



# The Village Travel Network Active Travel Plan



Oxfordshire's VTN is  
Bladon Combe Hanborough Glympton Stonesfield Fawler  
Woodstock Wootton and Blenheim

*Bringing villages together to enable sustainable travel, connectivity and networking that enhances community safety, wellbeing, social opportunities, and longer term environmental and low carbon benefits*

Oxfordshire's Local Transport and Connectivity Plan states: "The LTCP outlines a clear vision to deliver a net-zero Oxfordshire transport and travel system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents. The policies included in the LTCP are the tools that we believe are necessary to achieve this."

The foreword to the LTCP by Cllrs Duncan Enright, Andrew Gant and Pete Sudbury includes the following: "We need to fundamentally reconsider how people move around the county. We plan to do this by making walking, cycling, public and shared transport the natural first choice. Delivering the LTCP will require work with a range of stakeholders. Engagement with the residents of Oxfordshire will also be crucial."

There is much common ground between central government, County and District Councils, Town and Parish Councils and community and business leaders over the future direction of travel and transport. This has been heightened by the increasing concern over climate change and the climate emergency. At our local level it is this same common ground between our seven communities and Blenheim Estates that led to the creation of the Village Travel Network. We do not claim to be unique in our aspirations but we are perhaps unusual in having the World Heritage Site of Blenheim Palace in the midst of our villages. The World Heritage status creates significant constraints but tourism and the income generated by tourism also presents an opportunity for us all to grow more sustainably.

The Village Travel Network therefore invests considerable importance in our relationship with Blenheim as much as with each of our elected Parish and Town Councils and their larger cousins at County and District level. We do not seek to dictate. We do hope to encourage, to influence and, by highlighting in this document the issues specific to our communities, to persuade all organisations, public and private, to seek solutions and funding.

Colin Carritt, Chair, Village Travel Network. February 2023

Cllr. Ashley Vine and Sarah Watkinson – Bladon Parish

Cllr. Penelope Marcus and Jeff Borer – Hanborough Parish

Cllrs. Elena Softley and Denise Cripps – Combe Parish

Cllrs. Mick Heduan and Hilary Stacey and Claire Renshaw – Stonesfield and Fawler Parishes

Philip Parker and John Wynne – Wootton and Glympton Parishes

Cllr John Bleakley, Colin Carritt and David Walker – Woodstock Town

Roy Cox and Merylyn Davies – Blenheim Estates

Sarah Featherstone – Velocity (Transport and Place Consultants)

## **The Plan is in three sections:-**

**Section 1. Audits for each of the villages and Woodstock town.** The audits highlight safety and accessibility issues and offer possible solutions. The audits recognise that within communities the priority will be to protect and enhance pedestrian movements and pedestrian safety. The needs of cyclists, and particularly young cyclist will also be of major significance within the town/villages.

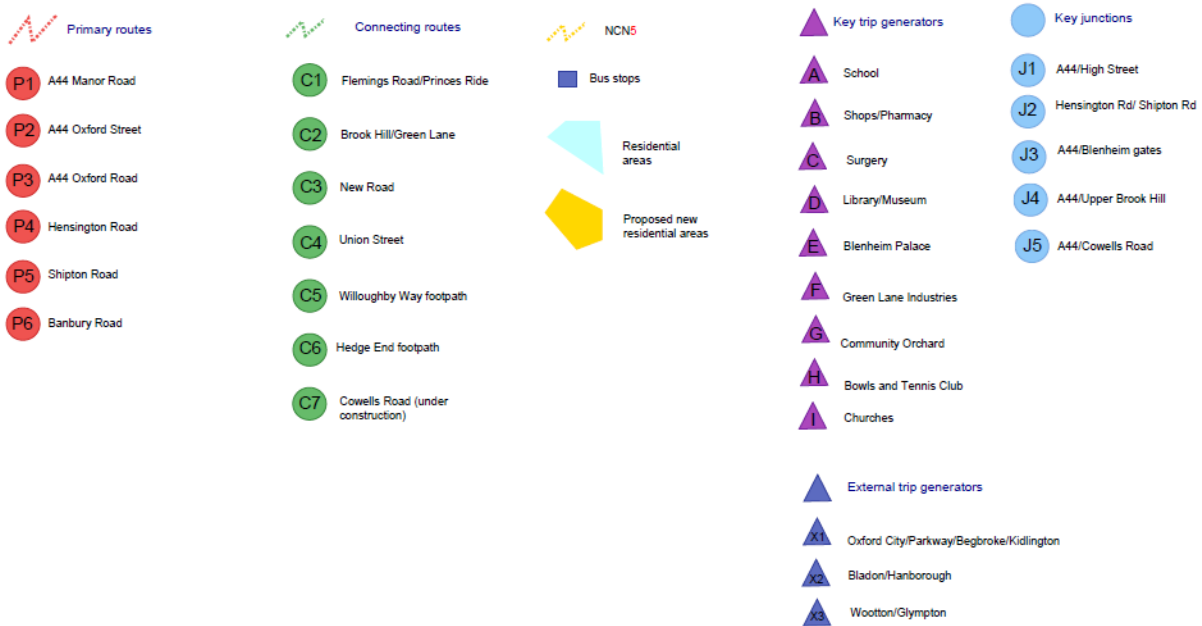
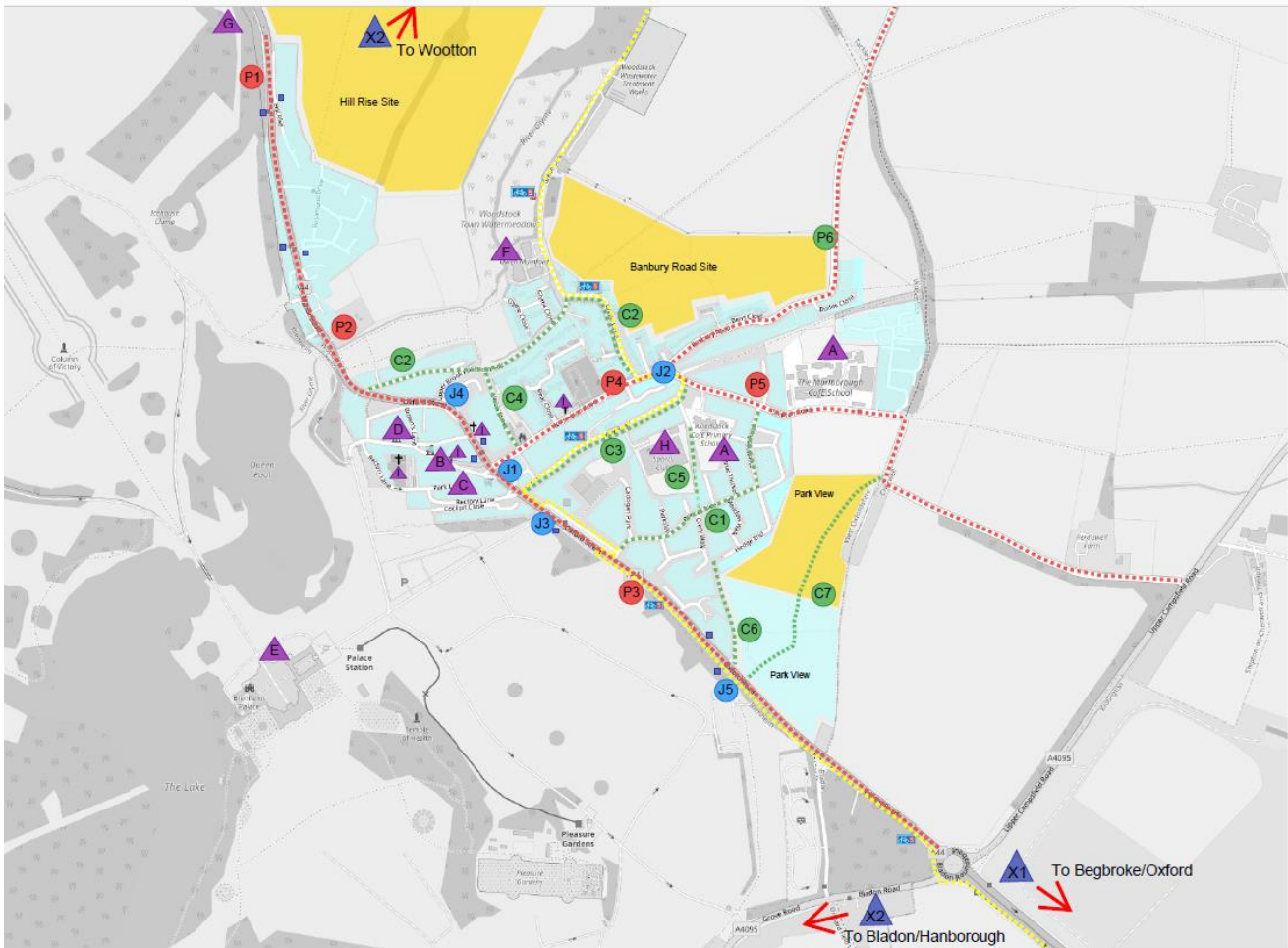
**Section 2. Inter-village connectivity.** For these routes cycling will carry a higher priority than walking, since the distances will discourage a high level of pedestrian activity. Nevertheless, the plan does not discount the importance of walking both as a convenient means of travel but also for its recreational benefits. In fact, for a great many people, walking is their primary recreational exercise. Within this section inter-village routes through Blenheim Park are also identified. Where the executive officers at Blenheim have indicated their support in principle, such support is recorded. However, Blenheim will have their particular business and heritage interests to consider and such proposals cannot, at this stage, be assured and may be conditional or not universally available. Nevertheless, these routes inevitably connect to the public highway network and as such have implications for the overall connectivity strategy.

**Section 3. A summary and a forward programme.** The forward programme will be contingent on the full development of the County Council's Local Cycling and Walking Infrastructure Plan (LCWIP). This section of the VTN Active Travel Plan is therefore a work in progress and will be completed as required in due course.

# Section 1. Town and Village Audits

## Woodstock

An audit of the main roads, connecting routes, key junctions and trip generators is shown below



A larger version of this plan is available at [https://www.vtn.org.uk/information\\_links/links.html](https://www.vtn.org.uk/information_links/links.html)

[www.vtn.org.uk](http://www.vtn.org.uk)

## **The single biggest issue for Active Travel in Woodstock is the A44 Primary Route.**

- The A44 carries 15400 vehicles per day<sup>1</sup> (Annual Average Daily Total - AADT) some 5% of which are HGVs. Peak hour flow is typically 1687 vehicles per hour, (in urban areas PHF =  $(AADT / 24) \times 2.63$ ) which would equate to over 27,000 vpd if spread over a sixteen hour day.
- Mean average speeds measured on the Causeway in 2005 were 33 mph northbound and 31 mph southbound<sup>2</sup>.
- Injury accidents on A44 are not significantly above average. The national percentage of cyclist injured in road traffic accidents is 6% which compares to 8% in Woodstock.

However, road safety cannot be measured in terms of recorded injury accidents alone. Pedestrian perceptions of safety are influenced by a number of factors unrelated to statistics. Factors such as the following may apply:-

- The width of footways. Footway widths on A44 through Woodstock are, in places, just 0.7m (a child's buggy is about 0.66m wide, often more)
- The separation (or not) of footways from carriageways. For the majority of its length in Woodstock, there is no separation between footways and carriageway.
- The closeness of buildings to the back of footways. Likewise, there are a number of locations throughout the A44 in Woodstock where buildings, often listed, are directly at the back of the narrow footway providing no "escape" for pedestrians.
- Carriageway widths and proximity of vehicles to kerb lines. Although for much of its length the A44 is between 6.3m and 7.3m wide there are particular sections where the carriageway is just 5.5m wide leading to vehicles (particularly HGVs) to pass dangerously close to the kerb line (and therefore close to pedestrians)
- The presence of street lighting
- Gradients. Much of the A44 in Woodstock is on a significant gradient, such that braking distances are extended. High skid resistant surfacing has been applied but is much worn and probably ineffective.
- Perceived speeds. For many of the above reasons pedestrians generally perceive vehicle speeds as significantly higher than they may actually be.
- Volume of HGVs

## **Possible Solutions**

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<sup>1</sup> Table A - Annual Average Daily Traffic Flows published by Oxfordshire County Council. The data refers to the latest figures for 2019.

<sup>2</sup> Speed Statistics Summary from automatic recording device placed by OCC at A44, The Causeway, Woodstock between 8<sup>th</sup> January 2005 and 4<sup>th</sup> February 2005



In April 2021, OCC presented to the Woodstock Traffic Advisory Committee a consultation document for improved safety for active travel along the route of the A44 through the town. Although many in Woodstock would like OCC to go further in managing traffic on the main road and providing more comfortable alternatives for pedestrians and cyclists, the Village Travel Network accepts the OCC proposals as a useful starting point for the future development of a Woodstock and Area LCWIP. Woodstock Town Council has accepted the proposals from OCC and has made a specific financial contribution to their implementation.

