to Cycle Tool (*PCT*) – Commuting, 2011 Census Data





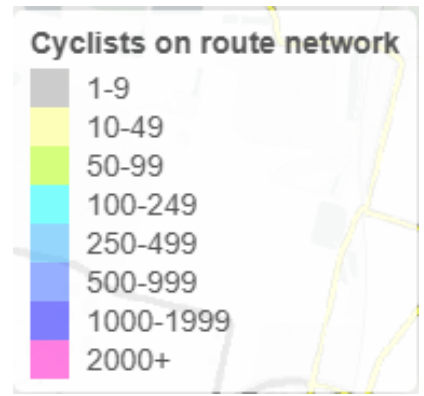
# PCT – Go Dutch Scenario

Applies the Dutch cycling levels to our network which improvements to infrastructure should facilitate.



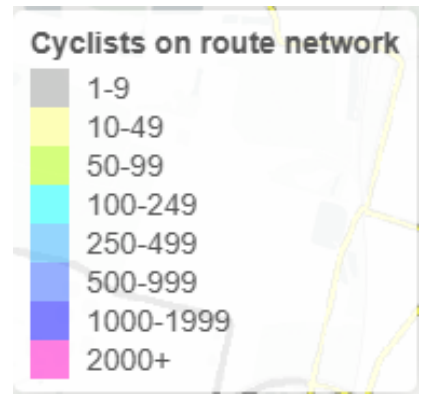


# PCT – Travel to School 2011 Census





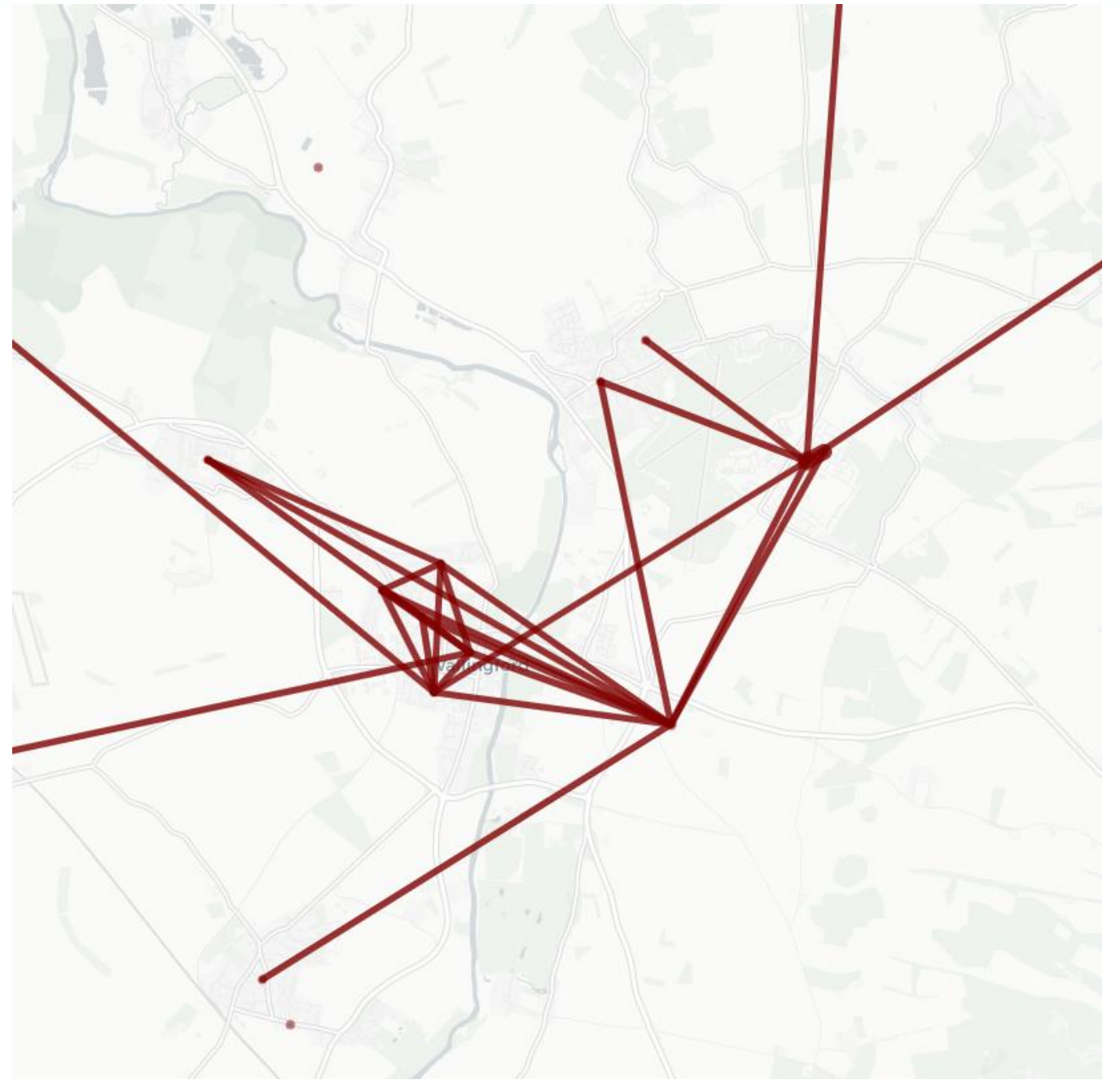
# PCT – Travel to School, Go Dutch Scenario



LCWIP: Stage 2



# PCT – Commuting Desire Lines





# Estimated timescales and next steps

Task	Date
Map + Pin engagement exercise goes live	Sometime in the next week or two
Consultant secured	Mid-March
Map + Pin feedback analysed and Stage 2 complete	Late March
Stage 3 and 4 Network Planning commences with Consultant	Late Late
Consultant develops design recommendations and Stage 5: Prioritisation takes place	
Hand back over to OCC team to finish Stage 6 and take to Cabinet for approval	Cabinet Decision Meeting October 2025



# Community Priorities

- Accessibility
- Safe routes to schools

# Vision and Targets

- Examples from other LCWIPs

## 1.5. Vision

The vision for cycling and walking in Witney (which the LCWIP will help to deliver), was developed in collaboration with stakeholders and reflects their aspirations for Witney.