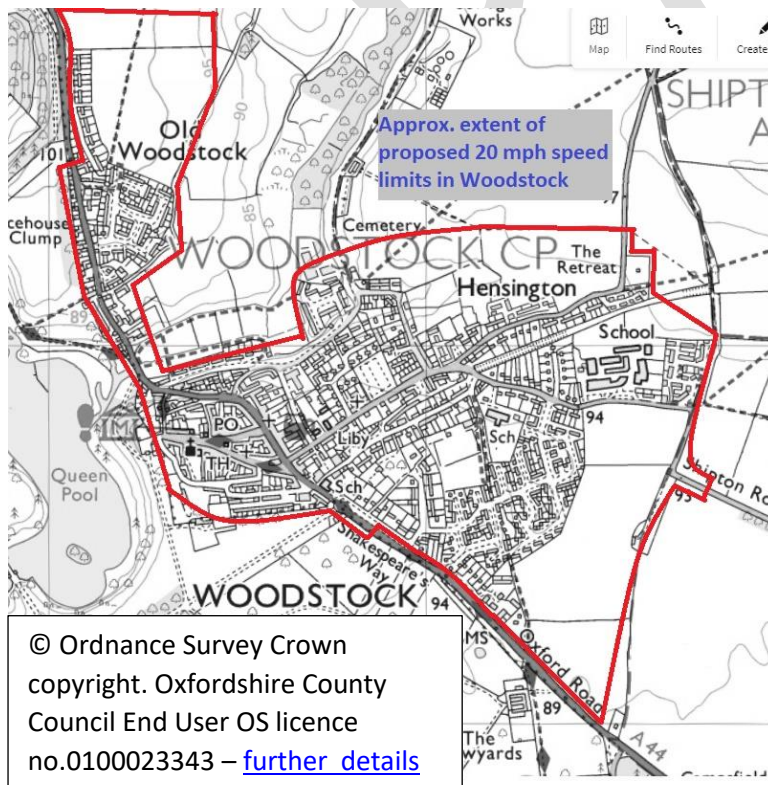
The full OCC document “A44 Oxford Street, Woodstock Pedestrian Safety Enhancement Measures, Evaluation Report” [can be viewed here](#).

In addition to the OCC proposals, the VTN recommends the following measures to encourage active travel within Woodstock:-

2. A 20 mph speed limit throughout the main built up area of Woodstock but excluding:-
  - the A44 from the existing 30 mph terminal point north of Hill Rise to a point just north of the junc. with Vermont Drive.
  - the A44 from the existing 30 mph terminal point at Park View to a point just south of the Hensington Gate entrance to Blenheim Palace.

In principle, OCC policy is to permit the change from 30 mph to 20 mph provided there is local support. **Such support has been demonstrated and a provisional date for implementation has been set as Summer 2023.** The proposal from Woodstock Town Council also includes generous “buffer” zone speed limits on the A44 at either end of the town:-

- 40 mph from Bladon/A44 Roundabout to the existing 30 limit at Park View and
- 40 mph from Field Barn Farm Cottages (A44) to existing 30 limit at Hill Rise



3. A public consultation was held asking town residents for their views on other infrastructure measures that would usefully contribute to encouraging more active travel. These included:-

- a) The provision of further signalised pedestrian crossing points. In particular there is a high demand at the bus stop at Blenheim’s Hensington Gate where many hundreds of visitors need to cross the busy A44 to access the bus stop for buses back to Oxford. Although there is an unsignaled central island refuge some 75m away most pedestrians fail to use it.
- b) The existing Belisha beacon crossing in A44 The Causeway is

inadequate and there are frequent complaints that motorist cannot be relied upon to give pedestrian precedence. This crossing needs to be signalised.

- c) A further signalised crossing of the A44 is needed at Hill Rise given the imminent development of a further 180 homes here. This was identified as a key priority in the Woodstock Community and Infrastructure Development Plan 2019.
- d) An increase in the number of bike stands in the town centre and at each of the main bus stops
- e) Although not specifically related to new infrastructure needs, there was significant comment at the public consultation regarding the poor quality of maintenance of some of the existing footways within the town, most specifically near to The Crown Inn and in Park Street from The Bear to the church.

4. **Union Street.** This busy town centre street has no footways throughout. The presence of significant vehicle parking and moving traffic makes for difficulties for pedestrians and cyclists. **Union Street would be an ideal candidate for a shared surface street throughout its full length,**



**linking up with the shared surface of Hensington Road.** Failing sufficient funding for such measures there is scope for limited new footway provision in selected areas,

particularly at the lower end where the steep grass verges makes escape from the traffic next to impossible.



5. **Brook Hill.** Absence of footway opposite junction with Upper Brook Hill. Solution: Build up verge slope and construct footway from existing footway as far as the Lower Brook Hill Cul de Sac.





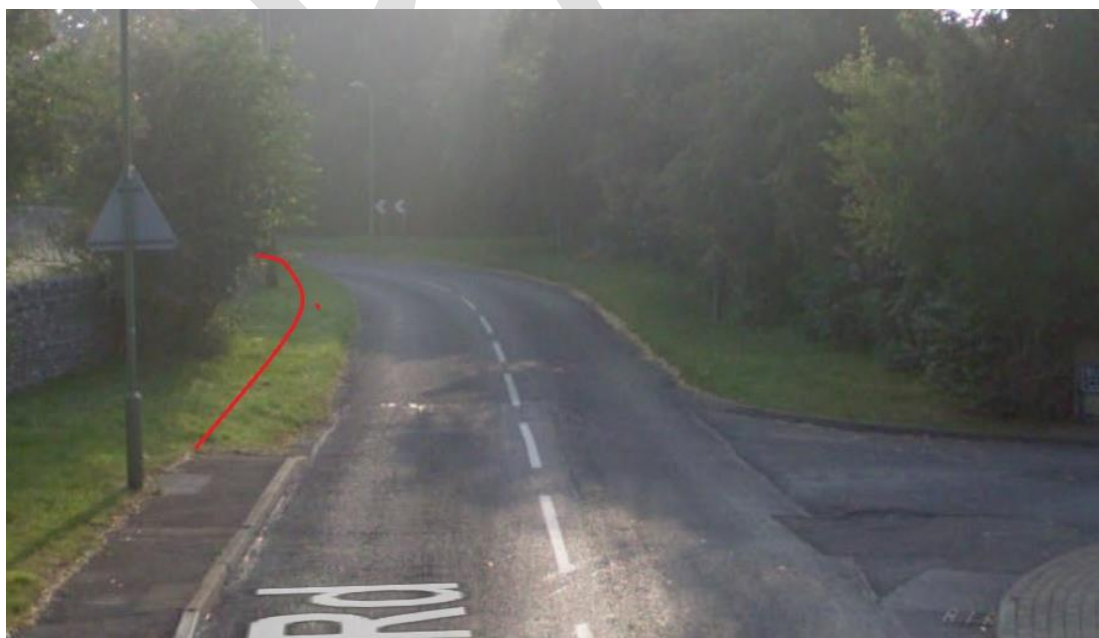
6. Brook Hill from junction with Glyme Close to junction with Green Lane. Absence of footway. This is an important pedestrian route to Owen Mumford (Woodstock's second largest employer) as well as an important route to school. There is ample space for a short section of new footway.



7. Green Lane from its junction with Brook Hill to its junction with Hensington Road. There are no footways on this important school cycling and walking route. It is part of Sustrans Route 5. Solution. Localised footway construction where space permits, and otherwise road marking indicating pedestrian precedence and presence of children walking to school.



8. Shipton Road at mini-roundabout junction with Banbury Road. This is an important walk to school route for both Primary and Secondary schools. Visibility for pedestrians is difficult and a formal Belisha Beacon style pedestrian crossing facility just inside Banbury Road is recommended as shown on the screen shot picture above.



9. Banbury Road from end of existing footway to terminal point for 30 mph speed limit. Construct new footway. Although at present there is little to no pedestrian traffic beyond the end of the existing footway, this will change dramatically with the expected construction



of 250 new homes on the proposed Banbury Road development site

10. New Road from the end of the carriageway to its junction with A44. This section of paved surface is for pedestrians and cyclists only and forms part of the Sustrans National Cycle Network Route 5. Clearer signage and road markings will help to alert users to the mixed use. (No image)
11. There is a strong case for the remodelling of the junction of High Street, Hensington Road and Oxford Street (A44). This is a complex and sometimes confusing junction given the narrow shared surface on Hensington Rd. and the proximity of the heavily used signalised pedestrian crossing. Given the expected housing development in Woodstock it would seem opportune to reconsider the layout and management of this important junction. (No image)

### **The Woodstock Community and Infrastructure Delivery Plan 2019**

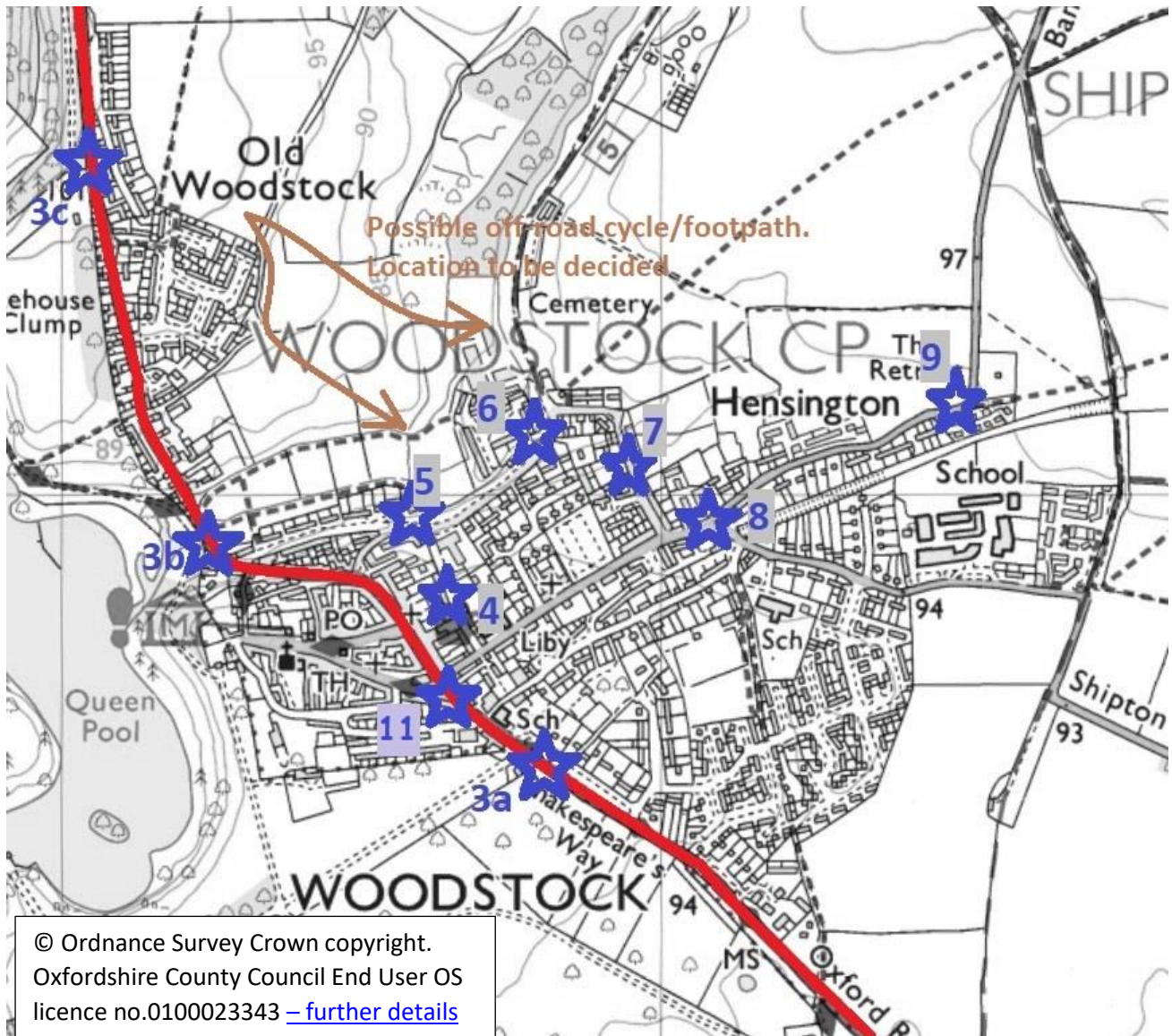
In February 2019, Woodstock Town Council and the Blenheim Estate jointly commissioned Community First Oxfordshire (CFO) to consult widely with the local community about the current and future needs of the town and particularly in relation to the expected imminent development proposals being advanced by Blenheim Estates. CFO is a community development charity which helps communities to identify issues that affect them and to find solutions.

The result was the publication of **The Woodstock Community and Infrastructure Delivery Plan. One of the principal priorities identified in respect of the proposed Hill Rise development site was to “provide a safe, well-lit cycle and footpath from the new site, through Old Woodstock and across the Glyme to the town centre,”** and to “provide a new pedestrian crossing from Hill Rise to the western side of the A44, to connect with a new path through Blenheim park towards town.”

The second of these two priorities, namely a pedestrian crossing of the A44 in the vicinity of the new Hill Rise development is identified as proposal 3c above and in the following schedule.

The first priority to provide an off-road cycle/footpath from Old Woodstock, for traffic free access to the town centre and schools has been developed by The Blenheim Estate who have offered two possible routes. These are shown on the following plan and (as an un-numbered item) in the accompanying schedule. As with other inter-village connectivity routes (Section 2 of the Plan) that involve private land within Blenheim ownership, these lie outside the Highway Authorities remit but insofar as such routes inevitably connect to public highways beyond Blenheim’s land holdings, they are important to include in the Plan

**The locations for the above recommendations for action are shown on the plan below and are summarised and prioritised on the following summary table:-**



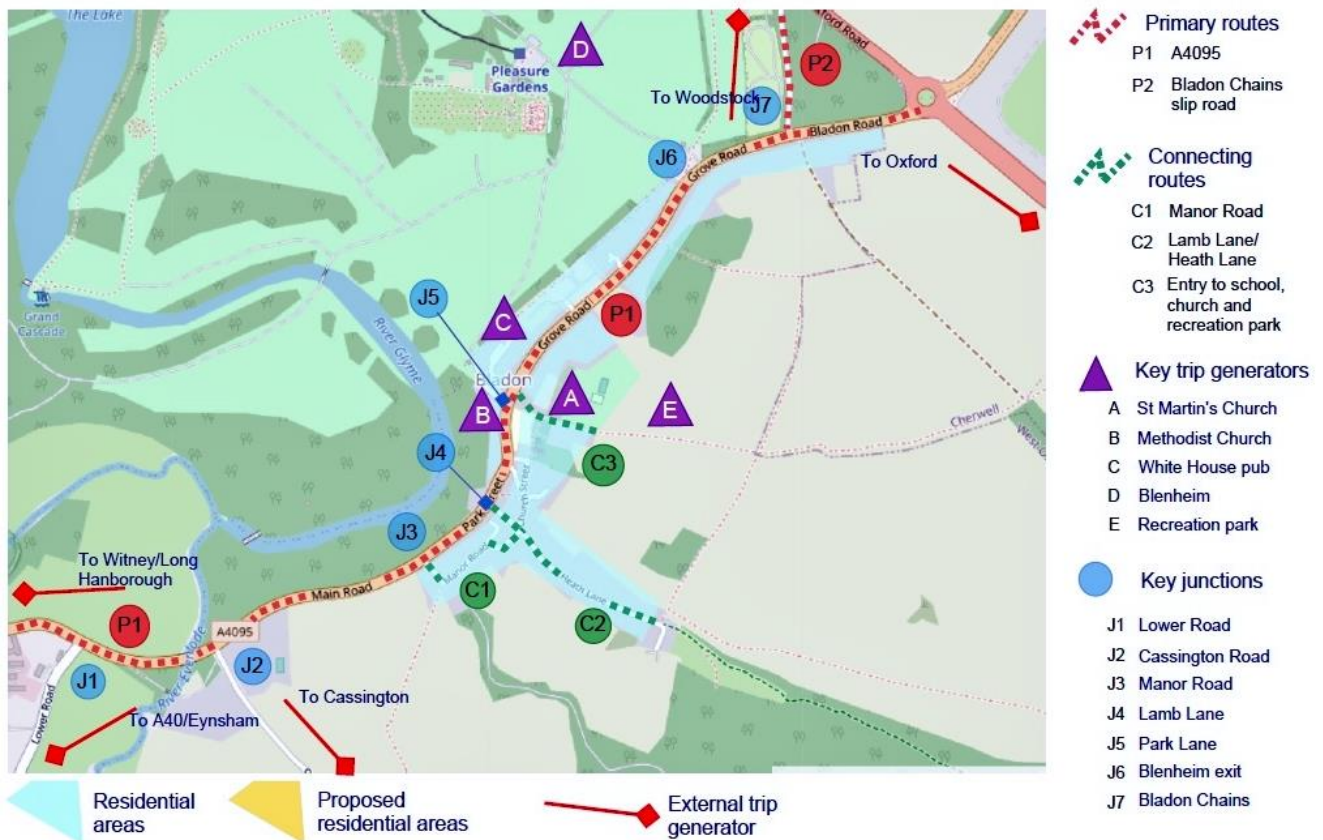
Ref	Proposal	Route Name/No	Status	Priority
1	A44 Oxford Street, Woodstock Pedestrian Safety Enhancement Measures, Evaluation Report	A44	Committed by OCC and supported by WTC	Max Priority
2	Town-wide 20 mph speed limit	Town-wide	Committed by OCC and supported by WTC	Max Priority
3a	Signalised Ped Xing of A44 at Hensington Gate Bus Stop	A44	Recommended by VTN	High
3b	Signalisation of extg. Belisha Beacon Xing at A44 Causeway	A44	Recommended by VTN	High
3c	Signalised Ped Xing A44 at Hill Rise	A44	Recommended by VTN	Contingent on development site at Hill Rise
4	New footway and "Peds in Road" road markings	Union Street	Recommended by VTN	Med
5	New footway	Brook Hill	Recommended by VTN	Med
6	New footway	Brook Hill	Recommended by VTN	Med

7	"Pedestrians in Road" road markings	Green Lane	Recommended by VTN	Med
8	Belisha Beacon Pedestrian Crossing at junction Banbury Road with Hensington Road at mini-rndabout	Banbury Road /Hensington Road	Recommended by VTN	High
9	New footway	Banbury Road	Recommended by VTN	Contingent upon development site at Banbury Road
10	Sustrans Route No. 5 New Road. Clearer signage and pedestrian cycling separation	New Road (section restricted to pedestrians and cyclists)	Recommended by VTN	Med
11	Remodelling of junction A44/High Street/Hensington Rd to provide easier pedestrian and vehicular movements	A44	Recommended by VTN	Med
-	Off-road cycle footpath between Hill Rise development site and Green Lane (for schools, town centre and Banbury Road development site)	Off-road	Recommended by VTN	Max Priority contingent upon development site at Hill Rise



# Bladon

## Bladon routes audit



A larger version of this plan is available at [https://www.vtn.org.uk/information\\_links/links.html](https://www.vtn.org.uk/information_links/links.html)

Like Woodstock and Hanborough, Bladon's biggest safety concern for pedestrians and cyclists is the **A4095 Principal Road**. The A4095 through Bladon carries some 13,200 vpd (2014) of which some 4% (528) are HGVs. The carriageway through the centre of the village is barely 5m wide and the pavements on either side are less than 1m wide in places in the heart of the village which often results in HGVs mounting pavements to pass.

Although there has long been a recommended speed of 20 mph through this narrow section, it is not legally enforceable, which is entirely unsatisfactory for the safety of pedestrians and cyclists. **A statutory 20 mph speed limit for this section and to the edge of the village at the Hanborough end was approved at a cabinet decision meeting in November 2022.** It is scheduled to be implemented in early 2023. Further mitigation measures for traffic calming are under consideration, such as a controlled crossing further up Grove Road.

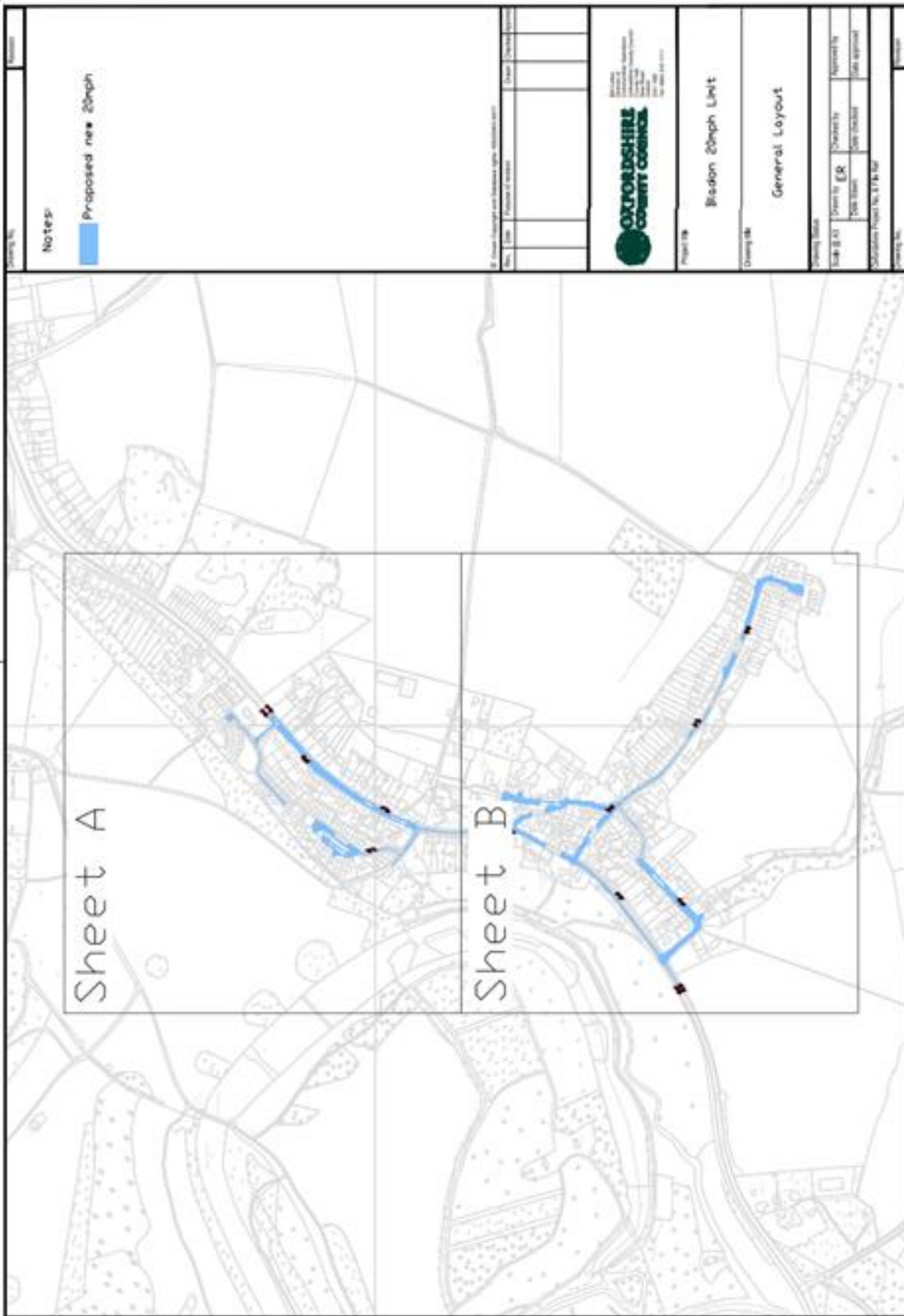
From the A4095/A44 roundabout down to The White House both carriageway and pavements are wider and there is more scope for modifications to improve pedestrian and cycle safety. Nevertheless, for walking or cycling from Bladon to either Hanborough or to Woodstock a route through Blenheim Park provides the ideal option. The Village Travel Network has the support, in principle, of Blenheim Estates senior management to such measures, subject to careful consideration of their commercial and security interests



**The VTN recommends the following measures, as cross referenced and identified on the following plans, to encourage active travel within and beyond Bladon**

1. A 20 mph speed limit throughout the residential areas of Bladon, excluding the section of the A4095 between the A44 and Sunderland Court, currently regulated by a 30 mph speed camera.
2. New signalised pedestrian crossing of A4095 on Grove Road in the vicinity of Eagle Lodge (Blenheim's main vehicular exit route)
3. New signalised pedestrian crossing of A4095 in the vicinity of the speed camera.
4. Bladon Chain to Eagle Lodge, a shared cycle footway, to start at the end of the Sustrans Route 5 cycle track and then run, contra-flow to the existing one way system to the junction with A4095. From that point to Eagle lodge will require a new shared cycle footway on the northern verge of the A4095
5. Upgrade existing RoW footpath to Bridleway status to facilitate cycles between Park View and Eagle Lodge
6. Conversion of existing footway on south side of A4095 to shared cycle/footway between Bladon Roundabout (Sustrans Route No 5) and existing layby/bus stop and construction of new shared cycle/footway on north side of A4095 between Bladon Chain and Eagle Lodge
7. Resurfacing to A4095 from The White House to speed limit termination point to indicate shared surface for vehicular traffic with pedestrians and cyclists.
8. Reduce the speed limit from 50mph to 40mph for vehicles exiting/ entering the village at the Hanborough end.
9. Speed limiter signs for vehicles entering the 20mph zone from the Hanborough end alerting them to the new speed limit. Speed limiter signs northbound on Grove Road to remind vehicles of the 30mph limit.