### **Vision for cycling and walking in Witney**

By 2041, Witney 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.

Walking and cycling will become the everyday choice for short journeys or as part of longer journeys combined with using public transport in Witney and beyond. A culture of walking and cycling will be achieved. This will create a thriving, healthy, inclusive and climate sensitive community, where improvements preserve and enhance the natural and historic environment and make Witney a great place to live, work and visit.





End-to-end routes

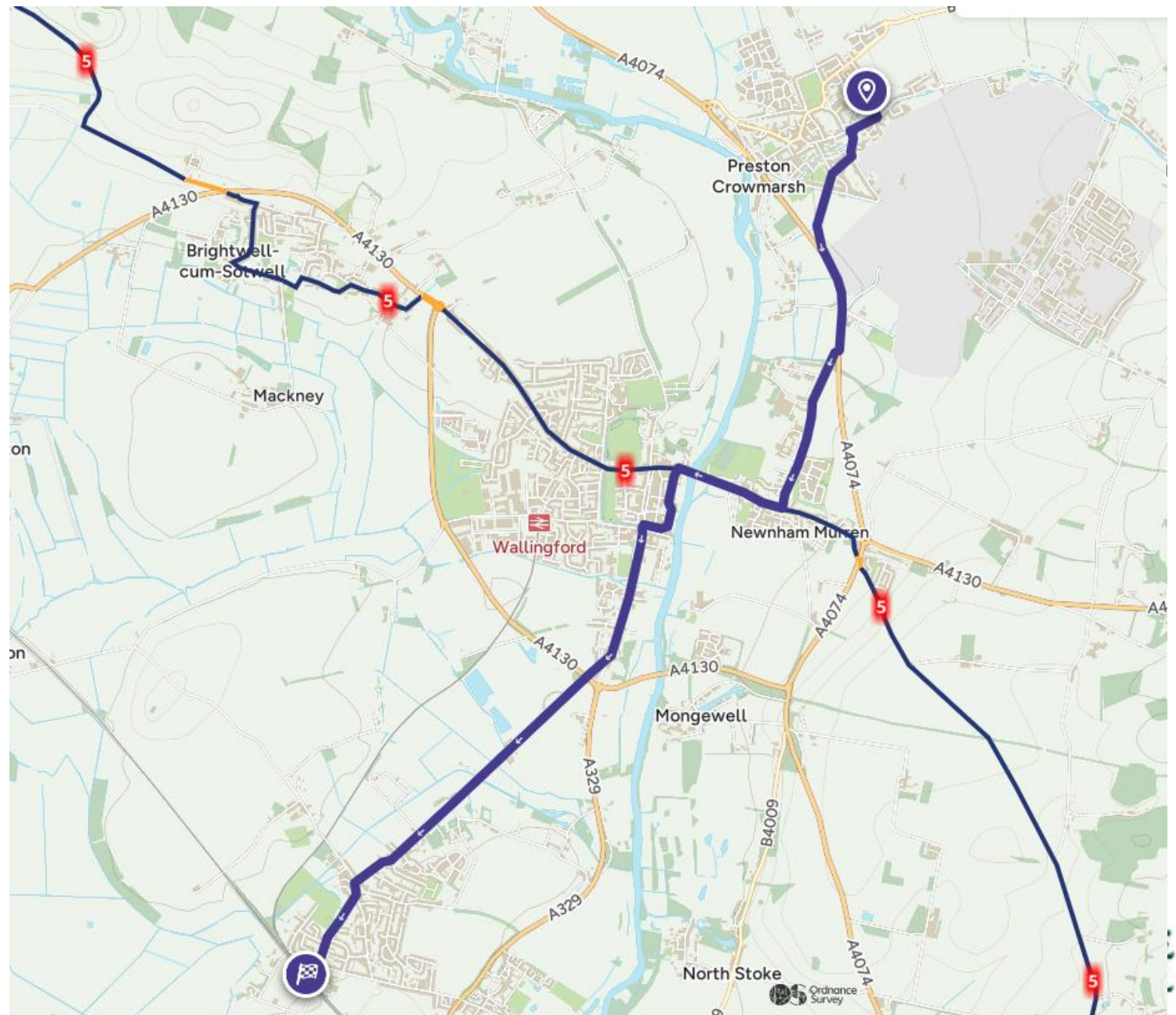
Benson – Wallingford – Cholsey

Distance: **8.51 km**

Total ascent: **12.48m**

Estimated travel time: **25 mins**

Any other routes?



# Further engagement

- Let's Talk Map & Pin exercise will be LIVE from next week – when it's ready, please let your residents know to ensure their voices are heard during this exercise.

- Picture?



- Healthy Streets Assessments
- Fix My Street / Countryside Access Map equivalent
- Living Streets Study