Ref. Para. 1 above. 20 mph speed limit as approved by OCC Cabinet

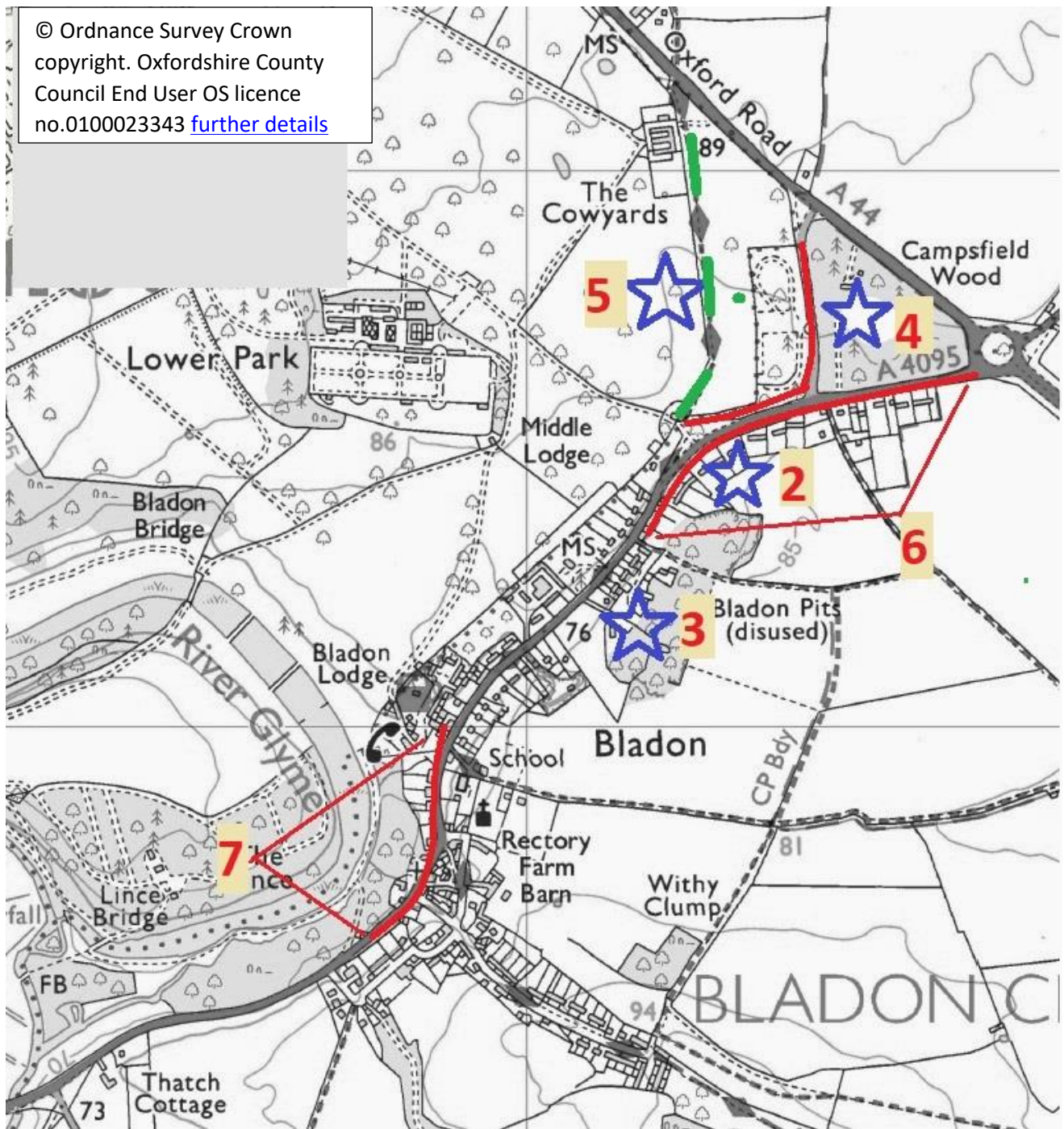


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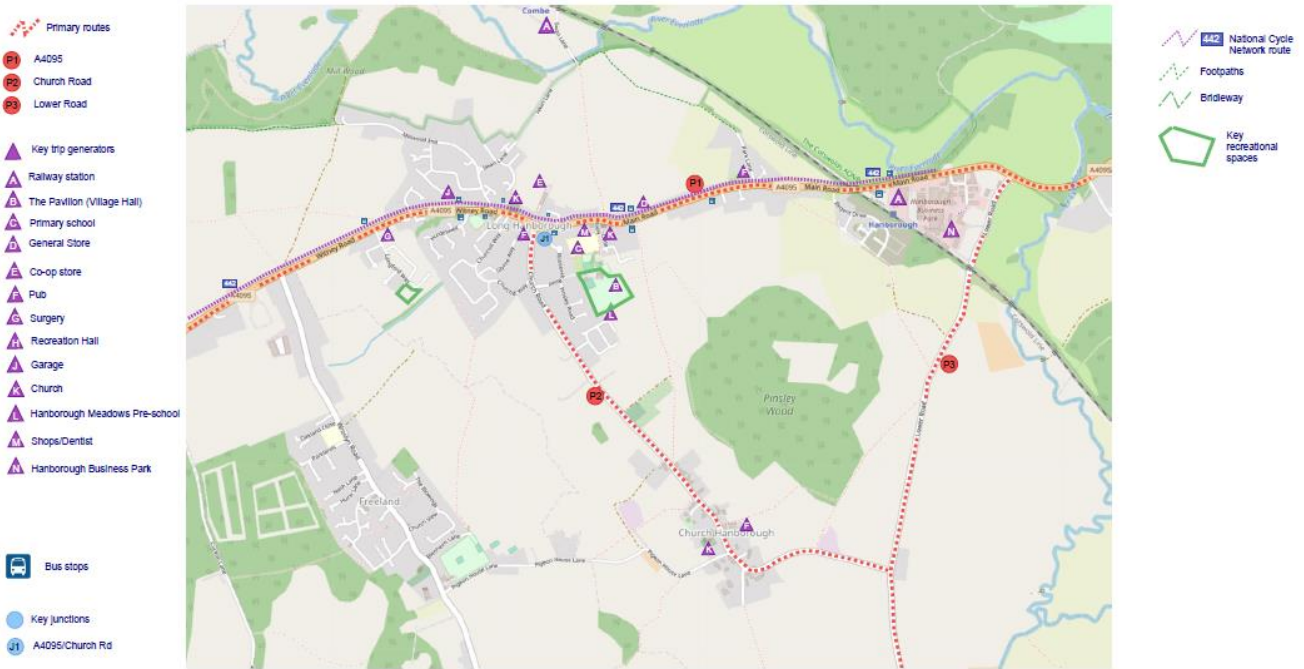
Ref. Paras. 2 to 7 above. Proposals for Bladon

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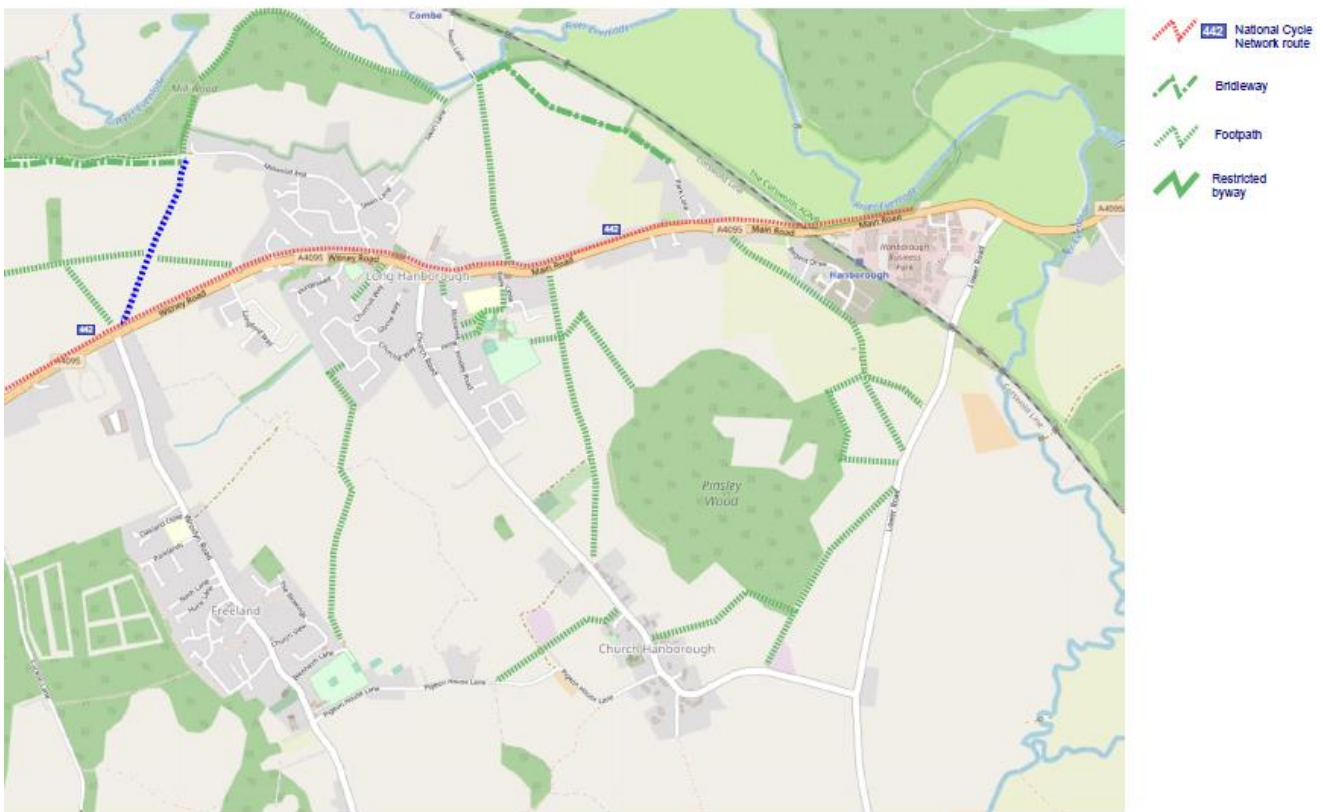


# Hanborough

## Hanborough Routes Audit



## Hanborough Active Travel Routes



A larger version of this plan is available at [https://www.vtn.org.uk/information\\_links/links.html](https://www.vtn.org.uk/information_links/links.html)

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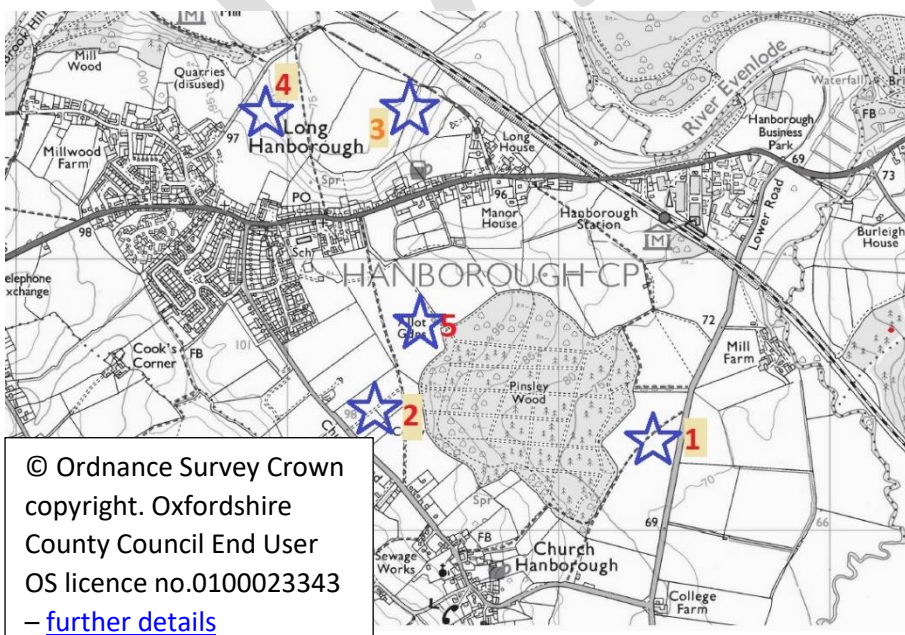


**Hanborough** is a large community comprising the villages of Long Hanborough that is broadly centred along the busy A4095 and of the smaller Church Hanborough, a little over a kilometre to the south. Hanborough has a Primary School, three nurseries, three churches, a parish church and a new medical centre and pharmacy, a dental practice, a Co-op supermarket, three pubs, and a cycle repair shop. It is very well placed for active travel to Witney (two secondary schools and several primary schools), and many other services including many employment opportunities. It is also well placed for, but does not have safe infrastructure for, active travel to Eynsham (including the Bartholomew Secondary School) and Woodstock (Marlborough Secondary School)

**Long Hanborough** has expanded significantly over recent years and with major new developments at Witney, it has seen a significant increase in traffic on the A4095. In recognition of this, there has, for many years now, been an almost continuous shared cycle footway between Witney and Hanborough. There is a missing section at North Leigh that is being addressed through the Witney LCWIP. However, the condition and the layout of the shared surface through Long Hanborough village is not satisfactory. **The shared path through the centre of the village is not wide enough to accommodate pedestrians and cyclists**, each of whom are put at risk by the presence of the other. It would be safer for the path through the centre to be reserved for pedestrians, and for cyclists to travel along the road.

**Where the path crosses the Hanborough Railway Bridge it narrows to less than 1m wide, and is protected by bollards. It is too narrow for the shared passage of pedestrians and cyclists**, and cyclists are requested to give way to pedestrians. There is no path on the opposite side. Pedestrians and cyclists are at risk from the close proximity of HGVs travelling in either direction, and whose wing-mirrors project into the pathway. A feasibility study proposing a separate and dedicated pedestrian and cyclist bridge to be installed to the north of the railway bridge, supported by OCC and WODC, was undertaken in 2019, and is awaiting further development.

While The Village Travel Network would support a reduction of the 30 mph speed limit to 20 mph throughout Long Hanborough, the Parish has not made a recommendation for speed limit changes on the A4095 or on the rest of the road network. Hanborough has recently seen an upgrade to a significant length of the footway between Hanborough Railway Station and Bladon such that it is now unofficially used as a shared use cycle footway for active travel from Hanborough to Bladon and Woodstock



**Church Hanborough has been recommended for a reduction of the present 30 mph speed limit to 20 mph.** The section of carriageway, Church Road, between Church Hanborough and Long Hanborough is currently a 40 mph speed limit. This could usefully be reduced to 30 mph given its frequent use by pedestrians and cyclists between the two communities and the lack of



any segregated facilities. (Ref. 2 on plan). However, the footpath could be widened to establish a shared pedestrian and cycle path. In addition, a path, known as the Coffin Path, runs between the centre of Long Hanborough and the edge of Church Hanborough (Ref. 5 on plan). It is used by pedestrians and cyclists but is in an unsafe state, and urgently needs repair. It could be upgraded to a bridleway and widened to provide a shared pedestrian and cycle path.

**There are no footways along Lower Road running from the A4095 to Eynsham Roundabout and there are no existing connections for cycling and walking.** Lower Road is a two lane single carriageway road, with a National speed limit of 60 mph, and is heavily used by HGVs. Near to the A4095 where it passes under the railway bridge, and at an incline, the road narrows from 6m to 3.8m, being a risk to cars and cyclists. Given the speed and traffic along Lower Road, it is an extreme hazard for cyclists. WODC in the Area Action Plan for Eynsham Garden Village, state that the road prioritises cars and thus is unsafe for cyclists and pedestrians. The speed and amount of traffic make it hazardous for 'Active and Healthy Travel'. Lower road is clearly not advisable for children wanting to cycle to/from Hanborough and Batholemew's School in Eynsham, but there is no other current route, so children are either dependent on school buses or on public transport via Witney.

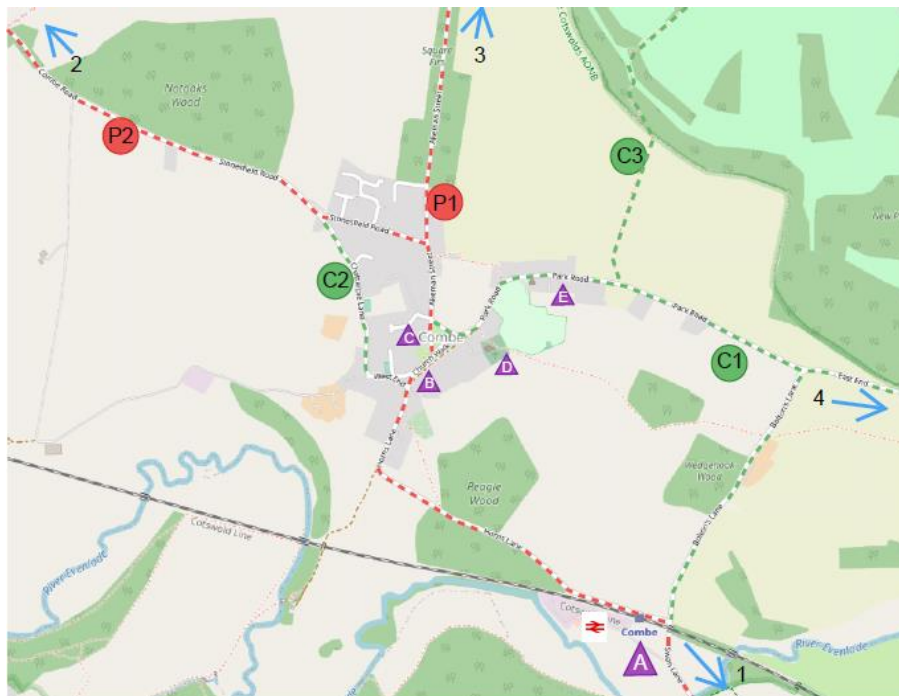
**There is considerable local concern over the proposed Eynsham Garden Village proposal (aka Salt Cross) and the lack of safe active travel routes between Eynsham and Hanborough** (Lower Road and Church Road). This is especially significant given the proposed upgrading of the Cotswold Line to a strategic rail route, the doubling of the railtrack between Hanborough and Wolvercote junction route and the station's proposed role as a local transport hub. Although Eynsham lies outside the remit for the Village Travel Network. We regard the provision of infrastructure for active travel on this route (a minimum of a segregated cycle track) as a high priority (Ref. 1 on plan) as indeed we regard the provision of a dedicated cycle route between Eynsham and Oxford (B4044).

Beyond the built up limits of both communities there are serious concerns regarding village inter-connectivity, particularly towards the village of Combe where there are concerns over the dangers posed to pedestrian and cycle safety in Swan Hill. **Swan Hill is steep, narrow, has blind bends, no grass verges, and the speed limit is the unrestricted 60mph.** VTN would recommend the significant reduction of the speed limit, and the location of signage indicating the condition of the road. In addition, the creation of a footpath in the field to the east of the road should be considered.

An alternative is proposed in Section 2 of this Active Travel Report using the existing bridleway from the Evenlode Bridge to Park Lane that could be improved by being surfaced to make it more suitable as a cycle route (Ref 3 on plan). This proposal will benefit those wanting access to/from Hanborough Rail Station but of less use for those accessing the Hanborough Coop and Surgery. Provision should also therefore be made on Swan Hill for comprehensive lines and signs warning of the dangers and advising drivers to slow down (Ref 4 on plan).

There is also significant demand for the minor Pigeon House Lane between Church Hanborough and Freeland to be made more suitable for cycling and walking. It is a popular short cut between the two communities. **The VTN recommends that Pigeon House Lane becomes a "Green Lane" with priority for cycling and walking.**

# Combe



- Primary routes
- P1 Akeman St - Robin Hill - Horns Lane
- P2 Combe Rd - Stonesfield Rd
- Secondary/Connecting routes
- C1 Park Rd - East End - Bolton's Lane
- C2 Chatterpie Lane - West End
- C3 Footpath to Blenheim

- Key trip generators
- A Railway station
- B School
- C Pub
- D Church
- E Pre-school
- External trip generators
- 1 Long Hanborough
- 2 Stonesfield
- 3 Woodstock
- 4 Blenheim (via footpath)

A larger version of this plan is available at [https://www.vtn.org.uk/information\\_links/links.html](https://www.vtn.org.uk/information_links/links.html)

Combe is a small village. Combe has a primary school, a church and a pub, It is a thriving and prosperous community. Its modest scale means that connectivity within the village is not difficult.

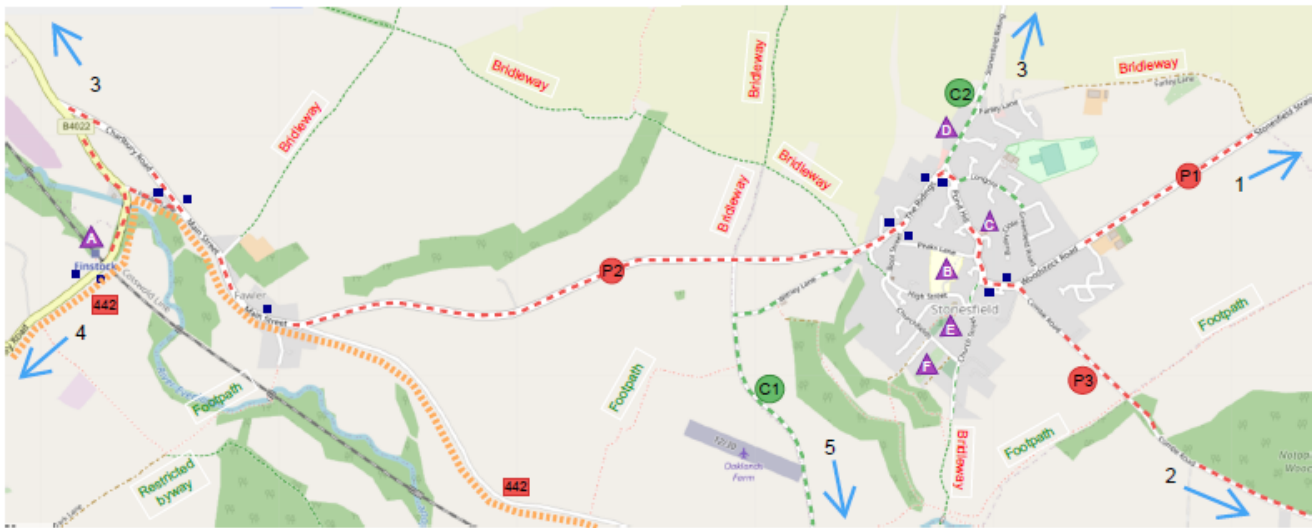
**It has recently had a 20 mph speed limit installed throughout the built up area.** Robin Hill, just to the south of the primary school can be something of a commuter rat run during peak hours. It is a narrow carriageway with no pavements and this short stretch is difficult for pedestrians and cyclists. There is some scope to better recognise the needs of vulnerable users at this location.

Otherwise, Combe's main concerns are on inter-village connectivity and these are detailed within section 2 of this Active Travel Plan. In particular:-

- Combe to Hanborough via on carriageway proposals 5 and 6, High significance in terms of access to Hanborough Coop (Combe has no village stores) and access to Hanborough Railway Station.
- Combe to Bladon and Woodstock via proposal 4 (Blenheim Park). High significance in terms of access to Woodstock Marlborough Secondary School, Doctors Surgery, pharmacy and other town services. Also a partly off-road route to Hanborough railway station.
- Combe to Stonesfield via on carriageway proposal 7. Significant as Combe's nearest neighbour.

# Stonesfield (including Fawler parish)

## Stonesfield and Fawler routes audit



- |                     |                             |                          |                          |
|---------------------|-----------------------------|--------------------------|--------------------------|
| Primary routes      | Secondary/Connecting routes | Key trip generators      | External trip generators |
| P1 Woodstock Road   | C1 Witney Lane              | A Railway station        | 1 Woodstock/Oxford A44   |
| P2 Stonesfield Road | C2 Stonesfield Riding       | B School                 | 2 Combe/Hanborough A4095 |
| P3 Combe Road       | NCN 442                     | C Shops/Post Office      | 3 Charlbury              |
| Bus stops           |                             | D Pub (currently closed) | 4 Witney                 |
|                     |                             | E Church                 | 5 North Leigh            |
|                     |                             | F Allotments             |                          |

A larger version of this plan is available at <https://www.vtn.org.uk/information/links/links.html>



Stonesfield is a compact village with narrow streets, many without pavements. On the whole, traffic volumes are light but there is a general view that Woodstock Road and the Stonesfield Ridings in particular can attract inappropriate speeds. Stonesfield has a primary school, a thriving convenience store and a church. Stonesfield was one of the first West Oxfordshire communities to have a village-wide 20 mph speed limit installed and has an active Speedwatch campaign to back it up. It was also in the vanguard in opening discussions with Blenheim Estates to arrange for children from Stonesfield and Combe villages to have cycling access through Blenheim Park as a route to the Woodstock Marlborough School. (See plan at end of section.)



**Stonesfield Village Schedule of Risks and Mitigations:-**

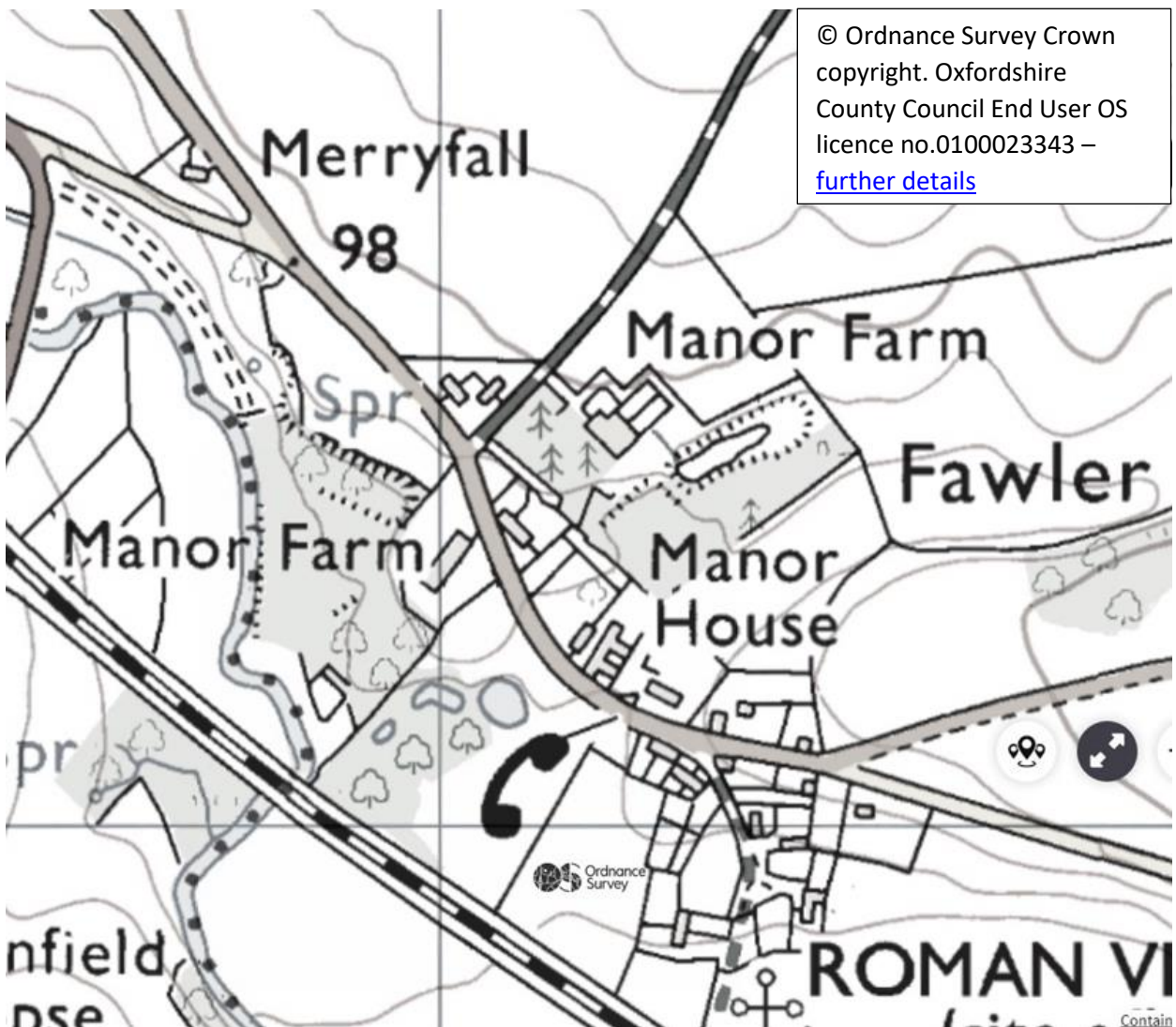
Location	Road Type	Hazards	Risk	Speed Limit	Improvements Mitigation	Comments
<b>To cross reference locations please see Stonesfield Map after this table</b>						
The Ridings	Main route through village.  Busy during school drop/pick-up	Stonesfield Garage – watch for traffic entering or exiting this site.  Traffic leaving/entering side roads.	No pavement.  Pedestrians, dog walkers and cyclists coming into contact with traffic.	20 mph	Blind spot mirrors fitted.	Community Speed Watch hot spot.
Stonesfield Riding	Main route into / out of Stonesfield leading to B4437  Busy during school drop/pick-up times	Single track road with passing places.  Traffic entering/leaving village at speed.  Used by vulnerable road users, horse-riding, dog walking.	No pavement but grass verges.  Uneven surface for cycling.  Expect speeding traffic.	20 mph rising to national speed limit exiting village.	Look out for delivery vehicles entering / leaving the village.	Community Speed Watch hot spot.
Woodstock Road	Main route through village	Traffic entering village at speed.	Limited pavement.	20 mph	Traffic calming at entrance.  SID at War Memorial.	SID located along Woodstock Road. Set at 20 MPH.  Community Speed Watch hot spot.
Laughton Hill	Main route into and leaving village.	A3 Bus route.  Speeding traffic.  Gradient entering village steep.  Traffic giving way downhill.	No pavement.  Drivers ignoring the 'Give Way' signs as the force their way down Laughton Hill.	20 mph	Improved road markings.  Change 'Give Way' road markings from broken to solid white lines. This would give	Community Speed Watch hot spot.  SID located at Laughton Hill entrance. Set at 20 MPH.

Location	Road Type	Hazards	Risk	Speed Limit	Improvements Mitigation	Comments
<b>To cross reference locations please see Stonesfield Map after this table</b>						
					priority to vehicles going up the hill.	
Combe Road	Main route into village	Traffic exiting housing estate at village entrance	Single pavement.  Speed of traffic entering/leave village.	20 mph	Provide additional SLOW signage	Community Speed Watch hot spot.  SID Located along Coombe Road. Set at 20mph.
Pond Hill	Main route through village	A3 Bus Route. Narrowing of road. Limited visibility. Road surface – pot holes and ruts.	No pavement at narrowest section.	20 mph	Bike rack could be fitted outside village shop.	The village shop is located along Pond Hill.
Stonesfield Road	Main route into village from A44 and B4437	A3 Bus route. Fast moving traffic up to village entrance.	Speeding traffic entering village.	60 mph reducing to 20 mph entering the village.		Community Speed Watch hot spot.

Notes: This audit has been produced to inform VTN user about Stonesfield Village. It covers road infrastructure, key features and facilities. VTN users should be aware Stonesfield does not have many pavements and vulnerable road users will often have to share the roads with local traffic. Road surfaces in many parts of the village are very poor and typically contain, pot holes, surface cracks, worn tarmac and crumbling curb stones. There are no carparks in Stonesfield, nor bike racks, and at the time of producing this audit the village Pub was still closed. The village has no streetlighting so cycling and walking and cycling requires appropriate hi-vis and cycle lights for safety. Neither the author nor Stonesfield Parish Council are responsible for the accuracy of the content in this document. The information and detail covered by this document has been produced in good faith to provide a basic guide to VTN users who choose to visit or transit through Stonesfield. For more information on visiting Stonesfield please visit: <https://stonesfield.online>

Produced by Cllr Michael J Heduan MBE [m.heduan@stonesfieldpc.uk](mailto:m.heduan@stonesfieldpc.uk)  
Stonesfield Parish Council

Stonesfield’s immediate neighbour, **Fawler**, is a small community whose residents live entirely on one or other side of the minor road that joins the B4022 to Stonesfield. It has no school, shops, parish church or other public facilities and so depends on travel to Charlbury (3K) or Stonesfield (2.5K). Both are potentially ideal active travel distances. However, both routes, and the B4022 to Charlbury in particular, present safety issues for the take up of active travel and these inter-village connectivity issues are addressed in Section 2 of this plan. In 2018 the residents produced a discussion document for the Fawler Parish Meeting to consider aspects of road safety within the village. The document put forward proposals for consideration in four phases and a summary of these are listed below.

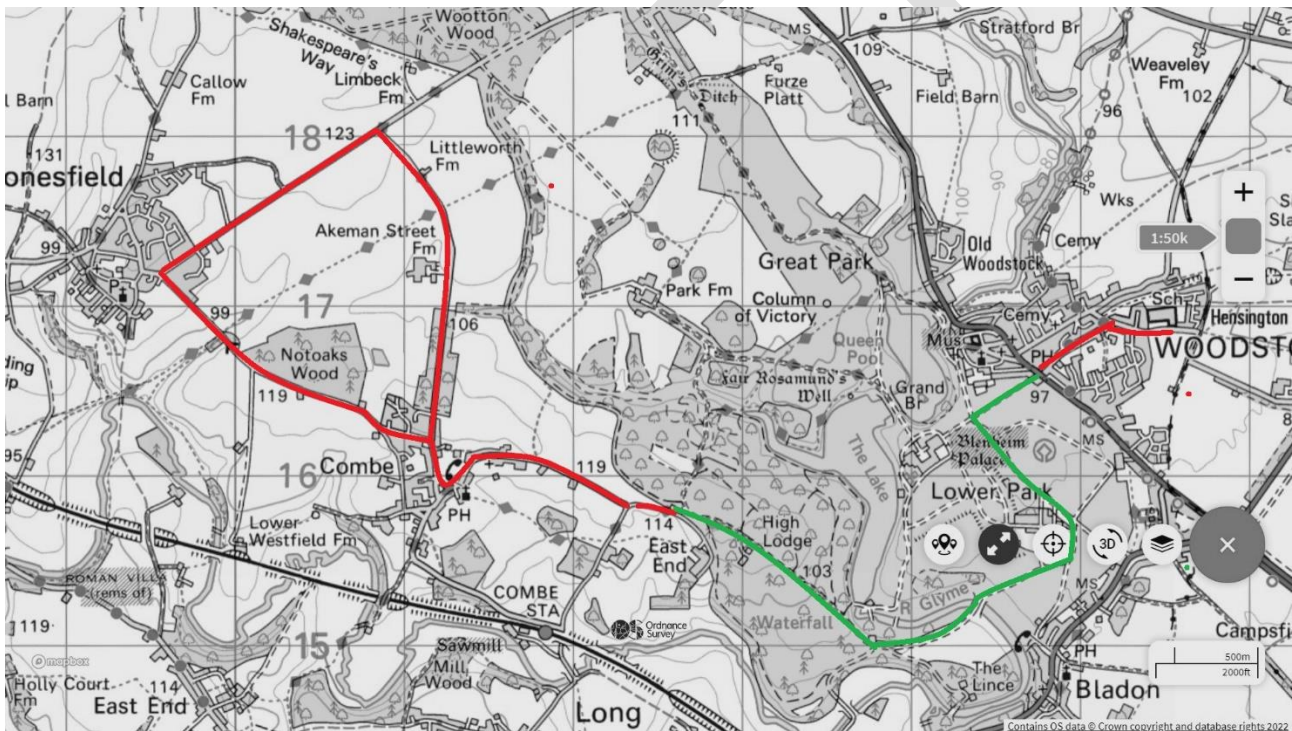


**Summary of Safety Issues within Fawler Village**

Phase	Map Ref	
1	1	Routine refurbishment of road markings
	2	Installation of Semi-permanent 20s Plenty road signs
	3	Entry feature “Gateways”



2	4	Give Way road markings at narrow carriageway
	5	Critical carriageway narrowing to encourage slower speeds
	6	Provision of planters as traffic calming features
3	7	Critical carriageway narrowing and provision of planters and benches as calming features
	8	Provision of new footway
	9	Where new footways not possible then warning lines and signs to be provided to create a “virtual refuge” for pedestrians and cyclists
4	10	Critical carriageway narrowing outside Manor Farm
	11	Provision of kerbing to protect carriageway edge



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**The Successful Stonesfield Combe Blenheim Woodstock Cycle Route to School Project**  
**Red – On-road with signage    Green – Off-road in Blenheim Park**  
*(Project began in response to COVID lockdown measures but continues)*

# Wootton (including Glympton parish)

## Wootton and Glympton routes audit



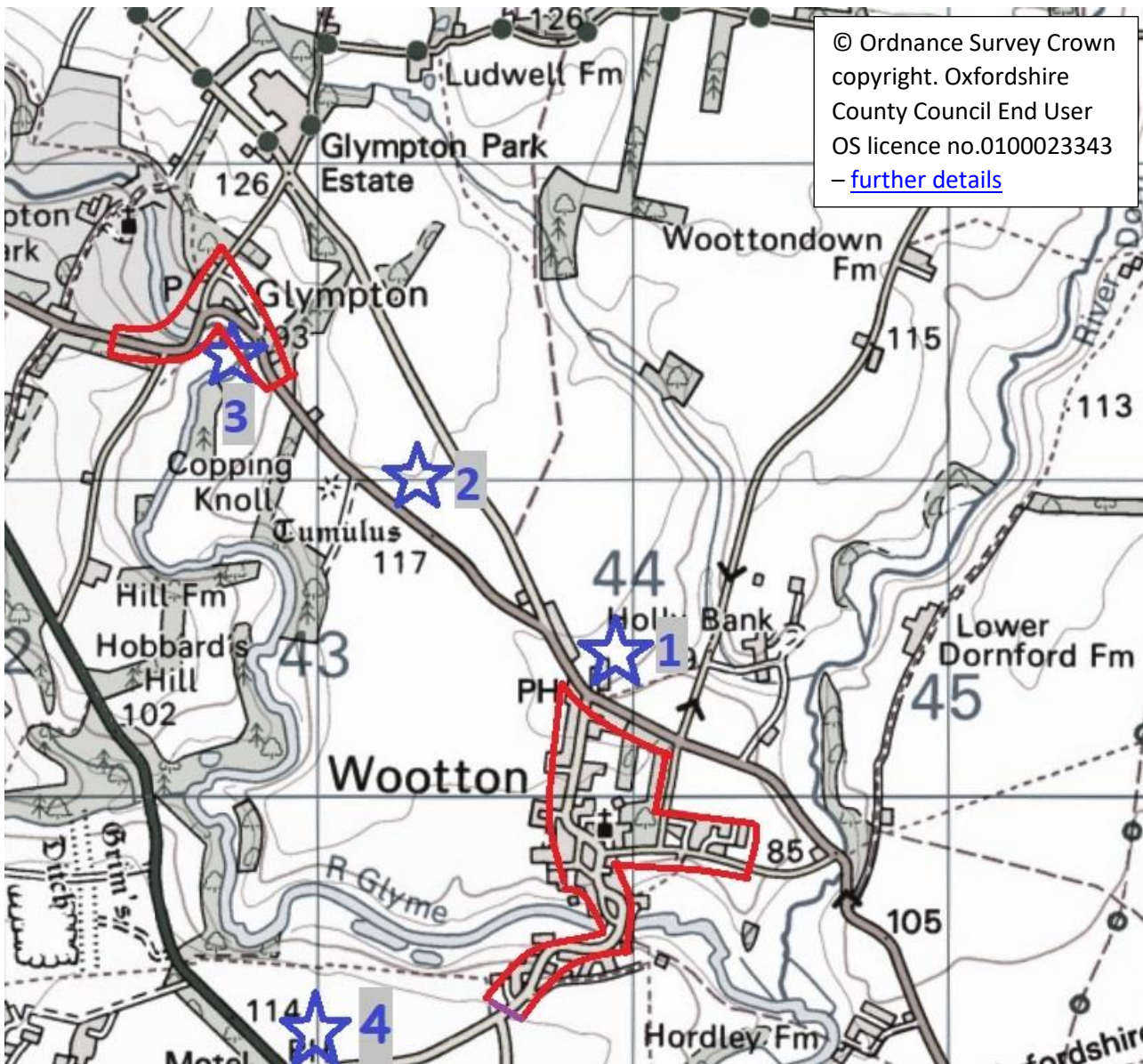
A larger version of this plan is available at [https://www.vtn.org.uk/information\\_links/links.html](https://www.vtn.org.uk/information_links/links.html)

The village of **Wootton**, is a compact community of narrow streets, much of it on a steep incline and with tight bends. The community has a primary school (whose catchment includes part of Woodstock), a church, a pub, and a thriving community. The community also manages The Wootton Conservation Trust, some 30 acres of wetland and meadows adjacent to the River Glyme.

The street layout precludes high speeds for motor vehicles. Nevertheless, there are local concerns regarding traffic speeds in the community and **the Parish Council is applying to OCC for a reduction of the speed limit to 20 mph throughout the built up area**, approximately within the envelope shown on the map below. Starred reference 1 on the plan refers to the B4027 where there are a number of domestic properties as well as the pub and restaurant, The Killingworth Castle. There is no footway on the B4027 but there is a speed limit of 30 mph. It is not presently intended to apply for a reduction of the 30 to 20. There may be scope for some lines or signs to highlight the presence of pedestrians and cyclists on this busy road.

Starred reference 4 on the plan refers to a request from several members of the Wootton community for a bus shelter located opposite “The Duke of Marlborough” pub on the A44 junction with B4437. The suggestion is that this should be constructed in appropriate local stone and several suitable bicycle stands provided alongside. Bus service frequencies on the A44 are such that public transport is popular with Wootton residents. However, the bus stop is a significant distance from the village centre and in winter weather a shelter and bike stands would encourage the “first mile, last mile” active travel concept.





Much of Wootton’s smaller neighbour, **Glympton**, lies on the B4027 and currently has no speed limit at all. Although the tight double bend in the village centre precludes high vehicular speeds, the Village Travel Network, nevertheless, supports the call for a limited section of 20 mph speed limit both to encourage active travel and to set a model of consistency throughout the locality. **However, the Parish Meeting has not expressed a view on this proposal and it remains, at this time, a provisional suggestion only.**

Starred reference 2 on the plan is covered in Section 2 of the Active Travel Plan and refers to the Village Travel Network’s proposal that this section of rural carriageway be speed limited to 40 mph. It is the main connectivity route between Glympton and Wootton and active travel access is essential for many local services including Wootton Primary School.

Note: Please also see the detailed report on inter-connectivity between Wootton and Woodstock using both public highway and off road routes on Blenheim land and set out in Appendix “A” to this report.



## Blenheim



### BLenheim ESTATE

#### A Statement from the Blenheim Estate.

*“Blenheim Estate recognises that as a major landowner in the area, a principle local employer and major visitor attraction, it has a responsibility to engage at all levels of the community including*

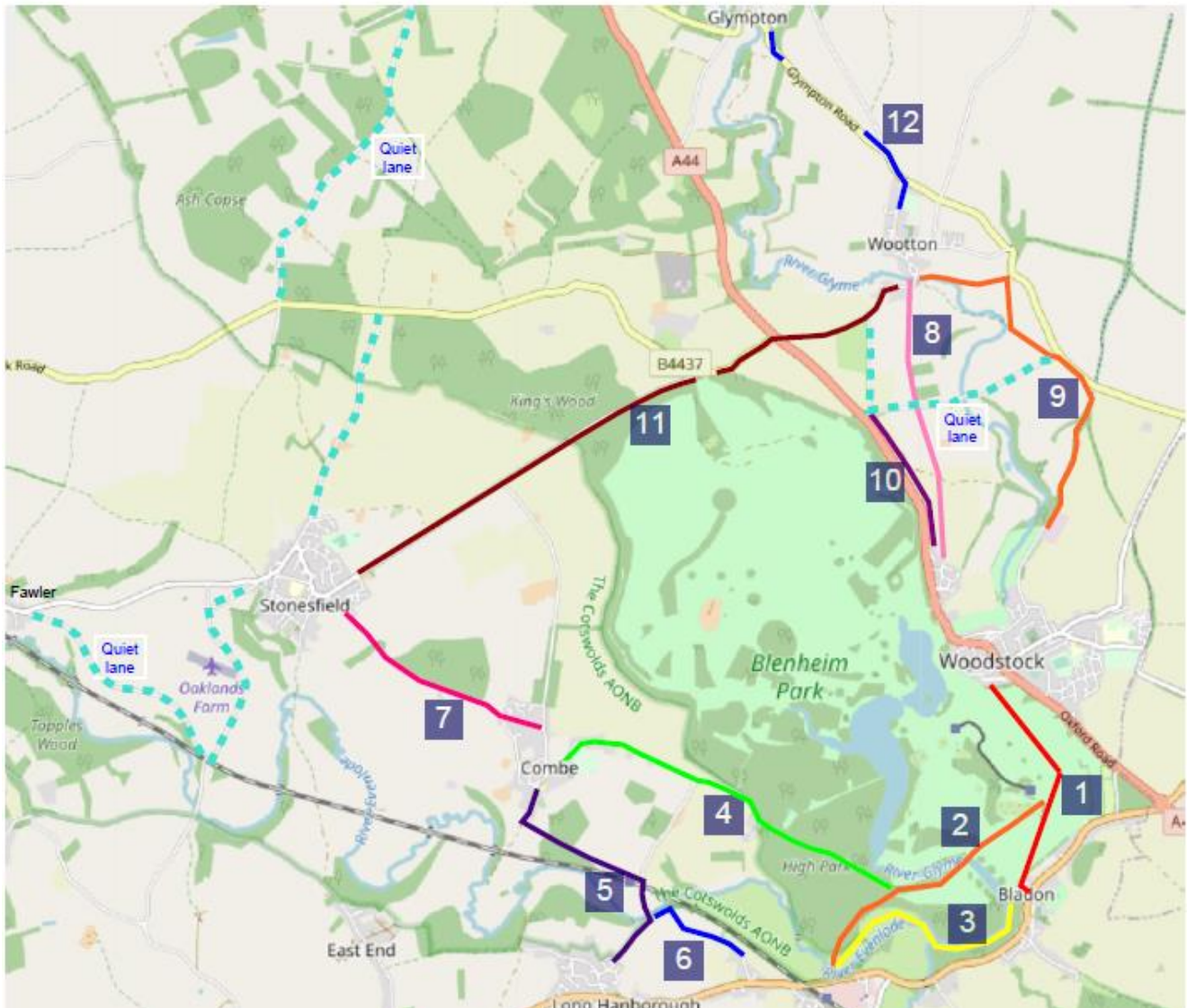
*the County, District and Parish councils. Blenheim is committed to becoming carbon zero by 2027 as well as helping local communities reduce their carbon footprint at the same time, and we believe The Village Travel Network’s aims around decarbonisation and climate mitigation match our own, including the belief that we must encourage active travel and remove the reliance on private cars.*

*Securing a safer infrastructure for pedestrians and cyclists, identified through our work with consultants VeloCity, is crucial to encouraging active travel. It also is central to the work of Oxfordshire County Council in its Local Transport and Connectivity Plan. Blenheim believe the Village Travel Network is perfectly placed to promote these shared aims of safer active travel and will work in partnership with them to support the realisation of their Village Travel Network Plan. As villages within and adjoining Blenheim land, we can work together with the Village Travel Network to help facilitate safe travel corridors through and around the estate.*

*The Village Travel Network is an exemplar in how local people come together to make real change through collaborative working and shared aspirations. They are changing the way we approach travel in rural communities, which should become a model to be shared across other rural areas.”*

## Section 2. Inter-village Connectivity

### Phase 1: Village connectivity plan



A larger version of this plan is available at [https://www.vtn.org.uk/information\\_links/links.html](https://www.vtn.org.uk/information_links/links.html)

#### Summary of Village Connectivity - Phase 1

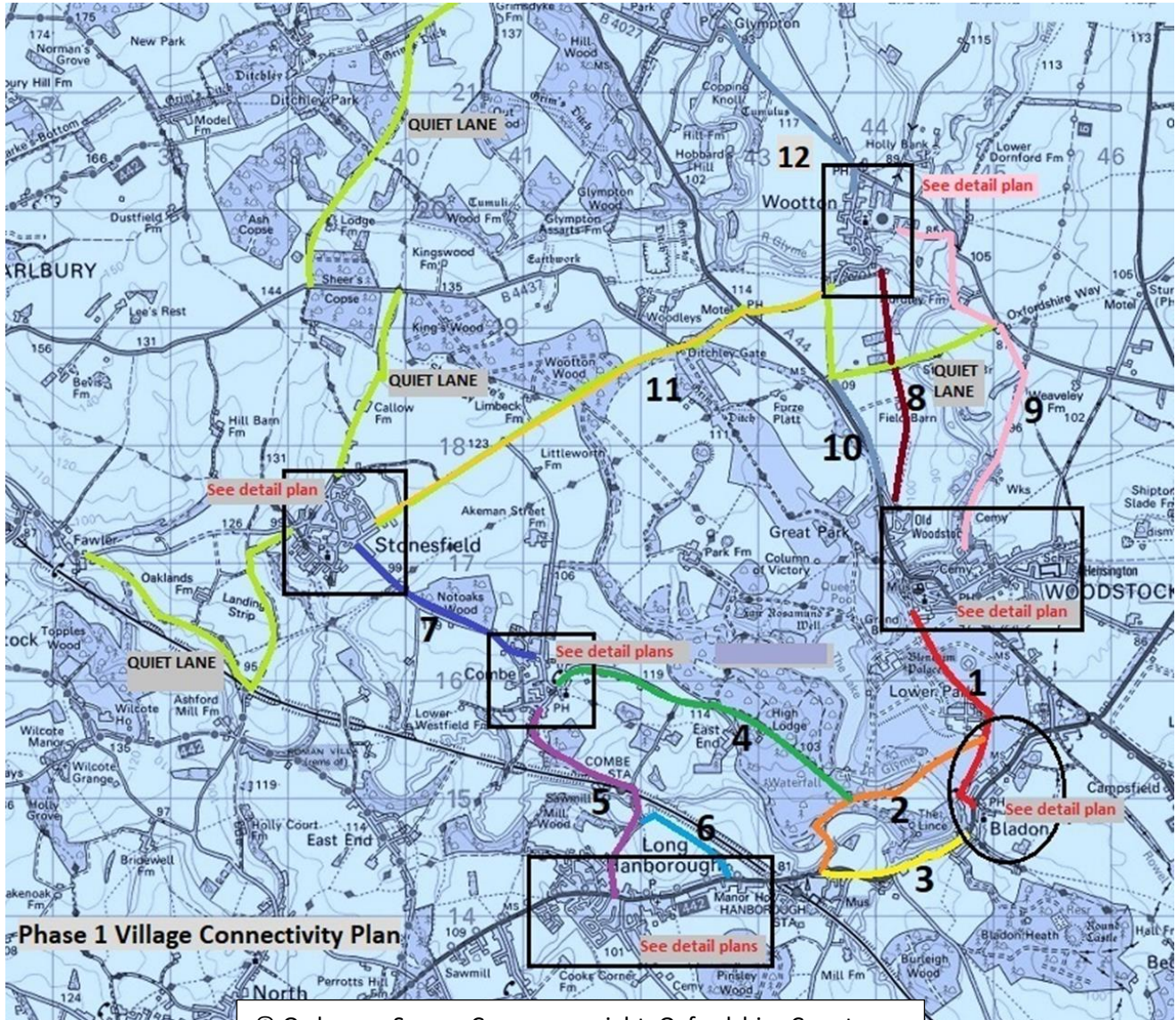
The Village Travel Network has identified the following key connection routes that if provided/improved would encourage take up of active travel between our communities. Priorities will be determined by the Village Travel Network and by its constituent town or parish councils and will be influenced by the highway authority's priorities and strategies as well as by Blenheim Estates and other landowners insofar as projects affect private property.

Nevertheless, in the interest of moving forward the agenda for active travel, the Village Travel Network present this document as a first draft for a composite active travel plan for our communities.



Further details for each of the numbered “connectivity routes” are given in the Schedule at the end of this section.

This plan provides the same detail as the previous page plan but shown on a standard OS map base.



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The detail for submissions and proposals within the built up areas of each village are covered within Section 1 of this VTN Active travel Plan



Plan Ref. No.	Connections	Description of Route	Blenheim or OCC	Function e.g. school, commuter, shopping and services, tourism, recreational etc	Urgency	Comments
1	Woodstock Bladon	A new route through Blenheim Park, possibly with residential or annual pass restrictions. Various options concerning entry/exit points	Bl	This scheme has high value as it meets the needs of multiple users including Blenheim visitors and visitors to Churchill's Bladon grave	High	Accepted in principle by Blenheim authorities subject to detail
2	Bladon Hanborough	Four options: 1. Within Blenheim Park continuing on from Route 1 via Spring Lock and Hanborough Lodge	Bl	This scheme has high value as it meets the needs of multiple users including rail connections and Blenheim visitors arriving via Hanborough Station and visiting Churchill's Bladon grave	High	Blenheim may opt to replace part of this route with the unsurfaced scheme proposed along the south east bank of the lake/R. Evenlode
3		2. A new segregated shared use cycle footway alongside the A4095	OCC	This scheme has high value as it meets the needs of multiple users including rail connections and Blenheim visitors arriving via Hanborough Station and visiting Churchill's Bladon grave. But it excludes the narrow section of A4095 through the built up centre of Bladon	High	<b>This scheme, funded by OCC, is now complete.</b> There remain some substandard sections at the west end that require attention
N/A		3. From Bladon Lodge a new cycle footway unsurfaced recreational route following the south east bank of the lake and the R Evenlode emerging at Hanborough Lodge opposite Hanborough Station	Bl	This scheme has high value as it meets the needs of multiple users including Blenheim visitors arriving via Hanborough Station and visiting Churchill's Bladon grave		A spectacular recreational route that will also appeal to commuters to Hanborough Railway station. Blenheim hope to complete this within the next twelve months
N/A		4. An upgraded cycle footpath on land to the south of Bladon created	Bl OCC	Mainly recreational		

		primarily as a recreational route				
1/2 /3	<b>Woodstock Hanborough</b>	Connectivity achieved through route references 1, 2 and 3 above	Bl	As above	High	
6/5	<b>Hanborough Combe</b>	A cycle route using the existing bridleway from Park Lane to the river at the bottom of Swan Hill (route 6) and then on c'way past Combe Halt to Combe (route 5). The c'way sections will require traffic calming to protect active travel interests.	OCC	This scheme has high value as it meets the needs of multiple users including rail connections	High	
N/A		Two possible walking routes using existing rights of way with only modest improvements needed. However both routes require improvements where they emerge onto c'ways at Swan Hill and at Robin Hill, Combe (Route 5), to ensure pedestrian safety	OCC	Essentially these are recreational routes		
7	<b>Combe Stonesfield</b>	The existing c'way Combe Rd/Stonesfield Rd requires traffic calming to make it suitable for active travel		School social domestic and recreational uses	High	
4/2 /1	<b>Combe Woodstock</b>	This connection uses the Route No 4 to Combe Lodge and then continues on route 4 in Blenheim Park to Spring Lock Gate and then routes 2 and 1 to Woodstock. Much of the route may be subject to the same restrictions and limitations.		School social domestic and recreational uses .	High	<b>THIS ROUTE IS ALREADY CURRENTLY IN USE UNDER ARRANGEMENTS BETWEEN STONESFIELD PC BLENHEIM ESTATES AND MARLBOROUGH SCHOOL WDSK AS A SCHOOL ROUTE</b>

7/5 /6	<b>Stonesfield Hanborough</b>	Stonesfield to Combe (route 7) and Combe to Hanborough (route 5 and 6)		School social domestic commuting and recreational uses .	High	
11	<b>Stonesfield Wootton</b>	Unlikely to be a frequent connectivity route. The Woodstock Road is the main vehicular route and would need significant calming infrastructure to be suitable for active travel, particularly at its junction with the B4437 and along the B4437 to its junction with A44.		Mainly recreational, social, and domestic uses	High	
7/4 /2/ 1	<b>Stonesfield Woodstock</b>	Stonesfield to Woodstock via Combe (route 7) then via Blenheim to Woodstock (route 4,2 and 1)		School social domestic and recreational uses	High	
12	<b>Wootton Glympton</b>	The route between Glympton and Wootton is via the B4027 and will require some significant calming infrastructure to be suitable for active travel users. The alternative, less direct, but quieter route via Tew Lane would also require some calming features.		School social domestic and recreational uses	High	
8	<b>Wootton to Old Woodstock (Note: Connections from Old Woodstock to Woodstock town centre and schools are subject of a separate route study).</b>	There are three options for connectivity between Wootton and Woodstock. Option 1. Using the existing c'way, with calming to/from Wootton via West End to the "First Wootton Turn" (junc. A44). Then via Stratford Lane, a route that can be adapted to a "Quiet Way" with soft landscaping and thence via an upgrade of the existing RoW to Old		School social domestic and recreational uses	High	



		Woodstock. Note: The RoW can be utilised for the entire route from Wootton to Old Woodstock but would require some additional infrastructure works north of Stratford Lane.				
10		Option 2. As for Option 1 as far as A44 and then via a segregated cycle footway alongside the A44 to Old Woodstock. Then via internal link connections within Woodstock (separate study).		School social domestic and recreational uses	High	
9		Option 3. This route proposes an off-road cycle/footpath using the new woodland currently being developed by Blenheim Estates and running from the Dorn Valley (immediately to the east of Wootton village), through the hamlet of Hordley and across Stratford Lane to connect to the extg. off-road RoW bridleway (Sustrans Route) to central Woodstock and the schools		Mainly recreational		
Quiet Lane	<b>Stonesfield Fawler</b>	The existing minor c'way from Fawler to Stonesfield via Stonesfield Common and Evenlode Lane can easily be adapted to a Quiet Way for active travel by soft calming measures.		School social domestic and recreational uses	High	
Quiet Lane	<b>Stonesfield The Ridings to B4437</b>	This existing single track lane should easily be calmed to present a safe and pleasant (mainly recreational) uses.		Mainly recreational	High	
Quiet	<b>B4437 to Kiddington</b>	This existing single track lane should easily be calmed to present a		Mainly recreational	High	

Lane		safe and pleasant (mainly recreational) uses				
Quiet Lane	<b>Stratford Lane A44 to B4027</b>	This rat run requires heavy calming measures to enable it to be used both as a Quiet Lane for recreational purposes but also as part of route 8 between Wootton and Woodstock		School social domestic and recreational uses	High	

## Appendix "A"

### Wootton to Woodstock cycle routes

Prepared by Philip Parker on behalf of the Village Travel Network - July 2021

#### The Aim

To identify new or improved cycling routes between Wootton and Woodstock to make this short 2.5 mile route more accessible to all cyclists whatever their age, confidence or ability on a bike

#### The Opportunity

Woodstock is the natural destination for many local journeys from the village, with a thriving town centre with a range of shops, restaurants and pubs, and Blenheim Palace. It is also the location of the Marlborough secondary school, which serves the pupils of Wootton. 2.5 miles is a short cycle ride and could be accessible to anyone on a bicycle if the route were a well-designed, safe cycle path.

For about one mile North of Woodstock there is an established cycle path (national route Oxford to Banbury), but linkage to Wootton village is not easy (see "challenges")

#### The alternatives

Without cycling, the only way for most people to access Woodstock is by car. There is a daily bus from the village to Woodstock, for short day time trips to Woodstock, but not a time that suits school children or working adults. There is a good footpath to Woodstock, but a 5-mile round trip is too far for most people to consider for regular use or for accessing school or shops etc.; the footpath is across fields so also not user-friendly in dark or wet conditions.

#### The challenges for cycling

Although 2.5 miles is an ideal distance for cycling, both the current routes are challenging for anyone other than the confident and fit cyclists. One route is via the A44, the other via the B4027. Both routes involve steep hills on country lanes, which are either narrow or have fast traffic, or both. Both routes involve one difficult junction. More detailed analysis is provided below and in chart 1 "Constraints".

Alternative routes are not easy to identify as the two rivers, the Glyme and the Dorn, separate Wootton from Woodstock, and both rivers are bounded by flood meadows that flood regularly and are important natural habitats. Either side of the rivers there are steep hills, which is why the road routes both to the A44 or on the B4027 are not cycle-friendly.

#### Other landowners

Both in the village and Woodstock, private housing limits the options available, but much of the open land is owned by two landowners.

- 1) Blenheim own most of the land between Wootton and Woodstock – and have plans for significant new woodland, with new public paths. Links from the village to these networks might open up new routes, although getting from the village to these woodland areas involves crossing the rivers and flood plains.
- 2) Wootton Conservation Trust, charity no 1163549, owns and runs the 30 acres of Wootton water meadows and land North of the Glyme and West of the Dorn. The land is run for environmental purposes. (NB Potential conflict of interest: I am chair of WCT)

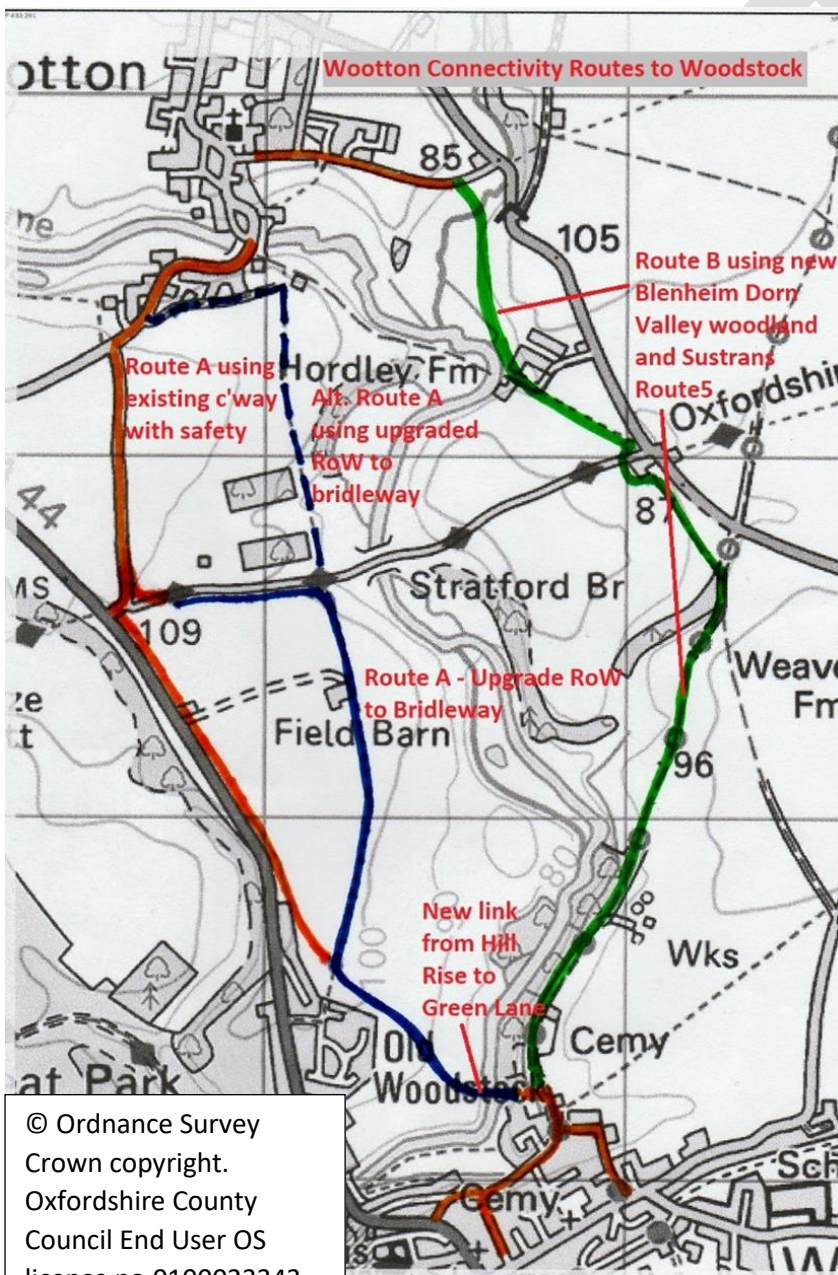
Analysis of current routes

<b>Route 1: Via A44</b>	<b>Challenges</b>	<b>Opportunities</b>
From the village centre, down to Wootton bridge	The road is very steep, narrow and around quite sharp corners. There is not a large volume of traffic, but it can be quite fast	No alternative.
Through West End, up from the bridge to the edge of the village	The road is narrow, with one very steep and narrow section	i) Footpath up to Zion House – narrow, steep, no access at top to fields, apart from across private land. ii) Footpath up “Williams Hill” – very steep and narrow, not adaptable for bikes
From edge of village to “Wootton Turn” junction with A44	This road is flat-ish, wide, good for bikes	Good. No alternative needed – but both ends of this section are challenging
“Wootton Turn” A44 junction	Fast road, not good to cross, (to get to pavement) Cycling: Towards Woodstock – ok, long slip road (but fast main road) Towards Wootton – long central right turn lane – but v fast traffic, difficult to pull out in to it	Fast road, difficult to improve.
A44 into Woodstock	Very fast road, ok to edge of Woodstock (no junctions)	iii) Cycle path in field next to A44? iv) Cycle path along “Hollyhock walk” footpath, past Field Barn, v) Cycle path on new Blenheim circular route (see New Route A)
A44 through Woodstock, past Black Prince	A44 busy and narrow, and quite steep	No alternative – all built up and flood plains – unless new crossing for flood plain, lining to new route East of housing? (see New Route A)

<b>Route 2: Via B4027</b>	<b>Challenges</b>	<b>Opportunities</b>
---------------------------	-------------------	----------------------



From the village centre, down to Dornford bridge	The road is steep and narrow, but not much traffic	Cycle patch in fields or WCT meadows – but linkage to B4027 and Dornford bridge is challenging
Junction with B4027, by Dornford Bridge	Tricky junction - narrow road, over bridge, two sharps bends, and steep hills, cars often going too fast.	No alternative
B4027 from Dornford bridge, past Oxford Drama School, to the cycle path (National Route 5)	Steep hill, narrow, fast road	Cycle path in neighbouring fields?
Cycle path into Woodstock (part of National Route 5)	Good off road cycle path – comes out near Marlborough secondary school and with good access to town centre via back roads	Good. No alternative needed



### Possible new routes

#### **New Route A (see chart 2 - New Route A)**

Parallel to A44, but using “Hollyhock” footpath, through new housing development, to Old Woodstock. But three challenges:

- 1) From centre of Wootton village – no obvious alternative to the steep narrow road out of the village (over bridge, through West End and up)
  - Then along road to Wootton Turn is good
- 2) From Wootton Turn down Stratford Lane to footpath / possible new cycle way – a narrow fast and busy rat run – would need cycle paths in adjoining fields?
- 3) From Old Woodstock to Woodstock town centre/school – only route is A44 Past Black Prince, which is busy, steep and narrow.
  - a. Solution (marked X) offered by new Blenheim circular walk, “Old Woodstock Wood” and new river crossing to Woodstock end of National Cycle Route 5.

#### **New Route B (see chart 3 - New Route B)**

More ambitious – could deliver traffic-free route all the way from Wootton to Woodstock

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- 1) Cycle Path from Milford Lane across Wootton Conservation Trust land to link to the new bridge across the Dorn
- 2) New bridge across the Dorn
- 3) Bridge links into new Blenheim woodland “Hordley Forest School” – with an off-road cycle path that could be graded relatively gently to climb out of the valley
- 4) Hordley to Drama School
  - a. Either use existing footpath across the field (but conflict with farming)
  - b. Or develop edge of field cycle path
- 5) B4027 past Drama School is very narrow – develop edge of field cycle path around back for Drama School, and link to National Cycle Route 5
- 6) Follow National Cycle Route 5 into Woodstock – no work required.

Philip Parker  
32 Castle Rd, Wootton

### **Section 3. A summary and a forward programme**

**This remains a “work in progress”.**

**The forward programme will be contingent on the full development of the County Council’s Local Cycling and Walking Infrastructure Plan (LCWIP). This section of the VTN Active Travel Plan is therefore a work in progress and will be completed as required in due course.**

**Latest revision January 2023**

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